



Thousands in Canada and United States have crossed this travelling museum

Today's sleek, diesel-powered trains ride the trails blazed by the chunky little locomotives of yesterday. The mammoth diesel is bigger, faster and safer, but still does the same job as its antique ancestor . . . it keeps open and expands our continent-wide channels of commerce.

Nor is the "Museum Train" only a reminder of the visionary spirit that sparked construction of a vast railway and great nation. The pioneer urge still surges through the Canadian National. It is seen in the lines built during the past decade into our last frontier: the northland.

CNR has pioneered lines into the aluminum smelters at Kitimat, the copper lodes of Manitowadge, the timber and mineral riches in Quebec's Chibougamau area. It has put Ontario's Marmora district and Manitoba's Lynn Lake on the map. Its latest venture in industrial exploration is construction of the Bartibog spur, on the company's main line between Newcastle and Bathurst, N.B. Rich Maritime mineral ore will soon move over this 20-mile branch line to Canadian smelters.

The "Museum Train" is now the last and only one of its kind, but the progressive spirit which animated the pioneer era it represents is still plentiful in Canada.



The "Old and New Look" in CNR locomotives

