

CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

NEWS REPORT #48

September 1954

Montreal, Canada

NOTICE OF MEETING

In place of the regular September Meeting of the Canadian Railroad Historical Ass'n, it has been arranged for members and guests to participate in a conducted tour of the C. N. Express facilities at Central Station. The date will be the second Wednesday of the month --- September 8, 1954 at 7:45 p.m. daylight saving time. Members are invited to bring friends who might be interested in this tour, which should prove both instructive and interesting.

Meet at the Green Light in Central Station.

7:45 p.m. daylight saving time..

Wednesday, September 8...

CROSSING THE RIVER Part 3

by Robert R. Brown

The Victoria Bridge had, as consulting engineers, two of the most eminent men in the profession -- Robert Stephenson and Alexander M. Ross -- and it is very unfortunate that, after the bridge was completed, there were acrimonious controversies over which of the two deserved the greater credit. There is no point in reviving these old quarrels, especially since the principals themselves were not involved; anyway, the honour can be pretty evenly divided. Robert Stephenson designed the superstructure and supervised all the necessary calculations and tests, while Alexander Ross selected the site, designed the piers and worked out the plans and procedures for construction.

Mr. Ross came out to Canada in the spring of 1853 to examine the area, and, getting in touch with the government officials in Quebec, he was referred to our old friend, Hon. John Young, who in the mean time had become Chief Commissioner of Public Works. What a fortunate meeting that was for a bridge projector and a bridge builder! They left Quebec together the same evening for Montreal and the day following their arrival, they hired a canoe and an experienced paddler. They explored the river thoroughly from the upper end of Nuns' Island down to the lower end of St. Helens Island and very carefully examined the various sites which had been proposed for the bridge. Canoes were no novelty for John Young but the trip must have been a rather terrifying experience for the engineer just out from England.

When Mr. Ross completed his inspection and had weighed all the advantages and disadvantages of each of the various sites, he unhesitatingly adopted the one which had been recommended by Samuel Keefer. He rightly concluded that construction would be no more difficult and no more costly there than elsewhere, and since it was the narrowest part of the river, the bridge could be from eight hundred to four thousand feet shorter than at the other proposed sites. The saving in the cost of the superstructure alone was enormous.

The contractors, Peto, Brassey and Betts, then sought a chief engineer for the job, and their choice fell on James Hodges, who had been in their employ for many years and had superintended many railway and harbour contracts. He had retired from active business some time before but he was recalled from his rustic retreat to engage in

the most important and most difficult job of his career. A distinguished American engineer said:

" It is my firm conviction that the contractors never, in any of their great enterprises, displayed more wisdom and sagacity, or greater ability to cope with great difficulties, than in selecting Mr. Hodges for the arduous work of placing the Victoria Bridge where it now stands, as firm as the rock it rests upon. It is not enough to say that no better man could have been found for the place. I go further and assert, that in any community, however large, of intelligent and able men, it would have been a difficult matter, a difficult matter indeed, to have picked out a man so eminently fitted in all the various qualifications it required, as Mr. Hodges has proved himself to be for conducting the great work to a successful completion; and it is not only in his dealings with the Saint Lawrence that he proved himself a man of resource and a skilled and patient workman but, better still, in his dealings between man and man he has proved himself to be that which the poet has termed, 'the noblest work of God, an honest man'. It is but negative praise to say that a man has no enemies: of Mr. Hodges it is but simple truth to say that in every man with whom he had dealings during his sojourn amongst us here in Canada, he secured a friend. "

No small praise indeed from a man who perhaps might have hoped to have had the position himself !

(To be continued)

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CANADIAN PACIFIC RAILWAY unveils its equipment for

THE WORLD'S LONGEST SCENIC DOME RIDE

by Omer S.A. Lavallee

Ever since June 1953, when the Canadian Pacific Railway announced its intention to streamline, in the literal sense of the word, the rolling stock in use on the transcontinental trains between Montreal and Toronto, and Vancouver, Canadians have been waiting to see to what extent modernity in train travel could be carried. When the \$40,000,000 order was placed with the Budd Company, of Philadelphia, Pa., for 173 new units of passenger train rolling stock, the Company promised the public that the equipment would be worth waiting for. Budd, already famous for the immensely popular RDC car, examples of which are now in service on both of Canada's larger systems, have achieved a number of other distinctions in the passenger rolling stock field, hitherto unfamiliar to Canadians. One of the things for which the company is famous is the modern adaptation of the "dome" to passenger travel; another is the stainless steel, fluted side equipment which it has supplied, notably the Chicago Burlington & Quincy Railroad, whose dome-equipped "Zephyrs" have claimed the distinction of being the most popular trains in America.

One factor links the Budd dome cars with Canadian Pacific, and perhaps makes it appropriate that the CPR should be first to introduce the modern cars in Canada. That is, that Canadian Pacific built and operated what is believed to be the world's first "dome" cars,

more than fifty years ago. At that time, engineers adapted the caboose cupola specially for passenger use, and produced plans for mountain observation cars with glass roofs and two passenger-size supolas, one at each end of the car. Several cars were built and ran successfully for a number of years. They were actually the direct ancestors of the "Scenic Dome" of today. While this claim of priority has been disputed by at least one American railroad using "dome" cars, the facts stand for themselves.

The first unit of the new order, a non-dome sleeping car, was accepted by Mr. N.R. Crump, Canadian Pacific Vice President in a special ceremony at Philadelphia. This first car, the "Chateau Bienville" was then shipped to Montreal, and upon arrival at that point on July 4th, was rushed to the CPR Angus Shops where certain Canadian-manufactured items had yet to be installed. Actually, quite a large percentage of the items required for construction and maintenance of the car are of Canadian manufacture. They include such things as trucks, draft gear, roller bearings, journal boxes, air brake equipment, public address system, batteries, lighting fixtures, generator drives, parcel racks, air filters, window sash, lavatories, toilets, seats, chairs, carpets, interior murals and other items.

A few days after the arrival of "Chateau Bienville" and on what will hereafter constitute "D (for Dome) Day" in the history of Canadian passenger rolling stock, Monday, July 12th, the first dome car for a Canadian railway, the new "Banff Park" arrived at Windsor Station in Montreal. It was coupled at the rear of the Delaware & Hudson overnight New York-Montreal train, and presented an impressive sight indeed. A number of us had made it our business to acquaint ourselves with the time of arrival of this car of cars, and as it stood at the end of the train, out beyond the shelter of the trainshed roof, it symbolized the arrival of a new era in Canadian rail passenger transportation. The sunlight polished its gleaming sides, the seats in the dome presented an impression of cool air-conditioned comfort behind the green tinted glass, and the device of the beaver, not just a painted emblem but cast in relief on the sides of the car, proclaimed for all to see that, unlike many railroads, the Canadian Pacific had not lost faith in the passenger, and in his ability to provide adequate revenue when given good, modern equipment in return for his expenditure.

It is anticipated that the completed train will not be ready for service until May 1955. Meanwhile, completed cars will be placed in service as they are received. Depreciation is a not inconsiderable factor to be reckoned with, and while it is felt in some circles that the impact on the public would be greater if the cars were withheld from service until all were on hand, it would be economically impracticable to withhold cars from service for so long a time. When the order is completed next year, it is expected that the transcontinental schedule for the trains will undergo a drastic overhaul. While the Company has not made any disclosure to this effect as yet, it is fairly obvious that time cutting of at least twelve hours can be made, comfortably, with the new equipment, which will be handled throughout the Montreal/Toronto-Vancouver run by diesel-electric locomotives.

Normally, each train will include two scenic-dome coaches, one for the first-class passengers and one for the coach class passengers.

Regular dining car facilities will be offered, and in addition, more economical, lighter meals will be available in a buffet which will be located under the Scenic Dome in coaches so equipped.

In accordance with standard Canadian Pacific practice, sleeping dining and parlour cars all carry names as designations, while the passenger coaches and baggage-dormitory cars will be numbered. The names have been specially chosen to reflect Canadian history and culture. The dining cars will carry names of celebrated Canadian Pacific Hotel dining, lounge and public rooms.

SCENIC DOME LOUNGE SLEEPING CAR This is the showpiece of the train. Sleeping facilities in the car include three double bedrooms and a drawing room. These rooms are in that section forward of the scenic dome. Immediately beneath the dome in the depressed center of the car, is the Mural Lounge, equipped with a bar. Each lounge, as its name implies, contains an original mural depicting the natural park after which the car is named. These murals have been executed by eighteen well-known Canadian artists, all members of the Royal Canadian Academy of Arts. The dome section in this car accomodates 24 passengers in its foam rubber seats, with adjustable leg and foot rests. Behind the dome, there is a thirteen passenger observation lounge section, and the wall decorations include a map of the appropriate national or provincial park. The names are:

Algonquin Park	Kokanee Park	Sibley Park
Assiniboine Park	Kootenay Park	Strathcona Park
Banff Park	Laurentide Park	Tremblant Park
Evangeline Park	Prince Albert Park	Tweedsmuir Park
Fundy Park	Revelstoke Park	Waterton Park
Glacier Park	Riding Mountain Park	Yoho Park

DUPLEX ROOMETTE DRAWING ROOM BEDROOM SLEEPING CAR Twenty nine of these cars are to be provided, each containing five different types of accomodation. There are four open sections at one end, with the usual toilet and washroom facilities adjacent. In the center of the car, there are three double bedrooms and a drawing room, the former providing accomodation for two persons in each room, the latter for three persons. Unlike the usual railway sleeping car rooms, those in the new equipment have completely disappearing beds, for daytime use. The beds are replaced by comfortable movable easy chairs, and the rooms possess individual toilets and washbasins. Two of the double bedrooms can be opened "en suite" at the end of the car are situated eight duplex roomettes.

These cars carry the names of prominent French Regime Canadians, and include not only those whose names are widely celebrated, but others like Raphael Lambert Closse, Montreal military officer under the Governor, and Francois Dollier de Casson, military engineer and originator of the Lachine Canal who are perhaps not as familiar, but whose names are nevertheless inextricably linked with Canadian history.

Chateau Argenson	Chateau Dollier	Chateau LeMoyne
Chateau Bienville	Chateau Iberville	Chateau Levis
Chateau Brule	Chateau Jolliet	Chateau Maisonneuve
Chateau Cadillac	Chateau LaSalle	Chateau Marquette
Chateau Closse	Chateau Laval	Chateau Montcalm
Chateau Denonville	Chateau La Tour	Chateau Papineau
Chateau Dollard	Chateau Lauzon	Chateau Radisson

Chateau Richelieu
Chateau Rigaud
Chateau Roberval
Chateau Rouville

Chateau Salaberry
Chateau Varennes
Chateau Vercheres
Chateau Viger.

DELUXE COACH There are thirty standard reclining-seat 60-passenger coaches on order, enough to provide two coaches for each train. The seats are rotating and have adjustable head- and foot-rests. The seats are arranged in a 24-passenger smoking section, and in a 36-passenger non-smoking compartment. Separate washing and toilet facilities are provided at each end of the car on each side of the center aisle. The men's facilities, following the conventional pattern, are at the smoking end of the car, while the women's rooms are at the opposite end.

The deluxe coaches will carry numbers 100 to 129 inclusive.

SCENIC DOME COACH Eighteen 73-passenger dome coaches are being built; there is a 26-passenger coach section, of the same type as the deluxe coaches, ahead of the dome. At the end of this section, two steps drop the passageway into the depression beneath the 24-passenger dome, which is of the same type as that on the Dome Lounge car. This space beneath the dome is occupied by the kitchen and a six-passenger buffet section. Beyond the dome, at the other end of the car, there is a further 17-passenger buffet section, tastefully fitted with curved settees and banquette seats and tables. In place of the usual roller curtains on the windows, the buffet section is to be provided with venetian blinds.

These Scenic Dome Coaches will carry numbers 500 to 517 inclusive.

DINING ROOM CAR The new dining cars will be of unprecedented capacity in Canadian railway service. They will provide seating accomodation for 48 passengers, and will help to alleviate the lineup, often extending into the adjacent cars, which is presently a feature of transcontinental train travel in tourist seasons. Thirty-two passengers will be seated at tables in the conventional manner, while the remaining sixteen will occupy banquette sections in each corner of the car. Wide windows will be equipped with venetian blinds of the same type as those in the buffet section in the Scenic Dome Coaches. Kitchen and pantry will be constructed entirely of stainless steel, and will have electro-mechanical refrigerators, automatic dishwashers and a three-gallon coffee urn and six gallon hot water boiler. The cooking range will utilize propane gas. Names of these cars will commemorate the notable public rooms in Canadian Pacific Hotels.

Annapolis
Acadian
Alexandra
Alhambra
Cartier
Champlain

Emerald
Empress
Fairholme
Frontenac
Imperial
Kent

Louise
Palliser
Princess
Selkirk
Wascana
York

ROCQUETTE COMPARTMENT BEDROOM
SLEEPING CAR

The "Manor" class sleeping car is similar to the "Chateau" class car, but possesses a different arrangement of open and enclosed space. This car has four sections at one end, like the other cars, but in the center of the car are located compartment and five double bedrooms.

Two pair of the bedrooms can be opened "en suite" by means of folding partitions. At the other end of the car, there are four full-size roomettes. While the Chateau cars commemorate prominent French Regime political and military figures, those of the English Regime are remembered by the names of these cars, which are of the "Manor" class, itself the grammatical complement of the French word "Chateau".

Abbott Manor	Burton Manor	Drummond Manor	Lorne Manor
Allan Manor	Butler Manor	Dufferin Manor	Macdonald Manor
Amherst Manor	Carleton Manor	Dunsmuir Manor	Mackenzie Manor
Aylmer Manor	Cabot Manor	Elgin Manor	Monck Manor
Bayfield Manor	Cameron Manor	Fraser Manor	Osler Manor
Bell Manor	Christie Manor	Franklin Manor	Rogers Manor
Blair Manor	Cornwall Manor	Grant Manor	Sherwood Manor
Brant Manor	Craig Manor	Hearne Manor	Stuart Manor
Brock Manor	Dawson Manor	Hunter Manor	Thompson Manor
Bliss Manor	Douglas Manor	Jarvis Manor	Wolfe Manor
	Draper Manor	Laird Manor	

BAGGAGE DORMITORY CARS Eighteen baggage-dormitory cars, carrying numbers 3000 to 3017 inclusive, will provide living quarters for the dining and buffet car staffs. There is a separate room with upper and lower berths for the steward, while the crew section will accommodate fifteen men in five triple-tier bunks. There are also separate toilet and shower facilities in these cars.

FACILITIES AND DECORATIVE SCHEME

The train, as a unit, will be provided with a public address system wired for three channels, two of which will provide music, while the third can be used for station announcements, or commentary on the scenery. The decorative scheme throughout has avoided the use of painted surfaces by the provision of plastic walls, readily washable.

In addition to the eighteen original murals which will be a feature of the Dome Lounge cars, other distinctive Canadian illustrations will be found in the train. The Scenic Dome Coaches will be illustrated with Canadian and Provincial coats of arms, maps of Canada and murals depicting the progress of transportation in the nation, from the primitive canoes of the Indians, and kayaks of the Eskimo, through stagecoaches, wood burning locomotives, to present day trains. Significant events in Canadian Pacific's history will be commemorated as well. These murals will be of handcarved linoleum.

There are also glass etchings representing the official flowers of the several provinces as well as of representative Canadian birds. There will be many framed pictorial reproductions of Canadian paintings.

The exterior colour scheme unites the traditional Canadian Pacific colour scheme, with the new unpainted stainless steel trend in passenger car exteriors. Each car is in unpainted stainless steel, except for a narrow band of Tuscan red paint above the windows carrying the railway name. There will be a further stripe on the belt rail moulding below the windows, while the car name or number will be carried in a centrally-situated panel, in Tuscan red and gold. The Canadian Pacific crest, surmounted by the beaver, is located in the dead light area, at each end of the car. This reproduction is cast in relief.

The second
in a series on
THE CANADIAN NORTHERN RAILWAY
by Anthony Clegg.

LAKE MANITOBA RAILWAY & CANAL CO.
MANITOBA SOUTH EASTERN RY.

March 31st, 1900.

This has certainly been a month to go down in history. Messrs. Mackenzie and Mann have announced the formation of "The CANADIAN NORTHERN RAILWAY".

The new organization will consolidate the future rail lines built by Mackenzie and Mann under one management, and the Lake Manitoba line and the Manitoba South Eastern have been placed under its jurisdiction. Mr. Hanna is still our superintendent but it looks like it will not be long before he becomes Vice President.

The original line has now grown by some eighty five miles and regular service is provided as far as Swan River, while the Manitoba South Eastern section, east of Winnipeg, extends to a place called Warroad in Minnesota. It seems that laying rail around the south (American) side of the Lake-of-the-Woods is the easiest and most convenient way to reach Pt. Arthur on Lake Superior.

As I mentioned previously, Mr. Mackenzie acquired the charter for the Manitoba South Eastern two years ago and opened the part to Marchand on the 28th of November, 1898. For economy's sake, we had to use a typewritten timetable at first, and even had to "unofficially borrow" some cordwood cars from the CPR although we now have our own Crossen-built freight equipment. Traffic on the "Muskeg Limited", as the train is known, usually is ninety percent cord-wood for the Winnipeg market, which brings in good revenue for the system.

Our new accountant and office manager, Mr. Cecil Friend, estimates the earnings of the lines at about \$60,000 annually and although for the first three years no interest payments are required, so far we have been able to pay all fixed charges out of revenue. This is to everyone's credit. We all co-operate.

As a small but striking example, there was the accident up near Plumas some weeks ago that netted the Treasury four dollars. A heifer was killed by the regular train and the brakeman, who had been a butcher before taking up railroading, slaughtered the animal, sold the carcass and hide, and paid the farmer's claim in full with profit to spare. Of such are great railroads made! It is to be hoped that as the System grows in size it will not lose the unity of purpose among all ranks that is our main advantage at the moment -- supervisors and staff working together as associates, rather than as boss and subordinates.

We have recently been introduced to a Mr. MacLeod of the Canadian Pacific. He is a construction engineer and I believe he will be with the Canadian Northern before long. With his ability and experience, he ought to do wonders for the system, which I visualize now as stretching ubiquitously throughout the fertile Western plains of the Dominion.

Notes and News.

Passenger and express service on the 82 mile Temiscouata Subdivision of the C.N.P. is now provided by diesel-electric motor unit 15831, which makes the round trip Riviere du Loup-Edmundston run daily except Sunday. Regular freight service is provided by steam power of the 1100 class, while the 1000 class locomotives (former Temiscouata Railway power) are used only as extras.

C.P.R. Vice President N.R. Crump says the road's new Budd-built trains of 14 cars each will cut "many hours" from the present 87 hour Montreal - Vancouver time, when they go into service next year. Although no schedules have been announced, it is possible that they may come close to matching the 67 hour run of CN 15820 twenty nine years ago.

The CNR Museum Train has been on a six-weeks tour of Southern Ontario, including 2 weeks at the Stratford Shakespearian Festival, and another fortnight's stop in Ottawa. Although not as extensive as last year's tour, the journey will enable thousands of Canadians to inspect this valuable record of Canada's railway progress.

Also on a tour of Ontario is CN 15021, the "Conservation Car" donated by the railway to the Canadian Forestry Association. It is a travelling lecture room and mobile theatre, and is open to the public at all stops.

The CNR's second and third Budd RDC's were placed in MU operation on July 15, 1954 between Levis and Riviere du Loup. D-200 a RDC-1 seating 89 passengers and D-150, a RDC-4 (mail-baggage-express) replace a steam-powered train which previously operated on the same schedule.

It is reported that the Ontario Northland Railway is planning to build its own rolling stock in the O.N.R. shops at North Bay.

According to newspaper reports from London, Ontario, the Canadian National Railways are considering taking over the London and Port Stanley Ry. It is said that the National System want the lucrative I&PS freight business without the responsibilities of passenger service, while the citizens of London understandably desire to keep their fine electric line intact.

During the past summer months, all MTC trailing units have been out of service, due to service reductions. The remaining units of this type will be returned to use as traffic conditions warrant.

C.N.R. suburban service in the Montreal electrified area is now back to normal with the return to service of all Multiple Unit sets. Traction motors have been re-insulated and other adjustments made to the electrical systems of these cars. Z-1-a and Z-4-a locomotives are being equipped with new pantographs as they go through the shops during their periodical overhaul. The new overhead collectors are similar to the type in use on the Z-5-a class locomotives and on the multiple-unit coaches.

During June, 1954, British Railways opened their new double-track tunnel under the Pennines, known as The Third Woodhead Tunnel. It is used by the electric operations between Manchester and Penistone, for which service the original single bores, completed in 1845 and 1852 were unsuitable. It is interesting to note that the new tunnel is the same length within a few yards, of the Mount Royal Tunnel at Montreal.

The Canadian Pacific Railway will begin a fast RDC "Dayliner" service between Toronto and Peterborough on September 27th next. It is expected that the cars will make the 77 mile trip in 80 minutes and provide additional transportation facilities between the two Ontario centres. This run will make more intensive use of the RDC units at present in the Detroit-Toronto service.

C.P. 9054 and 9055 (RDC-1 units) which were received from the Budd Co. early in August, are now on display at various points on Western Lines. They are for service in the Prairie Provinces, in all probability the Edmonton to Calgary runs.

The recent abandonment of C.P. steamship services on the Arrow Lakes in B.C. has brought a wave of protest from the isolated communities and the citizens of the area. The British Columbia government has promised a subsidy if someone can be found to operate a service with Federal and Provincial backing, but up to the present no substitute for the SS. Minto has been put into operation.

The Pacific Great Eastern Railway plans to operate a daily train service between Vancouver and Prince George, as soon as the link between Squamish and North Van. is completed. Work on this southern extension is proceeding according to schedule, and now proposals are before the Government of British Columbia for the northward extension of the railway, not only to the Peace River District as suggested heretofore, but also through northern B.C. and Yukon as far as Alaska.

While reporting news of north-ward rail extensions, mention should be made of the recent "interest" of Premier Duplessis in the building of a railroad from Mont Laurier to Rupert House on Hudson Bay. It is reported that E.F.Kaiser, son of Henry Kaiser, the American industrialist, is connected with the proposed venture, which would tap the vast natural resources of northern Quebec.

The last C.N.R. Mogul in regular service on the Montreal District -- G.T. 713 --has now been stored at Island Pond, Vt. It was previously on the Danville Jct.-Lewiston, Me., branch, but recently was replaced by a Consolidation type locomotive. C.N. 674, which is assigned to the Museum Train, may be on stand-by service at Montreal during the winter months.

Scheduled passenger service on the Maritime Railway, operating between the CNR at Maccan, N.S. and Joggins, has been entirely discontinued. The hospitable little line now joins the ranks of the "Freight Only" carriers.

Several diesel-electric "A" units for the metre-gauge lines of the Eastern Bengal Railway were shipped during the summer months from Montreal to Chittagong. The diminutive units, numbered in the 2000 series, were built by General Motors Diesel Ltd at London, Ontario, and were transported to the Montreal Harbour on heavy-duty flat cars.

Specially-built light-weight diesels of the Road-Switcher type were delivered during June and July by G.M.D.L. to the Canadian National for use on the Lynn Lake line. Numbered CN 7670 - 7674 (incl), they are 875 H.P. units of 23% rating and are designated as Class Y-6-a.

The Montreal Transportation Commission will shortly undertake construction of a new autobus garage on Buchan Street, between Namur and Mountain Sights.

The directors of the L.& P.S. have recommended the purchase of a Diesel locomotive for freight service!

New Stations on the
Canadian National.

The C.N.R. Magazine recently carried an announcement concerning the naming of twelve new stations on the recently-completed rail line to Lynn Lake in the northern part of Manitoba.

The following is a list of the places, their mileage on the Subdivision, and the significance of the chosen name.

53.5	Ruddick	The family name of the local administrator at Lynn Lake and a former mayor of The Pas.
64.7	Takipy	A nearby lake.
75.4	Charles	In honour of Flt.Sgt. J.H.Charles, RCAF, killed in action at Koln and the son of J.L.Charles, chief engineer of the C.N.R. Western Region.
84.5	Rafter	The late T. Rafter was for many years in charge of bridges on the Hudson Bay Railway.
94.1	Pawistik	The Cree Indian word for Falls. Pawistik is located where the line crosses the Churchill River.
99.2	Pukatawagan Falls	This station is near the Indian village of same name.
111.7	Heaman	J.A.Heaman was formerly chief engineer of the G.T.P. and Asst.Chief Engineer of the C.N.R.
122.0	Jetait	After Capt. J.E. Tait, VC, of Hudson Bay Railway.
134.2	Hone	Sqd.Ldr. J. Hone, RCAF, was a well-known northern pilot of Northern Manitoba.
145.7	Herriot	Prof. G.H.Herriot, one of the original surveyors in Hudson Bay territory.
157.5	Drybrough	John Drybrough, a prominent mining engineer.
170.8	McVeigh	Austin McVeigh was the prospector who discovered the rich Lynn Lake mineral deposits.

Commuters.

Oakville Ont. commuters achieved one of their objectives last July 27 when the CNR placed ten rebuilt coaches on the Toronto-Hamilton suburban run. The equipment which was rebuilt in the CNR shops from former Colonist Cars, has been designed to fill the needs of commuters, and carry 100 passengers each.

As soon as the announcement was made of improved facilities to the west of Toronto, the eastern suburbs which at present have no commuter services, commenced a campaign for a local service between Toronto and the Scarborough and Pickering areas.

Commuters everywhere were none too happy about the recent announcement of the Board of Transport Commissioners increasing local rail fares by 100%. The present announcement concerned the Toronto district only, but it was felt that a pattern was being set, which would be followed in other areas. While most travellers agreed that some upward revision to rates was due, the doubling of present tariffs without a hope of better service was a rather bitter pill. The question was also raised as to whether commuter service should be made to pay its way when other transportation services performed by Canadian rail lines did not even attempt to do so; - the carrying of low-rate bulk commodities by freight train is admittedly subsidized by the more valuable light-weight freight traffic. The Toronto newspapers report that the Board's ruling will be appealed to the Federal Cabinet in the hope of moderating the increase to a more reasonable figure.

