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1957

## The Canadian Railroad Historical Association

**O**NE HUNDRED AND TWENTY FIVE YEARS ago this month, a group of prominent Montrealers gathered in a board room and formed themselves into "The Company of the Proprietors of the Champlain and Saint Lawrence Rail Road". This was Canada's first public railway, opened four years later.

One Hundred Years later, in March 1932, another group of Montrealers, many of them members of the Antiquarian & Numismatic Society of Montreal, founded the Canadian Railroad Historical Association having, as its purpose, the historical documentation of Canadian railways, and other forms of transportation.

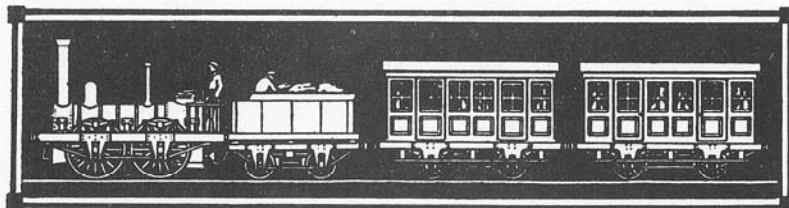
This purpose was embodied in a Special Act of the Parliament of the Dominion of Canada, passed on August 22nd, 1941, by which the Association became a Corporation, a Body Corporate and Politic, without share capital, to pursue the ends to which its members had devoted themselves.

On Wednesday, March Thirteenth, Nineteen Fifty Seven, we will pause briefly to observe the Silver Jubilee of our society, by participating in a Banquet in the Rendezvous Room of Childs Restaurant in Windsor Street, Montreal.

The Members of the Editorial Committee join me in expressing a wish which we share with the other members of the Association, for Success and Good Fortune in the years to come.

Omer S. A. Lavallee, Editor.

Montreal



Canada

CANADIAN RAILROAD HISTORICAL  
ASSOCIATION INC.

Association News

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Editorial Address:  
P.O. Box 22, Station B,  
Montreal 2, Canada.

Editor: Omer S.A. Lavallee  
Deputy Editor: R.D. Brown  
Asst. Editor: F.A. Kemp  
Committee: A. Clegg  
K.F. Chivers

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Research Historian:  
Robert R. Brown  
Manuscript Custodian:  
Sanborn S. Worthen

As announced in the February News Report, the 25th Anniversary Banquet will be held on Wednesday, March 13th at 7:00 PM in the Rendezvous Room, Childs Restaurant, 1224 Peel Street, Montreal. Price per guest is \$3.00. Many important guests have been invited and an interesting programme is being arranged. Application cards for reservations have already been sent to members and subscribers who reside in the Montreal area. However, if any member or subscriber residing outside the metropolitan area plans to be in Montreal on that date, and desires to attend, it is suggested that he apply by letter to the Banquet Chairman as soon as possible, to secure a reservation.

Address Banquet Chairman, Box 22,  
Station B, Montreal 2, Canada.

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LAPEL PINS - After several delays, the Executive wishes to announce that a Lapel Pin bearing our official crest is now available to Members and subscribing associates. It is of sterling silver, carrying the crest in blue enamel, and is of the screw-back type which will not harm material to which it is fastened. The pin is provided with a leather case which, in turn, is enclosed in a small box suitable for mailing. Those who wish to have them may obtain them for \$2.00 each, postpaid, and all orders should be addressed to the Association, including money order or cheque for \$2.00 payable to the CRHA in Canadian Funds at par in Montreal. Envelope should be addressed to our Post Office Box, and plainly marked "Lapel Pin".

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The Willamette Valley Electric Railway Association, Inc. is now publishing an International News Sheet, designed to be of interest to those who are associated with railway museum projects. To be distributed six times a year, it will carry news of equipment preservation in the United States, Canada and the British Isles. Those who are interested may obtain this report for \$1.00 annually, by contacting the Association at 2743 S.E. 38th Avenue, Portland 2, Oregon, U.S.A.

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OUR COVER- Our special Silver Jubilee cover this month features the original crest of the Association, in use between 1832 and 1940. In design, it was modeled after the early insigne of the Grand Trunk Railway of Canada, and its adaptation for the purposes of the Association was made by Mr. John Loye, the first President and one of the founders of our group. In 1939 or 1940, a change was made to the present crest which is an adaptation, also by Mr. Loye, of the corporate seal of the Champlain & Saint Lawrence, Canada's first public railway. The locomotive "Dorchester" and its train which appear in the block at the bottom of the cover page, are traditional symbols of the Association.

The Association and its history is the subject of an article this month prepared by Mr. Anthony Clegg, the present and tenth President of the Association. He traces the early beginnings of the society, and the events of twenty five years, as recorded in the Official Minute Books of the Canadian Railroad Historical Association.

.....a Memorial on its Twenty Fifth Anniversary .....

by Anthony Clegg, President.

On March 15th this year, the quarter-century mark will have been reached by the Canadian Railroad Historical Association, for it was on that date just twenty five years ago that our society was formally organized and its name recorded in the annals of history. No round-the-world telegraphic communications were set in motion by the founding of the Association but its establishment in the Montreal Room of the venerable Chateau de Ramezay was of significant importance to those interested in the history and operation of the railways of this country.

The occasion of this first meeting was an "At Home" tendered by the Antiquarian & Numismatic Society to exhibitors at the exhibition marking the centennial of the chartering of the Champlain & Saint Lawrence Railroad; a number of those present at this gathering decided to perpetuate their interest in railway history by forming a permanent group. Mr. John Loye, elected Chairman pro tem, suggested the name Canadian Railroad Historical Association and thus was the organization launched under its present and continuing banner. Fourteen members formed the nucleus of the group which has since expanded to take in associate and subscribing members throughout the English-speaking world.

The first regular meeting of the Association took place three weeks later, at which gathering Mr. Loye was confirmed as the C.R.H.A.'s first President. Other members of the first executive included Victor Morin, Vice President, Robert R. Brown, Secretary and the late W.E. Foster, Treasurer, while L.A. Renaud, H.D. Guillet and C.L. Terroux, all now deceased, were elected to Directorships.

Interest in the C.R.H.A. began to grow, as soon as word got around that such a group had been formed. Mrs. M.E. Bevington, Librarian for the Canadian Pacific Railway, had the honour to be the first new member proposed, followed at the same meeting by Dr. R.V.V. Nicholls. Both these new members proved their enthusiasm for the society later, Mrs. Bevington making the first recorded donation to the Association's archives, and Dr. Nicholls establishing the original Editorial Committee.

Excursions and trips sponsored by the C.R.H.A. -- so well patronized of late -- started early in its history. The first such outing of 13 members and friends took place only a few months after the founding of the Association -- on June 19, 1932, by automobile to Lanoraie and Joliette. Much valuable information on one of Canada's earliest railways was obtained on this expedition, and during the first few years of the society's existence, a number of similar trips were undertaken. One in 1938 to salvage part of an ancient submerged steamboat caused so much controversy in the press that the local paper's editor had to foreclose the raging debate.

Much of the work in the early years was occupied in preparing for the 1936 Centenary celebrations of Canada's first railway, in which the Association took an important part, along with the Canadian National Railways and the cities of St. Johns, Laprairie and St. Lambert.

Other activities of the C.R.H.A. have, at times, also provided members with cause for heated debate and honourable differences of opinion but all in all, members have worked for the universal good of the Association and sociable relationships have been preserved amongst the members of Canada's oldest organized railway historical group.

Incorporation of the Canadian Railroad Historical Association as a non-profit corporation with a Dominion Government charter, was achieved on August 22, 1941 after much hard work and many months of negotiations. While the limited interest of the public in this work of the Executive caused the membership in the Association to fall to a dangerous low point by 1944, within recent years, the Executive has seen the value of having our Association constituted in this form.

Leadership of the C.R.H.A. from the time of its formation until the early part of 1941 rested with Mr. John Loye, its founder, but in that year, he found it necessary to hand over the presidency to the former Vice President, Mr. C.L. Terroux. It was also in 1941 that the first member of the present Executive, joined the society, in the person of Mr. S.S. Worthen, our immediate past president. Joining as an out-of-town associate at this time, Mr. Worthen became a regular member six years later. Three years later, in 1950, Mr. Worthen was elected Chief Executive and the C.R.H.A. embarked on its current policy of expansion and diversification.

Trips and excursions were re-instituted in August 1948 by Mr. Omer S.A. Lavallee and the writer, with the active cooperation of Mr. R.M. Binns of the Montreal Tramways Company (now a Director of the society) and the late Mr. O.A. Trudeau, General Passenger Traffic Manager of the Canadian National Railways. Mr. Allan Toohy and Mr. S.S. Worthen reestablished the Editorial activities with the publication of a new monthly News Report in 1949. The success of these ventures needs no elaboration -- the glorious excursions of recent years and the present authoritative stature of the monthly publication stand on their own merits.

The wealth of information and the historical accuracy of various items possessed by the C.R.H.A. was acknowledged in 1952-53, when the Canadian National Railways was preparing its famous Museum Train. Certain items saved from the wrecker's torch during the previous twenty years by foresighted Association members went into the construction of this fine work of restoration, while replicas of other items and data were reproduced by the railway forces.

The most recently inaugurated activity of the C.R.H.A.'s first quarter-century -- the proposed establishment of a permanent Operating Transportation Museum is, we hope, also soon to bear fruit. The Association worked steadily during a five-year period refurbishing a single-truck electric railway car originally the property of the Montreal Street Railway, No.274, donated to the group by the former Montreal Tramways Company and stored under cover through the courtesy of the Montreal Transportation Commission. Public recognition of this work was demonstrated during the 1956 Labour Day Pageant of transit vehicles along St. Catherine Street when our No.274 proudly took its place among other historical vehicles preserved by the M.T.C.-- with the Association's cooperation. Plans for the parade and the restoration of a number of the Commission-owned items of rolling stock were prepared in consultation with members of the historical association.

Upon the cessation of service on the Montreal & Southern Counties Railway, one of that line's suburban-type trams was donated to the museum nucleus, while in addition, one of their interurban veterans was purchased at the private expense of a number of C.R.H.A. members and donated to the collection. A fourth item of rolling stock -- a steam locomotive of the "tank" variety -- was acquired as a donation from the E.B. Eddy Company through the efforts of another member, on behalf of the Museum Project of the Association.

And so concludes this brief summary of the highlights of the past quarter century. We started from humble beginnings and have had much enjoyment in forwarding our hobby and its ideals: the society has been instrumental in establishing firm and lasting friendships amongst its members, and cordial relations with the rail transportation and associated companies. May the second quarter century and the future generally be likewise successful and enjoyable -- profitable both to the Canadian Railroad Historical Association and to its members, its associates and its friends.

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HAVE YOU SENT IN YOUR BANQUET RESERVATION TO THE COMMITTEE? REMEMBER, WEDNESDAY, MARCH 13, 1957, IS THE DATE. WE REGRET THAT WE WILL BE UNABLE TO ACCOMODATE ANYONE WHO APPEARS AT THE BANQUET WITHOUT A RESERVATION. IF YOU ARE COMING, DO IT NOW.

...mEOw... (!)

BEFORE YOU TURN THE PAGE ... permit us a word of explanation. Several years ago, we published a list of the location of all locomotives on both of the major railways in Canada. This compilation took up a great deal of space in the News Report, and in view of the limited appeal of such information, it was decided that this information could not be carried in future, unless the space occupied could be greatly reduced.

As it happens, Mr. Anthony Clegg, our President, recently devised what we will call the Clegg Grid System for Locomotive Locations, and it has been possible, by the use of this system, to give a locomotive location table condensed into two pages, for the locomotives of the Canadian Pacific Railway, as at December 31, 1956. The individual units in any given hundred series are listed along the top two lines, with the "tens" digit superimposed on the "units" digit. Numbers from 00 to 50 appear on the first sheet of the grid, those from 51 to 99 on the second sheet. In the margin on both sheets appear the explanations of the symbols used. The numbers at the left hand side of each sheet are the "hundred" series, beginning with the 400's at the top, followed by the 600's, 700's, etc. all the way down the page.

To determine the location of, say, engine 2580, we turn to the second sheet, to the column headed by "80" and follow it down to the intersection of the "25" hundred line. Symbol here is "0" which is explained as "St.Luc". Underlined symbols, thus x, indicates unit under repair, while symbols with diagonal, thus  $\emptyset$ , indicates unit out of service. Units located at Angus, Weston or Ogden, must be understood to be under repair or out of service, whether these symbols are shown or not. (except 6500 and 6501, regularly assigned Angus). Units of the 0, 1, 5, 33 and 39 hundred series are shown separately on the bottom of the first sheet. NOW YOU CAN TURN THE PAGE...





MOTIVE POWER NOTES

During the year 1956, 192 locomotives were scrapped on the Canadian National System. Included were 20 of the narrow-gauge steam locomotives which belonged to the

former Newfoundland Railway, also two diesel-electric road units which were extensively damaged in an accident. Engine 45 was the first unit of the 4-6-4T class X-10-a engines to be dismantled.

Central Vermont Railway engines owned by Canadian National Rys., are shown in the CNR-owned list, while those owned by the Central Vermont are shown separately. Steam-

X-10-a	45	N-1-b	2432	S-1-c	3311	T-3-a	4201	Q-12-a	7387
E-7-a	788	N-1-c	2446	S-1-d	3330		4202		7390
G-16-a	1111		2451		3341	J-3-b	5050		7399
	1117	N-2-b	2475		3369		5051		7400
	1123		2478		3376		5067		7406
	1125		2479		3379		5070		7412
	1131	N-4-a	2516		3383		5069	O-12-f	7417
	1133		2524		3387	J-4-f	5155	O-18-a	7426
	1147		2557		3389	J-7-a	5273		7437
	1150		2563	S-1-e	3403	K-1-a	5503	O-18-d	7519
	1152		2581	S-1-f	3424		5504	O-20-a	7534
H-6-c	1294		2590		3437	K-3-b	5585		7539
H-6-d	1332		2594		3439	U-1-a	CV 600		7541
	1337		2596		3440		CV 601	O-19-b	7543
H-6-g	1365		2624		3453	O-9-a	7234	P-5-b	8312
	1380		2628		3454		7238		8313
	1404		2653		3477		7239	P-5-d	8334
H-10-a	1429	N-4-b	2661		3479		7242	P-1-a	CV 500
	1438	N-5-d	2750		3487		7243	M-5-a	2183
	1439	N-5-a	CV 462		3488		7245	N-3-c	2356
	1446		CV 463		3490	Q-13-a	7302		2360
M-3-a	2097		CV 473		3502		7303		2361
	2100		CV 474		3504	O-12-b	7323	N-1-b	2399
	2116	S-1-a	3204	S-1-g	3506		7325		2434
M-3-d	2147		3212		3507	O-12-c	7332	N-2-b	2499
	2148		3245		3511	O-12-d	7338	M-1-a	2823
M-3-e	2171	S-1-b	3260	S-3-a	3711	O-16-a	7339	M-1-b	2825
M-1-a	2821		3268		3722	O-12-a	7365		2826
M-5-d	2200	S-1-c	3278		3726		7366		2828
N-3-b	2350		3297	T-1-a	4009		7374		2829
N-1-b	2397	S-1-c	3303	T-1-c	4042		7382		
N-1-a	2401		3305	T-2-a	4102		7386		

Diesel-Electric

GFA-15-c 9058 GFA-15-d 9138

Central Vermont Ry. (owned)- M-3-a CV 453

T-3-a CV 701  
CV 703

Newfoundland (3'6")-

R-2-a	300	R-2-b	306	R-2-c	311	J-8-a	590	J-8-b	596
	301		307		312		591		597
R-2-b	302	R-2-c	309		313		592	J-8-c	598
	304		310		315		595		599

Grand Trunk Western RR-

N-4-e	2670	S-1-f	3446	J-3-a	5030	J-3-a	5040	S-1-f	3442
S-1-f	3433	S-3-a	3706		5032		5045		



Forster Kemp reports on....

PANTAGRAPHS TO PORT STANLEY



A review of the history of the London & Port Stanley Railway.

ON MONDAY, FEBRUARY 18TH, 1957, another chapter closed in the history of the London & Port Stanley Railway, as passenger train #15 arrived at London from St. Thomas, bringing passenger service to an end as authorized under Order No.90795 of the Board of Transport Commissioners for Canada.

The London & Port Stanley, which began operation under the same name more than one hundred years ago, has had a long and varied history. It began operation as a steam railway in September 1856 and was leased to the Great Western, Grand Trunk and Pere Marquette railways in turn until 1914. The City of London had obtained control of the railway in 1890, and in 1914 it was decided to operate the line independently, using electricity for power. This was to be the forerunner of a network of electric railways which were planned to extend throughout the populated area of the province of Ontario, as part of the hydro-electric system.

The electrification was of a higher standard than that of most of Canada's other electric railways. Current used was 1500 volts DC, and it was fed through a catenary-suspended wire which is still in use. Supporting brackets were hung from steel lattice poles. Pantographs were used on the rolling stock and this has always made the L&PS different from the majority of electric interurbans. The motor passenger cars were built entirely of steel, and were easily capable of more than 60 m.p.h. on the railway's straight, level track. Stops were established at nearly all road crossings on the line

The line was meant to be, and indeed was, a model for electric railways in Canada. However, Hydro's plans for a network of "radial" lines were interrupted by the first World War.

It must be noted here that, even before electrification of the L&PS, there was an electric railway connecting London, St. Thomas and Port Stanley. It was variously called the Southwestern Traction Company and the London & Lake Erie Railway. There apparently was not enough business for both of them, as the London & Lake Erie was abandoned in 1918. The L&PS enjoyed good passenger traffic during the Twenties as Londoners flocked to the Beach Terminal at Port Stanley each summer. The London Railway Commission built a large dance pavilion and bath houses on the beach, and new stations were built at St. Thomas and Port Stanley. All of these buildings are faced in brown stucco, and have red tile roofs. The pavilion is now used as a night club. Freight traffic was handled between the three American railroads -- the Michigan Central, Pere Marquette and Wabash -- at St. Thomas and London and in addition there was a car ferry service which connected Port Stanley with Conneaut, Ohio, across Lake Erie.

The railway had a difficult time during the Thirties, with dwindling freight traffic and increased automobile travel. The intervening

villages on the railway did not develop as greatly as those on the highway and bus services were established between London and St. Thomas. Deficits were reported almost every year until the outbreak of war in 1939.

The gradual conversion of Canada to a war economy during 1939, 1940 and 1941 brought many changes to the London & Port Stanley. The flat terrain of southwestern Ontario made it ideal for airfields. With the beginning of the Commonwealth Air Training Plan, airfields and training schools sprang up throughout the area. Three of these were built near St. Thomas and one was on the L&PS line at Crafts station. The cars were filled to capacity, and the railway purchased four additional cars from the Milwaukee Electric lines. The servicemen appended unkind nicknames to the L&PS initials, and it was dubbed the "Late & Poor Service" and even "Lost & Presumed Sunk".

In the post-war period, highways between London and Port Stanley underwent steady improvement and passenger traffic on the L&PS declined sharply. The number of daily passenger trips was cut back from seventeen in 1946 to seven, as it has remained for the last several years. An agreement was entered into with the competing Eastern Canadian Greyhound Lines providing for interchangeable honouring of tickets, and Greyhound Lines began using L&PS stations at St. Thomas and Port Stanley. The City of London's taxpayers objected to paying L&PS deficits, and repeated moves were made to dispose of the passenger service. All such moves were of no avail until last December, when the railway petitioned the Board of Transport Commissioners for leave to discontinue passenger service. The request was approved on January 28th with the issuing of Order 90795.

Freight business has remained at a high level since the end of World War II. A great deal of the fuel, both coal and oil, used in London is unloaded on the wharves of Port Stanley during the summer. Large fuel storage tanks are located in the valley of Kettle Creek, through which the L&PS line begins its ascent to St. Thomas. Coal is accumulated in great piles, which are diminished throughout the winter as the coal is hauled away to London in L&PS hopper cars. This traffic was becoming heavier, so that at the end of 1955 it was decided to purchase a diesel locomotive from General Motors Diesel, which has become one of London's largest industries. The unit, a road switcher of "export type G-12" develops 1310 horsepower and is the only one of its type in Canada, although rather similar in appearance to units recently shipped to the Newfoundland District of the Canadian National Railways. The L&PS has designated it as L-4, in keeping with its policy of using letters for all equipment other than passenger and freight cars, so that locomotives have been numbered L1, L2 and L3, the express car was E1, baggage trailers were B1 and B2, Cabooses are C1 and C2, the flanger is F1 and the snowplow is SP1 ! Another diesel unit is said to be on order.

Southwestern Ontario was originally electrified using 25-cycle alternating current, and L&PS conversion equipment was arranged to rectify this power. The City of London was changed to 60-cycle power in 1952, and the L&PS installed a new rectifier at that time. However, St. Thomas was not changed over to 60-cycle power until February of this year. As a rectifier to replace the one at St. Thomas would cost about \$40,000, it was decided not to purchase one, but to operate with diesel power only between St. Thomas and Port Stanley. Electric locomotives will still be used between London and St. Thomas and for switching at London. However, the London rectifier can supply sufficient power to the Port Stanley end of the line for electric equipment to operate. This fact was graphically

CENTENARY OF THE  
EUROPEAN & NORTH AMERICAN  
RAILWAY

The 100th Anniversary of the operation of the first train out of Saint John, New Brunswick, will take place on March 17th, 1957.

Saint John, 1833, says:

" On March 17, 1857, the first locomotive on the Saint John to Shediac line was put in motion, and witnessed by a large gathering of people. At 3 o'clock the train, consisting of engine, tender, and three cars, left the station at Mill Street, proceeded up the Marsh about three-and-a-half miles, where the rails terminated, accomplishing the distance in about twelve minutes. "

It is presumed that the locomotive which hauled the first train on the European & North American Railway, was the locomotive "Saint John" #3, as the first two would have been at Shediac and the #4 was not built until December 1857, and was a four wheeled switcher.

In the summer, a further centenary observance will take place, as it will be just 100 years since the first regular service was inaugurated on the line, by the following announcement:

The "Leader", a Saint John tri-weekly paper, announced in the summer of 1857 that W.H. Scovil, Chairman of the Board, advertised:

" On and after the 20th of July, a passenger train will leave the Station at Mill Street, Portland Bridge, daily, Sunday excepted, for the head of the Marsh at 9 o'clock a.m. and 12 o'clock noon and at 4 p.m. and 6 p.m. calling at the following places: Garden Street, near the Valley Church; Gilbert's Lane; Drury's Lane; Ashburn Lane; the Three Mile House and Donovan's Lane. Single passage six pence, or fifty tickets for twenty shillings. "

-- C. Warren Anderson.

EDITOR'S NOTE:

European & North American Railway:

Engine 1	"Hercules"	4-4-0	17x20"	60"	Hinkley #525,	1854
" 2	"Samson"	"	"	"	" 526,	"
" 3	"Saint John"	"	17x28"	54"	Portland #64,	1854.

L&FS (cont'd)

demonstrated on February 17th, when a two-car passenger train was operated to Port Stanley, although the St. Thomas rectifier station had been shut down since February 1st. This train, consisting of cars 8 and 14, was a special trip arranged by the Michigan Railroad Club of Detroit, and was probably the last passenger train to Port Stanley. Regular service to "Port" ended with the running of cars 8 and 12 southbound as train 14 and northbound as train 15, on February 1st. Service between London and St. Thomas ended with these same trains on February 18th.

No decision has yet been reached as to the disposal of the seven steel motor cars and six wooden trailers. There was also formerly a wooden express motor, designated E-1, but this car was damaged in an

accident in 1953 and later scrapped. Express traffic has more recently been handled in several steel boxcars which were acquired second-hand. These were usually handled behind two of the passenger cars, forming an electric "mixed train". Small parcels and baggage were handled in the capacious forward compartments of the motor cars.

So, on February 18th, ended a passenger service which once put a competitor out of business, only to be driven out of passenger business itself by, not one, but several competitors.

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CNRCPRAC&HBCWDDARNARPGEC&GT  
R NOTES AND NEWS  
& -----  
C by Forster Kemp  
S  
&  
L&PSONS&LMCR&PGRRSA&JQCORN

≡ Now that the London & Port Stanley Ry. has abandoned its passenger service, it is reported that the Canadian National Railways may be interested in purchasing the line, to afford the National a lake port on Lake Erie.

≡ Canadian Pacific Railway took delivery of diesel-hydraulic units 10 and 11 on February 27th. Classed H55a, they were built by Canadian Locomotive Company. Meanwhile, General Motors Diesel Limited's test diesel-hydraulic unit No.1001 was returned to the builders after suffering a road failure near Zorra, Ontario, while undergoing tests by Canadian Pacific. No.1001 is the unit which was unveiled at the GM Motorama in Toronto in January.

≡ Union Pacific Railroad has ordered a second group of 15 gas-turbine-electric locomotives from General Electric Company, at a cost of approximately \$15,000,000. 165 feet long, each unit will weigh 408 tons.

≡ Canadian National Railways has purchased a 380-HP reconditioned switcher from Canadian General Electric. It will be numbered 6. It is reported to have come originally from a United States railroad.

≡ Canadian Pacific and Canadian National systems have agreed to join with the Federal District Commission in setting up a terminal company to operate the railways on the Ontario side of the Ottawa River in the Federal Capital area. The plans include the extension of Centralized Traffic Control to include CPR lines in the area; the building of connections between the two railways and the abandonment of CPR lines on the Interprovincial Bridge and between Ottawa West and a point near Nepean siding, where the CPR Carleton Place Subdivision would be connected with the CNR Beachburg Subdivision. The plans also include abandonment of the CPR Sussex Street Subdivision between Hurdman and Sussex Street. (The old Ottawa & Prescott terminal. -Ed.)

≡ Another gigantic scheme for the development of British Columbia's natural resources was recently announced in the daily press. The scheme, sponsored by Swedish financier Axel L. Wenner-Gren, includes construction of a 400-mile monorail line on which speeds of 180 miles per hour are said to be possible. The line would extend from Fort McLeod, 65 miles north of Prince George, to the Yukon border. The Province would reserve lands totalling one-tenth of the province's area to be developed by Wenner-Gren interests. Construction of the monorail line would begin before May 1, 1960.

Board of Transport Commissioners has deferred decision on an application by Canadian Pacific Railway to discontinue passenger service on the Esquimalt & Nanaimo Railway between Parksville and Port Alberni, B.C.