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P.O. BOX 22.



News Report

STATION "B"

MONTREAL 2, QUEBEC

NUMBER 107

JANUARY 1960



AROUND 1905, two M.S.R. open cars, 2nd No. 233, Lot 10, left, and No. 333, Lot 8, right, were lined up on adjacent tracks, both facing east, for a photographer at Beresford and Wellington streets, in Point St. Charles. No. 233, on the regular Wellington route, has a sheathed blind side, while No. 333, a special car, has wire screening only. Both cars were scrapped by the M.T.C. in June, 1924.

Photo, Montreal Street Railway.

NOTICE OF ANNUAL MEETING

In compliance with the Constitution and By-Laws of the Canadian Railroad Historical Association, notice is hereby given that the Annual Meeting of the Association will be held in Room 202, Montreal Transportation Commission Building, 157 Craig Street West, Montreal, at 8:15 PM on Wednesday, January 12th, 1960.

Reports of Officers and Committee Chairmen for the year 1959 will be heard, a Board of Directors will be elected for the year 1960, and such other business transacted as may properly come before the Annual Meeting. All Regular and Honorary Officers and Members in good standing shall be eligible to vote at this Meeting.

By Order of the Board of Directors,

C.W. KENNETH HEARD,
Secretary.

ASSOCIATION NEWS

All members are urged to make a special effort to attend the Annual Meeting to hear the reports of what has been, by all accounts, the most successful year in the history of our Association. Associate members or subscribers to the News Report, though not eligible to vote, are also invited to attend and acquaint themselves with the affairs of the Association as it commences its twenty-eighth year of existence.

At the December meeting, the President appointed Mr. Anthony Clegg to be Chairman of the Nominating Committee to select candidates for the 1960 directorate and to receive nominations from the membership for the various posts. Members are reminded that nominations must carry the assent of the nominee to stand in election and the nomination must be seconded by another member in good standing.

Once again, the Treasurer has asked us to remind all members to submit all bills and outstanding accounts to him as soon as possible, so that he may compile his Annual Report for the meeting. Those who may have the names of new members to propose are asked to so in-

form the Chairman of the Membership Committee, Mr. Stephen Cheasley, or a member of his Committee, before the meeting. This is to ensure orderly processing of membership applications at the proper stage in the proceedings. Likewise, non-members attending the meeting who may wish to join are invited to contact Mr. Cheasley before the meeting commences.

OUR "NEW LOOK"

Perhaps our readers will have been spoiled by the December issue of the News Report, which was the first issue ever prepared which was printed entirely on multilith. An indication of the shape of things to come was perhaps given by the last two pages, which were printed on an IBM Electric Typewriter. This month, we are reverting to mimeograph reproduction of printed pages as the other format is rather too expensive for our budget at the present time. However, we hope to have a photo cover with every issue henceforward, and to include a page of photos almost every month as well. These improvements have come about as a result of members helping to increase our circulation by obtaining new names. We are very appreciative of their interest.

SWISS OPEN NATIONAL RAILWAY
MUSEUM AT LUCERNE.

(information from "Eisenbahn-Amateur")

On July 1st, 1959, the "Verkehrshaus der Schweiz", housing an excellent collection of railway and tramway motive power and rolling stock, was opened to the public. The project is one in which the various Swiss railways, railway supply companies, enthusiasts and model railroaders have cooperated. The initial components have been earmarked for some time. During the month of June, many of these engines and cars were moved from temporary storage locations to the museum.

Probably of most historic significance in the museum is a full-size working replica of the first steam locomotive in Switzerland, a 4-2-0 tender engine, named "LIMMAT", the original of which was built by Emil Kessler at Karlsruhe, Germany in 1847. The replica was built for the 1947 Swiss Railway Centenary by the Swiss Locomotive & Machine Company, Winterthur. The original locomotive opened service between Zurich and Baden over the so-called "Spänisch-Brotli-Bahn" ("Spanish Bun Railway") called thus, colloquially, due to a popular confection manufactured in Baden which was much sought-after in Zurich. The proper name of the railway was the Northwestern Railway of Switzerland.

Other exhibits in the museum include an 0-4-6 tank locomotive, built in 1858 by Emil Kessler in Esslingen. This engine, named "GENF" ("GENEVA"), was built for the Swiss Central Railway. On April 17th, 1858, it hauled the first official train from Basel to Olten via the old Hauenstein Tunnel. One hundred years later, the same engine hauled a special jubilee train over the same route. Then there is an 0-2-2-0 vertical-boilered inclined rack locomotive, No. 10, from the Rigi-Bahn, built in 1873. This engine much resembles the Mount Washington Railway engine, "Old Peppersass", which is a familiar sight, to visitors to the world's first rack railway in New Hampshire, U.S.A., where it is preserved and on exhibition.

Among the other rolling-stock in the museum is an 1881 0-4-0T engine from the Gotthard Railway, an 0-4-4-0 Mallet articulated of 1903, No. 18, a narrow-gauge steam dummy from the Berne tram system, built in 1894, also two 0-6-0T engines, one built in 1905, the other in 1912. The 1905 model is partially cut away to reveal the boiler and cylinder construction. There are also three electric locomotives, one built for the Burgsdorf-Thun Railway in 1899, another for the Seebach-Wettingen Railway in 1904, and a 2-10-2 type engine built for the Lötschberg Railway in 1913. Cars in the museum include a number of passenger and goods wagons of the era of 1859, some originals while others are replicas. The museum also possesses both horse-drawn and electric streetcars of many early types.

DUES: Our readers are reminded that subscriptions for the publication year 1960 are now payable. Those who have not yet done so are invited to send in their \$2.00 remittances to Mr. A.S. Walbridge, Treasurer, Canadian Railroad Historical Association, P.O. Box 22, Station "B", Montreal. Cheques or money orders should be payable in Canadian funds at par in Montreal. Regular members, resident in the Montreal area, should pay their regular membership fees to Mr. Walbridge at the Annual Meeting in January.

MONTREAL STREET RAILWAY

SINGLE-TRUCK OPEN CARS by Richard M. Binns.

MUCH NOSTALGIC MATERIAL has been written about open electric streetcars in North American cities and towns. It is not the intention here to dwell further on the social and recreational aspects of these charming vehicles. Suffice it to say that no public conveyance developed since could provide a more exhilarating, congenial and pleasant ride on a fine day.

In view of the highly successful restoration of the Association's single-truck open car, No. 8, and considering that this car is almost identical to, and typical of Montreal Street Railway open cars around 1900, it might be interesting at this time to set down whatever data is available on Montreal open cars. With the rapid march of progress in all forms of transportation, these streetcars of an early type are fading relentlessly into the past. No doubt, a generation hence they may seem as improbable as sedan-chairs do today. For purposes of record, then, before all is lost and forgotten, the writer has endeavoured to classify these cars and to give whatever physical details can be found. Our source of material is the official rolling stock records of the Montreal Street Railway Company and its successor, Montreal Tramways Company supplemented by rather meagre photographic evidence. Unfortunately, existing official records commence only at the year 1902, but as most of the open cars were in existence at that time, a fairly complete listing can be made.

Open cars did not, of course, originate with the electric regime. Montreal City Passenger Railway had a number of horsecars of that pattern for summer use. These were very light vehicles having six or seven benches and no body partitions. Axles were carried in cast iron pedestals which were bolted directly to the body. There is no official record of these horsecars, but they bore odd numbers up to at least the 120s. After electric operation commenced in the fall of 1892, some of these horsecars were retained and used as trailers coupled to the electric cars until about 1896. A few more were sold or leased to the Montreal Park & Island Railway for use as trailers.

LOTS 1 AND 2

The first electric cars appeared on the streets in the early summer of 1893. There is some mystery about some of these first electrics. The roster of 1902 shows twenty-two of them then in existence, designated as Lots 1 and 2. Among them are seven cars which, if the dates are correct, are certainly former horsecars, converted for electric operation.

<u>Lot No.</u>	<u>Car No.</u>	<u>Builder</u>	<u>Date</u>	<u>Length of Body</u>	<u>Scrapped</u>
2	27	N. & A.C. Lariviere	1886	16 feet	1910
2	35	"	1890	"	1906
2	47	"	"	"	1911
1	51	Schenectady	1886	"	1910
1	53	"	"	"	"
2	57	J.M. Jones' Sons, Watervliet	1879	18 feet	1909
2	59	N. & A.C. Lariviere	1886	16 feet	1911

The remaining fifteen cars of Lot 2 on our 1902 list were built by Lariviere and are dated 1893:

Nos. 1, 3, 5, 61, 67, 69, 73, 77, 95, 105, 109, 11, 113, 117, 119.

These were also very small cars with 16' and 18' bodies, without bulkheads. The numbering and size indicate that they too might have been former horsecars; if so, why are they dated 1893? Were they altered or rebuilt and therefore considered to be new electric cars? We do not know. There is good reason to believe that there were ten more in this group, which were destroyed in the Hochelaga car barn fire of 1898 -- Nos. 65, 75, 81, 89, 91, 93, 101, 107, 115, 121. No photo or plan of these little open-ended cars has come to light. All twenty-two which appear on the 1902 roster were scrapped between 1906 and 1913.

LOT 3

In June, 1893, the Company received ten cars from the St. Charles-Pringle Company of Belleville, Ontario. Here, we are on sounder ground. These cars had a monitor roof, bulkheads, and benches on each platform, making nine benches in all. They were designated Lot 3:-

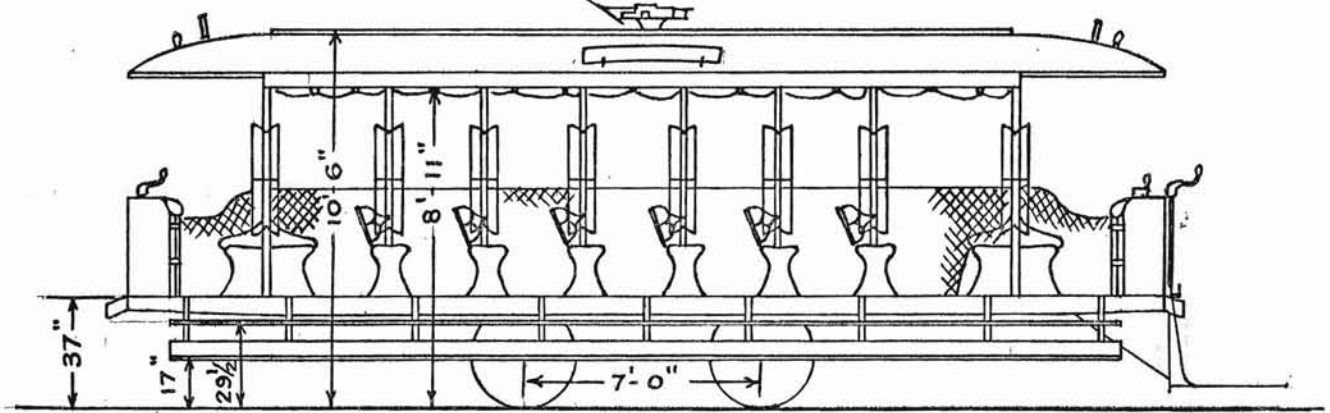
<u>No.</u>	<u>Length of Body</u>	<u>Length Overall</u>	<u>Disposal</u>
7	18 feet	27 feet, 6 inches	Scrapped 1911.
9	"	"	Lost in 1898 fire.
11	"	"	Scrapped 1911.
13	"	"	" 1907.
15	"	"	Lost in 1898 fire.
17	"	"	Scrapped 1908.
19	"	"	Lost in 1898 fire.
21	"	"	Scrapped 1910.
23	"	"	Lost in 1898 fire.
123	19 feet	--	Scrapped 1913.

Obviously, this group was given former horsecar numbers with the last, No. 123, jumping the mysterious Lots 1 and 2. During the first summer of electric operation, the Company appears to have had, therefore, 42 electric open cars.

In July of 1894, fifteen additional cars of Lot 3 were received from the St. Charles-Pringle Company. They were numbered from 135 to 163 (NOTE: All open cars bore odd numbers only.) Nos. 145 and 149 were lost in the 1898 fire and No. 163 was sold to Guelph in 1908. The remainder were scrapped in 1910 and 1913.

LOT 4

Before the last fifteen units of Lot 3 were received, however, in May 1894, five nine-bench cars were received from the Ottawa Car Manufacturing Company and designated Lot 4. The length of body was nineteen feet, and overall length 28 feet; they were numbered 125 to 133; no. 125 was scrapped in 1910, Nos. 129 and 131 in 1913, while nos. 127 and 133 were sold to the Guelph Radial Railway in 1905.



Montreal Street Railway Co.

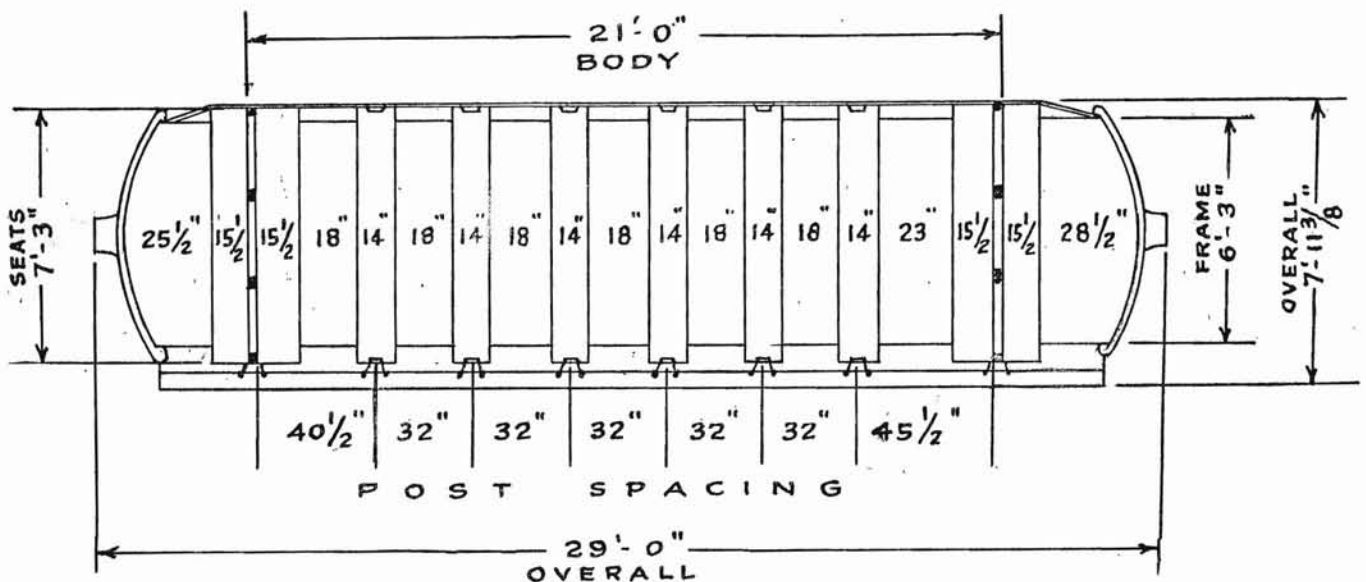
Single truck Open Car

— Lot 9 —

Sixty cars ~ Built by Hochelaga Shops

1898

BEARING ODD NUMBERS 359 to 477 INCL.



LOT 5

In August 1895, we find ten more open cars added to the fleet, making a total of 62. These were the product of the Toronto Railway Company, and were more elaborate. Stained glass windows were fitted in the upper part of the bulkheads, and the seat ends were cast with open scrollwork. These were the first cars with 20-foot bodies and ten benches.

Lot 5 -- Nos. 169 - 187.

(NOTE: The numbers 165, 167 are missing between Lots 3 and 5. They may have belonged to cars sold or destroyed prior to 1902.)

Nos. 173 and 185 of the Toronto group were lost in the 1898 fire, and remainder were scrapped in 1913. The Company was proud of these fine cars; we find an item in the Montreal "Gazette" of August 28th, 1895, as follows:-

" EXCURSION TROLLEYS - The M.S.R. has taken another step forward in its march of progress. Latest addition to its rolling stock are excursion trains specially built for the purpose intended, handsomely illuminated and set off with stained glass. The cars are at the service of those who want to see the city and do not want to hire hacks. There are four motor cars and four trailers attached to this particular branch of the system and when hired only the best conductors and motormen are in charge. On Monday night, the Grand Trunk Railway Boating Club held an enjoyable outing with 400 participants. Mr. McDonald, Superintendent, says "These excursion cars are quite the rage in all the big cities of the States, and we are introducing them to Montreal."

and again, on September 27th, 1895:-

" Special car No.177 was used by the sergeants of the Vics on a tour around the city after embarking at St. Catherine and University Streets. Two or three buglers and drummers enlivened the journey somewhat."

Here we come to a curious break in the numbering sequence. After the last Toronto car, there are ten vacant numbers, Nos. 189-207. One cannot help speculating that these were, perhaps assigned to a group of ten cars, which for one reason or another were cancelled or never delivered.

LOTS 6 AND 7

The year 1896 saw a large influx of new open cars, twenty by Lariviere and thirty built by M.S.R. in its Hochelaga shops. This marked the beginning of a period of several years during which the M.S.R. built its own cars, both open and closed. Both Lots 6 and 7 in 1896 were twenty-foot, ten-bench cars.

Lot 7, M.S.R. Nos. 209 to 267 inclusive.
Lot 6, Lariviere, " 269 to 307 inclusive.

Nos. 301 to 307 were built with a rather flat canopy roof and iron posts, this latter feature while perhaps not unique, was unusual in cars of that period.

Nos. 215, 223, 227, 233, 267, 283 were lost in the 1898 fire. The remainder were scrapped in 1915-16-17.

LOT 8

In May, 1897, M.S.R. turned out twenty-five more cars, Lot 8. Numbered 309-357 inclusive, these were also ten-bench cars, twenty-nine feet overall. The canopy type roof and iron posts were adopted as standard. The design was simple and rather austere; judged by standards of the time, M.S.R.-built open cars were not attractive in appearance. Considering the fine design adopted by the M.S.R. for its closed cars, it is curious that its open cars lacked graceful lines and were devoid of any ornamentation so customary in contemporary open cars.

Lot 8 - Nos. 309 - 357 inclusive.

Strangely enough, none of the cars in Lot 8 were destroyed in the 1898 fire. Most were retired or scrapped between 1916 and 1924. Eight were among a group of old cars in storage at St. Henry which were destroyed by fire on May 21st, 1920.

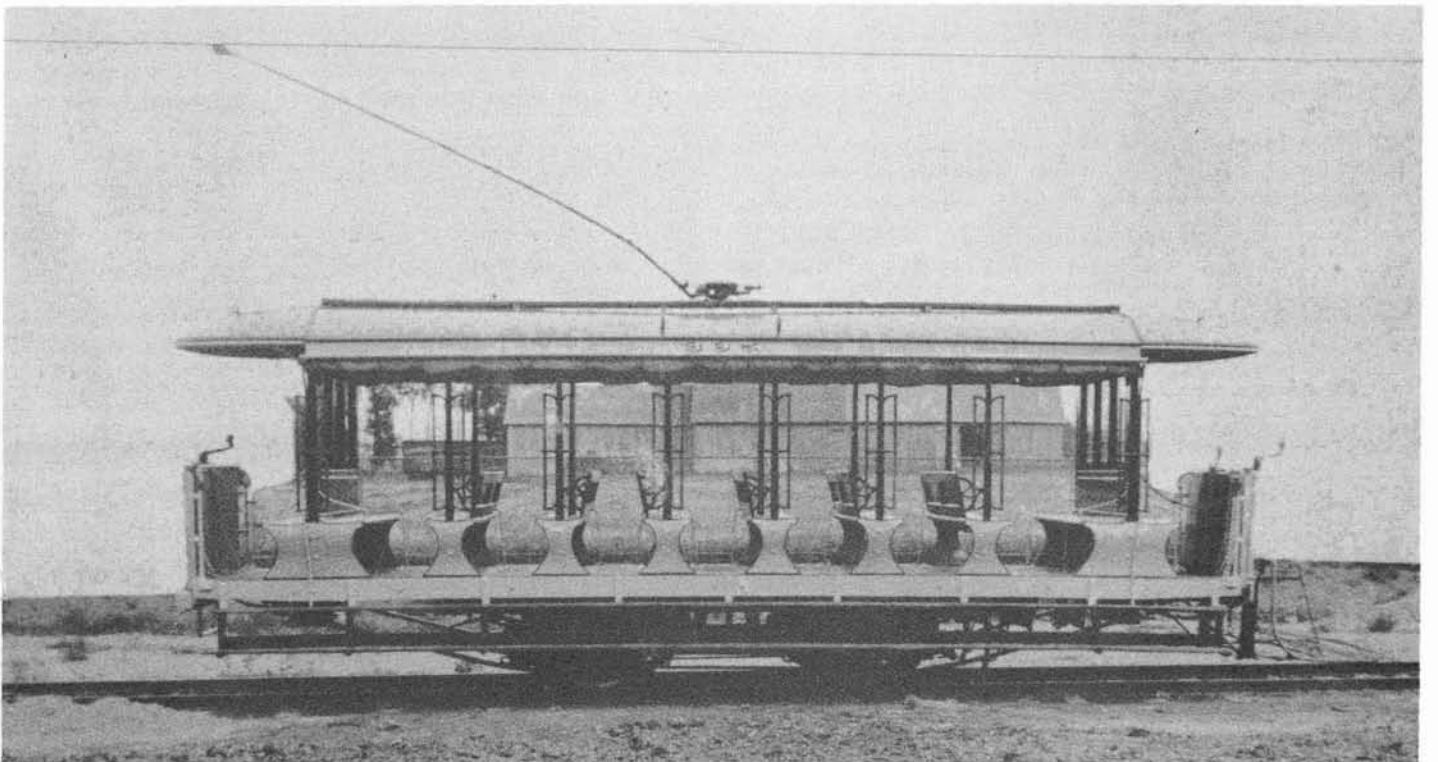
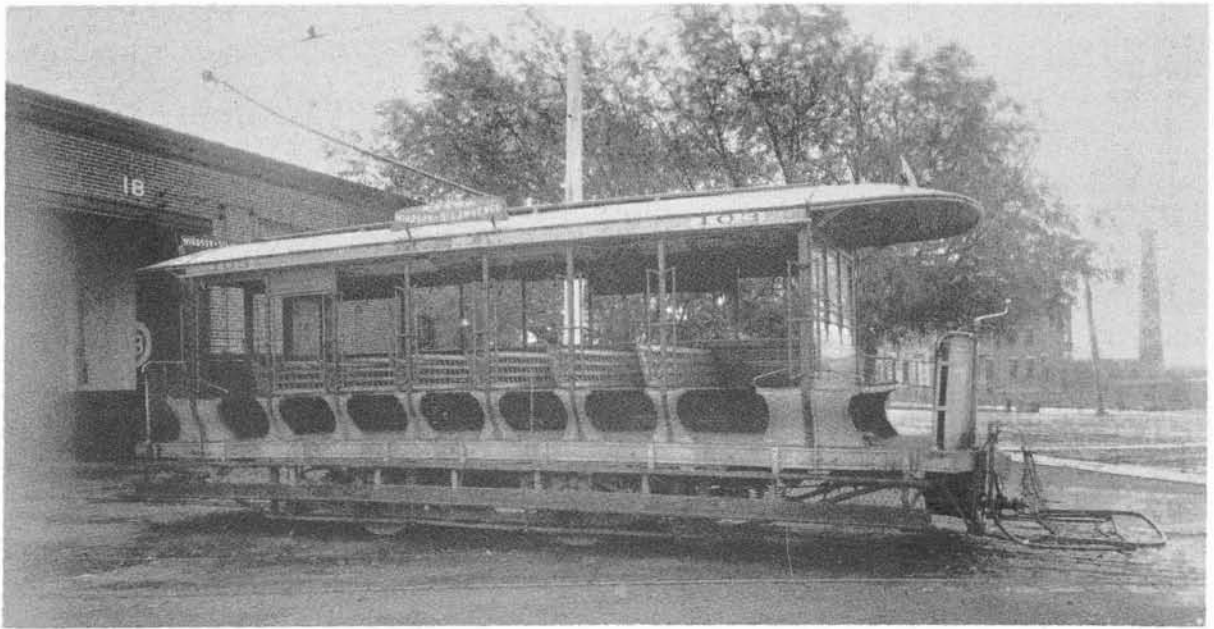
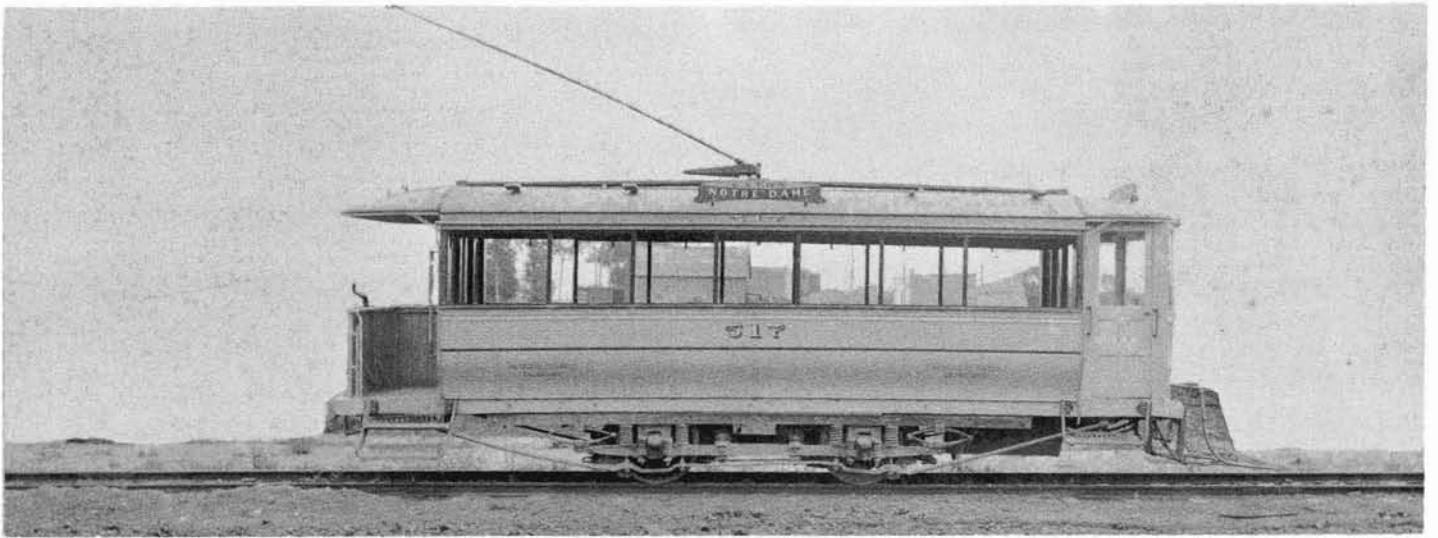
LOT 9

In the spring of 1898, sixty more cars were turned out by M.S.R. shops. They were similar to Lot 8, except slightly longer body, 21 feet instead of 20 feet, but overall length was the same, 29 feet.

Lot 9 - Nos. 359 to 477 inclusive.

This acquisition brought the total fleet of open cars to 207 in the summer of 1898. On the 21st of September, 1898, Hochelaga car barn was almost completely destroyed by fire and twenty-seven open cars were lost, among them Nos. 359, 429, 471 of Lot 9. Twenty-two of Lot 9 in storage at St. Henry were lost in the 1920 fire. The remainder were scrapped between 1916 and 1924.

Cars of Lot 9 were the last fully open cars built or bought by the M.S.R. Strictly speaking, our record should end here, because subsequent cars were, in reality, only "half-open". The true open cars listed above were all, of course, single-truck cars. Original equipment is unknown but in 1902, most were on Blackwell trucks with G.E. 1000 type motors and K1, K2 or K10 controllers. It was the practice to transfer equipment between open and closed car bodies according to season. As far as we know, all open cars were built for single-end operation in accordance with a policy early established by the Montreal Street Railway. Lot 8 cars were wired for double-end operation but were not used as such. This policy was unusual on street railways before 1900. M.S.R. apparently concluded that provision of loops and wyes was less costly than the extra electrical equipment and maintenance required for double-end cars. As a result of single-end operation, the cars were not symmetrical. The rear platform, not being required as an operating end, was slightly shorter than the front platform. Also, the seat spacing was unusual. As the last pair of benches were never required to face each other, the seat spacing here was not increased. Only at the front end, where the bulkhead seat and the first bench always faced each other, was greater space provided. This arrangement gave a peculiar spacing of posts in relation to the bulkheads. Regardless of single-end operation, the backs of the benches



were, for some obscure reason, reversible in the conventional manner of open cars. On the left, or "devil-strip" side, there were, of course, no running-boards. Passengers were prevented from boarding or alighting at this side by heavy wire screens installed between the seats and extending up to about shoulder height.

The early cars were painted reddish-brown and cream. The yellow-buff with black-and-silver trim appears to have come into general use about 1896. Instead of painting the car number on the seat pedestals or side wall as was customary elsewhere, M. S. R. placed the number at each end of the letter board. Later, a single number in the centre of the letter board was used. The cars did not carry headlights.

LOT 10

In 1899, M.S.R. built 100 cars classed as Lot 10, "open", but which were actually closed on the left side between bulkheads, but without window sashes. This feature, while quite logical for a single-end car, destroyed to a large degree the traditional attractiveness of the open car. These cars were 29' 10" overall, slightly larger than Lot 9.

The numbering of Lot 10 cars is curious and confusing. Sixty-seven cars continued in the regular sequence, nos. 479 to 611 inclusive. Twenty-seven were given numbers replacing cars lost in the 1898 fire, i.e.:

9, 15, 19, 23, 65, 75, 81, 89, 91, 93, 101, 107, 115, 121, 145, 149, 173, 185, 215,
223, 227, 233, 267, 283, 359, 429, 471.

Two were given former horsecar numbers, 31 and 39, and four were given numbers in the vacant series of ten numbers mentioned earlier:- nos. 197, 201, 203, 205.

LOT 11

In 1900, forty-five identical cars were turned out:- Lot 11. Here again, they followed the practice of filling vacant low numbers. Nineteen continued with the regular sequence: Nos. 613 - 649. Twenty-six were given the following numbers:-

25, 29, 33, 37, 41, 43, 45, 49, 55, 63, 71, 79, 83, 85, 87, 97, 99, 103, 165, 167,
189, 191, 193, 195, 199, 207.

LOTS 10c AND 11c

To further confuse matters, 75 cars picked at random from Lots 10 and 11 were made "convertible" in 1904 and 1906 by closing in the front platform and fitting a removable panel to the right side for winter operation. These were reclassified as Convertible, Lots 10c and 11c.

Because of the random distribution of the different Lots in the numbering sequence, a roster in the usual form has not been included with this story. Instead, it was thought better to deal with each in chronological order.

While we are considering only single-truck cars, it should be mentioned that M.S.R. never had a fully open double-truck car. A few were inherited from the Montreal Terminal Railway Company when Montreal Tramways Company was formed in

1912, but they were immediately converted to closed cars. However, in 1901, twenty-five semi-open 12-bench double-truck cars were built for use on St. Catherine Street. They were simply a larger version of Lots 10, 11 with the left side closed. Class 651 included cars 651 to 699.

One gets the impression that M.S.R. was not particularly fond of open cars, especially after 1900. Considering their extreme popularity in the eastern United States, it is strange that no new fully open cars were acquired after 1898, and none of the semi-open type after 1901.

Going back to our original record of 1902, then, we find 325 single-truck open or semi-open cars, with odd numbers in unbroken sequence from No.1 to No.649, plus four Crossen cars taken over from Montreal Park & Island Railway in October 1901 and numbered by M.S.R. 701, 703, 705, 707. In 1907, these became second Nos. 35, 69, 77, 127, classed Lot 8a. Eight cars, single-truck opens inherited from the Terminal Railway in the 1912 merger retained their Terminal numbers:- 214 to 221 consecutive. They remained on the Terminal line but it is doubtful if they were much used. No.219 was used on M.T.C. city lines as 2nd No.109. Remainder were scrapped 1916.

The years 1902-03-04 marked the peak of open operation in Montreal. The table below gives the total owned each year. These are inventory figures and do not necessarily reflect the usage. After World War I, open cars were little used but remained in storage until all were finally written off the books in the early 1920s.

SINGLE-TRUCK OPEN CARS OWNED BY M.S.R. AND
M.T.C. EACH YEAR

<u>Year</u>	<u>Acquired</u>	<u>Disposed of</u>	<u>Net Total</u>	<u>Remarks</u>
1893	42	--	42	
1894	20	--	62	
1895	10	--	72	
1896	50	--	122	
1897	25	--	147	
1898	60	27 burned	180	Hochelaga carbarn fire September 16, 1898
1899	100	--	280	
1900	45	--	325	
1901	4	--	329	4 cars from MP&IRy.
1902	--	--	329	
1903	--	--	329	
1904	--	--	329	(50 made convertible)
1905	--	2 sold	327	
1906	--	3 scrapped	324	(25 made convertible)
1907	--	2 "	322	
1908	--	1 sold, 1 scrapped.	320	
1909	--	3 scrapped	317	
1910	--	15 scrapped	302	
1911	--	7 scrapped	295	
1912	8	--	303	8 cars from Terminal Ry.
1913	--	25 scrapped + 1.	277	1 made into Tool Car.
1914	--	1	276	1 " " "

Number of Single-truck open cars owned by MSR and MTC each year

<u>Year</u>	<u>Acquired</u>	<u>Disposed of</u>	<u>Net Total</u>	<u>Remarks</u>
1915	--	19 scrapped	257	
1916	--	30 "	227	
1917	--	--	227	
1918	--	--	227	
1919	--	17 scrapped	210	? /May 21.
1920	--	30 burned; 23 scrapped	157	St.Henry carbarn fire,
1921	--	--	157	
1922	--	59 scrapped	98	
1923	--	--	98	
1924	--	55 scrapped	43	
1925	--	43 scrapped	--	

PHOTOGRAPHS: Cars pictured on the inserted photo page are:

TOP: Car #517, Lot 10c, built by M.S.R. in 1899, a "convertible" car pictured closed up for winter use.

CENTRE: Car #103, Lot 11, built by M.S.R. in 1900, shown at St.Denis barn.

BOTTOM: Car #395, Lot 9, built by M.S.R. in 1898, equipped with wire screen on the blind side. This is the type which the Association's open car No. 8 most closely resembles.

(A photograph of MSR car #123, Lot 3, appears in the CRHA brochure, "Montreal's Streetcars, 1892-1959" which was issued recently.)

CANADIAN RAILROAD HISTORICAL ASSOCIATION

News Report No. 107,
January 1960.

Editorial Address:

P.O. Box 22, Station "B",
Montreal 2, Canada.

EDITOR: Omer S.A. Lavallee,

PUBLISHER: John Saunders,

COMMITTEE: Anthony Clegg,

David R. Henderson,

Paul R. McGee,

Lorne C. Perry.

MEMBERSHIP COMMITTEE:

This month the campaign for new members gets under way. Now that Membership and News Report "kits" are available, it is hoped that each member and subscriber will take it upon himself to obtain names and addresses of persons who are interested in railways, and forward them to the Membership Committee either by letter or by telephone. Persons whose names are given will receive a "kit" in the mail within a few days, which will include an illustrated brochure outlining the activities of CRHA, also a sample copy of a recent News Report.

This is a chance for all members and subscribers to show their support for the CRHA by sending in as many names as possible. Write the Membership Committee, Canadian Railroad Historical Association, P.O.Box 22, Station "B", Montreal 2, or "phone:

Stephen Cheasley, HU.4-6262 Paul McGee, HU.6-1498 John Saunders, OR.1-8906

Stephen Cheasley,

Chairman, Membership Committee

NEXT MONTH: Articles to appear in the February issue will include an account and description of the Lake Louise Tramway, including map and equipment diagrams to scale. This narrow-gauge line functioned at Lake Louise, Alta.

OBSERVATIONS a column of notes and news, by Anthony Clegg.

DURING THE PAST FEW WEEKS, Canadian National has assigned road numbers and classes to the diesel-electric locomotives on 1959 orders for delivery during the early part of 1960. Following are the details:

9	road switchers for Newfoundland (3' 6" gauge)	938	to	946	Class GR-12x
10	*"	1068	"	1077	" GR-12z
40	"	1358	"	1397	" GR-12y
9	" for G.T.W.	1511	"	1519	" GR-12za
44	"	3850	"	3892	" MR-18g
8	" for G.T.W.	4700	"	4707	" GR-18a
3	" "	4950	"	4952	" GRG-18b

All of the above are to be geared for 65 m.p.h. maximum speed except the Newfoundland units which are to be for 60 m.p.h. and the GRG-18b class which are to have 83 m.p.h. gearing.

Of special interest to those who follow motive power orders and deliveries is the recent announcement that six diesel-hydraulic locomotives have been ordered by two US railroads. Rated at 4000 h.p. each, the units are to be built by Krauss-Maffei of Munich, West Germany, and are for use in heavy-duty freight service in the Rocky Mountains. The order is reported to be the first for diesel locomotives given by a United States railroad to a foreign manufacturer.

During December, Canadian National Railways commenced initial tests with a giant 14,400 gallon tank car. Its first long-distance trip started December 18th carrying a shipment of phenol from Montreal to the Pacific Coast. If test runs prove satisfactory, the huge car will be placed in regular transcontinental service.

Effective Monday, January 18th, Canadian Pacific Railway will reduce its mixed train service across the International of Maine line, between Megantic and Brownville Jct. from one train in each direction, daily, to tri-weekly. The public utilities commission of the State has assented to the arrangement whereby train 517 will operate from Brownville Junction to Megantic on Mondays, Wednesdays and Fridays, and train 518 in the reverse direction on Tuesdays, Thursdays and Saturdays. At last report, steam locomotives were still in use on at least one turn of trains 517 and 518, said to be the last steam-operated mixed train on a public railway in the United States.

The Interstate Commerce Commission has been asked for authority to combine the following rail lines into the parent Canadian National Railways:

1. The VERMONT & PROVINCE LINE RAILROAD COMPANY, which operates $3\frac{1}{2}$ miles of railway from East Alburg, Vermont, to the Canadian border.
2. The CHAMPLAIN & SAINT LAWRENCE RAILROAD COMPANY, which operates one mile of track from Rouses Point, NY, to the Canadian border.
3. The UNITED STATES & CANADA RAILROAD COMPANY, which operates 22 miles of line from Massena, NY, to the Canadian border.
4. The ATLANTIC & SAINT LAWRENCE RAILROAD COMPANY, which operates 65 miles of line from Portland, Maine, through New Hampshire and Vermont to the Canadian border.

No money or securities would be involved in the merger because all four American lines are now operated by the C.N.R. under a lease arrangement.

It has been announced that the Cooper-Bessemer Corporation of Mount Vernon, Ohio, USA, has leased a portion of the National System's Stratford motive power shops, with option to purchase the entire property, as the facilities become surplus to railway requirements. Cooper-Bessemer is a leading producer of heavy equipment for the gas and oil industry, and in 1950 manufactured the diesel power plants for the CNR's ER-6a class locomotives.

The British Columbia Legislature will be asked at its spring session to dissolve the Crow's Nest Southern Railway, a subsidiary of the Great Northern Railway of the US, which extended from the US border to Fernie and Michel, B.C., until abandonment in 1925 and 1936. The Company has no assets, and is being dissolved because there is no need for its continued existence.

Early in 1960, construction will commence on a new C.N.R. station at Windsor, Ontario. Estimated to cost in the neighbourhood of \$200,000, it will replace the present structure built in 1884. The present station is situated on the river front near Ouellette Avenue, while the new building will be in the Walkerville district.

December 17th last was the centenary of the actual opening of the Victoria Bridge over the Saint Lawrence River between Montreal and St.Lambert. There was no commemoration of the event, except for a small item in the local papers. The official opening of the bridge and the ceremony at which the Prince of Wales (later King Edward VII) officiated, did not take place until August of 1860, though trains had been using the span for eight months prior to this occasion.

The resignation of the Honourable Charles P. McTague from the chairmanship of the Royal Commission on Transportation was announced in mid-December by Prime Minister Diefenbaker. Later in the month, it was announced that his successor would be Mr. M.A. MacPherson. Mr. MacPherson has been acting chairman of the commission for the last seven weeks. He is a former Conservative Attorney General and Provincial Treasurer of Saskatchewan, and is regarded as one of Canada's outstanding experts on freight rates.

The Dominion Atlantic Railway has applied for permission to abandon the portion of its Kingsport Subdivision, extending from Canning to Kingsport, 2.9 miles, and from Woodville to Weston, 7.4 miles, of its Weston Subdivision.

The Chicago, Burlington & Quincy Railroad has announced that its famous "Pioneer Zephyr", the first US diesel-powered streamlined train, will be retired within a few months, and will be placed on permanent exhibition. The "Pioneer Zephyr" made its first scheduled trip between Lincoln, Neb., and Kansas City, on November 11th, 1934.

Centralization of CNR timber yards, formerly operated at Val Royal, London and other central Ontario points, is to mean added work for the CNR stores department at Belleville. Construction of the new centralized regional timber yard is expected to be completed early in the spring of 1960, and will be equipped with the most modern facilities. The new yard will consolidate the operations of yards throughout the region, and will stock a wide variety of timber.

During the past month, the CNR has been operating a rail-grinding train in the Southern Ontario District. Similar in principle to the rail-grinding cars formerly operated by the Montreal Transportation Commission and other street railway lines, the train consists of nine cars, running at a steady 2 m.p.h., showering sparks and dust from its 96 power-driven abrasive wheels, grinding out the corrugations and irregularities in the rails.

Establishment of a joint office by Canadian Pacific Communications and Canadian National Telegraphs at Fort William is being planned. The Joint CN-CP operation would allow more economical operation, provide better service to the Fort William area, and act as a "guinea pig" upon which more widespread joint services could be based.

The Wenner-Gren B. C. Development Company has filed preliminary railway plans with the British Columbia Provincial Government. The proposed rail line is to extend from Prince George, where it will connect with the Pacific Great Eastern Railway, to an unnamed point in the northern part of the province, and eventually northwards to connect with the Yukon and Alaska transportation systems. By agreement, construction of the railway must be started by July 1st, 1960.

Commencing January 1st, 1960, new collapsible lightweight containers for carrying freight shipments will be introduced by the Canadian National Railways and the Tracon leasing division of Thornley Engineering Company Limited of Toronto. The "Tracon" containers will be leased directly to private industries and transported by CNR on an experimental basis. They are reported to be of rugged construction with a capacity of 330 pounds, but collapse to about one-fifth their normal size for empty movements.

An application to abandon the rail line of the Cumberland Railway & Coal Company between Springhill Junction and Springhill, N. S., was heard recently by the Board of Transport Commissioners for Canada. Although service has been temporarily suspended on the line, vigorous opposition to the removal of steel was voiced by interested parties. It was argued that a new industry for the town of Springhill might be found that would require rail facilities.

During the month of December, the National system issued a news release, informing Montreal's "sidewalk superintendents" of the progress being made in the construction of the Railways' new Headquarters Building. The extraordinarily heavy girders and the odd-shaped trusses used in the steel construction had excited many wondering comments and one onlooker had been heard to remark "... they seem to have been put in any old way ...". The Railways' informative progress report was designed to allay the fears of those who thought that serious mistakes were being made, and it informed the readers that the girders and trusses were, of course, being put up according to a well-designed plan.

Because the basement of the new building consists of seven railway tracks, three now in existence, the basic supporting columns had to be placed where track clearances permitted, forming an irregular pattern, but regular spacing of columns is required for the upper floors and the transition between the regular grid of the office floors and the irregular one at track level was achieved by heavy girders and trusses between the first, second and third floors. The girders and trusses are as strong as those used in bridge construction in order to "pick up" the heavy loads of the tall office building columns and carry them down to the track columns.
