



crha

P.O. BOX 22.



News

STATION "B"

Report

MONTREAL 2, QUEBEC

NUMBER 111

MAY 1960



APRIL SAW THE END OF STEAM, for operating purposes, on Canadian National Railways, and the withdrawal of all engines except three which will be used on special excursions this summer. Gone for good, then, are scenes such as this dramatic photograph, by Jim Brown of Toronto, showing CNR 4-8-2 No. 6014 and its passenger train crossing the Grand River near Paris, Ont., in August 1958.

Notice of Meeting

The regular monthly meeting of the Canadian Railroad Historical Association, will be held on Wednesday, May 11, 1960 at 8:15 PM, in Room 203, Montreal Transportation Commission Building, 159 Craig Street West, Montreal. This is a business meeting, with reports of officers and committees but a short entertainment programme will be offered if time permits.

MEMBERSHIP

At the April 13th meeting, the following persons were proposed for the first time, for regular membership in the Association:

Mr. Jacques DAIGLE
Mr. Gordon BROWNRIGG
Mr. Claude RAYMOND

At the same meeting, the following persons were accepted for regular membership in the Association:

Mr. John HUTTON
Mr. Arthur MARTIN

The following person was accepted for junior membership in CRHA:

Mr. Andrew G. MARTIN

EXCURSIONS ON EASTER WEEKEND

Approximately one hundred and forty persons supported the Association's two Easter weekend trips. They were composed of many familiar faces, people who support regularly this important facet of our association's activities.

The Saturday trip, to Mount Orford, Que., and return, using the Canadian Pacific's last company-built steam locomotive, G-5-a No. 1201, went off very well, the weather being perfect. Many still and action pictures were obtained in the interesting Eastern Townships scenery, and as usual, the cooperation from the Canadian Pacific's Farnham Division officers, represented on the train by the Division Master Mechanic, Mr. A.S. Lavalliere, and the Assistant Superintendent, Mr.

C.W. Routledge, was excellent in every way. At Farnham, D-10 class 4-6-0 No. 1072, which ordinarily works the wayfreight between Sherbrooke and Farnham, was placed outside clear of obstructions for picture-taking purposes.

A delegation from CBC-Radio came along and interviewed several members and passengers including our popular President, Dr. Nicholls, also ye Editor. Among the out-of-town visitors interviewed was one of our regular passengers, Mr. Rogers E.M. Whitaker of New York. The sound enthusiasts, with their tapes and microphones, held forth at the forward end of the baggage car, headed by Mr. Houston Morgan of Stow, Ohio, who regularly pilgrimages to Montreal for our trips. A newcomer in the "sound" car, notable for the distance he travelled, (we signed him up as a subscriber); was Mr. Sam Evans of Berkeley, Cal.

The Sunday excursion to Smiths Falls was headed by engine 2811, of class H-1-b, a non-streamlined 4-6-4 type, famous, according to divisional CPR officers, for its speed. No. 2811 proved this on the return trip by nudging the speed limit of 90 miles perhour! Just to keep the record straight, that return trip from Smiths Falls to Windsor Station, Montreal, 128.7 miles, was made in 130 minutes, including four stops and a serious speed check at Chesterville !

Representing CPR on the Sunday was Mr. A.W. Harris, Superintendent and Mr. W. Campbell, Road Foreman of Engines. Mr. Harris' car "Ontario", gave our train the necessary

"distinguished air" with the CRHA coat-of-arms decorating the railing. While Sunday dawned cloudy, the rain held off, and we even enjoyed sun for most of the action pictures on the line. At Smiths Falls, three engines had been moved outside for picture purposes. We are very much indebted to Mr. Harris and his staff for their kindly interest. As usual Mr. Jack Beatty accompanied both trips as CPR Passenger Representative.

PUBLICATIONS

Attached to this issue is a circular giving details of the two new publications, the CRHA 1960-61 calendar, containing twelve pictures of Canadian railway and trolley subjects, starting in June 1960, and ending in May, 1961. The other publication is a construction record of locomotives built by the Canadian Pacific Railway, between 1883 and 1944, illustrated with 33 official outline diagrams and twenty photographs, entitled "Delorimier and Angus", after the two shops which produced these engines.

The calendar sells for \$1.75 and "Delorimier and Angus" for \$2.00, but both may be ordered together for \$3.50. These prices are in effect for a limited time only, and it is suggested that you order your copies without delay. If the sale of these two publications is sufficiently encouraging, other long-delayed books will be issued, such as the history of the Montreal & Southern Counties Railway, and a much-sought-after item, an all-time roster of steam locomotives of Canadian National Railways, from 1918 to date.

Remember, further publications depend upon the support given those now offered. Order your copies now.

OF INTEREST TO TICKET COLLECTORS

An "International Society of Transport Ticket Collectors" is being formed in England, by Mr. G. H.I. Fairchild, of 32, Stanstead Crescent, Woodingdean, Brighton 7, England. Mr. Fairchild invites correspondence from persons interested in this facet of the railway hobby. He advises that he is presently preparing an article on the study of tickets which is to appear shortly in the staff magazine of Rhodesia Railways.

CANADIAN RAILROAD HISTORICAL ASSOCIATION

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U.C.R.S. PUBLICATION

The Upper Canada Railway Society recently issued a very interesting bulletin on CP-CN Pool Train services between Montreal and Toronto and Ottawa and Toronto. It may be obtained from the Society for 25¢ per copy, at Box 122, Terminal "A", Toronto, Ontario.

THE FAIRLIE LOCOMOTIVE IN CANADA

Some notes assembled by
C.W.Kenneth Heard, B.A.

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SINCE THE RECENT REVIVAL of the Festiniog Railway, its locomotives have evinced more than the usual amount of interest in railway circles around the world. This is hardly surprising, since the Festiniog Railway is the proud owner of the world's only known survivors of a very interesting locomotive type. I refer, of course, to the Fairlie type, which was patented in both England and France, by Robert Francis Fairlie, (1831-1885).

Essentially, Robt. Fairlie's locomotive embodied a double-boiler, articulated design. The boilers were each mounted on a bogie, placed back-to-back, with a central firebox, (or fireboxes) and two smokeboxes at the outer ends of the boilers. The patent of 1864 also provided for a second set of tubes in each boiler, placed above the first set, which conducted the gases from the firebox to the smokebox in the usual way, to lead the gases back to a smoke chamber over the firebox and then out into the atmosphere by a single chimney in the centre of the locomotive. In this case, the blast, instead of being conducted to the outer smokeboxes, was carried to the central smokebox. No locomotive incorporating this feature was ever built. The double-boiler feature, however, was not essential to the design, and Robert Fairlie built several single-boiler tank locomotives with one power bogie and a normal trailing bogie.

The Fairlie type never achieved large scale acceptance -- only seventeen operated in the British Isles on eight railways, all of a minor character -- for it was plagued with several disadvantages. Firstly, it was more limited than a conventional tank locomotive as to the amount of fuel and water which it could carry. In the second place, the type lacked stability at high speeds, and this factor precluded its use on any service other than low-speed passenger or freight service. Its relatively high tractive power, however, made it useful in mountainous areas where high speeds were not the rule in operation.

A final disadvantage was the higher repair costs of a double-boiler locomotive. This difficulty was partially offset, however, by the fact that the tube heating surface of these two boilers was more efficient than that of an ordinary boiler having the equivalent heating surface. For example, two sets of tubes, each eight feet, six inches long, are more efficient than one set seventeen feet long having the same area.¹

It is less known, however, that there have existed in Canada, five, and possibly six double-boiler Fairlie locomotives, and perhaps four single-boiler Fairlie locomotives. Mr. R.A.S. Abbott in an article in The Engineer entitled "The Fairlie Locomotive - Its Use Throughout the World" gives considerable detail about the Canadian Fairlie locomotives, which I here quote:

"The Avonside Engine Company took up the manufacture of the Fairlie locomotives in 1871, and between that year and 1881, produced more of this type than any other British builder It should be noted that it was the custom to allocate two works numbers to each double-boiler locomotive, although this was not always adhered to in practice.

"The 3 ft. 6 in. gauge Toronto, Grey and Bruce Railway in Canada ordered one 0-6-6-0 in 1871, and this locomotive, the "Caledon" is illustrated here in Fig. 7³. The cylinders were 11½ in. in diameter by 18 in. stroke; wheels 3 ft. 3 in. diameter; bogie wheelbase 7 ft. 6 in.; total wheelbase 26 ft. 3 in. The boiler barrels had a length of 10 feet, and were 3 ft. 0-3/8 in. in diameter, the tube heating surface being 858 square feet. The heating surface of the two fireboxes was 103 square feet, and the grate area amounted to 20 square feet. The water tanks held 1,400 gallons, and 200 cubic feet of wood could be carried. This locomotive was scrapped in 1881 when the T.G. & B. Railway was made a standard-gauge line under Canadian Pacific control. An identical locomotive was also supplied in 1871 to the Toronto and Nipissing Railway, another 3 ft. 6 in. gauge line."⁴

With regard to the latter locomotive, this was the "Shedden" named after John Shedden, president of the Toronto & Nipissing Railway, who was killed by a train of his own railway at Cannington, Ontario, on May 16th, 1873. The locomotive may not have been named until after John Shedden's death.

The "Shedden" herself, like the gentleman whose name she carried, also met a sad end in the form of a boiler explosion near Coboconk, Ont., which killed its crew. The date of this catastrophe has unfortunately been extremely elusive; but since the Toronto & Nipissing was standardized about the summer of 1882 -- soon after its amalgamation with the Midland Railway of Canada in November of 1881, and since the one photograph of the "Shedden" extant purports to have been taken at Scarborough Junction in June, 1879, I would assume that the "Shedden" met its end sometime between those two dates. It still remains doubtful, then, whether the "Shedden" outlasted the "Caledon" to become Canada's last Fairlie locomotive on the 3 ft. 6 in. gauge.

" Another Canadian line to use the Fairlie type was the Glasgow and Cape Breton Railway, a 3 ft. gauge line in Nova Scotia. Three of the 0-4-4-0 type were sent out in 1871 (works nos. 907-912) and these locomotives (Figure 8)³ had cylinders 11 in. diameter by 19 in. stroke; wheels 3 ft. 3 in. diameter; bogie wheelbase 15 ft. 6 in.; total wheelbase 21 ft. 4 in.; length of boiler barrels 9 ft. 6 in.; diameter 3 ft. 0½ in. Total heating surface 922 square feet. Grate area 13.25 square feet. Capacity of water tanks 1000 gallons. The coal bunkers held 1 ton, 3 cwt."⁴

The locomotives referred to above were No. 2 (works no. 907-908), No. 3 (works no. 909-910) and No. 4 (works no. 911-912) of the Glasgow & Cape Breton Railway. During this railway's entire independent existence, these locomotives formed three quarters of the railway's current locomotive stock. Their other locomotive was No. 1, which number was borne by two locomotives at different times in the railway's career. In 1894, the railway was taken over and closed by the Dominion Coal Company, who favoured putting all their railway eggs in the Sydney & Louisburg basket. Because of the non-standard features of the railway and of its Fairlie locomotives, the latter were presumably scrapped in 1894. It is interesting to note, however, that Glasgow & Cape Breton Railway second No. 1, a 2-6-0 built in 1890 by Kingston, (works no. 391), was converted to standard gauge and survived to become No. 155 of

Dominion Iron & Steel Company, and was scrapped in 1928.⁵

This is the extent of the information which has so far come to light concerning the five Canadian Fairlie locomotives which are known to have existed. As for photographs, one of the "Shedden" exists, which is reproduced herewith, and there is one of the "Caledon" and also one of a Glasgow & Cape Breton Fairlie pulling a train in a general scene taken at Sydney back in the Seventies or Eighties.

Mr. Abbott then goes on to dwell on a subject of considerable interest to us, viz:

" It will be convenient at this point to consider a number of Fairlie locomotives whose makers and actual dates of construction are not known, although it is probable that most, if not all, of them came from the works of the Avonside Engine Company, but as already mentioned, the existing records of that firm are very incomplete and much valuable information regarding their early engines has been destroyed.

" The Credit Valley Railway in Canada is said, by Robert Fairlie, in his article published in 1876,⁶ to have had double-boiler locomotives in use at that date, while there is a reference in Engineering, for August 21, 1874, to the effect that due to the fine performance of the Fairlie engines on the Toronto, Grey & Bruce Railway, the president of the Credit Valley Railway had decided to use the type for the heavy traffic of this line. "

Consideration of the foregoing conclusion leads us to conclude, firstly, that the Fairlie locomotive on the Toronto, Grey & Bruce must have been fairly (!) successful. Secondly, in regard to the Credit Valley Railway's ever having a Fairlie locomotive, we are led to two possibilities, both of which depend upon the fact that no Canadian record of a Credit Valley Fairlie has to date been unearthed. Either the Credit Valley liked the performance of the T.G. & B. engine to the extent that they ordered one on the standard-gauge for themselves, but never for some reason took delivery of it; or they did take delivery of it but ran it for only a short time. We feel that it would be worthwhile to examine contemporary sources and records to attempt to shed more light on this mystery. We would assume that a locomotive as unusual as this one would be, would attract attention in the local press.

As a conclusion to Part I of these notes, the author would like to make some acknowledgments. It is fitting, perhaps, to mention first Mr. Omer S.A. Lavallee, sine qua non; and to Mr. Douglas Brown, I am indebted for permission to use his father's notes on the Glasgow & Cape Breton Railway. Above all, however, I would like to thank Mr. Frank Binns of Sackville, N.B., who drew our attention to Mr. Abbot's articles in the first place. Part II of these notes, dealing with single-boiler Fairlie types in Canada, will appear at some future date.

NOTES

- 1- Information on the Fairlie Patent and its defects from: Abbott, R.A.S. (Member, Newcomen Society); "Fairlie Locomotive in Great Britain and Ireland", in The Engineer, 206, 878, (Dec.5, 1958).

Notre Dame Jct., and Lewisporte, Nfld., motor trains 386 and 387 between Halifax and Elmdale, NS -- the Atlantic Provinces' last suburban service; overnight local trains 163-164 Riviere-a-Pierre - Chicoutimi (they are now combined with 211 and 212); 91 (Mon. Wed.) 99 (Sat.) 92 (Tue. Thu.) 104 (Sat.) -- all between Montreal and Lac Remi, Que., leaving a weekends-only service similar to that on the Rawdon line before its demise in 1956. Montreal-Dorval suburban trains 225 to 234 inclusive, after June 30th; mixed trains 391-392 Jasper, Alta.,-Blue River, BC; 395-396 Kamloops Jct.,-Boston Bar, BC; 397-398 Boston Bar-Port Mann, BC; Railiners 648-649 The Pas - Flin Flon, Man.; 31-32 Hudson Bay, Sask., - The Pas, Man.; in addition, trains 59-60 Truro-Montreal, 43-44 Moncton-Saint John, NB; 11-12 Winnipeg-Saskatoon, were reduced from daily to six-days-a-week service, mixed trains 209-210 Port Arthur-Sioux Lookout, Ont., went to twice-weekly from tri-weekly service and 205-206 Atikokan-Rainy River, Ont., now operate weekly instead of twice a week.

Canadian Pacific Changes.

The Canadian Pacific's new timetable reveals even more clearly that Company's desire to vacate the passenger field wherever possible. Passenger service was withdrawn immediately between Winnipeg - Great Falls, Man.; Winnipeg - Riverton (except during July and August); Neudorf-Bulyea; Regina-Valeport-Lanigan; Wilkie-Lloydminster (last three in Saskatchewan), and Brodie-Odlum, BC. The last-mentioned is the famous Coquihalla Pass line, a difficult one to operate, and which may be abandoned. Trains 45 and 46 now operate via Merritt to and from Spence's Bridge, where they connect with trains 7 and 8 for Vancouver. It is understood that permission has also been given to abandon passenger service between Trois Rivieres and Grand'Mere, Que., but that this will not take place until statutory notice is given to the public, despite the elimination of this timetable from the CPR public folder. Several local passenger services have also been or will be removed. These include trains 150-151 Montreal-Quebec (will still operate one day a week), 35-36 Montreal-Toronto via Peterboro, Ont., 160-161 Montreal-Ste. Agathe; 41-42 Winnipeg-Edmonton (after May 31st); 43-44 Winnipeg-Moose Jaw (after June 30th); 307-308 Calgary-Edmonton. The discontinuance of Nos. 41 and 42 "The Great West Express" will leave approximately 750 miles of line between Portage-la-Prairie, Man., and Wetaskiwin, Alta., with no passenger service except a Wednesday-only mixed train between Saskatoon and Asquith (it goes to Baljennie on a branch line); this is probably the largest passenger-service cut yet made in Canada. More intensive use is being made of "Dayliners"; they have been introduced on trains 37-38 between Toronto and Detroit, trains 385-382 Toronto-Peterboro (replacing trains 35 and 36) and trains 301-302 "Eskimo" and "Stamper" between Calgary and Edmonton.

Quebec Central Railway

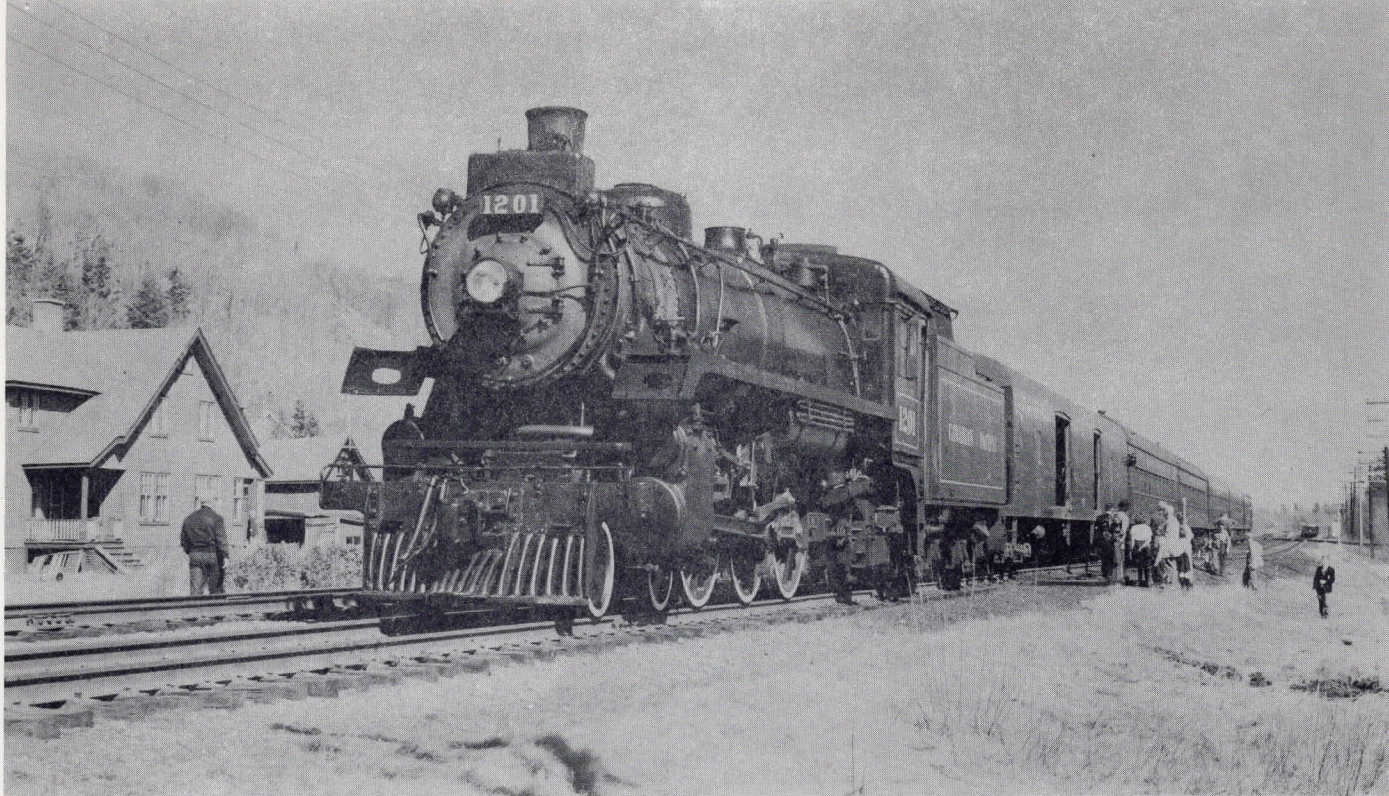
Trains 2 and 3 have been reduced from except-Sunday operation to two days a week. Trains 1 and 4 continue to run daily between Quebec and Sherbrooke.

Northern Alberta Railways

This jointly-operated carrier is engaging in some CPR-style "retrenchments". Edmonton-Dawson Creek, BC passenger trains 1 and 2 will commence tri-weekly service on May 17th. Running times will be cut by 2 hours and 50 minutes in each direction over the old six-days-a-week schedule. The McLennan-Hines Creek branch is to be served by a tri-weekly mixed train, which will not connect on the return trip. There will be no through service between Hines Creek and Edmonton.

-- Forster A. Kemp.

B.C.E.R. CAR FUND -- Contributions are still invited toward the Fund to repay the purchase price, and undertake the movement of British Columbia Electric Ry. #1311 from Squamish, BC to Montreal. Send to BCER Car Fund, Box 22, Station B, Montreal.



AN EVENING OF STEAM IN MONTREAL

April 27th, 1960

When our 4:23PM commuter train was passing the foot of Canadian Pacific's St. Luc Yard, the sharp eyes of my godd friend John Welsh caught the sight of smoke and steam engines a quarter mile away. "Looks like a 3600, and a 2400 with some dead steamers in tow; I'd sure like to get some pictures."

On arriving home, and finding that our respective efficient wives had supper just about ready for the table, we agreed by phone that there was probably enough light left - thanks to Daylight Saving Time - to make a trip to the yards worthwhile. The eight-mile dash back to the yards was very rewarding; just as we arrived, a 2-8-0, 3642, was awaiting a green board at the foot of the yards, with twenty loaded hoppers and a caboose in tow. It made excellent photo fodder, with plenty of black smoke.

Within two minutes, C. P. 2459, a 4-6-2 which had been on commuter service for most of the winter, slowly crept up to the caboose of the departing 3642. Immediately behind 2459 were three D-10 class engines on their way to Angus Shops. These 4-6-0s, Nos. 815, 1092 and 1015 were not under steam, but made a fine picture of four engines in a row, a sight not frequently seen. The rest of the train consisted of bad order cars of every description on their way to the shops.

To the south, we noticed more smoke, and found that 3642 had circled around to the bank of the Lachine Canal. It felt its way slowly down the slope to the yard at the Canal bank, then doubled its load back to a siding down by the water.

After the train for Saint John, N.B., (No.42) had rumbled across the swing bridge over the Canal, we were amazed to hear the sharp bark of a steam engine coming from the south towards St. Luc. No. 5374, a 2-8-2 which saw duty during the winter on the snow melter, steamed north with a long haul of hoppers.

Lots of fresh air, exercise, and pictures of six steam locos -- a fair haul for one evening !

-- Steve Walbridge

PHOTOGRAPH PAGE IN THIS ISSUE: Two pictures by our own "staff photographer" Paul McGee, will bring to mind the happy recollection of our Easter 1960 trips. The upper picture shows engine 1201 and train during the layover at Mount Orford, Que. on the trip of Saturday, April 16th. The lower picture shows the CRHA special on the following day, headed by 4-6-4 No.2811, crossing the Rideau River and canal near Merrickville, Ont., during an action "run-past" for photographers. Both engines were well-groomed for the occasion, and reflected great credit on the Canadian Pacific Ry. Company, on whose lines the two excursions were operated.

O B S E R V A T I O N S

A department of news and comment by Anthony Clegg

- ★ The last scheduled steam run on the Canadian National Railways took place Monday, April 25th, 1960, when passenger train #76 arrived at Winnipeg from The Pas; CNR #6043m class U-1-d, a 4-8-2 type built in 1929 by the Canadian Locomotive Company, was the locomotive

selected for this honour.

The Mountain type locomotive, which had served all over the Canadian mainland and hauled two Royal Trains, was the last to make a regularly-assigned run by a steam engine on the coast-to-coast CNR system. With engineer Len Routledge of Winnipeg at the throttle, she steamed in from the northern Manitoba point to be greeted by several hundred people headed by Premier Duff Roblin and some 100 retired CNR employees, many of whom were at the throttle when the steam locomotive was the trusty ally of the prairie pioneer. A large group of railway enthusiasts and officials, also were present.

- ★ Another last run by steam power took place March 27th when the Grand Trunk Western carried some 2,000 passengers on a trip from Detroit to Durand, Mich., and return. In Chicago, James Shea, President of the Railroad Public Relations Association and General Manager of the Southern Pacific, said that the Association of American Railroads probably would recognize the 120-mile round trip as the last major, regular run in the U.S.A.

Interest in the run, operated by Grand Trunk Western #6319 and #6322 class U-3-b, both built by the American Locomotive Co., in 1942, was greater than even the most nostalgic had imagined. The G.T.W. originally scheduled the final ride by only one engine, #6319, pulling twelve cars. But the railway was flooded with so many ticket requests from railway enthusiasts, that it had to hold engine 6322 from earlier retirement, so as to make up a second section with 21 more coaches. The passengers who jammed the cars when the trains made stops at Royal Oak, Birmingham, Pontiac, Holly and Trenton, Mich., came from many parts of the United States to ride the rails with the last of a valiant breed of iron horses.

Engineer Harry Wix, Jr., of Detroit, expressed the sentiment of many railroaders, and passengers, too, when he stepped down from the cab of No. 6322 and said wistfully, "I really thought of them as beautiful -- not monsters, -- beautiful."

- ★ Effective April 1st, 1960, the Canadian Pacific began displaying advertisements in forty commuter coaches operating between Montreal and Rigaud, Que. The arrangement is with the Canadian Car & Bus Advertising Limited, who are responsible for all the selling and servicing of the cards. The Company's part in this ten-year contract, is to provide the cars. It is estimated that the ads will catch the eye of 4,123 potential customers daily and provide an additional course of revenue for the railway.

- ★ Contrary to a report which is being circulated verbally to the effect that Canadian railway weekend return fares have been abolished, we are informed officially that the rates affected are those based on a one-way first class fare between 25¢ and \$2.80 and on a one-way coach class fare between 25¢ and \$2.20, in which case regular return fares apply.

- ★ A second application by Canadian National Railways to discontinue passenger operation between St. Eustache, Que., and Hawkesbury, Ont. has been denied by the Board of Transport Commissioners on the grounds that no new factors to warrant re-consideration have been introduced since the CNR's last application in February was denied.
- ★ A number of changes in service and operations have been announced by Canadian National Railways during recent weeks. One item concerns a change in status for Sioux Lookout, Ont., from a terminal point to a turn-around point. About twenty-five men and their families will have to be moved from the northwestern Ontario community to Winnipeg. Under the new plan, Redditt, Ont., is eliminated as a turn-around point. The CNR also announced that the coach portion of its London repair shops will be closed July 1st. About 150 men will be laid off or transferred to Montreal. A special Council has been organized to fight the decision and union officials have declared that there is no justification for the move.
- Donald Gordon, president of the CNR promised the Commons Railway Committee last month that he would give advance warning to communities which would be affected by labour dislocations caused by automation of the nationally owned railway system, and stated that two out of three old division points would have to be eliminated, to reap the benefits of modernization. In principle, that will be good for the railways. Unfortunately, however, the choice of points to be retained seems always to be the larger centres, hastening the growth of the larger metropolitan areas and accelerating the tendency of the smaller communities to wither and contract. This is certainly not in the national interest of Canada, but is an unfortunate feature of changes taking place all over the country.
- ★ The Public Utilities Commissions of three states, Vermont, New Hampshire and Maine will meet at Berlin, N.H., May 10 and 11 to consider a petition by Grand Trunk New England Lines, a subsidiary of CNR, to discontinue passenger service between Portland, Me., and Island Pond Vt., in all periods of the year except from the last weekend in June to Labour Day. The GTR says that it suffers heavy financial losses on the passenger run during the fall, spring and winter months and it is necessary to curtail the service in order to continue freight operations.
- ★ Canadian National has also applied to drop its diesel railiner service between Fredericton and Newcastle, NB. When introduced in 1954 it was the first such service on the whole system. Explaining the decision, CNR told provincial authorities that highway competition had limited the average passenger load to eight and that the service was running at an annual loss of \$80,000.
- ★ A strong protest will be made by Caledon township against a proposal by the CNR to abandon passenger service on the Hamilton-Meaford line. Railway officials have stated that, because of lack of patronage, application has been made to the Board to discontinue passenger trains that have been operating on the line for 83 years.
- ★ Edmundston, NB-Montreal passenger train services will be cut May 30 by the elimination of the tri-weekly run of trains 67-70 and 69-68 between the northern New Brunswick municipality and Quebec city.

Railiner services on the alternate days is being maintained.

- ★ Not to be outdone in the "hatchet and scissors" department, the Canadian Pacific will probably cut its transcontinental passenger train service in half next fall, with the heaviest blow hitting western Canada. A spokesman said that the decision, in contemplation for many months, must be made sometime between now and September, when the winter schedules are prepared. He emphasized, however, that no decision has been reached, as yet. However, a cancellation of trains 7 and 8, "The Dominion", "could happen" with a likely possibility being a consolidation with trains 1 and 2, "The Canadian" west of Winnipeg. Passenger traffic, it was explained, drops off to a trickle across the prairies, although the eastern runs are better patronized.
- ★ And still another CNR passenger train has made its last run -- in addition to those reported by Mr. Kemp in his semi-annual review, published in the body of the News Report, on page 34. For almost fifty years, a train has been operated from the CNR shops at Transcona, Man., to Winnipeg, in order to carry the railway workers home. Now, because more and more workers are driving their own cars to the shops, the train is being replaced by busses. Sam Robinson, a retired railway man who rode the train for 40 years, went along on the last run and reminisced about the penny ante card games that sometimes prompted the players to stay aboard for the ride back to Transcona and then walk home. "The boys will miss the train", he said. "It was a good excuse to say the train was late when you got home a little later than usual." Employees with more than ten years service rode free, while others paid five-cent fare each way. The return-trip bus fare is thirty-five cents.
- ★ Canadian Pacific has received the first of five more diesel-hydraulic engines from the Canadian Locomotive Co., at Kingston. The first unit, No. 19, has been received, and will be placed in service at Angus Shops replacing D-4-g 4-6-0 No. 424. The other units will be numbered 20-23 and when delivered will give CPR 14 hydraulics.
- ★ New York Central Railroad commuters have been asked to express their preferences for a choice of window glasses in an experimental car, the New York Herald-Tribune reports. On one side of the car, every other window is of tinted heat-resistant glass. The others are of clear safety glass.

FROM THE C.R.H.A. "NEWS REPORT" TEN YEARS AGO (May 1950):

" The CNR's New Equipment Programme for 1950 includes an appropriation for 6 MU cars, 15 MU trailers and three locomotives for the Montreal suburban electrification, as well as three 1000 HP diesels for the Montreal & Southern Counties Railway.

" Montreal Tramways Company wail service on route 84 HOCHELAGA will be discontinued on May 6th, while buses will replace trams on route 95 FRONTENAC about the beginning of August. As a result of these replacements, the MTC expects to retire the remaining units of the 703 class of passenger cars. "

- ★ A "CONFEDERATION TRAIN" - to travel across Canada during Canada's centennial year in 1967, will be considered by an inter-departmental government committee on the national celebration of the nation's birth on July 1st, 1867.

The Confederation Train, if approved, would take about two years to assemble as a cavalcade implementing the Canadian motto - "From Sea to Sea". The active co-operation of the ten provincial governments would be sought. The train would bring to all parts of Canada some of the most important items relating to the country's development in every field, with emphasis on the nation's constitutional evolution. Discoveries and explorations would be recalled through original maps and books, manuscripts and portraits.

Special efforts would be made to focus public attention on Canada's centennial by bringing together and exhibiting on the train all material having to do with the Fathers of Confederation and their meetings in Charlottetown, Quebec and London, England. The train would bring to Canadians from coast to coast some of the nation's most treasured possessions. It would include museum items such as pieces of furniture and miscellaneous mementoes which belonged to persons who played a prominent part in the nation's history.

The train would consist of ten railway cars. One car would be devoted to Canada as a whole. Five cars would be assigned to the provinces with each province sharing a half coach. Since it would take about three months for the train to travel across Canada from coast to coast, the train would have to include two sleeping cars, a dining car, and administration car for the administrative and protective staff required to supervise it. The Canadian and provincial coats of arms would appear on the outside of all cars on the train.

- ★ The Canadian National Railways has announced plans for the building of a new station in Sudbury. It will replace stations near the centre of the city and at Sudbury Junction, and will be on the main transcontinental line from Toronto, which links with the Montreal-Vancouver line at Capreol, 20 miles north of Sudbury.

- ★ Mr. Justice Milvain of the Supreme Court of Alberta has been appointed chairman of a federal conciliation board to deal with the contract dispute between the railways and the non-operating unions. Appointment of the Calgary judge was made by Labour Minister Starr after union nominee David Lewis of Toronto and railways' nominee Philip F. Vineberg of Montreal failed to reach agreement on a chairman. Mr. Justice Milvain, 56, was called to the Alberta bar in 1927 and was appointed to the bench in 1959.

- ★ Canadian Pacific Hotels has announced the sale of Lakeside Inn at Yarmouth, NS, for an undisclosed amount, to Les Religieuses Hospitalieres de Saint-Joseph, who will take possession of the property on April 30th. Two other CPR hotels in Nova Scotia, The Pines at Digby and the Cornwallis Inn at Kentville will operate as usual this summer as announced, R.A. Mackie, general manager of the system's hotels, said in Montreal.

- ★ "Agreed charges", by which a shipper gets lower freight rates from the railways, in return for a guaranteed proportion of his business, continue to gain in popularity:

1952	.....	3	agreed charges	1956	.....	78	agreed charges
1953	.....	7	" "	1957	.....	135	" "
1954	.....	26	" "	1958	.....	209	" "
1955	.....	46	" "	1959	.....	311	" "

- ★ Mr. Donald Gordon, president of Canadian National Railways, told a parliamentary committee last month that among other savings the system hopes to effect, it will make greater efforts to eliminate uneconomic passenger train services. He says that the publicly-owned company is working with the CPR to eliminate duplication.
- "Canadian National believes", Mr. Gordon told the committee "that the time has come for all concerned to recognize that railways no longer have a primary responsibility to provide any passenger service other than may be justified by economics of sound business administration."
- ★ The CPR and CNR have said in separate letters to the Toronto Transit Commission that they do not plan to abandon any tracks in Metropolitan Toronto. The railways had been asked by the Commission if construction of new marshalling yards and a by-pass line to the north meant that they planned to give up some of their downtown lines, that could be taken over by the TTC for rapid transit services.
- ★ As reported last month, diesel locomotives are coming to the Sydney & Louisburg Railway in Cape Breton but it is expected to be another five years before the last of that line's steam engines disappears. The S&L is a coal-hauling railway owned by Dominion Steel & Coal Corporation. The railway was founded in 1893 when the Dominion Coal Company was founded. Its chief purpose was to carry coal and steel to ocean terminals at Sydney and Louisburg from Cape Breton collieries and the Sydney steel plant. The twenty-nine steam locomotives left on the line are mostly veterans of other railways. Some of the larger units were purchased from US railways when diesels started to come into their own. The S&L has ordered four diesels and more are expected but the switch will not be completed until 1965. Another DOSCO subsidiary, the Cumberland Ry. & Coal Co. at Springhill, still has half-a-dozen ancient steam engines, not presently in use.
- ★ In an unprecedented move, commuters who use the Chicago, North Shore & Milwaukee (electric) railway, recently proposed a 15% increase in rates within Illinois, and a 5% interstate increase, in an effort to keep the high-speed commuter line from being abandoned.
- ★ Almost three-quarters of the space in the cruciform building of the Place Ville Marie project in Montreal, above the CNR's Central Station area, has been leased, according to William Zeckendorf, president in the Webb & Knapp (Canada) Limited, annual report. Steel recently began to go up on the forty-storey structure.
- ★ A new through train service between London, England, and Moscow, USSR will come into operation on May 29th, British Railways announced on April 6th. There will be four through services in each direction every week. The first-class return fare, including sleeping accommodation but excluding meals, for the two-day trip will be about \$196.