



crha

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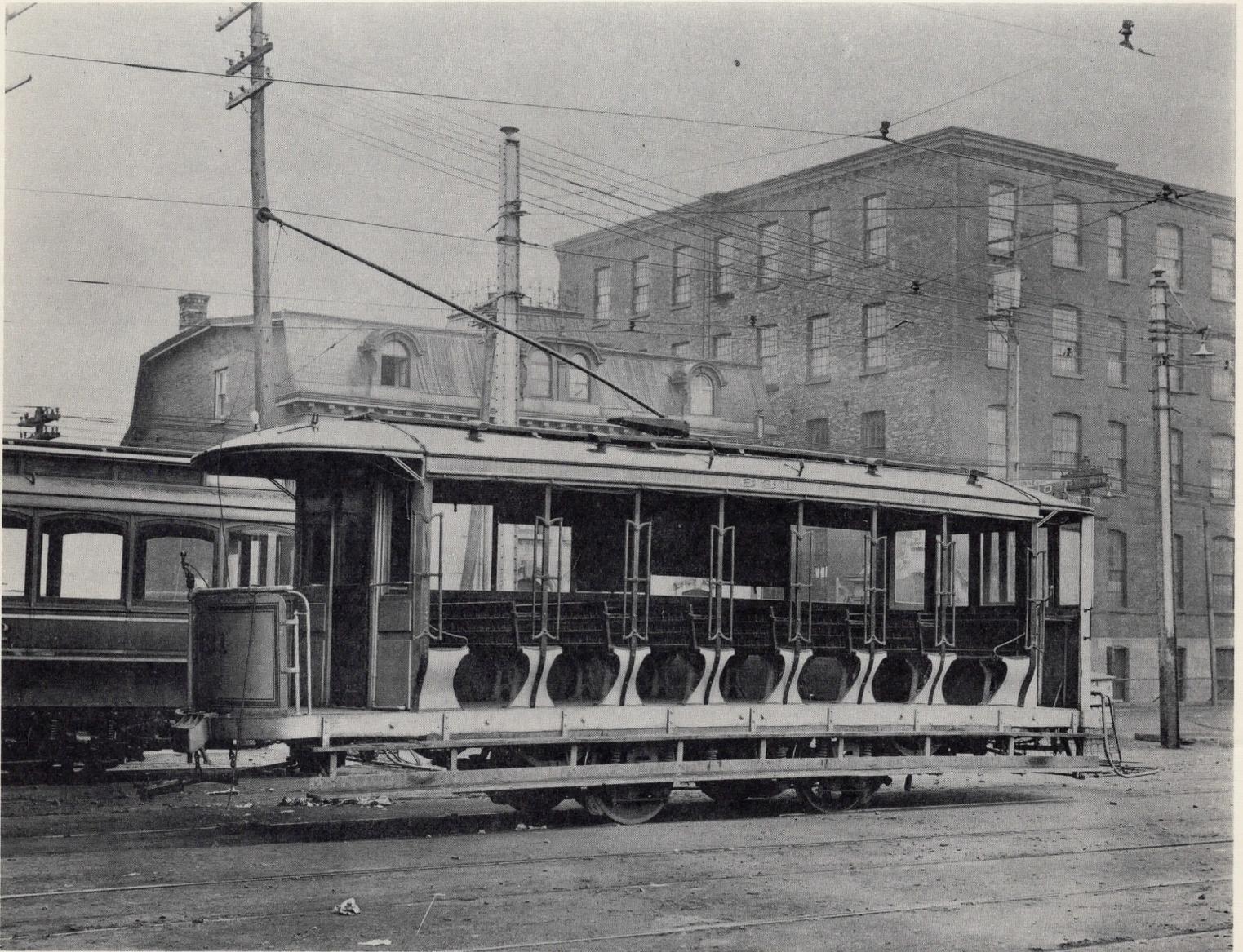
News Report

STATION "B"

MONTREAL 2. QUEBEC

NUMBER 112

JUNE 1960



In appearance severe but functional, the Montreal version of the convertible street railway car reflected the extremes of climate in Canada's largest city. No. 631 is shown at Hochelaga car barn, on October 15th, 1913, in the silver-and-cream garb of the Montreal Street Railway.

-- Photo M.T.C.

Notice of Meeting

The June Meeting of the Canadian Railroad Historical Association will be held in Room 203, Montreal Transportation Commission Building, 159 Craig Street West, on Wednesday, June 8th, 1960, at 8:15 PM.

Association News

Mr. R. Grant Harris, of Asbestos, Que., provided the entertainment at the May meeting, by showing slides, and also exhibiting several of his models of historic Canadian locomotives. The members are very appreciative of his time and trouble, in travelling nearly 100 miles in each direction between his home and Montreal, in order to give this entertainment.

At the May meeting, the following person was proposed for the first time, for Regular Membership in the Association:

Mr. Michael TAYLOR

This application will be voted upon at the June meeting.

His many friends in the Association will be pleased to know that Mr. Bill McKeown, past Chairman of the Trip Comm-

ittee, graduated from Sir George Williams' University with his degree of Bachelor of Arts, on May 21st, 1960. We extend our best wishes to him.

TRIP COMMITTEE

Just as the News Report was being completed for this month, the Association was informed by Canadian National Railways that our ceremonial farewell trip to mark the cessation of steam locomotion on CNR, will take place on Labour Day weekend, September 3rd and 4th.

Originally, this observance had been scheduled for July 24th, but negotiations to hold this trip have been prolonged, and the Committee feels that two months is insufficient notice to get out publicity for this important milestone in Canadian railway history. Hence, it has been put back to Labour Day weekend, and will consist of two trips behind CNR #6153, one on Saturday, September 3, from Montreal to Joliette, Que., and return, and the ceremonial trip on Sunday, September 24th, from Montreal to Ottawa, and return.

The event will mark the end of the career of the reciprocating steam locomotive on CNR lines, and predecessors, after more than 124 years. It was in July 1836 that Canada's first steam locomotive made its initial run from Laprairie, Que. to St. Johns and return, inaugurating public railway service in what is now the Dominion of Canada.

CNR #6153, a 4-8-4 type, was built in 1929, by the Montreal Locomotive Works, CNR class U2c.

CANADIAN RAILROAD HISTORICAL
ASSOCIATION

News Report No. 112
June, 1960.

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...ON THE FORMATION OF CHAPTERS OF CRHA.....

Editorial

Now that our list of members and subscribers is nearing the five hundred mark, it is inevitable that the question of the formation of chapters should be raised from time to time. It is true that our Association has concentrations of associates in various Canadian urban centres. Some have local model railroad clubs, which provide some community of interest for those interested in railways as a hobby; others, such as those in the Toronto area, and on the west coast, are for the most part members of societies in these areas, such as the Upper Canada Railway Society, and the Vancouver Island Railway Historical Society. However, there are many other unorganized concentrations of members in other centres in Canada, notably in the Maritimes and in the western provinces. The Association would like to see some local activity started in this direction; our Letters Patent are very specific in regard to carrying out activities "in more than one Province of Canada", and the necessary constitutional and by-law revisions could be carried out.

As to the size of a group necessary to form a Chapter of the Canadian Railroad Historical Association, it is suggested that a minimum of six or seven persons would be necessary for this purpose; their obligation to the parent society in Montreal would not, in all probability, extend beyond the payment of a subscription fee for the News Report, and the Chapter could levy reasonable dues over and above this subscription rate. The Chapter would elect its own officers and conduct its own affairs autonomously, though within the framework of the Association's charter, of necessity. Local groups might organize and sponsor rail trips, visits to railway facilities, hold meetings and outings.

Groups interested in other facets of history have indicated from time to time that local C.R.H.A. chapters would be useful as consultants in matters concerning transportation. They could also canvass their areas more effectively for railway artifacts, photographs and other documentary matter, saving for posterity an unbelievable quantity of material known to exist but certainly now doomed to ultimate destruction since the Association's interest in collecting and preserving such things has only been extensively publicized in the Montreal area.

Any movement in the direction of the establishment of Chapters must, however, come from the local membership. The Executive would be glad to hear from any of our members or subscribers on this topic, and they can be assured of the Association's most sympathetic encouragement, advice and cooperation.

SUBSCRIPTION CONTEST DEADLINE EXTENDED:

Owing to tremendous response from the readers to the subscription contest announced in previous issues, several hundred names having been submitted, it has been decided to extend the deadline for the receipt of potential subscribers' names to June 30th, 1960.

Canadian Pacific Railway Steam Locomotives, 1960

OWING TO THE OCCURRENCE of typographical and factual errors, etc., which have crept into our reporting of Canadian Pacific engines scrapped from time to time, we include, this month, a list of steam locomotives in existence as at March 31st, 1960; this has been checked against the official records, and is in agreement as of that date. Next month we will give a list of locomotives scrapped in the first months of 1960. (Classes and wheel arrangements omitted below).

29	1066	1247	1299	2384	2500	2847	3663	5205	5413	6941
136	1072	1248	1300	2385	2501	2848	3671	5206	5427	6943
424	1074	1249	1301	2387	2504	2849	3676	5207	5428	6949
445	1077	1250	2200	2388	2508	2850	3677	5210	5429	6964
453	1080	1251	2203	2389	2514	2851	3682	5211	5431	6965
490	1083	1252	2206	2390	2541	2852	3689	5214	5432	6968
492	1085	1253	2209	2391	2550	2853	3691	5216	5433	
807	1087	1254	2214	2392	2554	2854	3692	5221	5434	--
814	1088	1255	2219	2397	2556	2856	3694	5225	5435	
815	1092	1256	2224	2398	2559	2857	3699	5227	5436	
842	1094	1257	2228	2399	2583	2858	3700	5229	5437	
870	1095	1258	2231	2408	2598	2860	3701	5230	5438	
871	1097	1259	2237	2409	2599	2863	3716	5231	5439	
882	1098	1260	2238	2412	2609	2926	3719	5232	5440	
890	1100	1261	2314	2414	2626	2928	3722	5233	5441	
894	1104	1262	2317	2421	2628	3100	3725	5234	5442	
899	1200	1263	2323	2424	2629	3101	3729	5236	5443	
911	1201	1264	2326	2426	2634	3379	3750	5238	5444	
926	1202	1265	2328	2427	2644	3387	3752	5240	5445	
930	1207	1266	2332	2428	2659	3388	3759	5241	5446	
946	1208	1267	2334	2429	2660	3422	5102	5244	5449	
953	1209	1268	2338	2430	2663	3429	5105	5253	5450	
964	1210	1269	2341	2432	2664	3440	5107	5254	5451	
966	1211	1270	2343	2433	2704	3442	5114	5255	5452	
969	1212	1271	2344	2434	2706	3462	5118	5256	5458	
970	1213	1272	2345	2435	2709	3476	5128	5258	5460	
972	1214	1273	2349	2437	2717	3492	5131	5260	5467	
974	1215	1274	2352	2438	2811	3504	5134	5263	5468	
975	1216	1275	2358	2439	2812	3507	5135	5325	5469	
986	1217	1278	2360	2441	2816	3514	5137	5330	5470	
988	1223	1279	2361	2442	2819	3523	5144	5343	5471	
990	1224	1280	2362	2444	2820	3529	5145	5361	5472	
994	1226	1281	2363	2445	2822	3546	5146	5370	5473	
999	1227	1283	2364	2446	2825	3604	5147	5372	5754	
1002	1228	1284	2367	2447	2827	3607	5149	5374	5755	
1004	1231	1285	2368	2448	2829	3610	5152	5375	5760	
1010	1233	1286	2369	2449	2830	3611	5160	5381	5762	
1011	1234	1287	2370	2450	2831	3616	5162	5387	5781	
1015	1235	1288	2372	2451	2834	3617	5163	5392	5935	
1026	1236	1289	2373	2452	2835	3624	5168	5394	6271	
1027	1237	1290	2374	2454	2837	3628	5170	5400	6905	
1033	1238	1291	2376	2459	2838	3630	5171	5401	6906	
1038	1239	1292	2377	2461	2839	3632	5174	5405	6907	
1039	1240	1293	2378	2464	2840	3638	5175	5406	6921	
1044	1243	1294	2379	2467	2841	3641	5183	5408	6929	
1046	1244	1296	2380	2469	2843	3642	5187	5410	6933	
1049	1245	1297	2381	2471	2845	3650	5202	5411	6937	
1057	1246	1298	2383	2472	2846	3651	5203	5412	6939	

Total:
486
Engines

WHEN THE C.P.R. SERVED THE SEMMERING . . .**FROM TRIESTE TO VIENNA - BY CANADIAN PACIFIC !!**

This story on the Canadian Pacific's European parlour-observation car service in 1912 and 1913, was originally written by your Editor for the Canadian Pacific Railway's house organ, "Spanner", and it appeared in that publication in the issue of May, 1957.

The article had the effect of bringing forward a considerable amount of new photographic and documentary material. With the permission of "Spanner", then, we reproduce the text of the original story below, and accompany it with a selection of photographs which have come to light since that time.

THE RAILWAY station at Innsbruck, in the Austrian Tyrol, is an international crossroads. Lying at the head of the Brenner Pass, the north-south rail line connecting Italy with Germany is intersected by the east-west Arlberg route, linking France and Switzerland on the west with the central European states on the east. The international trains using this station are characterized by the varied rolling stock, representing many nations. The dull green cars of the German Bundesbahn and the brown-coloured Italian rolling stock are marshalled, buffer to buffer, with the blue multilingual cars of the Wagon Lits company. Amid such a melee of French, Swiss, Austrian, Yugoslavian, Luxembourg, Belgian, Dutch and German rolling stock, the last thing one would expect to see would be equipment carrying the "Canadian Pacific" legend. Incredible as it may seem, this very thing was possible at Innsbruck, and at many other Alpine stations, in the years before the First World War.

We call it our Company's Austrian adventure, because of all the varied enterprises which the Canadian Pacific organization has undertaken in its seventy-five years of existence, this one may truly lay claim to "adventure" status, in view of the sequence of events. Canadian Pacific is known throughout the world largely because of its ancillary services, such as its steamships, express, hotel and telegraph services, and latterly, its air lines. The rail operations have long comprised its principal activity in North America, however, and

these operations have been confined entirely to this continent, with the minor but unique exception we are about to relate.

Divorced from their Eastern Hemisphere counterparts, the railways of North America have developed along different evolutionary lines. The natural barriers of the Atlantic and Pacific oceans have never permitted any liaison between railways in America and elsewhere, and as a result, operating practice, administration and equipment on this continent is largely dissimilar to that to be found in the Old World. There, intercontinental rail operation is common. Physical connections exist linking European, Asian and African railways, so that interchange and through operation are possible. Unfamiliar as westerners might be with European railway equipment and operation, the spirit of progress which has always manifested itself in our Company did not allow these dissimilarities to hinder the establishment of European tourist services by the C.P.R. using its own cars, in the only case of its kind on record.

Monopoly Ruffled

In the years before the first world conflict, practically all of Europe's railways were, as they are today, state-owned and administered. The extent of each of the various systems ebbed and flowed with the territorial fortunes of the owning state, resulting in a conglomeration of equipment largely unsuitable for international traffic. The existence of such a situation had led early to the formation of the Compagnie Internationale des Wagon Lits by the redoubtable Belgian, George Naegelmackers, in the early 1870's. Within fifteen years of its foundation, the Wagon Lits was enjoying a monopoly on international traffic which lasted until the outbreak of war in 1914. The smooth surface of this monopoly was ruffled, if we may use the term, only briefly by the Canadian Pacific experiment and we must leave to speculation what might have happened had not the first world conflict been precipitated so soon after the service had begun.

BY OMER S. A. LAVALLÉE

In point of territory, the realms of the Hapsburg family were the most extensive in Central Europe. Franz Josef I presided over this loose amalgamation of states, with varied cultures, races, languages and national aspirations, as Emperor of Austria and King of Hungary, plus an assortment of other titles making him ruler of the Austro-Hungarian Empire, the so-called "Dual Monarchy". The Austro-Hungarian State Railway was in the hands of the "k.k. eisenbahnministerium", or Imperial and Royal Ministry of Railways, and as a result, the transportation system was an instrument of political policy, a particularly iniquitous one in terms of profit and loss. The revenue position, if such it may be called, of the State railway system was so precarious due to these and other factors that a concerted effort was made about 1910, to develop some new sources of revenue. Tourist paths in the Dual Monarchy were comparatively few compared to those in France, Germany and Italy; those that did exist converged on Vienna, Franz Josef's famed Austrian capital. It was accordingly decided that a more vigorous policy towards the tourist industry would be beneficial, attracting the visitor to the spectacular scenery of the Noric Alps, the Tyrol and the Dolomites. Also, a great deal of money had been spent in the development of the port of Trieste, the only maritime outlet of Austria-Hungary. An increase in ocean traffic serving this port would serve to benefit Austria-Hungary considerably, though at the expense of the North German ports.

Commercial Ties

Seeking to establish commercial ties with other countries with these purposes in mind, the Imperial and Royal Government asked the advice of many foreign representatives in Vienna; they were interested in a suggestion put forward by Mr. S. Altman, the general representative of the Canadian Pacific Railway in that capital, that the State Railway authority might consider the introduction of observation cars on its through express trains in the most scenic parts of the country, as the C.P.R. did on its main line through the Canadian Rockies.

The Austrian Government sent a delegation to Canada who were most impressed by the Canadian Pacific's handling of its growing tourist trade. Accordingly, when the time came and a decision was made to introduce Canadian-style observation cars on the lines of the State Railways, the Austrians decided not to attempt it themselves, but to ask the Canadian Pacific Railway if it would be willing to undertake the project jointly with the Austrian railways.

Enthusiasm ran high in C.P.R. circles when the offer was made. H. H. Vaughan, Assistant to the President, was despatched to Vienna, armed with drawings prepared at the Montreal office, which depicted cars of overwhelmingly Canadian design which,

alas, exceeded the restrictions imposed by the smaller structures on European railways. In November 1911, the outcome of the discussions was embodied in a specification which laid down, in very stringent terms, the general dimensions of the observation cars; they were to contain one large parlor-car type seating compartment with picture windows and revolving chairs, and a semi-open observation platform. They would also include the usual wash-room facilities. The discussions between the railway on the one hand and the Government on the other resulted in agreements which were embodied in a Treaty between the two parties, which was completed at Vienna on December 20th, 1911. Mr. Altman signed for the Canadian Pacific Company, and the Imperial and Royal Minister of Railways, Herr Forster, signed for his Government. The Treaty included several interesting provisions, in addition to the usual conditions dividing up the anticipated profits on a percentage basis.

Observation Cars

Eight observation cars were to be provided. To the Austrians, an observation car of this type was an "Aussichtswagen", literally "out-seeing car". They were to operate between Vienna and Innsbruck, Innsbruck and Buchs and Salzburg and Trieste. Between Vienna and Innsbruck, the state railways reserved the right to select the route, as between the Selzthal, or via Salzburg, as circumstances might dictate from season to season. Actually, the cars were to operate beyond the western border of Austria at Buchs, as far as Zurich over the Swiss rail system. The route Zurich - Buchs - Innsbruck - Salzburg - Vienna is that followed then and now by the famous Arlberg-Orient Express, and it is even possible that the Canadian Pacific cars were included in this train. This section includes the scenic Vorarlberg, the eight-mile Arlberg Tunnel and the Inn valley.

The cars were to remain the property of the Canadian Pacific Railway and were to resemble Canadian Pacific rolling stock as used in Canada, as far as the European practices would admit. The cars were designed in 1912 in accordance with this policy, by the Nesselsdorfer Wagonbau A.G. at Vienna, and records show that the order for construction was placed with that company. One of the photographs included with this article shows the builders plate of another firm in Prague. It is possible that construction of certain parts, such as the underframe, might have been subcontracted by the Nesselsdorfer firm.

C.P.R. Prototypes

The exterior finish was of varnished teak, with brass fittings. Canadian Pacific practice was followed closely; even the lettering transfers were sent to Austria from Montreal, and indeed, every effort was made to have the cars resemble their Canadian prototypes, with the various fittings, even to the trucks, proportioned down to the smaller European loading gauge. The upkeep and maintenance of the cars was divided between the C.P.R. and the Austrian Government. The former was responsible for the cleaning of the cars, the exterior and interior finishes, the heating, lighting and staffing. The latter undertook the maintenance of the underframes, trucks, wheels, axles, draft gear and other mechan-

ical parts, which conformed to Austrian standards. The cars were equipped with European style screw couplings and spring buffers, rather than with automatic couplers. Income from the venture was distributed on a percentage basis, roughly proportionate to the maintenance responsibilities of each party to the agreement.

The fittings inside included 34 armchairs, covered in green leather, with matching desk chairs and desks. Lighting was electric by storage batteries, illumination being provided by 33 lamps in each car. The cars were fitted with both vacuum automatic and Westinghouse automatic brakes, to conform to the different systems used by the Austrian and the Swiss railways.

Nothing was spared to preserve the Canadian appearance of the cars, and the specification even included a provision that the trucks were to be constructed to resemble C.P.R. steel four-wheel trucks, modified only as far as was necessary to suit the builders method of construction. The C.P.R. system of equalizers, helical equalizer springs, swing bolsters and elliptical bolster springs was used. The original intention to fit the cars with open observation platforms was vetoed by the Austrians, and accordingly, the cars were fitted with glassed-in counterparts of Canadian-style open platforms. The order being placed on January 15th, 1912, the first three cars were turned out on August 14th of that year. These cars carried the names "Canada", "Europa" and "America", and were lettered "Canadian Pacific" above the windows, following Company standard practice. Each of these cars cost the Company nearly \$23,000.

Steamer Service

In the spring of 1913, the Canadian Pacific started a steamer service between Canada and Trieste, using the steamers "Lake Erie" and "Lake Champlain" which had been launched at Glasgow during the winter of 1899-1900. Each vessel had a displacement of approximately 7,500 gross tons. In March 1913, coincident with the commencement of the new Trieste service, the S.S. "Lake Erie" was renamed "Tyrolia" while the S.S. "Lake Champlain" took the name "Ruthenia".

Three months later, on June 2nd, 1913, the remaining five observation cars went into service, bringing the total to eight, in accordance with the 1911 Treaty. The latter units were named "Austria", "Africa", "Britannia", "Australia" and "Asia".

Then the difficulty began.

The inauguration of the Trieste service was looked upon with growing dismay by the German shipping companies, who had hitherto enjoyed a monopoly on trans-Atlantic traffic originating in Central Europe. Hamburg and Bremen were the principal outlets controlled by these interests, who also wielded a considerable influence in the Dutch and Belgian ports. The German marine interests were not going to permit competition if it could be avoided and as a consequence, they started a propaganda campaign in Austria-Hungary, aimed at the Canadian Pacific. In the era before the radio, the press was the most effective means of influencing the German-speaking Austrian public. No effort was spared to employ this agency to the fullest extent, even to the extreme of starting nearly a dozen new newspapers to cam-

paign against the Canadians; the latter were pictured as ogres who were out to capture, transport and enslave the Austrian peasants.

Stiff Opposition

The C.P.R. hadn't a chance in the face of such opposition. Feeling in Vienna ran so high that the Canadian Pacific office staff were taken into custody by the police, and detained until the Ambassador of Great Britain procured their release. The Vienna office was closed and the Germans took out an action against the C.P.R. in the Austrian High Court, alleging that the Company had played a major part in the emigration of 600,000 Austrians, who would otherwise be eligible for military service. Canadian Pacific tried to show that this figure was nearly fifty times in excess of the actual total of something over 12,000 immigrants who used our Trieste service up to that time. In reply, the steamship companies produced the names of the alleged 600,000. It transpired eventually that the plaintiffs had purchased the names from a registration bureau, and while none of them were shown to be fictitious in the strictest sense, they included the names of Austrians deceased over a hundred years before, of children who had died in infancy in a certain district, and other equally improbable sources for colonists.

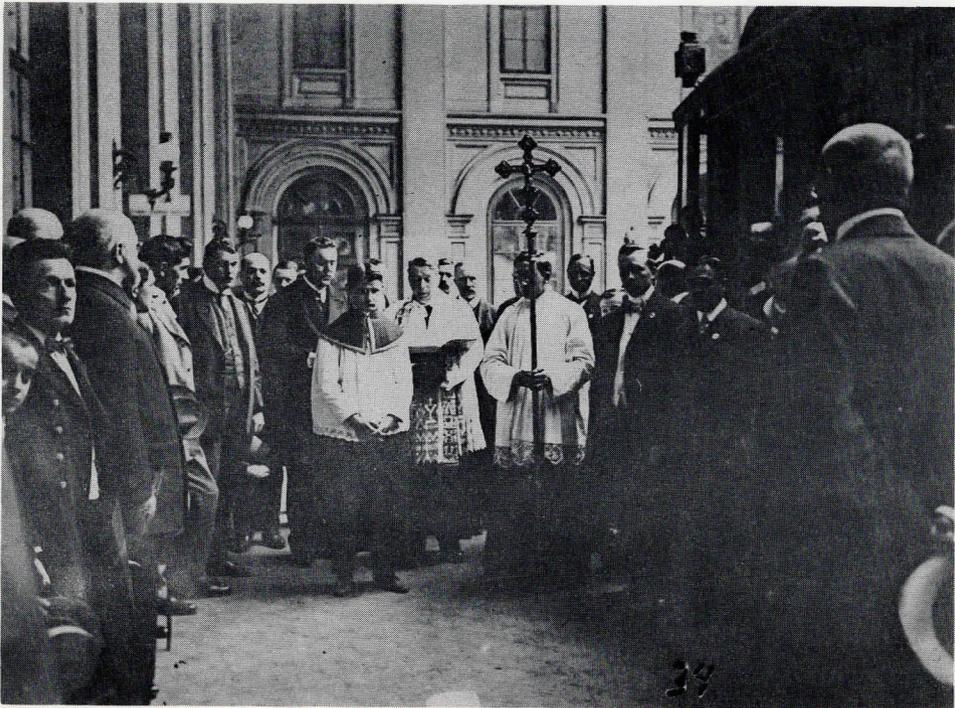
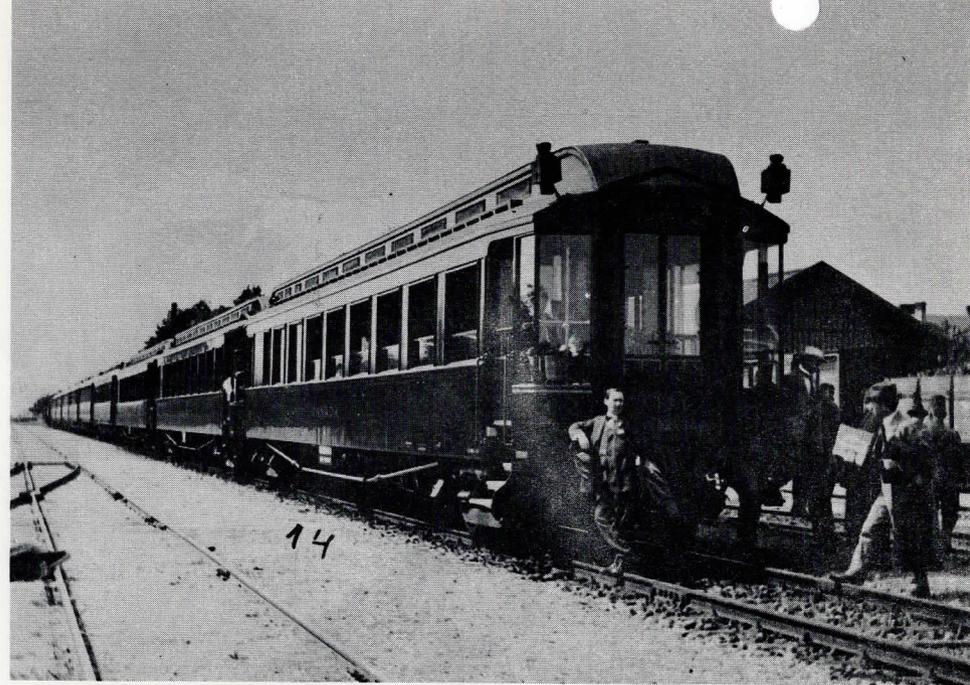
The case was prolonged into 1914, and before it could be resolved, the Archduke Franz Ferdinand was assassinated at Sarajevo, initiating the steps which led to the declaration of war in August 1914.

Cars Commandeered

The Canadian Pacific observation cars were immediately commandeered by the Austrian government, who had them converted into hospital cars for the transportation of troops wounded at the front. That was the last news that the Company had of them. When the Central Powers bowed to the inevitable in November 1918 and peace came once more, the cars could not be located. Reports had it that they had found their way to Italy, but this was never established as fact.

Following the war, the once-great Austro-Hungarian Empire underwent a metamorphosis, emerging as a series of small and impotent states, served by as many state railways. The rail system was divided among the Hungarians, Czechs, Jugoslavs, Rumanians and Italians, with only the portion in Austria proper remaining under the control of Vienna.

There is a slight possibility that, after more than forty years, one or more of the Canadian Pacific's observation cars may still be in existence, their origin concealed under the unpretentious color schemes which the Continental railways give their cars, but if this is so, they are all that is left of a unique experiment in which Canadian Pacific engaged in its formative years.



OBSERVATIONS a department of news and comment, by Anthony Clegg.

* Redundancy and retrenchment hold the spotlight in railway news this month (except for the PNR in northern British Columbia). On the heels of the recent feature on Canadian passenger-service curtailments (page 34 May issue) comes the report that Canadian National Railways has applied to the Board of Transport Commissioner for permission to close and abandon three segments of the National System in Manitoba. The lines under consideration are:

Hallboro to Beulah - 74.4 miles - Rapid City Subdivision presently served by one wayfreight each way weekly, restricted to 20 m.p.h. maximum speed.

Greenway to Deloraine - 79.9 miles - Wakopa Subdivision, also with one scheduled wayfreight per week in each direction.

Amaranth to Alonza - 17.7 miles - part of the Oakland Subdivision, over which there are no scheduled trains.

Closing of these lines would reduce CN system mileage by a total of 172 miles.

The proposed abandonment of the first-named line has stirred up a greater furor in the affected communities than normally is the case. It would be "the last straw to break the farmer's back" the BTC hearing was told by John Weir (PC-Minnedosa). He said that abandoning the line would mean "considerable hardship" to area farmers and not a small inconvenience as suggested by the railway.

R.C. Blackman, a professional engineer with the Manitoba Department of Highways, said, if the rail line were removed, additional maintenance costs for municipal roads would amount to \$24,000 annually. W.C. Richardson, CNR engineer for the Portage-Brandon Division told the Board, "the condition of the track can only be considered fair, and part of that a poor fair." He said that the 75-mile line was classed as Class E track, the lowest grade, and could not carry trains travelling in excess of twenty-miles per hour. Richardson said that the railway has deferred maintenance work on the track for the last few years because of the anticipated move to abandon it. The line would not afford more than \$578,000 in salvage value.

* The Pacific Great Eastern Railway will discontinue its first-class passenger operations, with personal attendant service and complimentary meals, effective May 31st. J.S. Broadbent, General Manager, said that the railway was reluctant to make this move but declared that declining business caused by improved air transportation facilities and modern highways, rendered the service uneconomic. Trains will maintain the same schedules as in the past, with meal stops along the route for passengers.

* Nearly 700 Lachine commuters were served with questionnaires last month as their civic leaders sought an alternative to CNR train service scheduled to end on June 30th. Questionnaires were distributed at Dixie, Lachine, Convent and Dominion stations, with commuters asked to complete and return them to Lachine city hall. The form covered trains used, frequency, times, final destination in Montreal, though it is understood that no solutions were under formal discussion at the moment, by the City of Lachine.

PRECEDING PHOTO PAGE:

The inserted photo page illustrates the feature story, on CPR parlour cars in Austria. Pictures show several of the cars coupled into trains with Wagon-Lits equipment, also the ceremonial blessing of the cars by the Roman Catholic Archbishop of Vienna. --Author's collection.

* Our Association's museum plans have been attracting some attention in the press lately. The Verdu (Que.) Guardian reported on April 27th, 1960, that a move is on foot to create the world's most unique museum in LaSalle, near Montreal. If proposed plans reach fruition, the museum will be known as the National Rail Transportation Museum and will house every type of locomotive from the earliest times to the present day as well as all types of railway coaches and cars that have ever been used in rail transportation throughout the world. The LaSalle city council "is studying a request that a spot of land be given the organization" for the purpose and according to present plans it "may be located close to the Angrignon bridge. The mayor and city council are favourable to the idea as it would be a great attraction to the city visitors". (Ed.- At time of writing, there seems little likelihood that the Association will acquire the land, in spite of the optimistic note of the news paper release.)

* A request that the city of Winnipeg seek possession of No.6043, the last steam locomotive to run on Canadian National rails in Manitoba, has been referred to the City of Winnipeg's finance committee for study. The Winnipeg Model Railroad Club has stated that the club would be willing to paint* and maintain the locomotive as a tourist attraction and to pay the cost of providing public liability insurance. (*- "Floquil" and "410-M" are suggested - Ed.)

* The Minneapolis, St.Paul and Sault Ste.Marie Railroad (Soo Line) has announced that a "guaranteed rate" plan, under suspension and study by the Interstate Commerce Commission for more than a year, has been placed in effect. Under the agreement, the shipper - Mannesman Tube Co., Sault Ste.Marie, Mich., - will pay \$10.05 a ton on pipe shipments to Chicago if it ships 90% or more of total tonnage going there by rail. Normal tariff is \$12.18 a ton. (Is this the first "agreed charge" in the United States? - Ed.)

* The New York newspapers have announced the possible merger of the New York Central, the Baltimore and Ohio and the Chesapeake & Ohio railroads into one system of more than 25,000 miles, spreading from the Atlantic coast ports of Boston, New York, Philadelphia, Baltimore and Hampton Roads, Va., west to Cleveland, Cincinnati, Chicago and St.Louis. The three carriers together have more than four billion, two hundred and fifty million dollars in assets, and operating revenues of one billion, five hundred million dollars a year. Both the NYC and C&O also have lines in the southern part of Ontario.

* General Electric Company is entering the American diesel-electric railway locomotive building business on a large scale. According to an announcement made by Ralph J. Cordiner, chairman of the board, and Robert Paxton, president, the new GE locomotives, to be built at Erie, Pa., will be 2,500 horsepower units designed for high-speed freight service, operating on four axles. They will contain about 40 per cent fewer electrical components and are the result of ten years of research. Mr. Cordiner said that GE has no present orders for the diesel locomotives from railroads, and might not have a unit in operation until 1961.

FROM THE CRHA "News Report" TEN YEARS AGO (June 1950)

--Nearly all of the 7800 class Y3a diesel electric locomotives for PEI CNR lines have now passed through Montreal.

--Metre-gauge locomotives of the 2-8-2 type for the Bombay, Baroda & Central India Ry. built at Kingston and Montreal, were recently shipped to India.

* Information received in connection with the construction of the new CNR headquarters Building on Lagauchetiere Street at Mansfield, In Montreal, indicates that the main steel framework of the structure has now been completed. Pouring of the reinforced concrete slab floor for the lobby level has been finished, and the first sections of masonry have been put in place. All the other levels will be closed in for office areas with pre-cast concrete cellular floors. This type of floor is rapidly constructed and provides for the most flexible distribution of electrical wiring and communications systems. The seventeen storey structure will be completed in May 1961. It will be finished in glass, stone and metal to harmonize architecturally with the Queen Elizabeth Hotel, the Terminal Centre Building and the Aviation Building.

* Effective May 1st, one of the two roadways on Victoria Bridge, between Montreal and St. Lambert on the south shore of the St. Lawrence was closed, to permit the completion of the new rail and road diversion across the St. Lambert Seaway Lock. For a period of five months, only the downstream roadway will be open and one-way operation instituted for rush-hour traffic.

* Canadian Pacific Railway is understood to be selling seven passenger train cars to the new Cartier Railway of the Quebec-Cartier Mining Company, which is now under construction between Shelter Bay and the mine site, some 200 miles. The equipment includes two cafe-parlour cars, two sleeping cars and three tourist sleeping cars. The equipment, it is understood, will retain its present arrangement, though the car exteriors will be painted blue.

* Canadian Pacific instruction car No. 56, formerly Esquimalt & Nanaimo Railway parlour observation car "Malahat" will be retired shortly from service, to be replaced by a newly converted steel instruction car. The "Malahat" was built in 1893 as the sleeping car "Calcutta", and is one of the last wooden recessed-observation cars in existence. It is to be preserved by the Association as part of a train of wooden CPR equipment which will also include coach #1554 and a baggage-mail car.

* On May 1st, Toronto Transit Commission increased its adult ticket fare from $12\frac{1}{2}\text{¢}$ to 15¢ . Cash adult fares remain at 15¢ . Zone fares have been arranged so that a passenger riding in two or more zones has the same total increase as a passenger riding in the central zone only, that is $2\frac{1}{2}\text{¢}$. A combination ticket good for a continuous ride in zones 1 and 2, for example, is sold at 4 for \$1.10-- two zones $27\frac{1}{2}\text{¢}$ instead of 25¢ . School fares are expected to be reviewed at the end of the school term.

* Canada's railways and their 120,000 non-operating employees are facing each other before a conciliation board in another round of their long dispute over wages, and observers do not expect any decision from the board before mid-July at earliest. Time-consuming as the process will be, few persons expect it to be more than a prelude to government intervention. The two parties are so far apart that there is little possibility that the board can come to any decision to satisfy both. A find favouring the railways would almost certainly lead to a strike-vote by the unions, and the companies, six of them headed by CNR and CPR would just as probably refuse to implement a decision favourable to the employees. The employees are seeking a 25¢ per hour pay increase, also changes in vacation rules. The railways claim that they cannot afford an estimated \$55,000,000 annually, which they feel is the cost of the demands, and which could come only from drastically-increased freight rates, already under review by a Royal Commission.

SUMMER EXCURSION

JUN 5 1960

TORONTO - PORT McNICOLL - MIDLAND SPECIAL CANADIAN PACIFIC TRAIN

OPERATED JOINTLY BY:

THE TORONTO TRAIN TRIP ASSOCIATION AND THE UPPER CANADA RAILWAY SOCIETY



Oakville, Ont. 22/3/58. F. Sankoff Photo

With an engine of this type powering the train, we will see scenes equally as spectacular as that shown here.

FOR THE RAILWAY ENTHUSIAST:

- More than 200 miles behind a streamlined steam locomotive.
- Plenty of opportunities for photography, including "movie run-pasts" in specially selected scenic locations.

FOR EVERYONE:

- A leisurely day's train journey.
- A delicious dinner in Midland, and visit to the famous and historic Martyrs' Shrine.
- The trip along the beautiful shore of Georgian Bay.

SCHEDULE AND ROUTE:

Leaving Toronto Union Station at about 8:30 A.M. E.D.T. and stopping at West Toronto, we travel via Bolton and Alliston to Medonte. Here we take the branch line to Port McNicoll, terminus of the CPR Upper Lakes steamships and an important grain trans-shipment port.

For those who so desire, buses will be waiting for the trip to Midland and an excellent dinner, followed by a visit to the famous and historic Martyrs' Shrine. This beautiful edifice is ded-

icated to the Christian missionaries killed by the Indians in the early years of Ontario history. During the lunch period, the locomotive will be turned and serviced at Port McNicoll.

The return to Toronto will be by approximately 8:30 P.M.E.D.T.

The U.C.R.S. Lunch Service will provide sandwiches, coffee, soft drinks, etc. on the train.

EXTRA FEATURE

On Saturday, June 4th, the Upper Canada Railway Society will operate a 5 hour photographic excursion in Toronto using 35 year-old Peter Witt type trolley cars on a comprehensive tour of the city. Schedule and point of departure will be sent to those ordering the trolley trip on the coupon below.

* **LAST CHANCE!**

Canadian National Steam-powered Special
Sunday, July 10, 1960

to NIAGARA FALLS, Ont.



6167 ON "The SCOTIAN" AT ST. LAMBERT, P. Q., SEPT. 9, 1956.

(Photo: FRED SANKOFF)

* **LAST steam-powered train EVER to depart from Toronto Union Station!**

LOCOMOTIVE: 6167, as shown above, class U2e, built by Montreal 1940

Open baggage car with protective bars across doors.

FREE bus from CNR Niagara Falls station to the Falls themselves.

Lunch service on the train will provide sandwiches, coffee, soft drinks etc.

For the
photographers:



~~Movie run-pasts~~

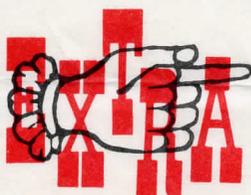


PLUS 3 Stops for still photos

Sunday July 10th CNR STEAM EXCURSION SCHEDULE

Lv.	TORONTO Union Station	9:00 a.m. EDT
Lv.	HAMILTON	10:20 a.m. "
	NIAGARA FALLS, Ont.	
Arr.	HAMILTON	8:20 p.m. "
Arr.	TORONTO	9:30 p.m. EDT

Passenger Stops will be made at Sunnyside, Port Credit and Oakville in both directions.



Saturday July 9th TTC TROLLEY TRIP:

Leaves **YORK & WELLINGTON STS.** (one block north of the west corner of UNION STATION) at **12:00 NOON** EDT, and returns by 5:00 p.m.

Equipment: Small PETER WITT type cars, last of their kind in all of North America.

Tour covers most of city area, includes photo stops and movie run-pasts.