

CANADIAN
NATIONAL

LONG RUN
LOCOMOTIVES

Locomotives Running Through Between Montreal and Toronto.

It is the Canadian National Rys. management's intention to operate the six new 6000 class mountain type passenger locomotives, assigned to the Central Region, one of which was described in Canadian Railway and Marine World for July, in passenger service from Montreal through to Toronto and from Toronto through to Montreal, a run of 334.04 miles. Heretofore, in passenger service between the two cities, locomotives have been changed at Brockville, 125.64 miles from Montreal, and Belleville, 208.40 miles from Montreal. When the mountain type locomotives are placed in regular passenger service between Montreal and Toronto, crews will probably be changed at a central point between Brockville and Belleville, such as Kingston Jct.

This move by the C.N.R. management will apply in Canada an operating method adopted in the U.S. within the past few years, as several lines in that country are operating passenger locomotives over what was formerly two or three locomotive divisions. This seems but a natural consequence of the improvements made in locomotive design, and of the additional equipment now being applied to locomotives, which makes for more efficient performance and which lightens the firemen's work, notably the automatic stoker, power grate shakers, brick arches and feed water heaters. U. S. roads which are operating their passenger locomotive over two and three division runs report that they are not experiencing the delay from dirty fires and other troubles which could have naturally been anticipated with older type locomotives, and there seems to be no reason why C. N.R. should not be successful in operating the mountain type locomotives over what has heretofore been a three division run.

There is no doubt that large economies are to be secured; in addition to having

have a right to expect law and order to be maintained, and they look to the Government to see that it is, in cases where municipal authority is evidently unable to do so; for that reason, the Government would have shown itself incapable and unworthy of office unless it had taken steps to ensure that law and order would be maintained and that destruction of property would be prevented. Any man who wants to work at wages agreed upon with his employer has the right to do so, and if some of his fellows see fit to strike it does not affect that right by one iota, and it is a public duty to see that it is not interfered with and that the man who attempts to exercise it is not subjected to interference of violence. The miners' strike in the Sydney area was an outlaw one, led by acknowledged reds and in defiance of agreements legally entered into, it was not sanctioned by the miners union's general officers, but was opposed by them, and consequently the action of the federation's Montreal council in passing the resolution is absolutely indefensible, and tends to make one believe that the council's officers do not understand that agreements confer obligations as well as rights.

The Government's action in sending militia to Sydney was eminently proper. While the framers of the resolution referred to sought to make it appear that the move was an autocratic attempt to interfere with personal liberty, and make men work against their wills, by the use of military force, the fact of the matter is that the Government's action was taken to guarantee personal liberty and to protect property, in a strike led by radicals of dangerous tendency, in defiance of agreements solemnly entered into. If the resolution accurately expresses the feelings of the railway employees in whose names it was issued, it would naturally be expected that they would lose no time in openly denouncing the institutions of this free country in affiliating with Moscow; if not, the council which framed it should rescind it, pro-

August 1923

Long Regular Locomotive Runs.

Canadian Railway and Marine World for August called attention to the Canadian National Rys. management's intention to operate six of its new 6,000 class mountain type locomotives in passenger service through from Montreal to Toronto, 334.04 miles, and vice versa. As then stated, locomotives on this run have heretofore been changed at Brockville, 125.64 miles from Montreal, and Belleville, 208.4 miles from Montreal. Attention was directed in the same article to the prevalence of long passenger locomotive runs on some U.S. lines, and the economies to be effected by operating passenger locomotives over two or more divisions were also pointed out. We have since been advised that the C.N.R. 6 mountain type locomotives assigned to the Central Region will be used on train 14, leaving Toronto at 9.20 a.m. and arriving at Montreal at 5.40 p.m.; on train 15, leaving Montreal at 10 a.m. and arriving at Toronto at 5.40 p.m.; on train 16, leaving Toronto at 11 p.m. and arriving at Montreal at 7.30 a.m.; on train 17, leaving Montreal at 11 p.m. and arriving at Toronto at 7.30 a.m., and that locomotive crews will be changed at Belleville. On account of large tender capacity, it is expected that the locomotives will have no trouble in making the trip without having to take coal en route.

The 10 mountain type locomotives assigned to the Atlantic Region are being used on trains 1, 2, 3 and 4, as follows: three on Springhill Subdivision, Moncton Division, between Truro and Moncton, 124.73 miles; three on Harcourt and Bathurst Subdivisions, Campbellton Division, between Moncton and Campbellton, 185.57 miles; and four on the Matapedia and Rimouski Subdivisions, Campbellton Division, between Campbellton and Riviere du Loup, 188.78 miles. When the facilities at Halifax will permit, three of them will operate on the Bedford and Springhill Subdivisions, between Halifax and Moncton, 188.8 miles.

Some other long regular locomotive runs have come under our notice recently. One of these is on the Batiscan and Jonquiere Subdivisions of the Saguenay Division, Quebec District, Central Re-

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Locomotive Crews and Long Schedule Runs Decision.

Consequent on the Canadian National Rys. management introducing mountain type passenger locomotives on the Atlantic Region, and on the management's desire to have locomotive crews operate them over two seniority districts, a dispute arose between the management and the men, the latter represented by the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen and Enginemen, which was submitted to Canadian Railway Board of Adjustment No. 1 for settlement. The joint statement given the Board was as follows:—"With introduction of mountain type locomotives assigned to passenger trains 1, 2, 3 and 4, the railway instructed enginemen to operate such power over two seniority districts, which enginemen protest against." The railways' contention as presented to the Board was as follows:—"The assignment of mountain type stoker-fed passenger engines to two subdivisions between Campbellton and Riviere du Loup, makes it desirable that enginemen be assigned to the engines and follow them. The mileage of the two subdivisions is 188, and the time is as equally distributed as possible between the Campbellton and Riviere du Loup men. By the assignment as made by the railway there is a saving in time paid to engine crews equal to 64 miles a day." The employees presented the following statement to the Board:—"Action of railway, in forcing the interchange of seniority district rights of enginemen, breaks up an established seniority district practice which has been in effect for over 30 years, and is inconsistent with railway's actions on other portions of the railway on Atlantic Region; further, the action of the railway constitutes a violation of the interpretation of the U.S. Labor Board on general order 27 and supplement thereto, in that it is in direct opposition to the rulings that past practices and customs are not to be interfered with. Further, it is contended by the employees that the action of the railways constitutes a violation of article 30 of present enginemen's schedule." The Board's decision was:—"The contention of the employees is sustained. Under the existing agreement, men should not be run off their seniority district except by mutual arrangement."

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tive takes back train no. 2, operating daily except Monday, on the following day, this train leaving Franz at 10.15 a.m. and arriving at Sault Ste. Marie at 8.15 p.m. Ten-wheel locomotives of 34,400 lb. tractive power are used, and coal is taken both ways at Frater, 102 miles from Sault Ste. Marie. Each run is made by the one crew; the crew which takes no 1 from Sault Ste. Marie to Franz returning with no 2 the following day. We are advised that the schedule is pretty closely adhered to, that no particular difficulty is experienced in doing this in winter, and that A.C. and H.B. Ry. officials believe that this is the longest mixed train run made by any railway on the continent, certainly in Canada, and that it is made in as satisfactory a manner as possible considering the type of railway covered, the grades being heavy and curvature high. Trains 1 and 2 are given 75% of the A rating handled by regular freight trains over the Sault Ste. Marie-Franz section.

The United States Railways'

Division, between Campobenton and Riviere du Loup, 188.78 miles. When the facilities at Halifax will permit, three of them will operate on the Bedford and Springhill Subdivisions, between Halifax and Moncton, 188.8 miles.

Some other long regular locomotive runs have come under our notice recently. One of these is on the Batiscan and Jonquiere Subdivisions of the Saguenay Division, Quebec District, Central Region, Canadian National Rys., where, for many years, one locomotive has hauled a passenger train from Quebec to Chicoutimi, 227 miles, on one day, and back the next. The locomotives now in this service are 1300 class 10-wheel, of 30% capacity (30,000 lb. tractive power), built by Montreal Locomotive Works. One of them hauls train no. 21, which operates daily except Sunday, leaving Quebec at 9 a.m., arriving at Lake Edward, 111.9 miles from Quebec, at 1.55 p.m., leaving there at 2.10 p.m., and arriving at Chicoutimi, 227 miles from Quebec, at 7.30 p.m. The next day it takes back train no. 22, leaving Chicoutimi at 7.30 a.m., arriving at Lake Edward at 12.45 p.m., leaving there at 1 p.m. and arriving at Quebec at 6 p.m. A similar locomotive handles train 22 on the day on which the first locomotive handles 21, and takes 21 back to Chicoutimi on the following day.

On the Algoma Central & Hudson Bay Ry., train no. 1, a mixed, with make-up averaging 3 passenger and 5 freight cars, leaving Sault Ste. Marie at 9 a.m. daily except Sunday, is hauled by the same locomotive to Franz, 194.5 miles, arriving there at 7.45 p.m. The same loco-

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September
1923

OLD CNR LONDON
STATION IN 1935

Old C.N.R. Station

(Continued from Page One.)

ron, 20 years service, were brakemen.

MAYOR ON HAND

Mayor Wenige was on hand and congratulated both engineer and conductor in charge of the train.

"We hope you'll be driving your engines into a fine new station for the next 46 years," he told Engineer Fred Morris.

As soon as No. 6 pulled out at 12.30 the old station was closed for business, its 60-year-old career ended.

Immediately workmen started to remove the remaining waiting room benches and the ticket office so as to be ready for the first train from the temporary station in the London Shoe building at York and Richmond street shortly before 3 p. m.

Joseph Pigott, president of the Pigott Construction Company, who will build the new station, was a visitor to the C. N. R. offices and it is understood that the wrecking of the old station will get under way on Monday morning, under the direction of George Everett, who wrecked the old Merchants' Bank building in preparation for the new federal building.

So the old station, London's most distinctive landmark, rooted deeper in the hearts of Londoners and connected more closely with their lives than perhaps any other building in the city, will disappear.

August 15

1935

Last Train Through Old C.N.R. Station At Noon Next Thursday

**After That Time Train Service
Will Be From Temporary Sta-
tion in Former London Shoe
Co. Building**

The old Canadian National Rail-
way station here will see its last
service on Thursday morning.

After the departure of C. N. R.
train No. 6, Chicago to Montreal, at
12.30 on Thursday the old station
will be closed.

The ticket office, restaurant, bag-
gage rooms and facilities and pas-
senger accommodations will be
moved into the London Shoe Build-
ing at York and Richmond streets.

Train No. 172 for Stratford, leav-
ing at 3 p.m., will be the first train
to carry passenger from the tem-
porary station in the London Shoe
Building and train No. 18 from
Windsor, about an hour later, will
be the first to discharge passengers
there.

The demolition of the old station
will actually begin on Monday of
next week. Workmen are today
transferring cable from the old
building.

The public entrance to the old
temporary station in the London
Shoe Building will be directly off
the southeast corner of York and
Richmond streets.

August 13
1935

WOULD BURN DOWN ANCIENT C.N.R. STATION AS FITTING END TO FAMOUS LANDMARK

Milder Plan Is to Hold Old-Fashioned Dance to Mark Passing; Ceremony Must Be Before End of Present Week

That the old C. N. R. station, for so many years a landmark in this city and for so many years the butt of many a joke, should be closed with some fitting ceremony is the suggestion heard from many quarters as its demolition is being planned.

The ticket offices and other facilities will be moved from the old station to the London Shoe building, at York and Richmond streets, tomorrow afternoon.

Tomorrow night the old station, which hasn't been locked since nobody knows when, will be completely deserted.

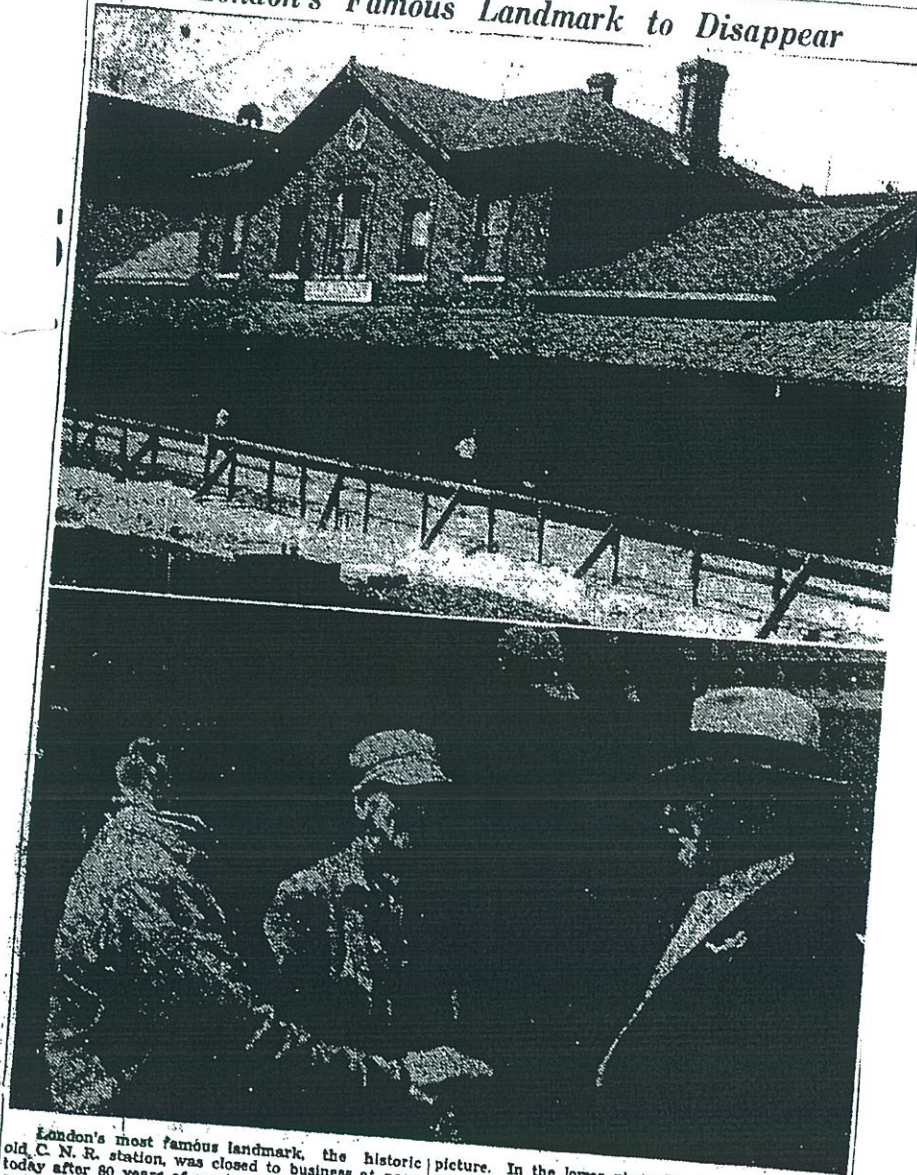
A gay old-time dance, to end up by setting the old building afire under the watchful eye of the city fire fighters, has been one suggestion, but it met with a cold reception. It appears that there is considerable salvageable material in the old building and the fire would be too dangerous.

However, the dance could be held and many of the C. N. R. staff employees who worked in the old building so long agree that it might not be a bad idea to close the old landmark with such a function.

But if there is going to be any ceremony it will have to be held before the end of the week as it is

August 14
1935

London's Famous Landmark to Disappear



London's most famous landmark, the historic old C. N. R. station, was closed to business at noon today after 80 years of service. It was built in 1854 and was first known as the Great Western station, then the Grand Trunk Western, the Grand Trunk and finally the Canadian National. The old building, which will be wrecked immediately to make way for a new and modern building, is shown in the top picture. In the lower photo The Free Press photographer caught the engine crew of the last train to leave the old station as they were receiving the congratulations of Mayor George Wenige. From left to right: Engineer Fred Morris, of Sarnia, who has piloted C. N. R. trains into the old station for the past 46 years, Fireman William Spendlow, of Sarnia, 25 years a fireman, and Mayor Wenige.

Old C. N. R. Station Shuts Up and Ends 80 Years' Service

Last Train Steams Out of Station at Noon; Wreckers Start Monday Morning

Without any pomp or official ceremony, London's 80-year-old C. N. R. station, which no doubt was opened with a general celebration, was closed today.

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The last travelers to use the station, which has offered shelter to hundreds of thousands as they waited for their trains in the past 80 years, left the city on C. N. R. train No. 6 at 12:20 p. m., the Limited Chicago to Montreal train.

The accommodation offered these last travelers was a bit crude as the moving of waiting room facilities and passenger accommodation to the temporary station was started early today.

Only a few benches, the ticket office and a table which served as a news stand and the Travelers' Aid desk remained in the building as the last train from the old building pulled out. The walls were bare and more than half the furniture had already been moved to the temporary station in the old London Shoe building, which opened at 3 p. m.

Engineer Fred Morris, of Sarnia, who has been driving engines into the old station here for the last 46 years, was at the throttle of the big engine 6000, as train No. 6 made her last stop at the old London station.

Conductor Tom Porter, also of Sarnia, and who has been in the service for 41 years, accepted the clearance orders as the last train using the station, pulled out. William Spendlow, of Sarnia, 25 years service, was fireman, and C. T. Muxworthy, London, 18 years service, and H. A. McLean, Port Huron, 15 years service, were also on the train.

(Continued on Page Thirteen)

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1935