

CPR
EATONS
MODEL
TRAIN

Model Trains Secure Many Passengers

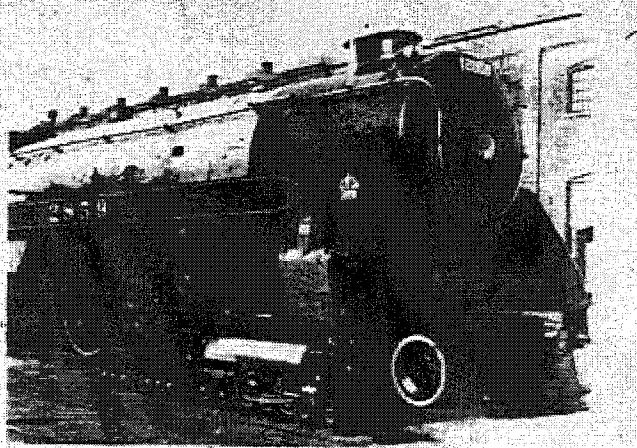
During the past Christmas season, the two transcontinental railways had miniature trains on exhibition and in operation in the T. Eaton Co., Ltd., department stores. The Canadian National had its train at the Toronto store and the Canadian Pacific train was at the Winnipeg store. The trains were operated electrically, on special track laid for the occasion, and children were given a ride at a small charge.

The C.N.R. train, which was built at the Point St. Charles motive power and car shops, Montreal, was headed by a model of locomotive 6,400 and included four cars, each with three double seats, providing total passenger capacity of 24. It operated to the evening of December 31, and during its period of service carried a total of 111,333 children.

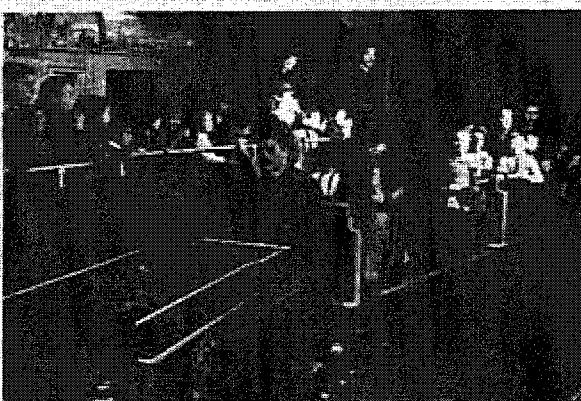
The C.P.R. train, headed by a miniature locomotive of the 2,800 class, operated around a 200 ft. oval track in the Eaton Winnipeg store, at a speed of four miles an hour. The locomotive was built at the C.P.R. Angus Shops, Montreal, under the direction of H. B.

in the Eaton store in Montreal, this five-car special having been employed first in the Christmas season in 1936. It has operated in the Montreal store every year since, with the exception

During the recent Christmas season, the Montreal "Toyland Special" carried 122,035 children and the Winnipeg "Toyland Special" carried 34,398, a total of 156,433.



C.P.R. Model Locomotive—A Contrast in Size.



Bowen, C.B.E., Chief of Motive Power and Rolling Stock. It weighs 1,400 lb. with tender, and is 15 ft. long, compared with weight of 660,000 lb. and length of 90 ft. with tender, for the regular locomotive. The model is equipped with an air whistle and such accessories as pump, dynamo, headlight, etc. Wheels are of cast iron, and the auxiliary equipment of aluminum casting. The electrical unit was located under the first car in the train, and a safety device prevented the train from being started when the operator's foot was off the control pedal. The train was made up of four coaches and an

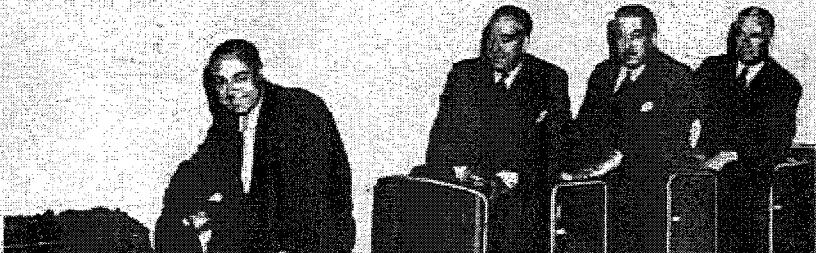
of the war years, when its journeys were temporarily halted by the need for conservation of power.

Following conclusion of operation in the Eaton store at Winnipeg, the model train which was in service there was placed on exhibit in Regina, Calgary and Edmonton.

Toronto Railway Club

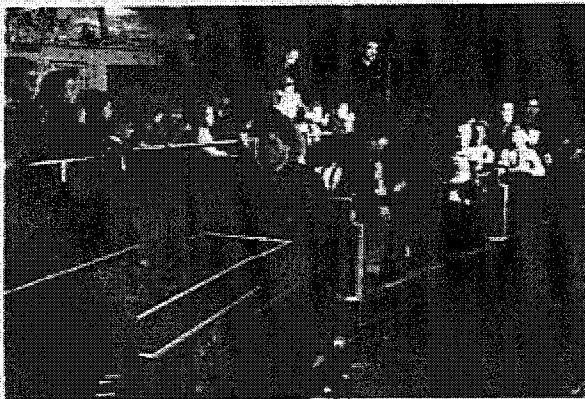
The annual meeting of the Toronto Railway Club was held in Toronto, January 27, when J. R. Marr, Executive Assistant, Railway Express Agency, spoke on "Looking Ahead with Transportation". Officers elected for this year are:—President, J. E. Coulter, President and General Manager, Canadian Pacific Express Co.; First Vice President, J. F. Neild, Electrical Engineer, Toronto Transportation Commission; Second Vice President, W. M. Armstrong, General Manager, Canadian National Telegraphs.

[Further particulars in March issue.]



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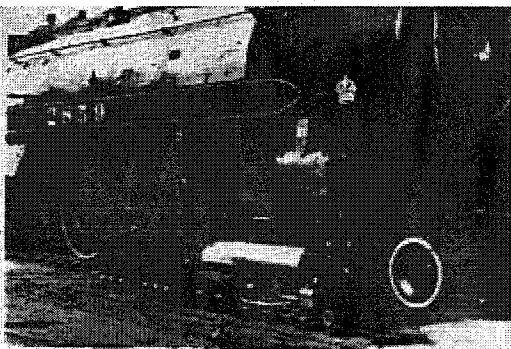


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Tail lights and awning on the observation car gave a realistic touch to the rear end of the train. A feature of the layout was a double track arrangement, with the locomotive operating on a track of 11 in. gauge and the cars on an 18 in. gauge track.

The C.P.R. also had a model train

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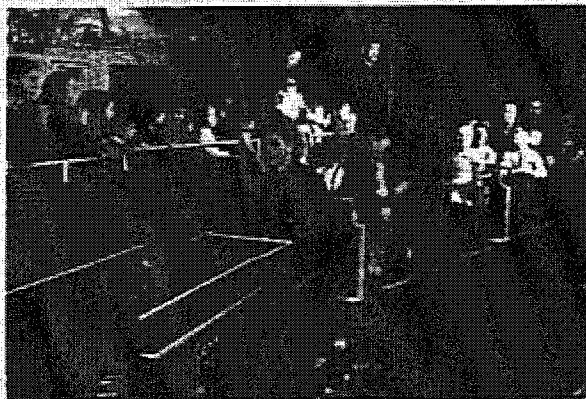


The C.P.R. Model Locomotive was exhibited at Angus Shops before shipment to W. T. Eaton Co. representative occupies the tender, while in the model car, from left to right, H. Hayward, Assistant to Shop Engineer, Angus Shops, C.P.R.; H. B. Bowen, C.B.E., Motive Power and Rolling Stock, C.P.R., and H. H. Taylor, Works Manager, Angus Shop.

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The C.P.R. train, headed by a miniature locomotive of the 2,500 class, operated around a 200 ft. oval track in the Eaton-Winnipeg store, at a speed of four miles an hour. The locomotive was built at the C.P.R. Angus Shops, Montreal, under the direction of H. B.

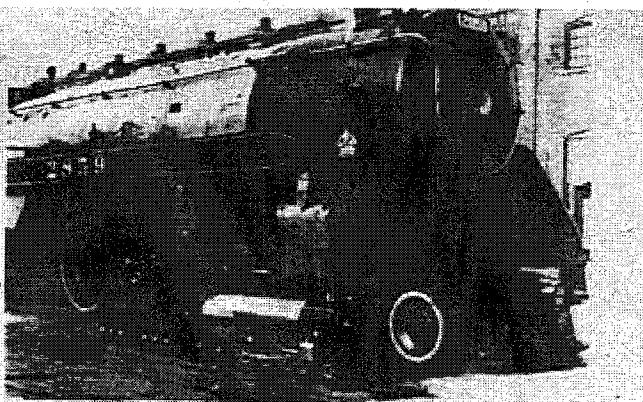


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