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P.O. BOX 22.



# News Report

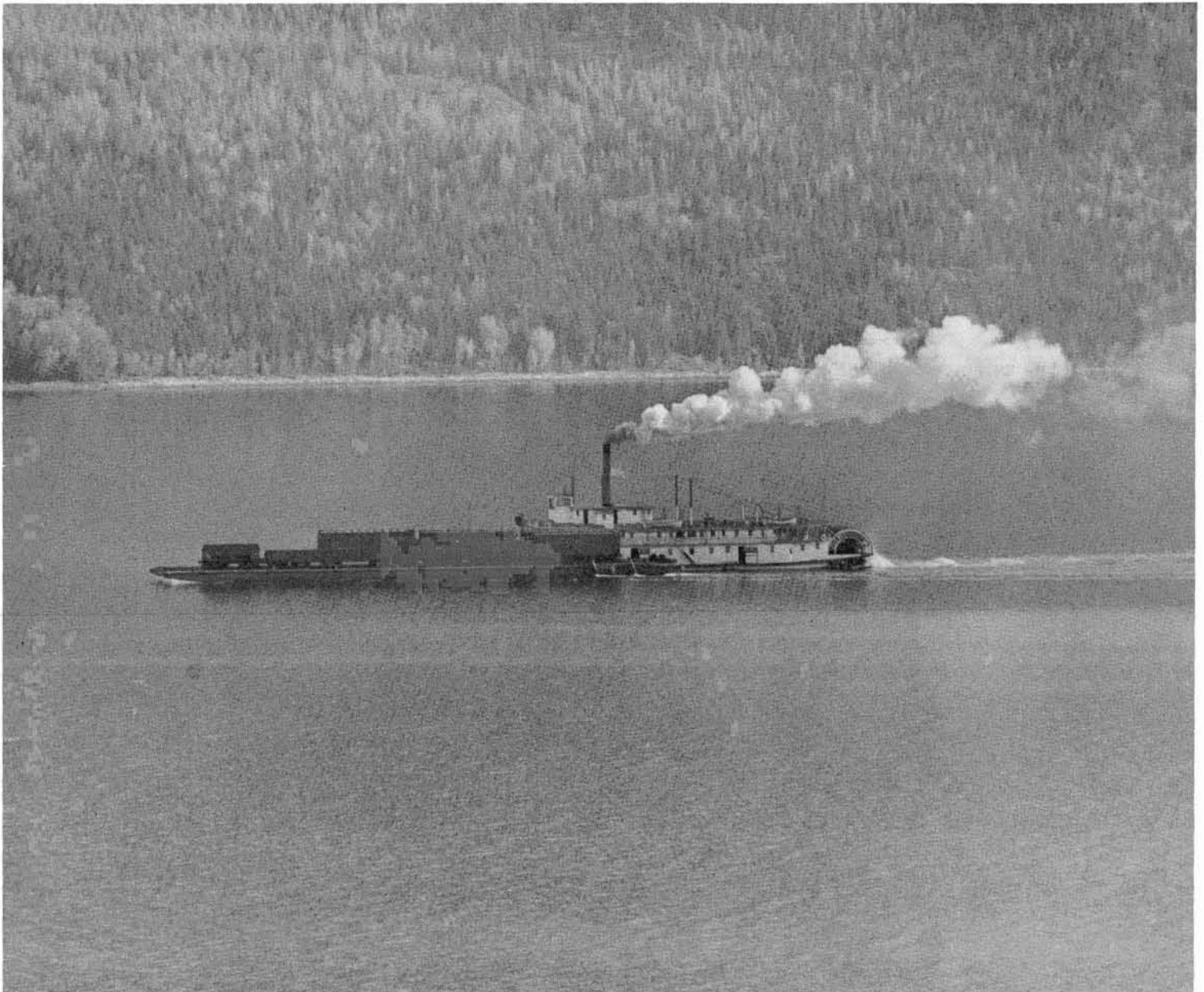
STATION "B"

MONTREAL 2, QUEBEC

NUMBER 109

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MARCH 1960



IN A PLACID SETTING, not so many years ago, Canadian Pacific subsidiary British Columbia Lake & River Service's sternwheeler "Moyie" pushes a car barge for the parent company on Kootenay Lake, bound for the disconnected Kaslo Subdivision. Note ore cars.

Photograph by Nicholas Morant,  
Canadian Pacific Railway.

# NOTICE OF MEETING

THE REGULAR MONTHLY MEETING of the Canadian Railroad Historical Association, will be held in Room 202, Montreal Transportation Commission Building, 159 Craig Street West, Montreal, on Wednesday, March 9th, 1960, at 8:15 PM. Mr. William McKeown has obtained a number of National Film Board moving pictures on railway subjects, including the recent release, "The End of the Line", a film on the passing of the steam locomotive, in which one of the Association's excursions in 1959, is featured.

## ASSOCIATION NEWS

The February meeting, which was held at the Redpath Library of McGill University at Montreal, where the members were the guests of Mr. Richard Pennington, University Librarian, was a most interesting one. Those who attended had an opportunity to examine countless books on the subject of the railway art, most of them printed and published in England more than a century ago. Some of them were illustrated elegantly with watercolour reproductions, and the books were supplemented by an interesting display of railway photographs which Mr. Pennington arranged for the occasion.

Following the short business meeting and a few introductory remarks by the Librarian, coffee, sandwiches and cakes were served by two very gracious lady members of the Library staff, one of whom was Mrs. Hazel Hutchison, sister of our member Mr. Ernest Modler.

## MEMBERSHIP:

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

Mr. Jack A. BEATTY  
Mr. Warren Y. SOPER (absent)  
Mr. Hector STANLEY (absent)  
Mr. James STEEL

The following person was elected to Junior membership in the Association:

Mr. Robert HALFYARD

The following persons were proposed, for the first time, for regular membership in the Association.

Mr. Edward BLAKE  
Mr. Rowan COLEMAN (absent)  
Mr. Robert L'ESPERANCE  
Mr. C.E. REDFERN  
Dr. R. Vance WARD

The following persons were proposed, for

the first time, for junior membership in the Association:

Mr. Jack ALLEN  
Mr. Michael BOULD  
Mr. Glenn CARTWRIGHT  
Mr. David COLLINS  
Mr. William SCOTT

## BANQUET:

Announcement was made by the President, Dr. Nicholls, that the 1960 Banquet would be held in "La Salle Canadienne" in Canadian Pacific Railway's Windsor Station, in Montreal, on Tuesday, March 1st, 1960, at 7:00 PM. Speaker is expected to be Mr. Lionel Rathbone who will speak on his sixty-five years' association with the firm of Ahearn & Soper, of Ottawa, Canada. This name is readily identified with street railways in Canada, and in particular, in our capital city, where both the Ottawa Electric Railway and the Ottawa Car Manufacturing Company were under the control of Messrs. Thomas Ahearn and Warren Soper.

## THE INTERPROVINCIAL

Activities under the supervision of the former Railway Division have resumed at Youville Shop, where two of the MTC's skilled shopmen are now working, Saturdays, for the Association. Job under prosecution at the moment is the rebuilding of the front of interurban car #611, formerly Montreal & Southern Counties Railway. Paint work has started on the interior of this car also, whose restoration has been carried on, intermittently, since it was purchased from Canadian National Railways in October 1956. Concurrently, lettering is being done to companion M&SC car #104, and the present programme envisions the completion of restoration of both cars by spring. No. 104 has also had a partial rewiring, while the same job on

No. 611 has yet to be undertaken. However, available budget funds are being expended to bring the two cars up to the Association's appearance standards; the rewiring will be undertaken at a later date.

#### TRIP COMMITTEE

The Trip Committee was reconstituted by the incoming executive under the chairmanship of Mr. Steve Walbridge. It is a matter of much regret that Mr. Bill McKeown was unable to continue in this job during 1960. Mr. Walbridge and his committee, which includes Messrs. H.A. Tyler, Ernest Modler, and O.S.A. Lavallee are making plans which could include as many as five trip weekends during 1960. The first trips will be held on Easter weekend. If details are ready in time, they will be given with this issue; otherwise, the members and mailing list will be circulated separately.

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#### AN OMISSION

That the News Report has not quite attained the finesse of its professional contemporaries in the world of transportation must be apparent to our readers, who search in vain for pages which are referred to in a News Report, but which are sometimes found to be missing.

Such was the case with the February issue, in which a picture page featuring

a photo of our British Columbia Electric Railway interurban car #1311, and another view of a narrow-gauge railway char-a-banc which ran on the Lake Louise Tramway, was very regrettably omitted from the issue. They are included with this issue, and those of our readers who maintain News Report files may wish to place the sheet in its proper place, just ahead of the #1311 Fund appeal on page 15.

The missing page was only noticed on the night that the Report was being collated; since no essential textual material was involved, it was decided to release the News Report, minus the page. That the missing page was not drawn to our attention by many readers is apparent evidence that the readers either notice these omissions, but putting understanding ahead of impulse, refrain from writing the Editorial Committee knowing that all will be made well in a later issue, or else they do not read the Equipment Fund appeals; these two conclusions will obviously, respectively, inspire delight in the Editor and chagrin in Mr. Bill McKeown, who is valiantly trying to increase the supply of funds for BCER #1311.

All of which leads us to the conclusion which is, bear with us through these little trials -- we are all volunteers, AND, please support the 1311 Fund generously.

#### BIOGRAPHY OF SIR CASIMIR STANISLAUS GZOWSKI ++++++

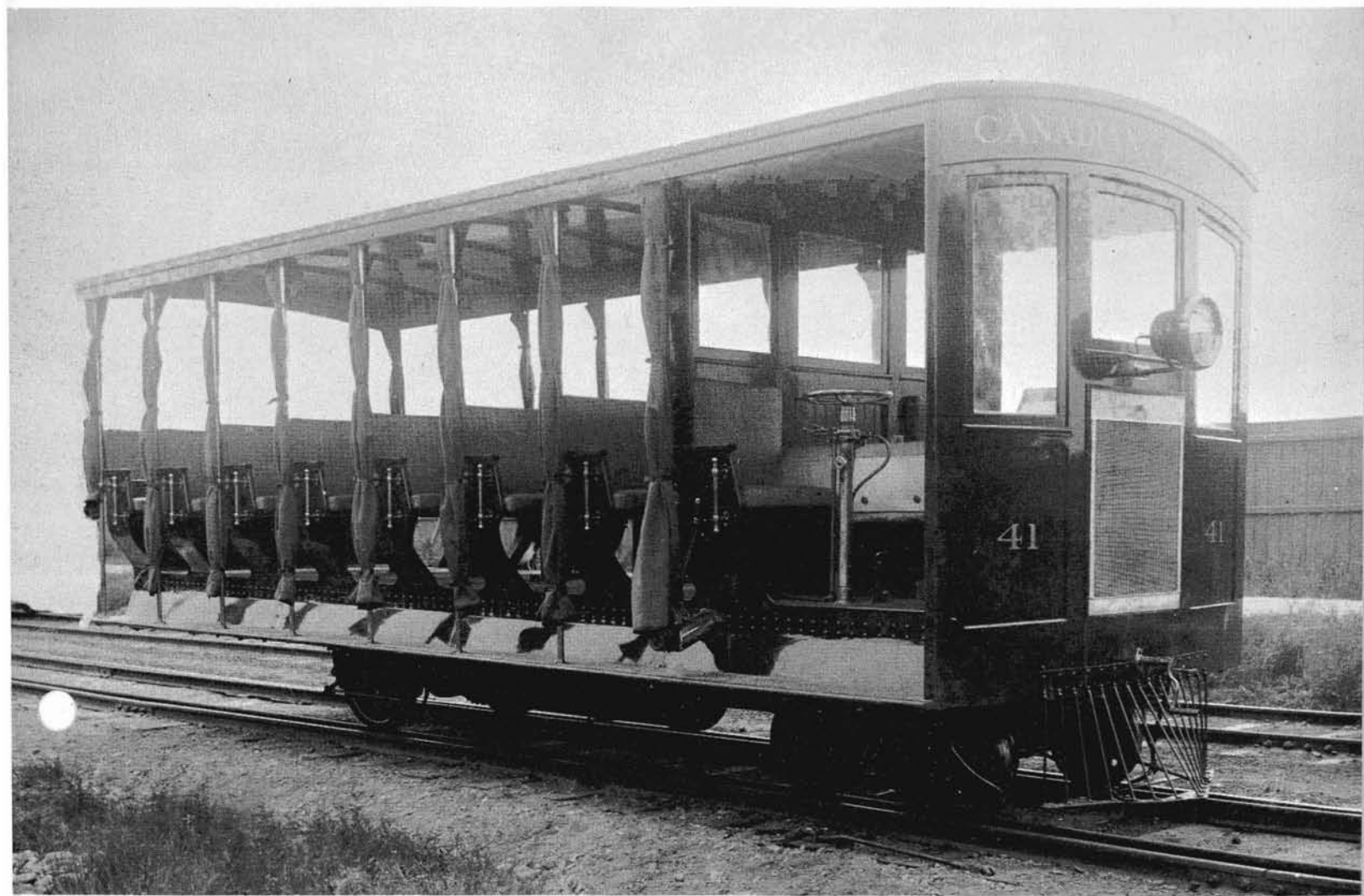
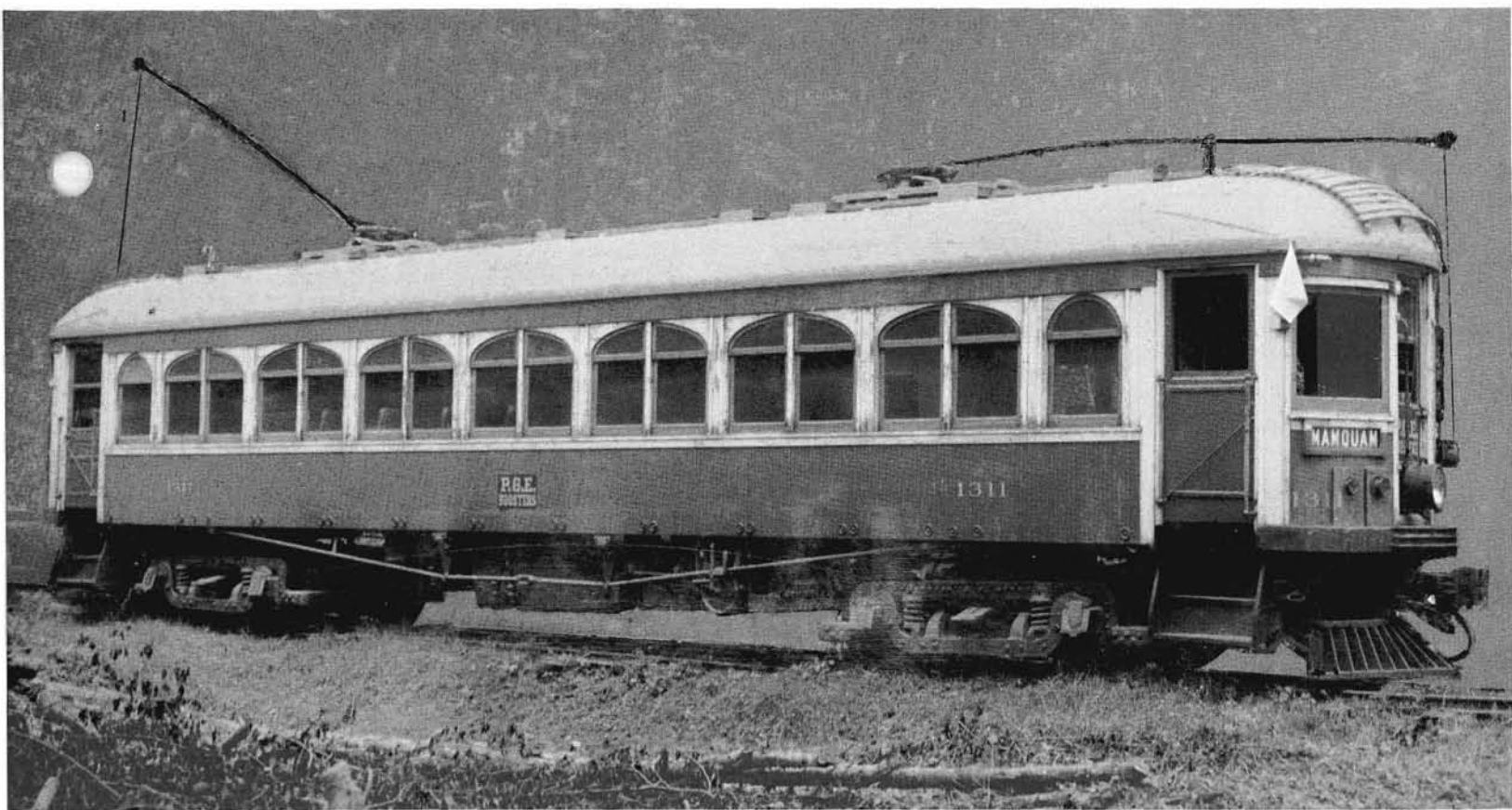
An interesting biography has recently been published under the auspices of the Engineering Institute of Canada, by Burns & MacEachern, Toronto. It is the life story of Sir Casimir Stanislaus Gzowski, the noted Polish-Canadian engineer, and was written by Ludwik Kos-Rabcewicz-Zubkowski, LL.D. and William Edward Greening, M.A.

The biography's 213 pages are very readable, and trace the history of this Polish immigrant of noble birth, who was born in St. Petersburg, Russia, in 1813, and who died in Toronto in 1898. There are extensive appendices, covering his family background and honours and awards

which he received.

Gzowski emigrated to the United States in March 1834, and after becoming a naturalized citizen of that country, he was admitted to the Bar of Massachusetts. He came to Canada in the 1840s, and became a British subject on June 1st, 1846. The next forty-five years of his life were marked by the great engineering career which he followed, which brought him into contact with most of the major railway-building projects of the era, in Canada. In 1890, he was created a Knight Commander of St. Michael and St. George by Her Late Majesty, Queen Victoria. He died in Toronto in 1898.





INDUSTRY VILLAGE & RAWDON RY. OPENING DATE UNCOVERED

Generally speaking, as a result of the discovery of the Keefer Report, and other contemporary publications, the Canadian railway historian has the history of early Canadian railways pretty well documented. Paradoxically, it can almost be said that we are better informed on the railway situation in Canada in the period immediately preceding Confederation in 1867, than we are in the time immediately following that important event.

However, one of the early railway companies which has repeatedly escaped detailed research is the short-lived career of the Industry Village & Rawdon Railway Company, which flourished for a brief period in the early 1850s. The oldest constituent railway line of what is now the Canadian Pacific Railway, is the Saint Lawrence & Industry Village Railway Company, which was opened between Lanoraie Village, on the Saint Lawrence River, and Village d'Industrie (Joliette), at the falls of the l'Assomption River, in Quebec province, on May 1st, 1850.

Shortly after the opening, the Industry line promoted and built the railway to Rawdon. As far as is known, the latter railway was operated by the motive power and rolling stock of the Lanoraie-Joliette line, and had a short-lived career, but until the night of our February meeting, this was the extent of our knowledge. At the meeting, however, it was discovered that the Redpath Library exhibits which we had come to inspect, included an invitation, written by J.H. Dorwin, President of the Industry Village & Rawdon Railway Company, inviting participants to the opening of the railway, on December 4th, 1852. Apparently they proceeded down the Saint Lawrence from Montreal by steamer as far as Lanoraie, where they joined the

Industry Railway to Joliette, thence over the new line to Rawdon. The abutments of the Rawdon Railway bridge over the river at Joliette are still plainly to be seen, and the configuration of the roadbed can be seen in the fields nearby, and at the point where the roadbed crosses the Canadian National's l'Assomption Subdivision west of the present City of Joliette. The location of the line on towards Rawdon, however, has never been known. The railway was apparently not a financial success, for it was abandoned before 1858 when the first Keefer Report was issued. In his reports, Samuel Keefer referred to railways which had been opened and later abandoned, notably the Preston & Berlin in what is now Ontario, but this event had occurred immediately previously; that he makes no mention of the Rawdon railway leads the historian to believe that this line did not enjoy more than a year or two of operation at the most.

Incidentally, at Rawdon there is a waterfall known as Darwin Falls, and it was suggested by our member Mr. Earle Moore that the Rawdon railway president, Dorwin, mentioned above, might explain the origin of this name. Another of our members, Mr. R. G. Harries, possesses a Montreal city directory for 1856, in which J. H. Dorwin is listed as residing at No. 81 Bleury Street. Several other entries having the same name appear, one of them being the Consul of the United States of America. Be that as it may, the establishment of an opening date for the Industry Village & Rawdon Railway opens new avenues of research into another early railway, which some of our members, looking for a research project, might do well to follow up.

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**WANTED: By the Membership Committee -- volunteers!!**

As a result of almost unprecedented success in obtaining new members and processing lists of prospects, the Membership Committee is in need of additional members. If you would like to help the Association forge ahead, membership-wise, in 1960, offer your services by telephoning Stephen Cheasley, Committee Chairman, at HU.4-6262, in Montreal. -----

### CANADIAN NATIONAL ENGINES DISPOSED OF DURING 1959

During 1959, the Canadian National scrapped or disposed of 250 locomotives, consisting of 232 steam, 5 diesel, and 13 electric locomotives. In addition, the subsidiary Grand Trunk Western disposed of

another 17 steam locomotives, bringing the total disposal of engines on the National system to 267. Of these, ten engines were disposed of for historical preservation, and a few others were sold to smaller railways, presumably as operating units. The complete list is as follows:

#### CANADIAN NATIONAL OWNED - STEAM

Class X10: No.47 sold Edaville RR museum. (USA)

Class E10: No.81 donated to Palmerston, Ontario.

No.91 sold to Charles Matthews, Langstaff, Ontario.

No.92 sold to Thomas Marshall, Wilmington, Delaware. (USA)

No.96 sold Edaville RR museum. (USA)

Class H6: No.1395 sold Edaville RR museum. (USA)

Class T1: No.4008 donated to Rainy River, Ontario.

Class O9: No.7312 held for sale to Strasburg Railroad. (USA)

#### GRAND TRUNK WESTERN - STEAM

Class U1: No.6039 sold Edaville RR museum. (USA)

Class U3: No.6325 donated to Battle Creek, Michigan. (USA)

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#### OTHER LOCOMOTIVES SOLD (for possible use as locomotives)

GTW Class O18: No.7475 sold to Buffalo Sash Company. (USA)

" Class O19: No.7524 sold to Louisiana Eastern Railway. (USA)

CNR Class O18: No.7456 sold to Canada & Dominion Sugar Co., Chatham, Ontario.

" Class O18: No.7470 " " " " " "

" Class O19: No.7527 sold to Buffalo Sash Company. (USA)

No.7530 " " " "

No.7531 " " " "

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#### LOCOMOTIVES SCRAPPED, SOLD AS SCRAP OR RETIRED

##### Canadian National Owned - Steam

Class X10: No.48

Class E10: No.83

Class E7: No.674

Class G16: No.1135

Class F1: No.1168

Class H6: Nos.1335, 1340, 1348, 1351, 1373, 1377, 1393, 1396, 1409, 1525, 1527.

Class H10: No.1451.

Class M3: Nos.2140, 2157.

Class M5: No.2191.

Class N1: Nos.2419, 2435.

Class N2: Nos.2465, 2469, 2502.

Class N4: Nos.2526, 2527, 2528, 2533, 2543, 2555, 2561, 2572, 2577, 2580, 2586, 2587, 2611, 2612, 2614, 2617, 2619, 2629, 2632, 2648, 2650, 2655, 2656, 2662.

Class N5: Nos.2691, 2693, 2694, 2698, 2699, 2715, 2724, 2725, 2732, 2741, 2746, 2749, 2755, 2757, 2765.

Class N4: Nos.2800, 2801.

Class S1: Nos.3225, 3240, 3241, 3252, 3264, 3269, 3273, 3275, 3276, 3292, 3299, 3309, 3310, 3319, 3346, 3348, 3366, 3373, 3400, 3407, 3450, 3466, 3473, 3475, 3519.



Class S2: Nos.3547, 3578, 3582, 3588, 3594.  
Class S3: No.3704.  
Class S4: No.4095.  
Class T1: Nos.4005, 4029, 4030, 4032.  
Class T4: Nos.4702, 4711, 4322, 4732.  
Class J3: Nos.5055, 5062, 5071, 5077, 5078.  
Class J4: Nos.5082, 5089, 5101, 5102, 5105, 5110, 5127, 5142, 5144, 5148.  
Class J7: Nos.5253, 5256, 5257, 5258, 5262, 5265, 5271, 5276, 5282, 5286, 5287, 5297,  
5299, 5302, 5303.  
Class K3: Nos.5572, 5589, 5597, 5607, 5617, 5619, 5621, 5623, 5624, 5625.  
Class K4: Nos.5628, 5630. (GTW)  
Class U1: Nos.6022, 6023, 6028, 6031, 6032, 6034, 6044, 6046.  
Class U2: Nos.6102, 6109, 6115, 6116, 6125, 6136, 6142, 6143, 6144, 6146, 6151,  
6166, 6181, 6187.  
Class U3: Nos.6300, 6302.  
Class U4: Nos.6406, 6408, 6409, 6410. (GTW)  
Class O12: No.7324.  
Class O16: Nos.7355, 7356,  
Class O12: Nos.7369, 7371, 7376, 7379, 7380, 7394, 7395, 7405, 7407, 7416.  
Class O18: Nos.7434, 7465, 7467, 7471, 7501, 7503.  
Class P5: Nos.8300, 8305, 8307, 8308, 8311, 8315, 8316, 8318, 8319, 8325, 8328,  
8346. (GTW)  
Class P5: Nos.8330, 8358, 8361, 8368, 8396, 8410.  
Class P4: Nos.8442, 8448.  
Class N1: No.2454  
Class N3: Nos.2347, 2376.  
Class N4: No.2531.

NOTE: Engines shown (GTW) are Canadian National-owned but lettered  
and assigned to Grand Trunk Western.

Canadian National Owned - Diesel

Class GR12: No.1278.  
Class CR16: No.2208.  
Class GR17: No.4335.  
Class MS10: No.8026.  
Class CFA16: No.9310.

Canadian National Owned - Electric

Class Z2: Nos.150, 151, 152, 153, 154, 155, 156.  
Class Z3: Nos.175, 176.  
Class Z6: Nos.225, 227, 228, 230.

Grand Trunk Western Owned - Steam

Class S1: Nos.3406, 3411, 3432, 3445, 3516.  
Class S3: Nos.3717, 3735, 4050.  
Class U3: Nos.6314, 6316, 6318, 6329.  
Class O18: No.7487.

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CANADIAN NATIONAL ENGINE AND TWO CARS DONATED TO C.R.H.A.

While this News Report was in the course of preparation, advice was received by the President from Canadian National Railways, that C.N.R. will donate Class F1 steam locomotive No.1165 (formerly No.1009), also electric car No.401 (formerly Quebec Ry.Light & Power Co.) and combination baggage-passenger car No.105, also from the Montmorency Division, to the Association subject to the usual conditions of maintenance. No.1165 has been held by CNR for the Association since March, 1958.

NAMED LOCOMOTIVES OF THE CANADIAN PACIFIC RAILWAY

by Omer S.A. Lavallee

JUST A LITTLE MORE than one hundred years ago, the first mass eradication of locomotive names on Canadian railways took place when the Grand Trunk Railway of Canada, faced with a roster of locomotives considerably in excess of one hundred, consigned its locomotive names to history and assigned numbers to all of them. By this overt decision, engines proudly bearing names such as QUEEN, YAMASKA, AMMONOOSUC, COOS and RAILWAY KING were reduced to the status of numbered nonentities. Many carried their names for years afterward, but a practice which today remains sacrosanct to marine vessels was thereby obliterated from Canadian railroading. True, on the smaller lines, it was possible to see named locomotives well into the Twentieth Century, but the larger roads followed the numbering procedure rigidly.

While the advantages of numbered, rather than named stock are rather obvious, little consideration has ever been given in North America to numbers accompanied by names, as has been the practice prevailing in Great Britain and in other European countries. Isolated engines have been given names; in our own bailiwick, the named engines of the Central Vermont and of the Boston & Maine come readily to mind. However, following the first World War, no less an august corporation than the Canadian Pacific Railway ventured briefly into the field of named engines but the practice, alas, was shortlived.

Early in the year 1918, and apparently on the suggestion of the late Sir George Bury, then CPR Vice-President, the management of the Company, with all good intent, decided to select the names of locomotive engineers to apply to steam locomotives, in addition to the regular engine number. The practice followed the principle of selecting the name of an outstanding engineer on each of the CPR's major subdivisions, in all cases men with unassailable personal service records of efficiency in the performance of their tasks.

According to Sir George Bury, seniority was not necessarily to be the criterion for selection; it was, to use his own words, to be rather a "badge of efficiency".

Accordingly, late in 1918, Canadian Pacific's mechanical drawing office at Montreal designed an attractive emblematic device centered around the CPR's famed beaver crest, in several colours, which would be applied to specific engines with the names of selected engineers. The device consisted of a dark blue band, in a circle, outlined in gold. The band was 3" wide, and on it, in gold letters  $2\frac{1}{4}$ " high, were the words "Canadian Pacific" and the name of the engineer. Within the blue band was a crimson circle on which was superimposed a shield, outlined in black and carrying a green maple leaf on a ~~white~~ background. Surmounting the shield was a brown beaver. This was painted on the cab side in the position usually occupied by the engine number. A start was made in applying this device to the engines and all in all, some fifty-four engines are known to have been painted in this way. The engines selected were for the most part passenger engines, with a decided predilection for 4-6-0s and 4-6-2s. There was one 4-4-0 and one 2-8-0.

Unfortunately, the railway company did not anticipate the jealousy of the rivals of the men singled out for distinction, and after a few years of perseverance in what an impartial observer might only construe as good intent, the interesting practice was dropped and the engines reverted to their original designations. A few of them still exist today, though without their names.

One of the features of this practice, while it lasted, was that the christian names of the men concerned were usually given in their colloquial equivalent; "Jack" for "John"; "Bill" for "William", "Mike" for "Michael" and so on. Engineer Rose, of the Port McNicoll Subdivision, after whom 4-4-0 engine No. 68 was named, carried the nickname "Shiner", and so, when No. 68 went into Angus for



repainting, it emerged, resplendent in new paint, and the name "Shiner Rose" emblazoned in the armorial device on the cab side. It happened that Sir George Bury was visiting Angus Shops that day, and he thought that this was carrying colloquialism a bit too far! Accordingly, No. 68 went back into the paint shop, while hurried communications established that Engineer Rose's proper given name was "Alexander". So, No. 68 became "Alex. Rose".

One of the most famous of the named engines was No. 2038, an "E" class 4-6-0 which was assigned specially to Mr. Jack

Hartney, who, it is said, was usually in charge of the President's train.

Following is a list of named engines known to your Editor; I suspect that it is incomplete and I would welcome any additions from among our readers. A similar list appeared in Bulletin #83 of the Railway & Locomotive Historical Society, "Locomotives of the Canadian Pacific Railway", compiled jointly by the late R. R. Brown and the writer. This list will supplement and supersede the former one though there is some ambiguity, which is explained in the following list:

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No. 68 Alex. Rose (1)	2214 Joe Dorricott	2621 Ed. Cooney
466 Lew Patrick	2221 Mike Carmody	2623 Billy Burnett
485 Jim Foster	2223 Geo. Blencoe	2625 Steve O'Hara
486 Harry Saunders	2230 Jack Mains	2626 Jim (Jas.) Rose
489 Alec. McQuarrie	2504 Harry Leclerc	2631 Ash Kennedy
555 Bill Singleton	2507 Frank Reynolds (4)	2634 Jas. Wilson (3)
566 Art. Denman	2509 Bill McAdam	2638 Fred Allott
567 --- Armstrong	2518 Art. Charlebois	2648- Kendall
562 Dan Murphy	2523 Jack Pascoe	2649 Jim Stuart (or
578 Bob Mee	2527 H. Jackson	"Jamie Stuart")
586 --- Crawford (2)	2528 Geo. Leach	2650 Con Leary
2021 Michel Charrier	2531 --- Blennerhassett (5)	2659 Jack Douglass
2038 Jack Hartney	2540 Duke McKenzie (2)	2661 Charlie Lamoureux
2055 William Wilson (3)	2554 Ed. Williams	(6)
2057 Adam Hobkirk	2565 Will (or "Billy") Woods	2663 Alf Bilbie
2068 Andy McFarlane	2585 Tom Gill	2665 Harry West
2093 Jack Beattie	2586 Ted Hosker	2700 Wm. Blennerhasset
2097 Frank Reynolds (4)	2597 Geo. Magowan	3491 A. Langlois.
2213 Bill Stapleton	2606 Tom Turner	

#### CANADIAN RAILROAD HISTORICAL ASSOCIATION

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- (1) Originally to be "Shiner Rose"
- (2) These supplied by late R.R. Brown but no substantiation in the author's research.
- (3) Could be one or both of additional "Wilson" names in list below.
- (4) Engine listed variously as 2097 and 2507.
- (5) Not certain; this name could be the one used on No. 2700.
- (6) Engine named "Jim Brownlee" according to Robert R. Brown.

Other names selected for assignment by CPR, but engines not known:

Herb Wright, Jack Smith, Herb Wilson(3),  
Bronco Wilson(3), Fred Watson, Bob Knowles,  
Jim Fisher, Will Pullar.

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

\* Effective October 1st, 1959, the two major railways inaugurated a system of passenger fares, by which group travel in coaches has been made more economical and more attractive for all journeys in Canada, where the regular round trip fare is \$5.00 or more. Briefly, the basic rate for coach class travel remains the same, but groups of two or more passengers going and returning together get substantial reductions in fares; based on a typical case where the round trip coach fare is \$10:

Two adults travel for	\$16.00	or \$8.00 each.
Three " " "	22.00	" 7.33 "
Four " " "	25.00	" 6.25 "

Children five, and under twelve years of age pay 40% of the regular adult fare. Travel at these group tariffs is good any day of the week, includes regular stopover privileges and baggage allowances, and carries a generous return limit of 80 days.

\* An unusual condition seems to be developing in connection with the reduced passenger fares recently introduced by the CNR and CPR. (See above item, this issue). Spokesmen for the National appear to be well satisfied with the experiment so far -- certain districts reporting almost 20% increase in passengers (and the period when most people travel for pleasure has not yet been included in the trial). The CPR President, however, has indicated before the Royal Commission that the Canadian Pacific company is rather disappointed with the results obtained so far.

It is to be hoped that the trial -- termed a gamble even by its proponents -- will pay off, for the railways do need additional patronage of their passenger trains if services are to be maintained and improved.

\* Railway passenger traffic in Canada will soon be in for even more extensive and intensive competition from the airlines. Recent indications are that both CPA and TCA will step up their publicity campaigns, designed to entice a greater number of Canadians onto the airways. Early in February, Trans-Canada Airlines took delivery of the first of the big, 127-passenger jet airliners that it will put into trans-continental service on April 1st. The airplane, a DC-8 in the white and scarlet TCA livery, was flown to Montreal from the Douglas aircraft factory in Long Beach, Cal. USA, at an average speed of 550 miles per hour. The jet took only four hours and thirty-three minutes for the 2,515-miles trip, made at 33,000 feet altitude.

A second will be delivered to the company in a few weeks and deliveries will continue at intervals after that until TCA has ten of the big airplanes. The company's first order was for six but the figure was stepped up some time ago when TCA notified Douglas that it was definitely taking an additional four which it had on option.

In an additional effort to make flying even more appealing, Trans-Canada Airlines will make a determined bid for a reduction in transatlantic air fares at the forthcoming meeting of the International Air Transport Association, and Canadian Pacific Air Lines will introduce the lowest fare ever charged by Canadian carriers, between Vancouver and New York. CPA's new tourist class fare from Vancouver to New York will be slightly lower than the lowest fare now in effect. The airline's present one-way tourist class fare from Vancouver to New York is \$123.00. The new tourist fare will be \$113.00.

\* Relative safety statistics for various means of transportation, compiled in the United States, are announced as follows (in fatalities per 100 million passenger miles):

RAILWAYS: 0.27      AIRWAYS: 0.73      AUTOMOBILES: 2.30

\* Centralized Traffic Control will go into operation shortly on Canadian National Railways main line between Hawthorne, Ont. and Coteau, Que., a distance of some 70 miles. This will place all trains between Montreal and Ottawa under automatic type signalling. The Hawthorne-Coteau section, at present, is under train order type movement. The new CTC panel is an extension of an existing one placed in operation by the CNR during the latter part of 1954 in Ottawa's Union Station. Originally, it governed the movement of traffic between Hurdman and Hawthorne a few miles outside of Ottawa.

\* Canadian Pacific-Canadian National Communications engineers have started construction work on a new microwave system which will provide a French language TV signal to New Carlisle, Que. The new ultra-modern system, running 142 miles from Rimouski, Que., to New Carlisle, Que., is being built by Canadian Pacific Communications, and will be maintained by Canadian National Telegraphs.

\* Tenders have been called by Canadian National Railways for reinforced concrete bridge decks on the Victoria Bridge diversion from the Seaway Canal to Sir Wilfrid Laurier Blvd., on the south shore of the St. Lawrence from Montreal, covering eight double-track spans. The railway track on the diversion from the Canal to St. Lambert will be ballasted to prevent vibrations and noise of passing trains. This has already been completed from St. Lambert to Sir Wilfrid Laurier Blvd. and will be finished on the second portion to the Canal as soon as the bridge decks have been poured. This fall, the diversion will be connected to the bridge completing the project.

\* Diesel-electric 1200 horsepower units are now being operated in freight service on the Northern Alberta Railways' Lac la Biche-Waterways line. Five units, designed for operation on branch lines where light-weight rail is in use, have been acquired by the N.A.R., and are replacing steam locomotives between Edmonton and the northern terminal on the Athabasca River.

\* A new seventy- or eighty-mile C.N.R. branch line is now under active consideration, according to reports from Port Arthur, Ont. It would be built to serve Steep Rock Iron Mines' property near Lake St. Joseph, where a number of mining firms are showing interest in the area's magnetite deposits. Lake St. Joseph is about 65 miles northeast of Sioux Lookout, Ontario.

\* The Q.N.S. & L. Ry. has recently placed two modern mechanical refrigerator cars in service. Built by the National Steel Car Corporation during 1959, the cars each have two refrigerated compartments equipped with the latest design of sliding doors. Power for the refrigeration equipment, which has a reverse cycle for heating, is supplied by a Mercedes-Benz four-stroke diesel engine. Carrying capacity of the refrigerator cars is 1,852 cubic feet each.

\* The Ontario Northland Railway is looking into the feasibility of extending its line southwards from North Bay to Parry Sound, Ontario, in order to establish a through rail route for the movement of iron ore from Moosonee, on James Bay, to Georgian Bay. The proposed extension would replace the line formerly operated by the Canadian National Railways between Scotia and Depot Harbour, abandoned in 1957.

\* The Quebec Cartier railway received its first locomotive late in January from the Montreal Locomotive works, the first of seventeen ordered for delivery this year. It will be shipped in the spring to Port Cartier, Que., near Shelter Bay, where the railway, the Cartier-Manicouagan Ry., is expected to be ready for operation this year.



\* During recent weeks, a number of branch lines have been in the news -- some for which an abandonment application has been sought, and others for which an application has been considered by the regulating authorities. The Board of Transport Commissioners has heard the CNR's plea for permission to abandon the nineteen-mile Connors Subdivision between Baker Brook Junction and Connors, N.B., the former branch of the Temiscouata Railway, but no decision has yet been reported. The CNR has served notice of an attempt to close their Rapid City Subdivision (74 miles from Hallboro to Beulah in Manitoba) and the Carman and Wakopa Subdivisions between Carman Junction and Deloraine, Man., while the CPR wishes to abandon the Reston-Man., to Wolseley, Sask., line, 122 miles in length. No final word on these proposals has been received.

Approved for abandonment in the near future -- March 31st this year has been mentioned as a possible deadline -- is the 50.9-mile Irondale Subdivision of the Canadian National Railways between York River and Howland, Ontario. Formerly known as the Irondale, Bancroft & Ottawa Railway, the line has been operating one mixed train per week in recent months. CN 1200 class diesels are the heaviest locomotives permitted on the line, which until a few years ago was restricted to the light 1200 series Ten Wheelers of the H-4 class. Built from Howland to Irondale in 1887, and extended to Bancroft in 1895 as an independent railway to serve the flourishing traffic in forest products, the Irondale, Bancroft & Ottawa Railway was absorbed by the Canadian Northern System in 1910. The National Railways took possession in 1918. Dwindling lumber business, better highways and the increased cost of diesel locomotive operation have combined to sound the death knell to this picturesque line through the woods of northeastern Ontario.

In the Province of Quebec, however, the picture is a little brighter; the National will not be permitted to drop service on its line between St. Eustache and Hawkesbury. The Commissioners turned down the application after deciding that the net savings would be small compared to the adverse effect of the proposed move on Two Mountains and Argenteuil Counties as a whole.

\* Reminiscent of the 1942-45 period, when CNR's pioneer diesel No. 9000, V-1-a (first) was helping to defend Canada by rolling along rail lines in western Canada with its armoured train, was the news that the United States' Strategic Air Command is going to take to the railroad. The U.S. Air Force has unveiled long-range plans for equipping SAC with fleets of trains to roam the United States with crews of airmen and numbers of "Minute-man" intercontinental ballistics missiles ready for instant firing. This is one of the variety of steps which the US will take to keep its retaliatory forces in motion and immune from a surprise knockout blow. The missile trains described would carry two or more of the 6,300-mile range weapons. They would have a car for the commander and his staff, an electric power generating car, a fuel car, a car for various technical services and supply cars. They would operate for several days at a time, in instant communication with SAC headquarters, and would make fast turn-arounds at their supply terminals.

\* Also from the United States comes word that the famous Ringling Brothers and Barnum & Bailey circus is going back on rails. The circus travelled by train from 1890 until the big top went down in 1956, and the circus moved indoors. Since that time, much of the circus equipment has been carried in semi-trailer trucks, while personnel travelled by private automobile. No reason has been given for putting the circus back on rails.

NORTHERN CANADIAN RAILWAY EXPANSION

Transport Minister Hees in a speech in Toronto recently has said that 632 miles of new railway construction are planned for Canada in the near future. Four hundred miles of line are proposed for Alberta and the North West Territories (see items following - this page) while Quebec Province and Labrador will get the balance of 232 miles. The Wabush Lake line and the Cartier Railway make up the Eastern Canadian quota, while the proposed extension to the Northern Alberta Railways accounts for the western mileage. The total does not seem to include the line projected through northern British Columbia, which is to be part of the Wenner-Gren development scheme.

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A 1959 year-end review of railway construction progress in Canada shows that the Wabush Iron Company's railway in Labrador is well on the way to completion. The forty-mile railway (see map B following this page) which will connect with the Quebec North Shore & Labrador Railway at mile 224 on the latter line, has been graded and the substructure for the bridge over the Ashuanipi River has been completed. Track-laying is expected to start early in 1960, with signal installation scheduled for mid-year. All main line switches will be electrically-operated, and train operation will be controlled by a CTC system similar to that used on the QNS&L Railway. Construction of the branch line to Wabush Lake began May 8, 1959, and is expected to be completed before the end of the current year.

During the latter part of December, 1959, an agreement was signed by the Federal and Alberta governments covering a fifteen-million dollar road-building programme for developing the Province of Alberta's northern section. It calls for the improvement of the MacKenzie Highway from Grimshaw to the North West Territories and construction of a road from High Level to Wood Buffalo National Park (see map A following this page).

Whether or not this will hasten or delay the construction of the railway mooted for this territory depends to a great extent upon the attitude of the Dominion government, which had previously urged that the rail link between the Northern Alberta Railways and Pine Point, N.W.T., be started in 1959.

Delay in construction was forecast, however, when Prime Minister Diefenbaker appointed a Royal Commission to decide whether rails would link Great Slave Lake with Grimshaw or Waterways. The N.A.R. itself, which would operate the projected rail line, championed the Eastern route from Waterways, declaring that the route would be 35 miles shorter with easier grades, and would generate almost 25% more traffic than the alternative line from Grimshaw (again, see map A). However, the weight of political pressure -- as opposed to economic and engineering standards -- was behind the 440-mile line from Grimshaw to a harbour at Ile du Mort, on Great Slave Lake, near Pine Point.

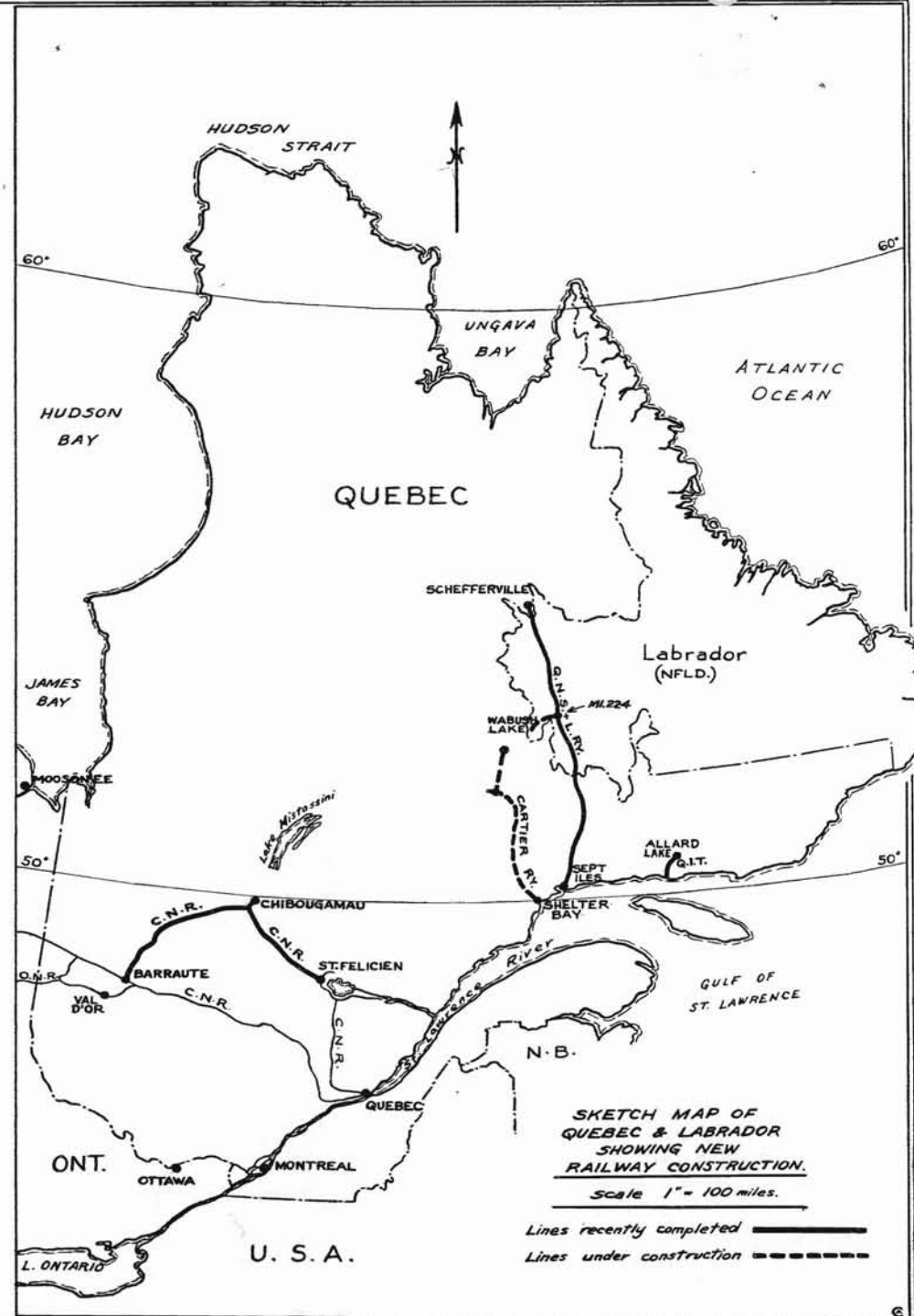
The Manning Commission, as the Royal Inquiry is commonly known, has heard much evidence to support both sides of the question, but as yet has not made any public decision in the matter. Ottawa rumours now have it that neither line will be supported at the present time, and the whole project, which was to have been a major step in the establishment of industry in the North West Territories, will be shelved indefinitely. The rail line, if built, is estimated to cost upwards of sixty million dollars, based on preliminary surveys made in 1957. Major J.L. Charles, a consulting engineer for the CNR, recommended that a five-year programme be undertaken for the construction of the line -- the normal time for the completion of a project of such magnitude.

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MAP "A."



MAP "B."





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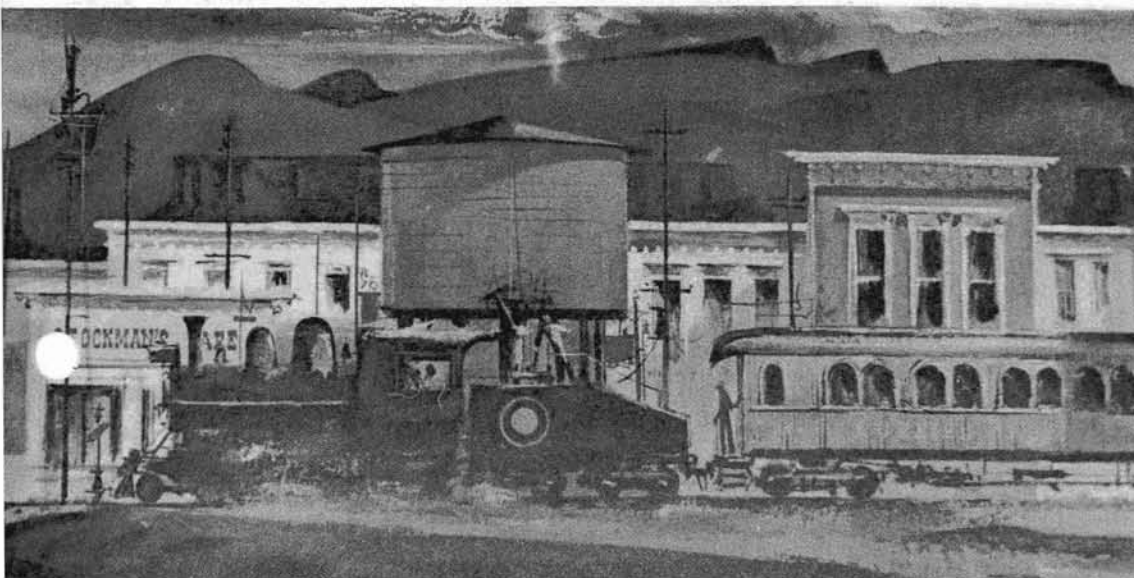
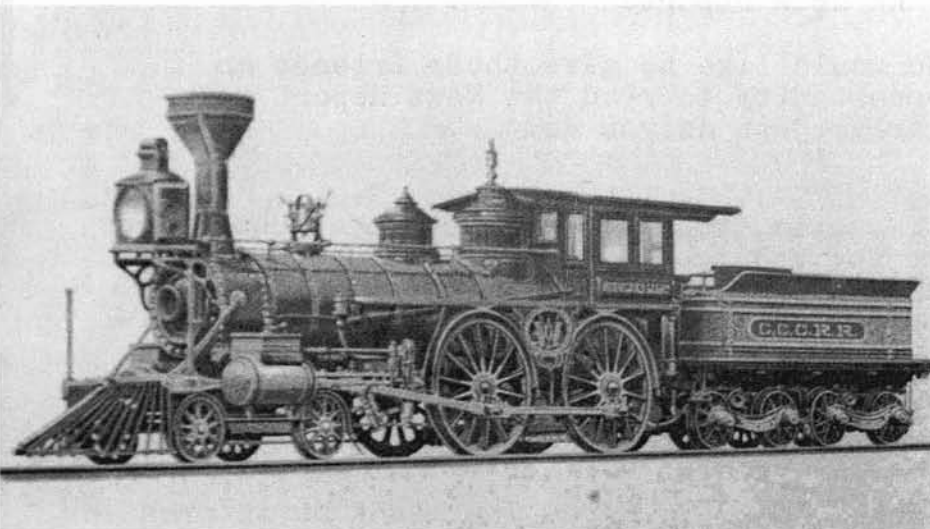
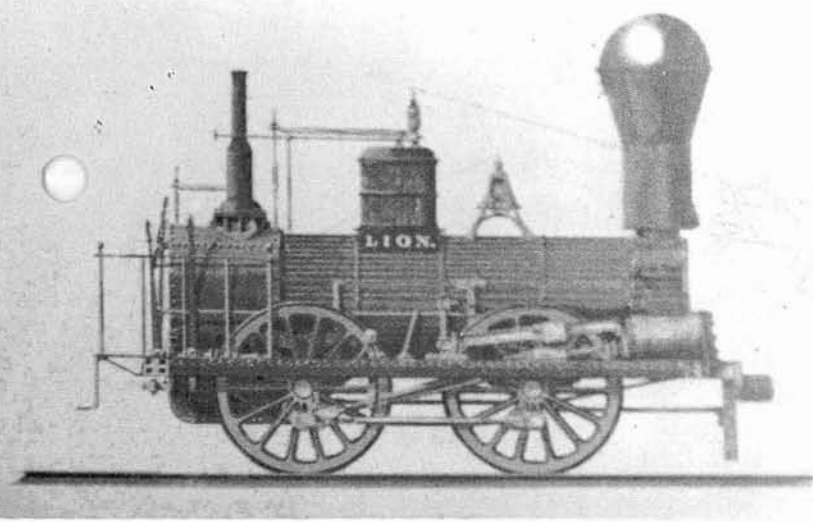
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