

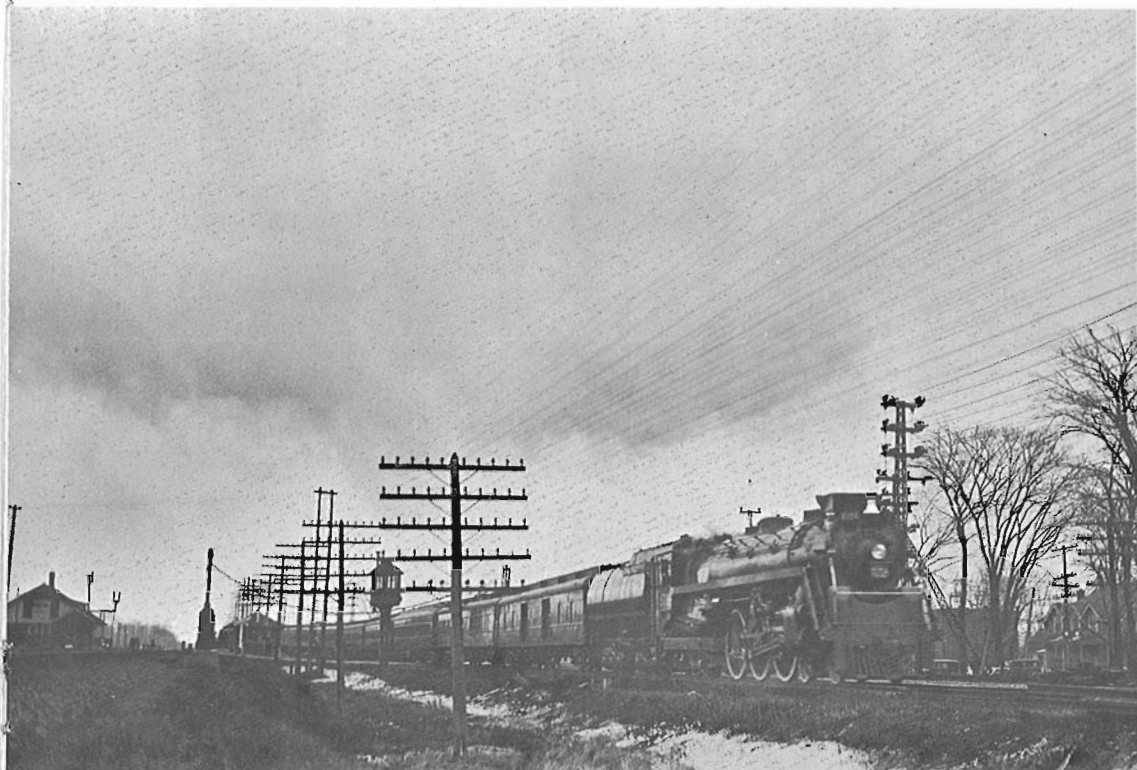
# Canadian Rail



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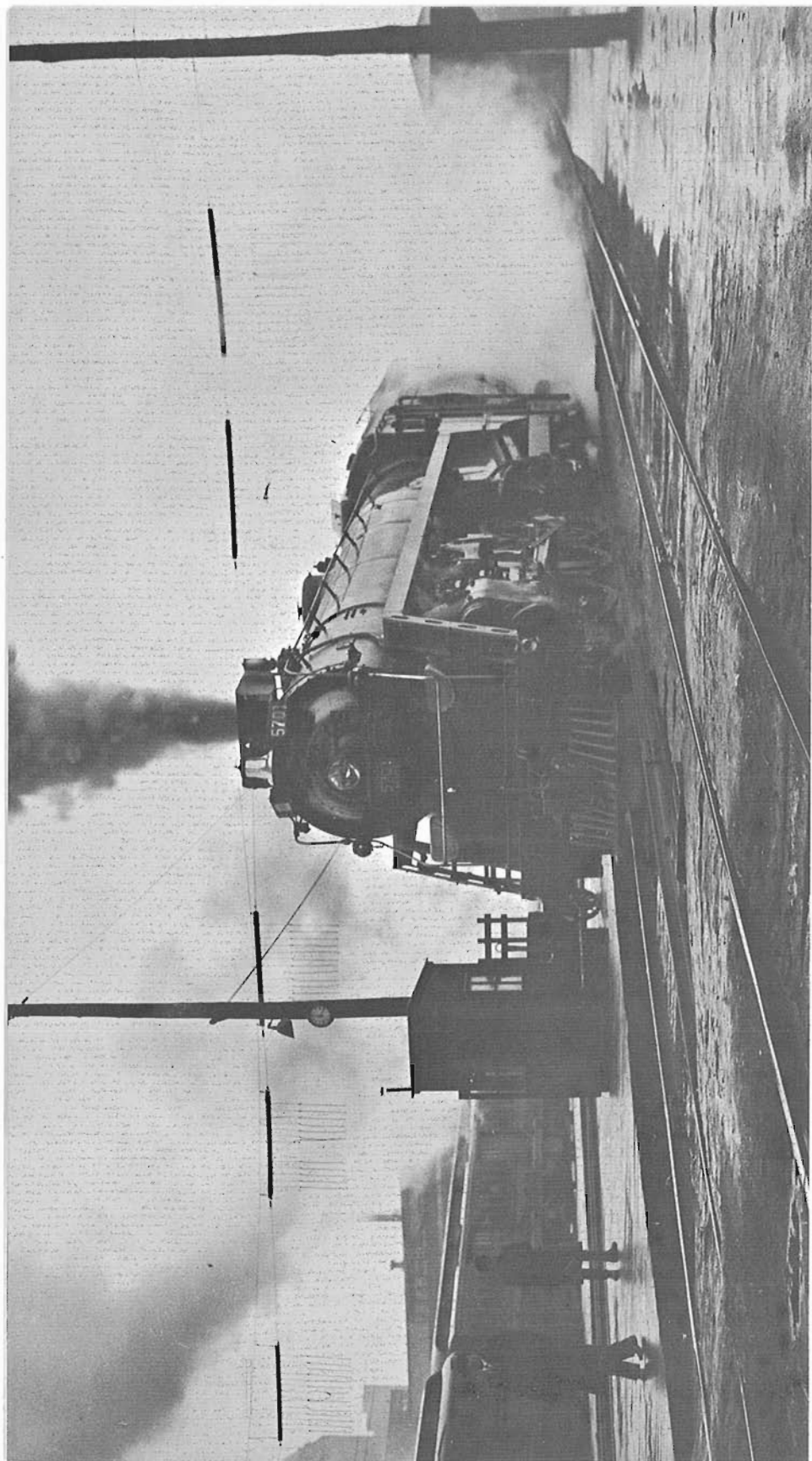
JANUARY 1963



## INAUGURATION OF POOL TRAIN SERVICE

First run of the "International Limited" Pool Train. C.N. 5704 is shown leading the Montreal-Toronto Pool train across the Dorval transfer track on Sunday, April 2nd, 1933. This run inaugurated joint CP - CN services between the two metropolitan centres.

Photo: R.V.V. Nicholls



## Inauguration of Pool Train Service

During the recent 1962 meetings of the Commons Railways Committee at Ottawa, Donald Gordon, CNR President, announced that his System and the CPR are studying a plan by which the two organizations would achieve greater co-ordination of passenger services. The railway which is in the dominant position in a particular area would take over the services entirely, with the other railway responding similarly in another area of the country. Both local and transcontinental services would be affected but details were not given.

While co-ordination and improvement are desirable goals, it is difficult to see many runs where further reductions in passenger service could be achieved without greatly affecting the requirements of the travelling public. The proposed move, however, brings to mind the beginnings of the Pool Service Programme inaugurated thirty years ago. At that time, Robert Nicholls (now Dr. Nicholls and President of the C.R.H.A.) took a series of photos depicting the changes which took place and wrote a short report on the first pool train. We reproduce his photos and his article below:

### The Consolidation of Canadian National and Canadian Pacific Services between Montreal-Toronto, Ottawa-Toronto

On March 22nd 1933, the presidents of the Canadian National Railways and the Canadian Pacific Railway announced in the press (The Montreal Daily Star) that effective Sunday, April 2nd, the fast afternoon trains between Montreal and Toronto, Toronto and Montreal would be consolidated, as would all passenger service between Ottawa and Toronto. "An economy of well over \$500,000 will result from these initial developments in pooling arrangements." It was arranged that the westbound trains, C.N.R. train No. 15, "The International Ltd." and C.P.R. train No. 19, "The Canadian", leaving Montreal respectively at 4.00 p.m. and 3.30 p.m. should run consolidated as one train from Windsor Street Station at 3.15 p.m., change to the CNR main line at Dorval, 9.6 miles west, and continue on CN for the remaining 323.3 miles to Toronto. The train number is 15. The eastbound train, No. 16, replacing CNR train No. 6, "The Intercity Ltd.", and CPR train No. 38, "The Royal York", will leave Toronto at 3.30 p.m. and run throughout on the CNR line to Montreal. Both these trains are to connect with trains to and from Ottawa.

The schedules of the west and eastbound consolidated trains between Montreal and Toronto show that the previous timings of 6 and 6½ hours on CNR and CPR respectively have been increased to 6½ hours, giving a westbound average speed of 51.3 m.p.h., and 51.4 m.p.h. eastbound.

Leaving Bonaventure Station for the last time, the National System's "International Limited" was shrouded in mist and steam from C.N. 5701 as the train pulled out for Toronto on April 1, 1933.

Last run of the original "Canadian" between Montreal and Toronto. Canadian Pacific #19 is shown at Westmount Station on April 1st, 1933 headed by Hudson No. 2813. ▶



"The International Ltd." and "The Canadian" made their last westbound runs on Saturday, April 1st. The former was hauled by 4-6-4 No. 5701, and was loaded to 8 cars; the latter was hauled by 4-6-4 No. 2813, and was loaded to 6 cars. The train included CNR pullman "Superior".

On Sunday, the first consolidated train in Canadian railway history ran between Montreal and Toronto. The following details concerning the westbound train are of interest. It was passed running west empty and without its CPR car in the Turcot Yards by the Montreal-Vaudreuil local, No. 255. This train it followed directly behind to Dorval which it reached shortly after 2 p.m. After some difficulty due to the slipperiness of the rails it backed over the inclined cross-over to the C.P.R. main line and backed into Montreal at 2.11. Presumably it picked up a CPR first-class coach at Glen Yard, Westmount, for when it entered Dorval yard limit at 3.38 on its regular run the makeup of the train was as follows:

- CNR locomotive No. 5704
- Baggage car No. 8612
- Coach No. 5113
- Pullman car "Winnipeg"
- CPR first class coach No. 1324
- Parlour car No. 863, "Ainslie"
- Diner No. 329
- Parlour car No. 866, "Patricia"
- Solarium car No. 887, "Temiscouata"

After a short wait at Dorval, the train left at 3.52.

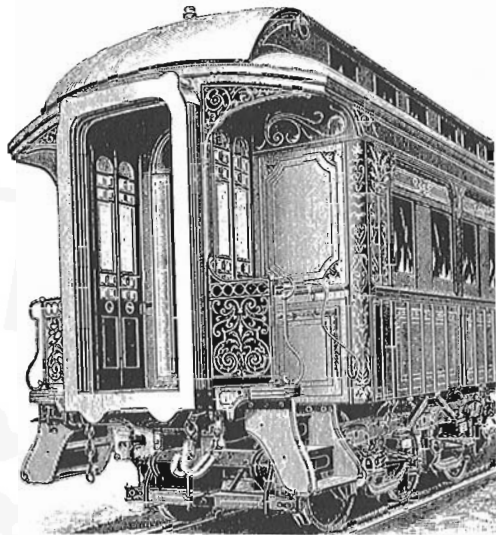
From other information it would appear that this is not the standard makeup because although it is true that the CNR is responsible for diners and pullmans, one first class car and one parlour was to have been the contribution of the CPR. It is intended that the movement of this parlour car will be as follows: on No. 15 to Toronto; on No. 16 to Brockville, then via Smiths Falls and Carleton Place to Ottawa; return to Brockville and to Toronto on No. 15; return to Montreal on No. 16.



Wood or Steel ?

## How Times Change!

from information supplied by  
Jack Beatty.



During the early years of the twentieth century one of the controversies that raged within the railroad industry was the question of whether or not steel passenger cars were equal to or superior to the wooden cars then in general use. All shades of opinion were voiced, and articles on the subject were of such interest at the time, that a number of Bulletins issued by the Canadian Pacific Railway's Passenger Department included comments, quotations, etc. Bulletin 34 of December 19, 1911, quoted the following from the Chicago "Hardwood Record" of November 25th, 1911:

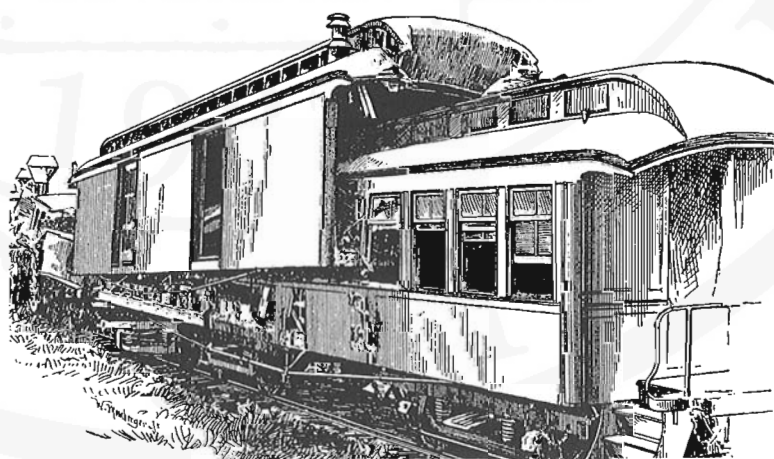
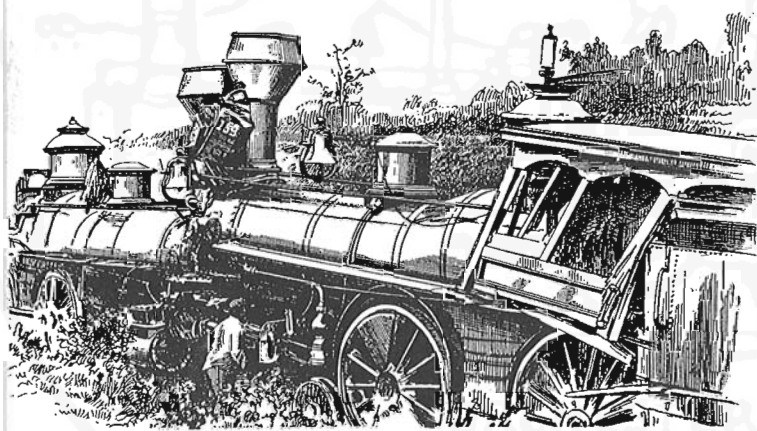
"One prominent railroad man discusses the question very freely and thinks that the future may possibly develop a type of steel passenger car that is sane, practical and safe, but he alleges much more has been done towards bringing the present type into use than its merits warrant. Beyond specific objections raised by many other authorities, he contends that the steel cars are noisy, too subject to vibration and jar and too difficult to heat and keep heated. He says that the wooden car with a steel underframe is the best type of passenger car yet produced. He also says that for both interior and outside finish wood is much the preferable material. He believes the public has not been fully informed and thinks that public opinion has been unjustly influenced in favour of the steel car, by reason of the constantly reiterated 'legend' that the steel passenger car provides added safety to occupant in case of collision or derailment. He believes that owing to the thorough airing of the subject that has been given in 'Hardwood Record' and through hundreds of magazines and newspapers which have reprinted the matter, for some time very little will be done by the railroads in adding all-steel equipment. He is emphatic in the statement that already too much all-steel equipment is in use."

The Canadian Pacific Passenger Department's Bulletin No. 36 of March 5, 1912 had this to report on the subject:

### RAILWAY EXPERTS PREFER WOODEN CARS

The Tacoma, Wash., Tribune of February 11th, 1912 contained a lengthy article headed as above, from which the following extracts are taken. After referring to the very small number of accidents compared to the immense number of passengers carried, it says:





It is declared by experts that the steel car cannot, with safety, take crossovers and switches running at even a moderate speed, and that it is deficient in resiliency. By reason of its rigidity in case of collision or derailment the steel car is thought likely to suffer damage throughout, while the wood-constructed car may be damaged in one part without causing serious, if any, damage to the rest of the car, resulting in fewer injuries and less loss of life to its occupants. Further, that in derailment steel cars are just as prone to collapse as wooden cars on steel underframe and it has been conclusively demonstrated that the steel car is not immune from telescoping in collision and consequent loss of life and injury to its occupants.

August 13th last, the ..... train was wrecked near ..... while running at a speed of from fifty to sixty miles an hour. The train consisted in order named, of two locomotives, one steel combination baggage and buffet car, one wooden diner on steel sills and five new full steel Pullman sleepers. The train jumped the track at a crossover and collided with an engine then attached to a westbound freight train standing on a siding. The three engines were piled together in one twisted and chaotic mass. The first three cars of the train stood the brunt of the impact and the four rear cars barely left the rails. Most of the passengers were luckily at dinner in the wooden dining car when the wreck occurred. This car, located between two new steel cars, with the impact of five heavy steel sleeping cars behind it, came out of the collision in much better condition than any of the other wrecked coaches. All the damage sustained by the dining car was one corner knocked off. It was hauled from the track on its own trucks. On the other hand, the steel combination buffet and baggage car was so badly wrecked that it looked as if a bomb had been exploded inside it. The new steel Pullman car behind the diner was almost in total collapse. This train was hauled by two locomotives, although it consisted of only six steel coaches and one wooden one. Any high-type passenger locomotive could easily have handled a train of this number of WOODEN cars at the required speed. The weight of the train was so great that two locomotives were required and experts declare that there is always increased danger in double-header train service. It is the opinion of many railroad men and car builders that the best passenger car is one built of wood, with steel underframe and superstructure. In support of this they assert that a steel car built strong enough to ensure greater safety than a wooden car, would be so heavy that it would be impracticable to operate.

Experts advance a striking illustration of the fact that the all-steel car as at present constructed is not immune from telescoping in an event of collision, in the horribly disastrous wreck of an all-steel train at Odessa, Minn., on December 18th last, in which it was reported 18 persons lost their lives and as many more were injured. A train carrying silk cargo running as the second section, crashed into an all-steel sleeper on the rear of the first section. The impact caused the steel dining car just ahead to cut through the rear sleeper fully half way. In the collision the din-

#### WOODEN OR STEEL PASSENGER CARS?

History seems to have answered that question... but spectacular disasters occurred with both types of equipment. Here are just a few interesting, if grisly, illustrations on the opposite page.

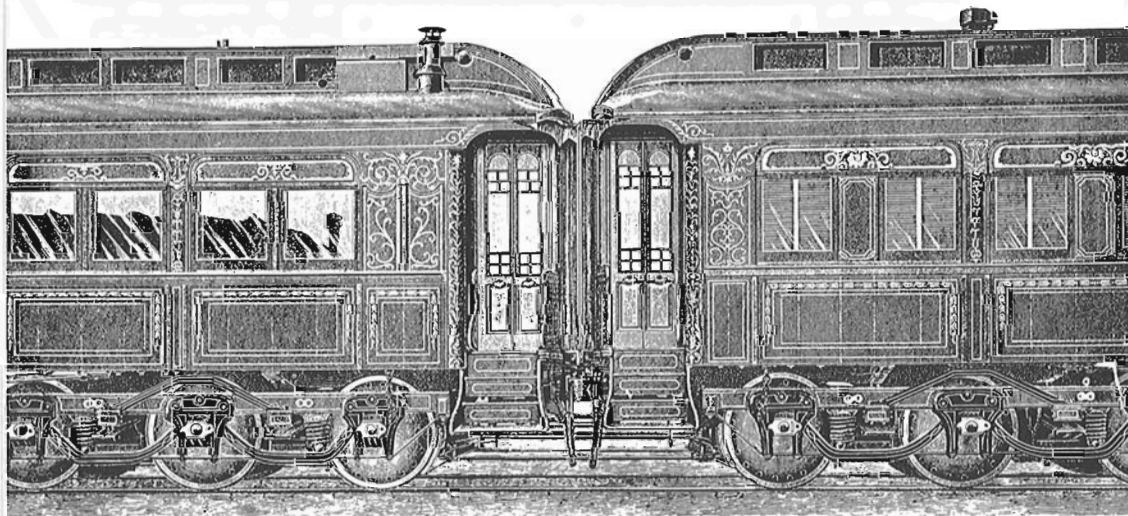


ing car floor became slightly elevated above that of the rear sleeper and sheared the upper portion of the sleeper almost back to the pilot of the engine which had plowed its way into the sleeper from the rear.

The Atchison Topeka & Santa Fe Ry. announced that on Dec. 12th last, it would put in service an extra fare train to be known as the "Santa Fe de Luxe" between Chicago and the Pacific Coast. Asked for an explanation why wood construction was to be used in the road's finest train, President E.P. Ripley of the Santa Fe said, "In ordering equipment for our train de luxe to the Pacific Coast which is steel underframe and wood superstructure with steel framework, first consideration was given to the safety of our patrons. In our investigations and observations, which have been continued since the introduction of the all-steel car, it has not appeared that, as at present designed, it is superior from point of safety or equal to the steel underframe and wood superstructure with steel framework. Experience in accident, so far as our observation goes, has indicated that the ALL-STEEL CAR IS INFERIOR, the wrenching and distortion which these cars suffer in accidents are much more severe than the damage sustained by the steel underframe cars and emphasize the essential weakness of the steel angle and other forms of construction used in the former; the additional fire protection, which is urged for the all-steel car is exaggerated for the reason that the use of steam heat and electric lighting in modern coaches reduces fire risk to a minimum. AS FOR COMFORT there is no question that THE ALL - STEEL CAR IS AT A DISADVANTAGE with its susceptibility to changes in temperature, being hot in summer and cold in winter. The Santa Fe passes through a territory where extremes of heat and cold are encountered and all-steel cars would be uncomfortable and undesirable in such districts."

The above article was apparently of such interest even as late as the year 1917 that it was reprinted in the C.P.R.'s Bulletin 97, issued February 1st of that year.

Since that time, of course, the "opinions of the experts" have swung completely around, and it is a rare occasion today when a main line passenger train contains anything but cars of all-metal construction.





for South Africa ---

## Mallet Compounds from Montreal

.....by James  
Plomer.

The locomotive industry in Canada has played an important part in supplying the motive power requirements of our railways, particularly during the years of the country's expansion. There has also been a considerable volume of exports. Some of these export locomotives, of unusual types and sizes compared with our own domestic designs, have been largely overlooked by historians. As an example, the only Mallets (compound or simple) ever used in Canada were the six unfortunate CPR 0-6-6-0's and a few U.S.-built locomotives operated by the West Coast logging roads. Yet a number of this type, more successful than their CPR sisters, were once built in Montreal and shipped abroad to South Africa.

The 13,400-odd miles of the South African Railways make up one of the most interesting railway systems in the world, and have recently been the subject of some excellent articles in "Trains" magazine.

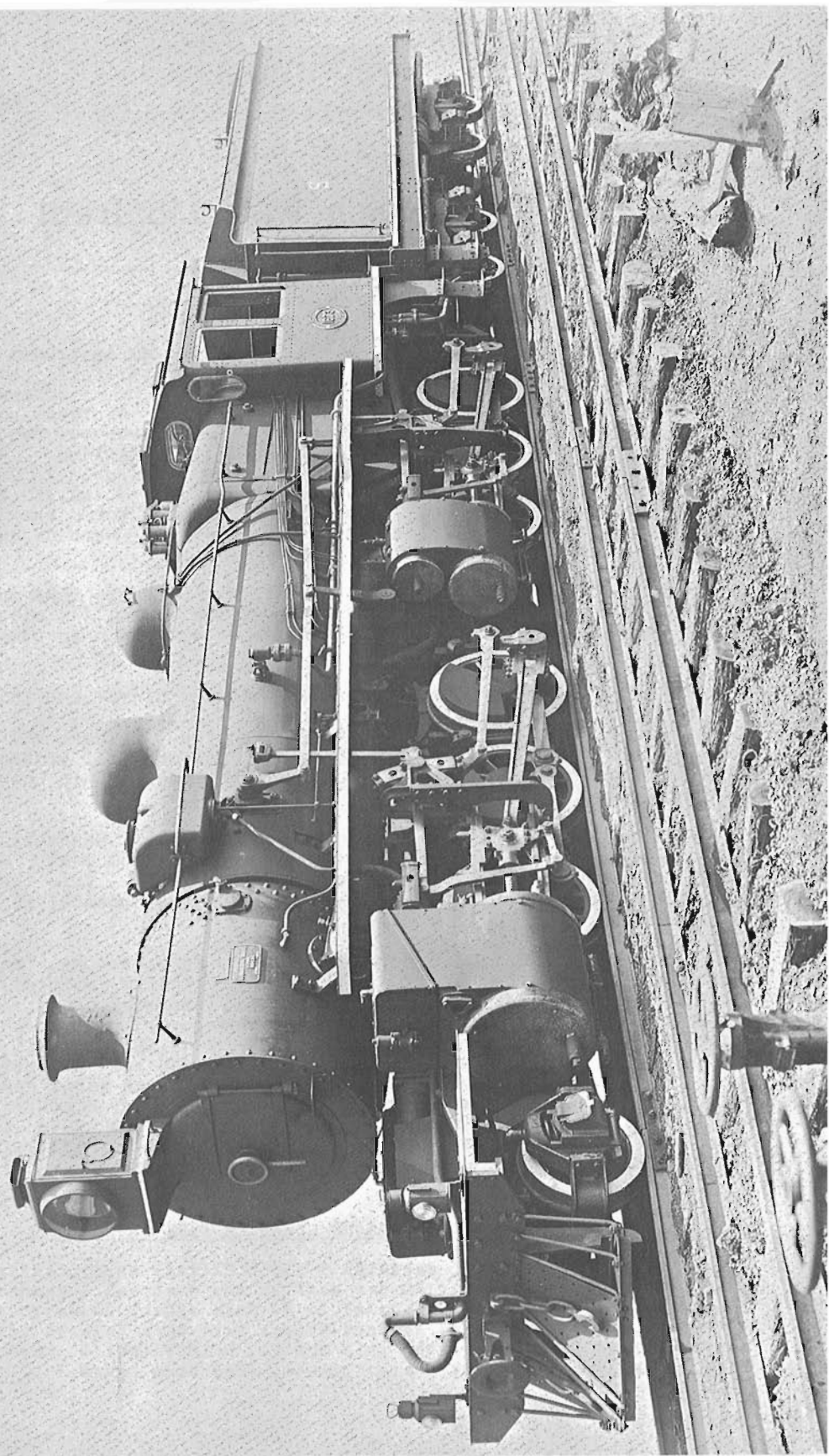
This 3'6" gauge system, originally composed of several individual companies, mostly state-owned, had an exciting history in the South African War, complete with armoured trains. (There was even one armoured train that had the additional and doubtful protection of heavy hemp hawsers festooned about it, and rejoicing in the name of 'Hairy Mary'.)

Physically, the country rises in great steps of mountains and flat lands, often semi-desert, to an altitude of 6000 feet, where one finds the cities of Johannesburg and Pretoria. This inevitably makes for interesting railway engineering, both civil and mechanical.

The old Natal main line, from Durban to Johannesburg, was a remarkable example. Cheaply built, it originally climbed the mountains with innocent courage, reaching Pietermaritzburg, the provincial capital, at 2,218 feet above sea-level, with 300 foot uncompensated curves on gradients as steep as 3.3%, and all in a distance of 71 route miles. At mile post 60, the line had climbed to 3,006 feet. The scenery is magnificent! Since World War One the line has been completely realigned at very heavy expense, and it has also been electrified. These improvements have taken many years to accomplish, but with the heavy volume of traffic the high costs have been justified over and over again.

### CANADIAN PACIFIC REQUESTS LAKESHORE COMMUTER FARE INCREASE

Just before Christmas, Canadian Pacific Railway announced fare increases of approximately 10 per cent on the Montreal Lakeshore, Vaudreuil, Rigaud line. Scheduled to go into effect January 1st, 1963, commuters protested, and new prices have been delayed until hearings have been held later this month. Doug Wright's cartoon this month seems especially appropriate. (See back cover.)





To describe the unusual variety of locomotives used in South Africa, their long lives and effective rebuilding programmes, would require a book the size of a Locomotive Cyclopedia. What is also interesting is that here is one railway system that knew few national boundaries in the design and construction of its locomotives, for foreign builders were often given more latitude in design to effect better performance than was the practice of other locomotive buyers. As time has proved, this was a long-term benefit.

The first locomotives came, naturally enough, from the Mother country, but it was not long before locomotives were obtained from North America. Since then, they have been acquired from Germany, from Italy, and some two-foot gauge Garratts from Belgium. This brings us to the locomotives illustrated, and how they came to be constructed in Canada.

They were ordered towards the end of World War One from the Montreal Locomotive Works. It was an urgent order, for these powerful locomotives were badly needed to handle the traffic which had outgrown the capacity of the existing lines and motive power. These Mallets were direct descendants of the first Mallet (Compound) locomotives delivered in 1909 to the Natal Government Railways by Alco just before the amalgamation of the various systems after the formation of the Union.

The first Mallets had turned out to be a great success on the heavy coal trains, with their tractive force of 44,810 lbs. at 75% of boiler pressure (the normal S.A.R. method of rating). Although their coupled wheels were small compared to standard gauge locomotives, they were giants on the narrow-gauge with cylinders 28" and 17½" x 26", and a working weight, engine and tender of 266,000 lbs.

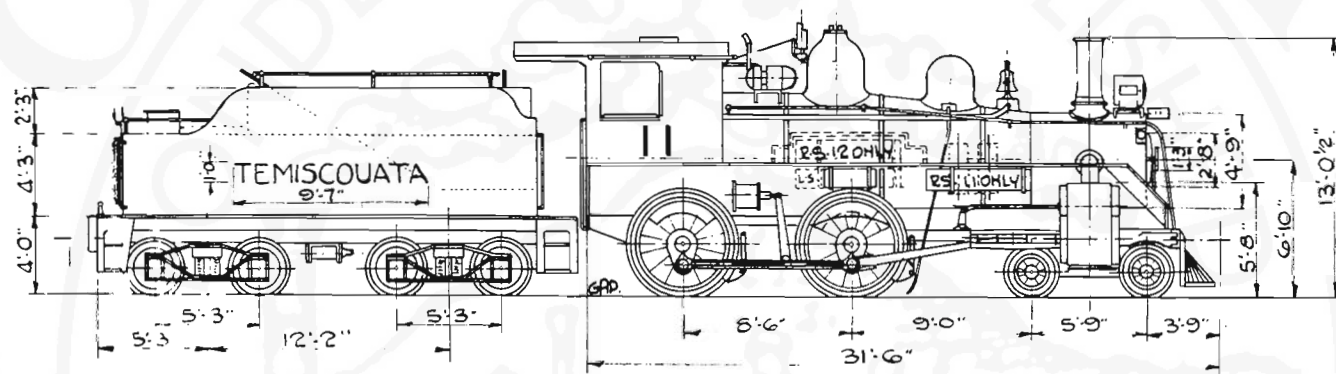
To go further back briefly into the locomotive history of the Natal line, this represented a peak of development, for in the earlier days only tank-engines were permitted to haul trains on these ferocious mountain grades. The thrifty Scots management could see only a foolish waste of tonnage in hauling a heavy tender uphill! This meant, of course, a greater waste from the frequent stops for fuel and water. The tank engines themselves, many still in existence, were rugged machines, their final development being in the form of 4-10-2 T types with small driving wheels and a tractive force of 28,430 lbs. (75%), before the obstinate management could be persuaded otherwise. The next step had been a fine 4-8-0 tender locomotive, then in 1905-06, the first 4-8-2 Mountain type engines in the world came into service. Magnificent engines these were for freight or passenger trains. They were known as Hendrie "B"'s, but Hendrie and his locomotives is a subject in itself. Sufficient to say that his first Mallets were the result of his visiting the United States.

Cont'd. on Page 13

OPPOSITE PAGE:

Montreal-constructed Mallet for South African Railways, shown at builder's plant just prior to shipment from Canada.

Photo: M.L.W.collection



GRAPHIC SCALE 0 5 10 15 20

TEMISCOUATA - 4-4-0 Nos 11 & 12

BOILER PRESSURE - 160

CYLINDERS - 17x24"

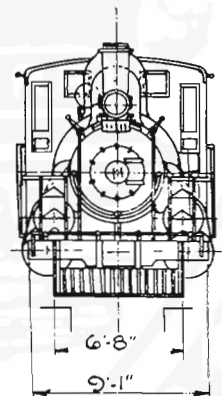
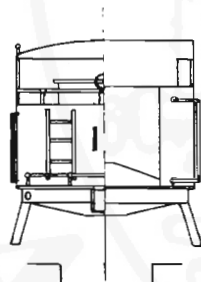
LEADING WHEELS - 28" DIA.

DRIVING WHEELS - 63" DIA.

TENDER WHEELS - 33" DIA.

BUILT BY PORTLAND LOCOMOTIVE WKS-1888-89.

SCALE :- 3.5 MM = 1 FT. 0"



SCRAPPED - CANADIAN NATIONAL - MONCTON JAN 1951 RATED 15%

TEMISCOUATA - #11 & 12

QUEBEC CENTRAL - #11 & 12



# DIAGRAM

Temiscouata Railway's 11 and 12, 4-4-0's built by Portland in 1888 and 1889 are illustrated by this month's diagram contributed by Mr. G. A. Parker. Other vital statistics are shown on the drawing.

Cont'd. from Page 11

The Montreal Locomotive Works being a subsidiary of Alco, it was in a way a repeat order, though other and larger Mallets had been built elsewhere in the meantime. It was also a joint order shared with the North British Locomotive Company of Glasgow, with both orders forming the one class.

I can remember seeing these locomotives on coal trains, and I believe that they were also used in pusher service. Their dimensions were slightly smaller than the original class, the boilers shorter but of greater diameter. The axle-load was close to 17 tons, and their dimensions when new, were as follows:-

Cylinders	26" and 16½" x 24"
Driving wheels	42½"
Boiler pressure	200# per sq.in.
T.F.(working compound)	@ 75% - 37,950 lbs.
	@ 85% - 43,010 lbs.
Grate area	40 sq. ft.
Equipped with superheaters.	

As can be seen, they were, like most S.A.R. locomotives, handsome and well-proportioned. The wagon-top boiler was well justified, for some 2-6-6-2 Mallets with their long parallel boilers were a problem with either dry crown-sheets on sudden changes of grade or priming with too much water. The odd but not ugly design of sand-boxes was a feature of all the Mallet engines that I saw in South Africa.

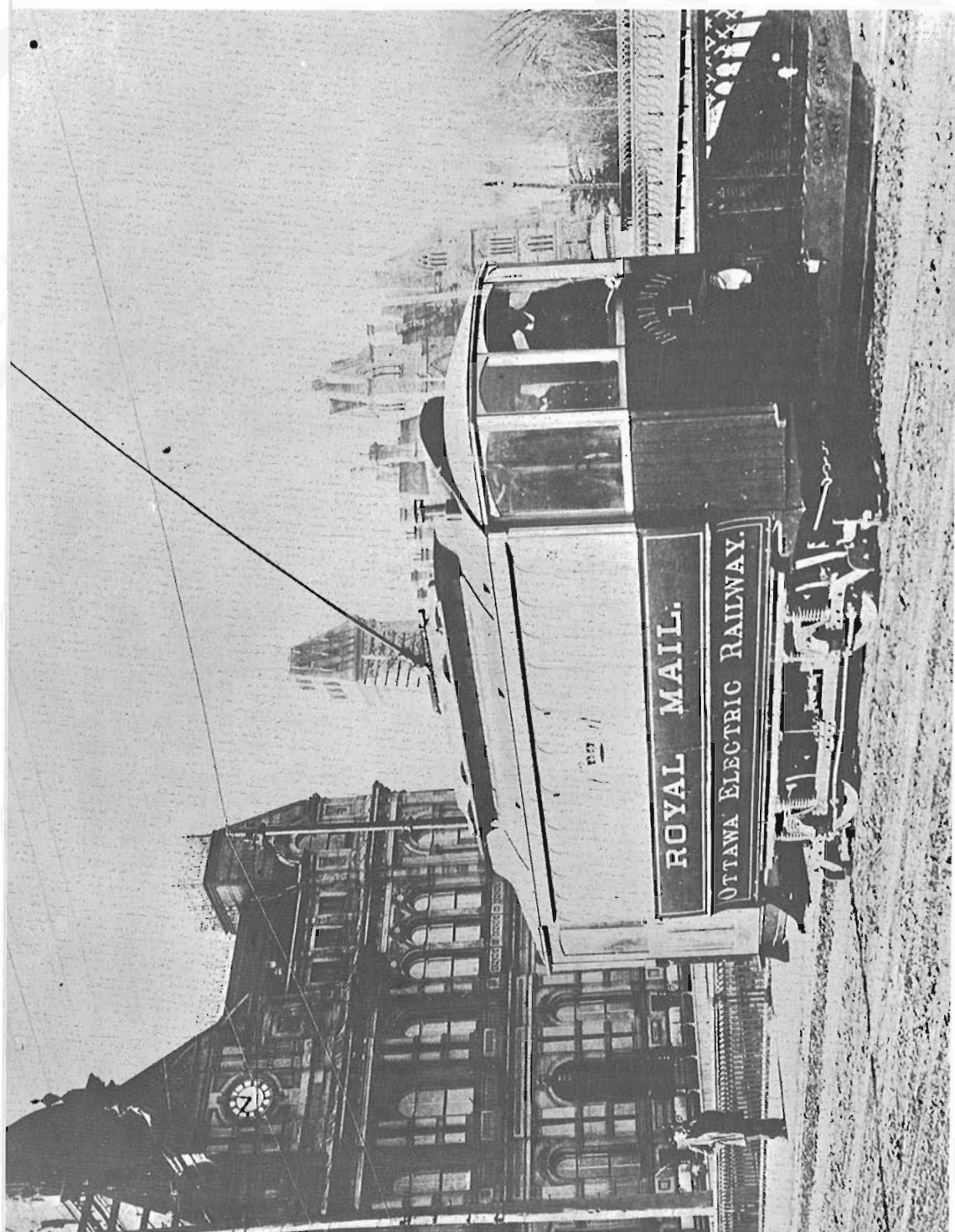
Whether the locomotives are still in operation I do not know, and although well-maintained steam power still predominates in that country, it is likely that by now the Mallets have been replaced with Garratt locomotives or by electrification. If they have not yet been put to the torch, their remains probably lie rusting on some siding a long, long way from their Montreal birthplace.



## OUR READERS WRITE

...the site of International Bridge, which Sir Casimir Gzowski helped to build...spans the Niagara River at Buffalo and not at the "Falls"...reports Mr. Edward McGrath of St. Catharines, Ont. The bridge was built in 1871-73. The steel was replaced in 1901 and the bridge widened in 1916, but the stone piers Gzowski constructed 90 years ago are still in place.

...Mr. Derek Loder of Ottawa has sent details concerning the final resting place of CN 593.....the engine is enshrined at Lady Bowater Park, on the west coast of Newfoundland.





## Right-of-Way for the Mail !

- O. S. A. Lavallee

Of the many specialized services offered by the railway, one of the older and more familiar ones is represented by the railway post office car, forming part of the consist of inter-city passenger trains and enabling the sorting and classification of letters and parcels to go on during transportation between major centres, effecting a considerable time-saving in dispatch of the mails. With the increased use of aircraft to dispatch first class mail in Canada over all but the shortest distances, the R.P.O. car, as it is called, has diminished in numbers and services. Nonetheless, in the past, such applications in North America have been sufficiently widespread to provide an interesting hobby to collectors of R. P.O. cancellations.

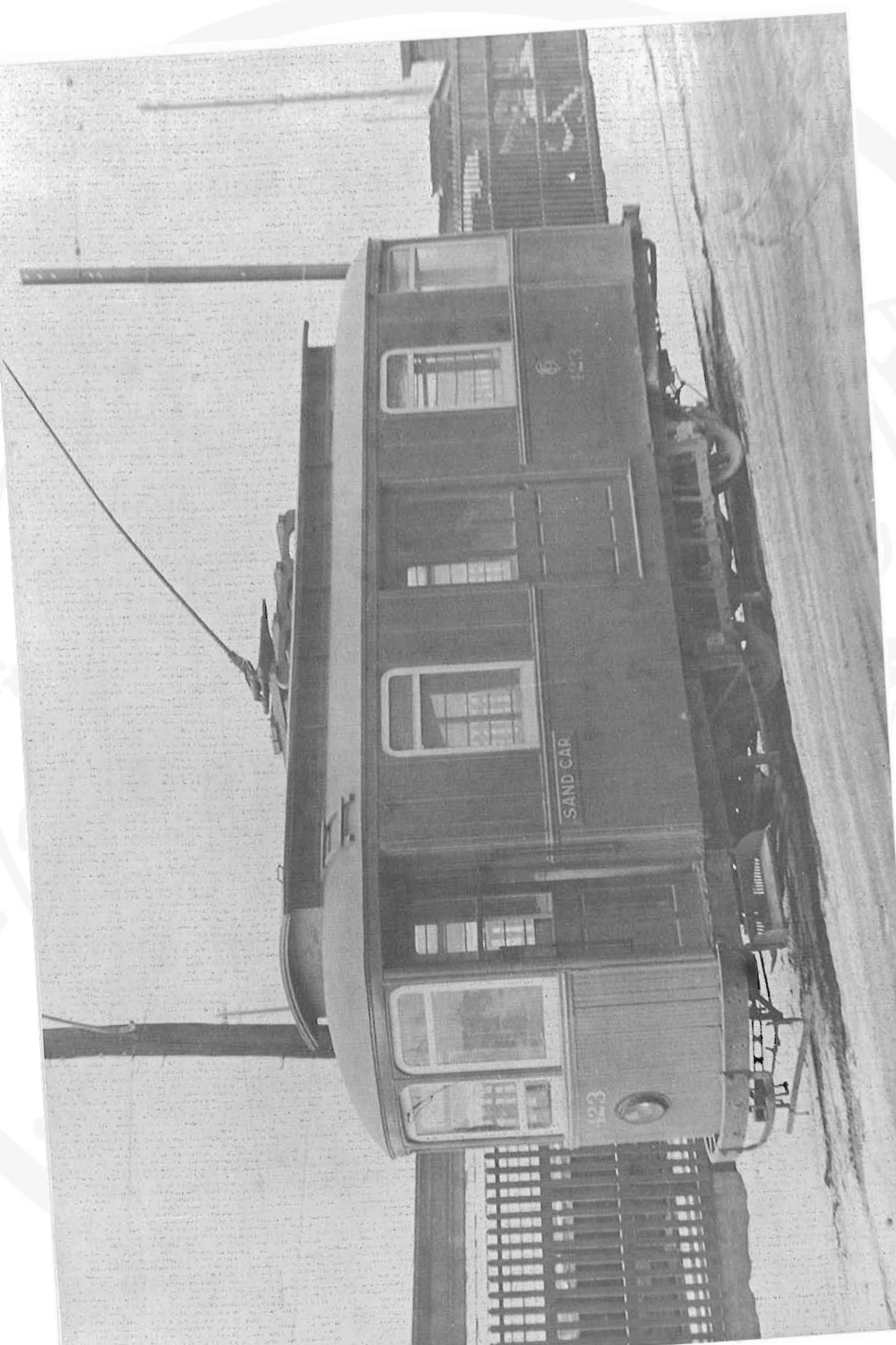
An interesting offshoot of the railway travelling post office was the far more limited field of the street railway postal cars. In the United States in particular, many lines possessed mail transport franchises and even effected cancellation of mail en route by trolley, in the same manner as main line railways. Common as this practice was in the United States, however, only one Canadian street railway was known to have possessed tram cars specially constructed for transportation of the Royal Mail, and that was the Ottawa Electric Railway Company, which possessed at least six such cars over a period of time ending about forty-five years ago. While our information is admittedly meagre, there is no record that the mail was sorted or cancelled in transit, or that the cars were used other than for transportation alone.

Other Canadian systems had mail-carrying franchises, in which bags of letters were conveyed on board passenger or express cars. There is a celebrated case in the history of one of the Lakehead street railway systems touching the question as to whether a street car carrying mail had the right-of-way over a peacetime parade of the militia. The case was decided in favour of the street railway, and the motorman, who had been pursued by mounted troops, arbitrarily removed from his car and arrested by the military, was vindicated and recompensed for damages.

In Ottawa, the movement of mail between the central post office at the Sapper's Bridge and three different railway stations, hitherto performed by horse-and-wagon, was expedited about 1895 when the Ottawa Electric Railway converted and electrified three former horse cars into Royal Mail vehicles. Pressed into service, they soon showed the advantage of rail-borne traffic over wagons in the often-muddy streets of the capital. These cars, numbered 1, 2 and 3, were painted white-and-red, carried the Royal Coat-of-Arms, and the inscription "Royal Mail", very prominently displayed. There is no record at this late date that the mail ever failed to "get through", in accordance with tradition.

◀ The original Royal Mail car of the Ottawa Electric Railway, photographed in front of the Capital's Post Office around the turn of the Century.

O.E.R.423, built in 1906 as a Royal Mail car for the Ottawa Electric system and later converted to a unit of work equipment. This tram was retired in 1959, and acquired the following year for restoration and exhibition in the Canadian Rail Transportation Museum. ▶





In 1906, this service had become so important and essential to the Post Office, that the Ottawa Electric Railway scrapped the three original cars and replaced them with three new cars, specially built by the Ottawa Car Manufacturing Company for the mail service. These vehicles were single-truck, closed platform, monitor-roofed cars, with a baggage door and two windows in each side of the car body. They were mounted on Taylor single trucks, and apparently were double-ended with "walk-around" trolley poles. They were numbered 423, 424 and 425. Unlike the former cars, the new vehicles were painted white, with gold lettering and striping outlined in black, following the practice on United States electric lines for post office cars.

Subsequently, probably during or after the first World War, the Post Office obtained trucks to effect mail transport in Ottawa, and the Ottawa Electric Railway relinquished its franchise, which, incidentally, had included the right to mark all of its passenger vehicles with the words "Royal Mail". Car 424 disappeared at an early date, but Nos. 423 and 425 were converted into work cars. Sometime during its period in work service, the roof of No. 423, probably requiring repair, was altered from a monitor type to a deck type, but 425 retained its monitor roof until it was disposed of in 1957, the body being sold to a private individual.

When Ottawa finally relinquished street railway transportation in May, 1959, the remaining former Royal Mail car, 423, was retired. It operated in the farewell procession of street cars which marked the end of nearly eighty-nine years of tramway service in the capital city, after which our Association made an effort to obtain it for the museum. Initially, our representations were unsuccessful, as there was apparently an element in Ottawa which felt that several streetcars, including 423, should be placed on permanent display outdoors at Britannia Park. This step was fortunately not taken, however, as it would have resulted shortly in the complete destruction of these vehicles through exposure to vandalism and to the elements; for the time being, No. 423 remained at the former Cobourg carhouse.

Late in 1960, the Association made a new approach to the City of Ottawa to be given possession of Canada's only remaining street railway mail car for the Museum, and this time our efforts were rewarded with success, through the efforts of Her Worship Mayor Charlotte Whitton, Ottawa's well-known and energetic chief magistrate. By a resolution of the City Council passed in the spring of 1961, No. 423 was donated to the Association to form part of an exhibit of street railway equipment from Canada's capital, which will also include rail-grinding car No. 6, to be restored to its original condition as a single-truck passenger car of the Nineties, and double-truck steel passenger cars 696 (built 1917) and 859 (built 1927).

The City of Ottawa permitted No. 423 to remain at the Cobourg street building pending the completion of suitable facilities at Delson. The opportunity finally came on Monday, November 26th, when No. 423 was moved on a float from Ottawa to Delson and placed in the yard of the creosoting plant. On Saturday, December 1st, No. 423 was moved by manpower along C. P. R. tracks into the museum property and on that day became the first streetcar to be placed on the museum property, joining two steam locomotives.

The 120-mile trip from Ottawa was made in good order, and No. 423's good physical, mechanical and electrical condition will permit it to be repainted at an early date in its original white-and-gold livery, to add an interesting and unique exhibit to our representative collection of Canadian railway exhibits.

# Notes and News

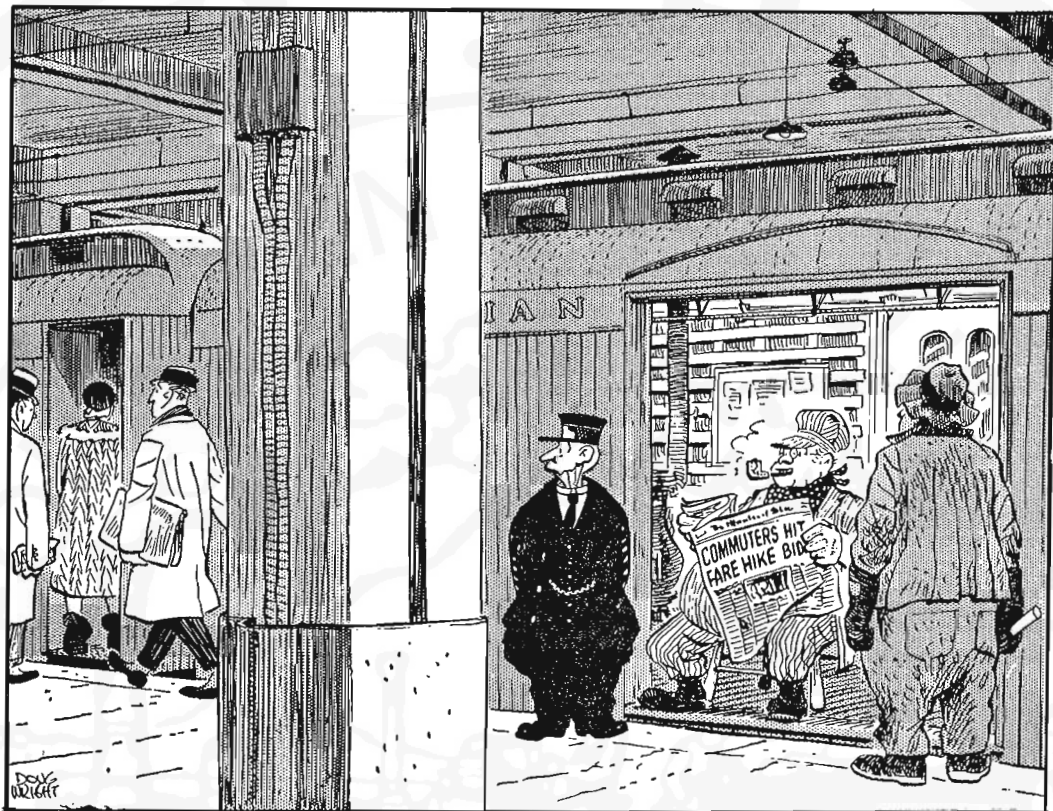


Compiled by W. L. Pharoah.

- ★ Overhead wires for the electrification of the easternmost tracks in Montreal's Central Station were removed recently. For the past year almost all movements at the south end of the station have been performed by diesel locomotives. Whether this work on the overhead foreshadows the doom of the CN's electrification or a renewal of interest in this form of motive power remains to be seen.
- ★ Work has commenced at Sarnia, Ontario, on a concrete pad in Bayview Park to accommodate CN locomotive 6069 which will become the center piece of a museum dedicated to railroading. The Bayview Museum Society has gained the approval of City Council on the arrangements made to cover the costs of shipping and locating the engine in the park. The CN has asked the city to guarantee proper maintenance. (E.A.D.)
- ★ An end to the trains which have rumbled down Oshawa's main street for the past 67 years has been virtually assured. The private bills committee of the Ontario legislature has approved an act authorizing Oshawa to pay three local companies \$30,000 to compensate for possible loss or damage in removing Canadian National tracks on King Street. It is likely that the Board of Transport Commissioners will approve taking out the tracks which are reported to be a source of annoyance to residents.
- ★ Passenger cars on CN are now appearing with new interior colour schemes to go along with their bright new exteriors. Ten cars -- coaches, diners and sleepers -- are scheduled for refurbishing during the winter. Passenger coaches are being finished with a gray mottled linoleum floor, dark gray walls below the window line and off-white from the windows to the ceiling. Some seats are covered in red vinyl upholstery while others are upholstered in a dark gray vinyl. Deep red carpeting containing a design of the CN symbol in a lighter tone of red will be used in lounge and parlor cars. Walls will be off-white. Lounge chairs will have black fabric and buffet booth seats a red vinyl. (Car windows will remain unpainted thus permitting travellers to enjoy CN scenery which is reportedly substantially unchanged. -- Ed.)
- ★ CN has begun a programme aimed at replacing its elderly fleet of cabooses with modern units. The new cabooses will be without a potbelly stove, cots, and oil lamps; they will have electric ovens, individual sleeping berths (upper and lower), enclosed washrooms, and a foam rubber-lined cupola. So far ten of these steel-sheathed cars have been built for service in Newfoundland.



- ★ Who says railway passenger business is dead? Preliminary figures for Christmas traffic handled by CN in the Maritimes indicate that almost twice as many people travelled by train this year as in the same period last year. Last season, between December 18 and January 4, the Atlantic Region of CN handled an estimated 25,000 passengers, but that was before the new Red, White and Blue fares were introduced last May on an experimental basis between Montreal and the Maritimes. This year the new fares, which have promoted a tremendous boost in train travel in the Maritimes, reached a climax with this record Christmas traffic, a CN spokesman said. On one day in the pre-Christmas rush the CN's Ocean Limited had to be run in five sections out of Montreal to carry all the passengers. Never before had peacetime traffic demanded so many sections of the train. Coaches had to be put on a reserved seat basis for the first time in order to ensure comfortable travel for all passengers.
- ★ CN has announced plans for a series of conducted rail tours to both eastern and western Canada next summer. The tours are being scheduled as a result of the popularity of similar trips made this past summer. A two-week trip scheduled to depart from London, Ont., on June 30, will be the third annual from that city. Two tours, of two weeks duration each, are planned for July and August to the Maritimes and still another tour, "Spring Time in the Rockies" is planned for early June with unlimited first-class, low-cost accommodations. These tours were arranged by CN's passenger sales in London, Ontario.
- ★ Plans have been announced by CN for the removal of railway facilities from the heart of Saskatoon. A new station will be built immediately west of Montgomery Place and new yards west of Chappel Junction, southwest of Saskatoon. This \$7 million plan will change the whole face of Saskatoon, especially bringing a complete rejuvenation of the downtown business area.
- ★ Construction work in 1963 on the National Capital Commission's \$20-million railway relocation program for Ottawa will be concentrated on "fundamental phases" in Centre Town and the new \$5 million Union Station near Hurdman's Bridge. Mid-1965 remains the target date for completion of such phases involving discontinuance of the CPR line across the Interprovincial Bridge and the elimination of many existing level crossings in Metropolitan Ottawa. A construction start will be delayed until 1964 at the earliest on the planned CPR Prescott line grade revision in the west end of the city because of the Government's austerity programme.
- ★ Japan National Railways is girding for the winter rush. About 500 "pushers" have been hired and 164 extra coaches put on Tokyo commuter lines. The pushers are husky young men who stand on station platforms and push crowds into the trains so that doors will close. The extra coaches are to cope with a 20 per cent reduction in carrying capacity because of heavy overcoats.
- ★ Alaska Steamship Co. of Seattle, which has long been the major cargo shipper to Alaska, may be forced to transfer some of its operations to B.C. ports, says the president of the company. The reason for this major shift is the keen competition provided by CN, which is operating a car-barge service to Whittier, Alaska, out of Prince Rupert. The service provides a faster and cheaper means of transporting goods from the U.S. middle west than through Seattle. The CN rail-barge service out of Prince Rupert is working to capacity, with 18 railway cars of U.S. and Canadian cargo every two weeks.



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