CHURCHILL TRAVELS IN CANADA

For Washington

CONFERS WITH F. D. R.

Quebec, Sept. 1. — Prime Minister Churchill left for Washington and another meeting with President Roosevelt last night, after declaring in a world broadcast that he and the President would "persevere" in efforts to meet Premier Stalin of Russia.

Give Full Information

The British Prime Minister said that the conferences held here dealt mainly with means of stimulating the flames against Japan, and for that reason it would have been "embarrassing" to send Premier Stalin an invitation to the conference because Russia has a non-aggression pact with Japan.

Nevertheless, everything of a political nature arising from the Quebec discussions would be communicated to Russia, and pending the hoped-for tri-country conference he would not blame Russia for reproaches of failure to establish another front in Europe.

The Prime Minister spoke from a room in the Citadel here, and then conferred again with Prime Minister King and the Canadian War Cabinet before he and Mrs. Churchill made their farewells to Quebec.

Leave for Washington

The Churchills, with many of the British service chiefs and advisers who participated in the discussions here, left for Washington aboard an eight-car special train.

Route of the special to Washington was not revealed, but the train went through Montreal's Park Avenue station late last night without stopping. A fairly large crowd of Montrealers, apparently working on the assumption that the Park Avenue station would be a likely stopping place for the special, had gathered during the evening, but practically all of them had dispersed before the train went through at 11.30 p.m.

Has Time Rest

Shortly before the departure from Quebec, it was revealed that the Laurentian mountain vacation site where the Prime Minister spent the last six days actually consisted of two separate camps, Cabane de Montmorency and Camp Lac des Neiges, the mountain resorts of Col. Frank W. Clarke, of Anglo-Canadian Pulp and Paper, Limited.

Mr. Churchill spent three days at each camp, one 35 miles from Quebec and the other 85 miles, and described the six days as his first real rest since the war started. His crowded 7 a.m. to 11 p.m. days at the camp included a good deal of fishing, with several three-pound trout as a result, but also a definite period each day when he went through dispatches and followed the course of the war.

Speed New Meeting

Washington, Sept. 1. — (UP) — Prime Minister Winston Churchill was en route to the White House to-day for new conferences with President Roosevelt and to arrange a meeting soon of British, American and Soviet political experts.

When Mr. Roosevelt and Churchill meet they are expected to devise plans for speeding up a three-nation meeting of foreign ministers, who presumably will tackle political questions and prepare for a Roosevelt-Churchill-Stalin conference.

The arrangements for a tri-partite meeting of foreign secretaries, however, did not bring particularly closer a meeting of the three leaders themselves. Observers here doubt that a British-American Soviet military conference will be held until joint military operati[illegible] are up for discussion.

Sees No Collapse

Brenden Bracken, the Brit[illegible] Minister of Information, said at [illegible] press conference that political [illegible] post-war problems must be [illegible]cussed by Mr. Roosevelt [illegible] Churchill "because you never kn[illegible] when the war might end." He [illegible]phasized that he held no hope [illegible] an early end of the war, but [illegible] consideration of political and po[illegible] war problems now was necess[illegible] so that the Allies are not cau[illegible] by a surprise ending as they w[illegible] in 1918.

Bracken said he did not beli[illegible] the German army was "going [illegible] collapse in a very short space [illegible] time." The same thing, he ad[illegible] applied to the Japanese.

"I do not believe," he said slo[illegible] and with emphasis, "that there [illegible] any possibility that our Axis e[illegible]mies will be destroyed this year[illegible]

September 2
1943

THE HAMILTON SPECTATOR THURSDAY SEPTEMBER 2 1943

"God Bless You All," Churchill Says, Concluding Memorable Stay at Quebec

Ottawa, Sept. 2.—Prime Minister Churchill's last words to Canadians as his train pulled out of Wolfe Cove at Quebec last evening for Washington were "God bless you all," Prime Minister MacKenzie King told reporters on his arrival here at noon yesterday.

"And I know he meant it," Mr. King said.

"Both Mr. and Mrs. Churchill were obviously and sincerely delighted with their stay in Canada.

"And the same was true, I am certain, of President Roosevelt, who was good enough to come here for a one-day visit a week ago."

Mr. King paid tribute to the officers of Canada's public service for the arrangements they made for the conference. The committee was headed by Dr. E. H. Coleman, Under-Secretary of State, who also returned yesterday.

"I think the people of Canada are very proud to have had the opportunity to extend their hospitality to the President and Mr. Churchill, and particularly happy that the visit enabled Mr. Churchill to get a little rest and change.

"Not that he did not do plenty of work—but it was work under different and restful conditions."

CONQUER CITY

(Continued From Page 1, Column 8)

waters and then said: "It certainly does live up to my expectations. It's wonderful. It's 'super—!'"

At Brock's Monument, with its hundreds of steps leading to an observation platform, some one suggested to Mr. Churchill that he might like to walk up and see the view. "It might be good for you. . . ." "Good for me," chuckled the Prime Minister. "It might be good for some people, but it certainly wouldn't be good for me."

And since it was a blazing hot day, the escorting party were more or less thankful that Mr. Churchill didn't "go" for the idea.

At the restaurant near Brock's Monument, Mr. Churchill and his daughter went out on the porch and looked at the view of the Niagara escarpment below. Then they raided the postcard racks and selected a number of pictures to send home to friends. When the Prime Minister offered to pay for them, James Brown, superintendent of the restaurant, refused to accept the money. There was a short argument, with Mr. Churchill insisting and Mr. Brown equally insistent that the cards were "on the house."

"All right, that's fine," said the Prime Minister. "But I'm going to send you a book for a souvenir. What's your name and address?" He carefully copied down the information and tucked it in a capacious pocket. Then he shook hands cordially with Mr. Brown.

En route back to the city and his train, the party passed a Niagara Falls munitions plant. Surprised workers quickly recognized the grey-clad figure and started to cheer. Mr. Churchill responded with his famous "V for Victory" sign, and minutes after he had passed, the workers, including overalled and turbanned girls, were still gaping with excitement.

Arrives In Early Morning.

The special train carrying the Churchill party made a fast run from Toronto, arriving here shortly after eight a.m. There was little excitement. Maj.-Gen. C. F. Constantine and his aide-de-camp, Lieut. D. A. Baldwin, were waiting on the platform at Victoria Park Station, situated just above the Oakes Garden. There were a few cordons of R.C.M.P., city and Provincial police, and an escort of members of the police department from Niagara Falls, N.Y. About 100 persons had gathered at the station, evidently "tipped off" that important visitors were arriving by the fact that police were present. Mayor and Mrs. George Inglis of the city were waiting to greet Mr. Churchill on behalf of the city.

First person off the train was Subaltern Churchill, looking fresh as a daisy. She stood and chatted with Mrs. Inglis and newspaper reporters, stating this was her first trip to Canada and that she was "terribly impressed." The crowd cheered her but waited expectantly. Suddenly, the stocky man with the cigar which has ever became a world trademark came down the steps of the car. There was a spontaneous outburst of cheering, which increased when Mr. Churchill waved his hand in greeting.

Visit Table Rock.

The party climbed into cars immediately and head for Table Rock, barricaded since the war began because of power lines situated near by.

Accompanying Mr. Churchill in his car were an R.C.M.P. officer acting as his personal bodyguard, General Constantine, Subaltern Churchill and the driver. Right Hon.

Hamilton Spectator
August 11
1943

ze for the best front page in any Canadian weekly news-

City Station Guarded For Churchill Train

Prime Minister Winston Churchill passed through Toronto en route to Niagara Falls early yesterday—but you'd have a hard time proving it. Not a single person, so far as is known, actually saw the British leader in the city.

Preceded by a flock of rumors, all unverifiable, his special train had slipped quietly into the closed North Toronto station, last opened for the Royal train of 1939. There were guards in and around the station for blocks. All blinds were drawn and no unauthorized persons were allowed on the station platform or, for that matter, within blocks of the station.

The special left Toronto by the Canadian Pacific line which passes near West Toronto station and linked up with the C.N.R. track to Hamilton and Niagara Falls.

Actually, the train arrived here at 5:10 a.m. Previously, it had been reported from various sources that he would pass through the Union Station at 7:15 a.m., on the first section of the Montreal train and would stay here 45 minutes. After that, there were reports the Prime Minister was already here; that he had travelled by plane; that he had gone directly to Washington.

Engines Changed Quickly.

When the special did arrive here, however, there was no 45 minutes wait. Engines were changed quickly, with Engineer F. Scriven, Clendenan Avenue, and Fireman W. T. Evans of Westholme Avenue, turning over their precious cargo to Engineer E. J. Griffith, 576 Runnymede Road, and Fireman Earl du Maresq, Bartlett Avenue, who piloted the six-car train to Niagara Falls.

Long before the train was due city, Provincial, Federal and railway police under the command of the local R.C.M.P. commissioner, had taken up their posts quietly. So smoothly did they take over that early-morning pedestrians and motorists on Yonge Street had no idea they were there. Officers from Belmont Street, North Toronto stations and detectives from headquarters were assigned to their posts along the railway right of way. Traffic was not tied up or diverted in any way, which probably aided the secrecy of the Churchill arrival.

Almost 14 years ago to the day Mr. Churchill visited Toronto. At that time he was the luncheon guest of the Canadian and Empire Clubs and the Board of Trade at the Royal York on Aug. 16, 1929.

The late H. S. Eayrs, as president of the Empire Club, referred then to Mr. Churchill as "the gentleman of superb courage—the great ambassador of the British Empire," and John A. Tory, for the Board of Trade, said "no statesman of the British people appeals more to Canadians."

Mr. Churchill had come to the United States on a lecture tour shortly after his retirement from service as Chancellor of the Exchequer under Prime Minister Stanley Baldwin.

August 9
1943
Toronto Globe

Nova Scotia Southern Ry.—In the course of railway construction work in Caledonia, Queen's county, before the acquiring, completing or construction of the New Germany and Caledonia branch by the Halifax and South Western Ry., certain work was done by the N.S.S. Ry. or by R. G. Hervey, beyond the line since acquired by the H. and S. W. Ry. with resulting injury to the lands of several persons. No claims for these injuries were made at the time the commissioner was appointed in 1903 to adjust the claims. Some of the claimants, to whom awards were made, have failed to apply for the money awarded them, and last session of the Nova Scotia Legislature an act was passed authorizing the use of the unclaimed awards for compensating the owners of lands who did not put in claims originally.

October 1909

CANADIAN PACIFIC RAILWAY

1936 JUBILEE PASSENGER TRAIN

Canadian Railway AND Marine World

Cars of Canadian Pacific Semi-Streamlined Trains

The Jubilee (4-4-4) type locomotives built by Montreal Locomotive Works for the Canadian Pacific, with semi-streamlined external form, and designed to haul semi-streamlined cars, were described in great detail in Canadian Railway and Marine World for September, beginning on page 397, and illustrations, including an elevation drawing, were given. The three classes of cars composing these trains are described and illustrated in the following.

For its four semi-streamlined trains, the Canadian Pacific purchased a total of 16 cars. There are four mail and express cars, four baggage and buffet cars and eight first class cars, and all are now in service. As described in the September issue article, the four mail and express cars were built complete by National Steel Car Corporation, Hamilton, Ont., that builder having built also the frames for the four baggage and buffet cars and eight first class cars, these twelve cars having been finished at the Canadian Pacific Angus shops in Montreal. Each of the four semi-streamlined trains consists of locomotive, one mail and express car, one baggage and buffet car and two first class cars. The purchase of five locomotives gives the railway management a spare locomotive for use in connection with the trains.

The interior arrangement of all three classes of cars is exhibited by the accompanying floor plan drawing. All three classes are mounted on 4-wheel trucks, all with 4 ft. 6 in. wheel base, and in all classes the journals operate in roller bearings, each class of car employing a different make of the latter. Each train made up as above stated weighs approximately half as much as a standard train of the same capacity; the economy in operation is at once evident, and it is readily apparent that these trains mark a distinct forward step in railway passenger transportation; recognition of this fact is hastened upon consideration of the fact that the baggage and buffet cars and first class cars are air-conditioned throughout, ensuring that their interiors will be comfortably warm in winter and pleasantly cool in summer. In the design, the clerestory type roof has been departed from, and the round top or turtle-back type has been adopted. Height from rail to roof in all three classes of cars is 12 ft. 11 in. Width of car at windows is a little greater than with the standard equipment, and the car sides are built with a bow extending from roof edge to window line and from the bottom line of windows to the lower extremities of the side sills.

Mail and Express Cars

These cars have the following chief dimensions:—

Length over end frames	70 ft. 7 in.
Length inside coupler knuckles	73 ft. 10½ in.
Distance between truck centers	49 ft. 3 in.
Height, rail to top of roof	12 ft. 11 in.
Height, rail to top of floor	3 ft. 5⅝ in.
Height to roof edge	11 ft. 0⅝ in.
Height, extreme	13 ft. 4 in.
Width over steps	9 ft. 8 in.
Width, extreme	10 ft. 1¼ in.
Weight	103,000 lb.

These cars, of all steel construction, have standard 30 ft. mail compartments, while the express compartments are 39 ft. 9 in. long. In the under frame, the center sills are 12⅞ in. 36.1 lb. Z bars welded together along the top flanges, continuous from end to end of car. The side sills are 5 x 3¼ x 5/16 in. Z bars and the floor beams are 5 in. 6.7 lb. channels. The body bolsters, of welded construction, are of 5/16 in. web with 12 x 9/16 in. top and bottom cover plates. At each end of the cars are end or platform castings furnished by Canadian Steel Foundries, Ltd., the casting at each end being secured to the center sills by rivetting and welding, and forming the housing for the buffer. In the side framing, the posts are 4 in. channel [illegible] pressings. The bottom chord angle is 3/16 x 2 x 2½ in. material, and the side

Simplex clasp brakes are fitted, with Dominion Brake Shoe Co.'s C-50-X shoes.

In the interior, the car is finished in 16 gauge steel to 7 ft. above the floor, and above in 20 gauge steel, and the walls are painted in buff color. The floor is of hardwood. By way of insulation in the floor there is one layer of [illegible] and one layer of ½ in. Salamander, and in the sides there is one layer of 1 in. Salamander, the roof being insulated similarly. Around the entire interior there is one layer of no. 65 [illegible] deadening felt, adhering to the inside of the exterior sheathing.

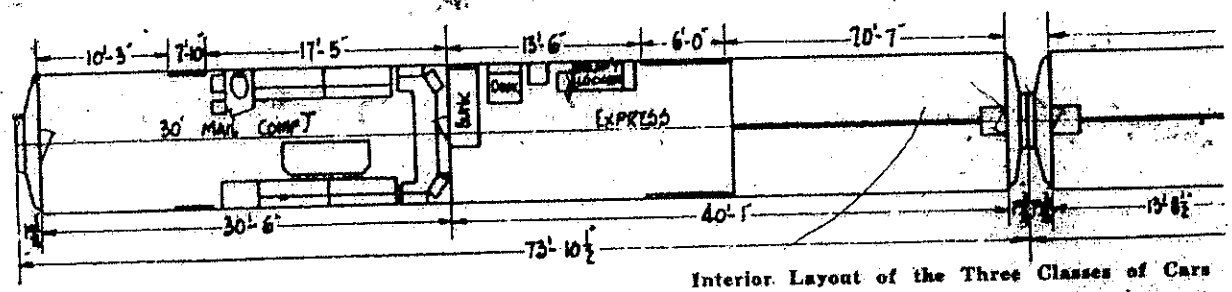
A feature of these cars is that they are electrically lighted; heretofore gas illumination has been the rule in cars in mail and express service. The cars are heated by thermostatically-controlled Vapor Car Heating Co. apparatus, employing fin tube radiation.

Equipment in the mail and express cars, not specifically mentioned in the foregoing, includes the following:—16 cells of Exide Ironclad MV, MH. type battery, 29 plates in single cell units; Peacock hand brakes; Miner special spring buffing gear; Fahrenka buffer stem guides; C.P.R. standard buffer upper springs; Safety Car Heating and Lighting Co. no. 282 candle brackets; De Witt cinder guards; A.A.R. type E, swivel butt couplers; C.P.R. standard coupler centering device; Vapor Car Heating Co. no. 313 steam heat couplers; Cardwell PF6 draft gear; Safety Car Heating and Lighting Co. fans; Pyrene

[illegible] and express car in each of the four trains, are, like the mail and express cars, 73 ft. 10½ in. [illegible] inside coupler knuckles, and have the same distance between truck centers, viz., 49 ft. 8 in. The length over end frames, however, is a little less than in the mail and express cars, being 67 ft. 9½ in. Height from rail to top of roof is the same, at 12 ft. 11 in., but extreme height, 13 ft. 2 in., is 3 in. less than that of the mail and express cars. The width dimensions are the same in both classes of cars.

In the baggage and buffet car interior arrangement, the baggage section is 25 ft. 4¾ in. long. The buffet space is 7 ft. 6 in. long, and is so arranged that there is aisle space around it at one side of the car. The main room, with seating capacity of 28, occupies 28 ft. of the car length, and at the end of the car are arranged the men's and women's toilet facilities, occupying 6 ft. 3 in. of the car length. These cars, like the mail and

[illegible] green, and the floor is covered with linoleum. A great deal of Monel metal is used in the buffet section. In the main section, the sides are in Masonite; below the windows the surface is painted a dark green; from the windows to the frieze the finish is in a lighter green, and the green used on the ceiling shades into a cream color, this color scheme being a very attractive one. The baggage racks in the car are of cast aluminum, of Robert Mitchell Co. manufacture, and the lighting fixtures are integral with the baggage racks. There is an individual switch for each lighting fixture. The seats, of the Heywood-Wakefield reversible bucket type and with cushions in Dunlopillo cushioning material and with spring backs, are upholstered in green friezette. The floor is covered with linoleum. The blinds are of silk-faced Pantasote, in green. An arrangement of small tables at the seats is provided, with the table support aided



Interior Layout of the Three Classes of Cars
Left, mail and express car; center, baggage

plates are 4 in. 5.4 lb. channels, back to back. The outside sheathing is ⅛ in. copper bearing steel, welded to the posts, side sills and side plates. A feature of these cars is the large amount of welding employed in their construction, the rivets in the side framing being confined to three horizontal rows. The roof is of the round or turtle-back type, of ⅛ in. plate, with the carlines, of the same section as the posts, extending across the car. The hoods are not rounded off in the conventional manner, but are practically square with the car end. The vestibule end posts are 8 in. 21.4 lb. ship channel, of Man-Ten steel. Holco one-fold, open-top diaphragms are applied.

The trucks are of the Commonwealth 4-wheel type, fitted with Timken roller bearings. The journals are 5½ x 10 in. and the wheels are of the rolled steel type, A.A.R. standard, 36 in. diam. The air brakes are the Westinghouse UC-4 schedule, with 8 x 8 in. cylinders, truck-mounted, two cylinders per truck, and Simplex clasp brakes are fitted, with Dominion Brake Shoe Co.'s C-50-X shoes.

In the interior, the car is finished in 16 gauge steel to 7 ft. above the floor, and above in 20 gauge steel, and the walls are painted in buff color. The floor is of hardwood. By way of insulation in the floor there is one layer of ¾ in. and one layer of ½ in. Salamander, and in the sides there is one layer of 1 in. Salamander, the roof being insulated similarly. Around the entire interior there is one layer of no. 65 felt deadening felt, adhering to the inside of the exterior sheathing.

A feature of these cars is that they are electrically lighted; heretofore gas illumination has been the rule in cars in mail and express service. The cars are heated by thermostatically-controlled Vapor Car Heating Co. apparatus, employing fin tube radiation.

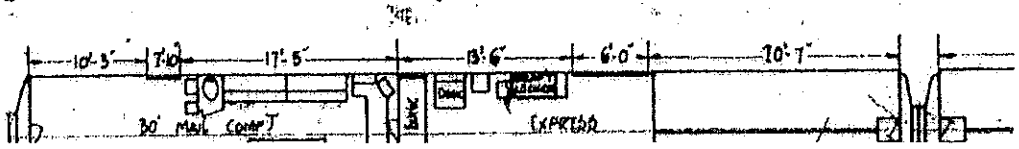
Equipment in the mail and express cars, not specifically mentioned in the foregoing, includes the following:—16 cells of Exide Ironclad MV. MH. type battery, 29 plates in single cell units; Peacock hand brakes; Miner special spring buffing gear; Fabreeka buffer stem guides; C.P.R. standard buffer upper springs; Safety Car Heating and fire extinguishers; Safety Car Heating and Lighting Co. letter bag rack, storage fixtures, letter case and door fixtures; Safety Car Heating and Lighting Co. gas equipment with one tank and 2-burner gas plate; Safety Car Heating and Lighting Co. 4 kw. electric generator complete with control switch; Pitt type generator drive; Duner double pan gravity type hopper; Rex pouch racks; Westinghouse Air Brake Co. schedule K signal equipment; Kendal sorting table; Barco 2 in. steam heat connectors; Vapor Car Heating thermostats and heating valves; C.P.R. standard ventilators; folding type wash basins; water coolers as per C.P.R. drawing; Stucki type A-5010 side bearings; Commonwealth cast steel truck bolsters; A.A.R. 5½ x 10 in. axles; Commonwealth cast steel truck frames; Fabreeka truck friction plate pads; alloy steel elliptical and helical springs.

The Baggage and Buffet Cars

The baggage and buffet cars, one of which occupies a position behind the mail and express car in each of the four trains, are, like the mail and express cars, 73 ft. 10½ in. long inside couplers knuckles, and have the same distance between truck centers, viz., 49 ft. 8 in. The length over end frames, however, is a little less than in the mail and express cars, being 67 ft. 9½ in. Height from rail to top of roof is the same, at 12 ft. 11 in., but extreme height, 13 ft. 2 in., is 2 in. less than that of the mail and express cars. The width dimensions are the same in both classes of cars.

In the baggage and buffet car interior arrangement, the baggage section is 25 ft. 4½ in. long. The buffet space is 7 ft. 6 in. long, and is so arranged that there is aisle space around it at one side of the car. The main room, with seating capacity of 28, occupies 28 ft. of the car length, and at the end of the car are arranged the men's and women's toilet facilities, occupying 6 ft. 3 in. of the car length. These cars, like the mail and express cars, are of all-steel construction, and the bodies are mounted on 4-wheel cast steel trucks.

The bottom, side and end framing details as given above for the mail and express cars are generally applicable to the baggage and buffet cars. In the baggage and buffet cars, the window sills are continuous from one end of the car to the other, and the windows are set flush; the window arrangement includes Thermosash with aluminum frames and dehydrated air space, the sash being of Robert Mitchell Co. manufacture. The car insulation is generally the same as that applied to the mail and express cars, but there is an extra layer of ½ in. Salamander throughout. The interior finish of the baggage compartment of the baggage and buffet cars is the same as that of the express end of the mail and express cars, there being hardwood floor, and interior steel sheathing painted the same buff color. The baggage compartment is fitted with fish racks. The buffet section is lined with Masonite, painted green, and the floor is covered with linoleum. A great deal of Monel metal is used in the buffet section. In the main section, the sides are in Masonite; below the windows the surface is painted a dark green; from the windows to the frieze the finish is in a lighter green, and the green used on the ceiling shades into a cream color, this color scheme being a very attractive one. The baggage racks in the car are of cast aluminum, of Robert Mitchell Co. manufacture, and the lighting fixtures are integral with the baggage racks. There is an individual switch for each lighting fixture. The seats, of the Heywood-Wakefield reversible bucket type and with cushions in Dunlopillo cushioning material and with spring backs, are upholstered in green friezette. The floor is covered with linoleum. The blinds are of silk-faced Pantasote, in green. An arrangement of small tables at the seats is provided, with the table support aided



by wall brackets. Sixteen persons may be accommodated at table at one time. The buffet counter is 7 ft. 6 in. long and opens into the coach; the arrangement is ideal for the serving of light meals and refreshments, which are provided at moderate rates. The buffet equipment includes all necessary culinary appliances, and, as indicated above, Monel metal fittings are the general rule.

The baggage and buffet cars and the first class cars are air-conditioned throughout, the Sturtevant water-sprayed ice system being employed, and the air conditioning unit in the baggage and buffet cars is located over the buffet section. Ice is carried under the car body; air is brought in through a central diffusing duct, and expelled via ventilators in the roof, at the four corners of the car body. Heating is by Vapor Car Heating Co. equipment, with fin tube radiation, employing thermostatic control. The pressure ventilation system of air conditioning ensures maximum comfort in summer travelling. The air supplied the car interior is not only clean and fresh, but in hot weather is cooled to desirable temperature.

The baggage and buffet car trucks, with Comonwealth cast steel frames and bolsters, have A.A.R. 5 x 9 in. axles operating in Sheppard no. 514-A roller bearings. Side bearings are the Stucki A-5010 type. The air brake equipment is the same as that on the mail and express cars; also, as on the mail and express cars, the trucks include Fabreeka friction plate pads, alloy steel elliptical and helical springs, and rolled steel wheels.

The equipment on the baggage and buffet cars, not specifically referred to in the foregoing, includes Peacock no. 320 hand brakes; Miner special spring buffing gear; Fabreeka buffer stem guides; C.P.R. standard buffer upper springs; A.A.R. type E, swivel butt, bottom-operating couplers; C.P.R. standard coupler centering device; cast steel, swivel butt coupler yokes; Cardwell PF-6 draft gear; Westinghouse Air Brake Co. schedule K signal equipment; Canadian Car and Foundry Co. steam train line

car length is occupied as follows:—Men's toilet facilities at one side of the aisle, 3 ft. 9¾ in.; men's lounge, with seating capacity of 10 (with aisle at one side), 12 ft.; main room, with seating capacity of 36, and with central aisle, 36 ft. 10 in.; women's lounge, with five seats (with aisle at side of car opposite to that which it occupies at opposite end), 8 ft. 6½ in.; women's toilet facilities, at one side of aisle, 3 ft. 9¾ in. Total seating capacity of car is 51. The layout is shown on the accompanying floor plan.

As concerns underframe, side and end framing, etc., the construction is generally the same as in the mail and express cars and baggage and buffet cars, and the same bowed sides and rounded roof are in evidence. As in the other cars, much welding has been employed. As in the baggage and buffet cars, the heating is by Vapor Car Heating Co. equipment, with fin tube radiation and thermostatic control, and the cars are air-conditioned throughout by the Sturtevant water-sprayed ice system, the conditioning unit being at the end of the car containing the men's lounge. As in the baggage and buffet cars, the baggage racks and lighting fixtures are integral, the fixture over each seat being controlled by individual switch. The seats, particularly comfortable and attractive, are of the individual, self-adjustable, reclining and rotating type, spaced much farther apart than usual and providing maximum of comfort for the passengers. The occupants can arrange the seats at any angle or facing any direction desired. The seat cushions are of Dunlopillo cushioning material, and the seats (excluding those in the men's lounge, which are upholstered in leather) are upholstered in brown friezette. In the men's and women's lounges, sofas are provided.

The car floor is covered with linoleum. The hoppers and basins throughout are of porcelain. The car interior, as in the baggage and buffet cars, is painted, but the color arrangement is a series of browns, with the upper portions of the walls and the ceiling in a lighter shade than that employed below the window

swivel butt, bottom-operated couplers cast steel swivel butt coupler yokes Miner A-5-X B draft gear; Westinghouse schedule K signal equipment and Canadian Car and Foundry Co. steam train line anchors.

The car exteriors are finished in Tuscan red, with black striping and gold lettering, and at each side the Canadian Pacific emblem is prominently displayed.

As stated, the seating capacity in the main room of the baggage and buffet car is 28, while the total seating capacity in the first-class car is 51 (36 in main room plus 10 in men's lounge plus five in women's lounge). As there are two first-class cars in each train, the total passenger seating capacity per train is 28 plus 102, or 130.

Operation—Advice from the Canadian Pacific management near the end of August was that the trains were scheduled for operation as follows:—Between Montreal and Quebec, between Toronto and Windsor and between Calgary and Edmonton. Our advice stated that schedules had not been finally determined upon, pending actual road trials of the trains' capabilities, and that the initial operation would be in local service.

Inspection by public—As stated in our September issue, in connection with the description of the locomotive, the first of the complete trains to be acquired was placed on display at the Windsor Street Station, Montreal, at the beginning of August, and during the few days it remained there it was inspected by some 60,000 people. A train was exhibited at Toronto on Aug. 26 and 27 and was viewed by many thousands of citizens; it was shown in London, Ont., on Aug. 29, and in Windsor, Ont., on Aug. 31, and attracted large crowds of people.

Another train left Montreal on the afternoon of Aug. 21 bound for Western Canada. It was exhibited at North Bay, Ont., on Aug. 24, and at Sudbury, Ont., on the following day. It was then displayed at Port Arthur and Fort William, after which it continued to various western Canadian points, where it attracted as much attention and was the

radiation, employing thermostatic control. The pressure ventilation system of air conditioning ensures maximum comfort in summer travelling. The air supplied the car interior is not only clean and fresh, but in hot weather is cooled to desirable temperature.

The baggage and buffet car trucks, with Comonwealth cast steel frames and bolsters, have A.A.R. 5 x 9 in. axles operating in Sheppard no. 514-A roller bearings. Side bearings are the Stucki A-5010 type. The air brake equipment is the same as that on the mail and express cars; also, as on the mail and express cars, the trucks include Fabreeka friction plate pads, alloy steel elliptical and helical springs, and rolled steel wheels.

The equipment on the baggage and buffet cars, not specifically referred to in the foregoing, includes Peacock no. 320 hand brakes; Miner special spring buffing gear; Fabreeka buffer stem guides; C.P.R. standard buffer upper springs; A.A.R. type E, swivel butt, bottom-operating couplers; C.P.R. standard coupler centering device; cast steel, swivel butt coupler yokes; Cardwell PF-6 draft gear; Westinghouse Air Brake Co. schedule K signal equipment; Canadian Car and Foundry Co. steam train line anchors.

The First-Class Cars

The first-class cars, of which eight were required, and two of which operate as the last two cars in each of the complete semi-streamlined trains, have the same dimensions as the mail and express cars, as concerns length inside couplers knuckles (73 ft. 10¼ in.) and distance between truck centers (46 ft. [illegible] in.), but they are only 68 ft. long over end frames, compared with 70 ft. [illegible] mail and express cars and 67 ft. 9¾ in. for the baggage and buffet cars. These cars, like the other two classes, are of all-steel construction. Light weight is 112,-000 lb., the baggage and buffet car weight being the same; this compares with 109,000 lb. for the mail and express cars. Extreme width of the first-class cars and width over steps is the same as for the mail and express cars.

From one end to the other, the total

ing Co. equipment, with fin tube radiation and thermostatic control, and the cars are air-conditioned throughout by the Sturtevant water-sprayed ice system, the conditioning unit being at the end of the car containing the men's lounge. As in the baggage and buffet cars, the baggage racks and lighting fixtures are integral, the fixture over each seat being controlled by individual switch. The seats, particularly comfortable and attractive, are of the individual, self-adjustable, reclining and rotating type, spaced much farther apart than usual and providing maximum of comfort for the passengers. The occupants can arrange the seats at any angle or facing any direction desired. The seat cushions are of Dunlopillo cushioning material, and the seats (excluding those in the men's lounge, which are upholstered in leather) are upholstered in brown friezette. In the men's and women's lounges, sofas are provided.

The car floor is covered with linoleum. The hoppers and basins throughout are of porcelain. The car interior, as in the baggage and buffet cars, is painted, but the color arrangement is a series of browns, with the upper portions of the walls and the ceiling in a lighter shade than that employed below the window line. The window blinds throughout the car are in silk-faced [illegible].

The bodies of the first-class cars are mounted on Commonwealth cast steel trucks, with 5 x 9 in. axles; they have rolled steel wheels, clasp brakes, and roller bearings for the journals. However, whereas the mail and express cars are fitted with Timken roller bearings, and the baggage and buffet cars with Sheppard no. 514-A roller bearings, the roller bearings for the first-class cars are of Fafnir manufacture. The truck side bearings, as in the other two classes of cars, are the Stucki A-5010 type; the brake shoes are the Dominion Brake Shoe Co.'s G-50-K type, and Fabreeka friction plate pads and alloy steel elliptical and helical springs are employed. The cars are equipped with the Westinghouse schedule UC-4 air brake equipment, with 8 x 8 in. cylinders; Peacock no. 302 hand brakes; Miner special spring buffing gear; A.A.R. type E,

scheduled for operation as follows: Between Montreal and Quebec, betw Toronto and Windsor and between C gary and Edmonton. Our advice sta that schedules had not been finally det mined upon, pending actual road trials the trains' capabilities, and that initial operation would be in local serv

Inspection by public.—As stated in September issue, in connection with description of the locomotive, the fi of the complete trains to be acqui was placed on display at the Windsor Street Station, Montreal, at the ginning of August, and during the f days it remained there it was inspected by some 60,000 people. A train w exhibited at Toronto on Aug. 26 and and was viewed by many thousands citizens; it was shown in London, On on Aug. 29, and in Windsor, Ont., Aug. 31, and attracted large crowds people.

Another train left Montreal on afternoon of Aug. 21, bound for Weste Canada. It was exhibited at North Ba Ont., on Aug. 24, and at Sudbury, On on the following day. It was then di played at Port Arthur and Port William after which it continued to various western Canadian points, where attracted as much attention and was th cause of as much favorable comment in Eastern Canada. This train, the on to operate between Calgary and Edmon ton, has been named "Chinook", accord ing to announcement by W. M. Nea Vice President, Canadian Pacific Line West of Port Arthur, made in Winnipe on Sept. 11. To that date the train ha been exhibited at many Prairie Province points, and was en route to Britis Columbia lines. By actual count mor than 160,000 people passed through th train while it was on exhibit in th various towns and cities on the prairies.

The public acceptance of the trains ha been remarkably favorable. During th last two or three years, the streamline trains operated on U.S.A. railways hav received a great deal of publicity in th daily press, and it was only natural tha Canadian citizens should avail them selves of the opportunity to see the firs light-weight high-speed train built fo service in Canada. The many thousand

schedule K signal equipment; Canadian Car and Foundry Co. steam train line anchors.

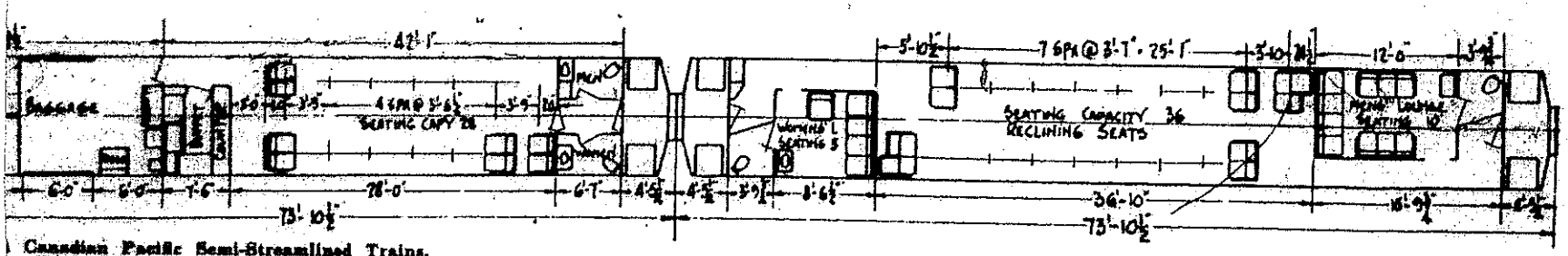
The First-Class Cars

The first-class cars, of which eight were acquired, and two of which operate as the last two cars in each of the complete semi-streamlined trains, have the same dimensions as the mail and express cars as concerns length inside coupler knuckles (78 ft. 10½ in.) and distance between truck centres (49 ft. 8 in.), but they are only 65 ft. long over end frames, compared with 70 ft. 7 in. for the mail and express cars and 67 ft. 9½ in. for the baggage and buffet cars. These cars, like the other two classes, are of all-steel construction. Light weight is 112,000 lb., the baggage and buffet car weight being the same; this compares with 109,000 lb. for the mail and express cars. Extreme width of the first-class cars and width over steps is the same as for the mail and express cars.

From one end to the other, the total [illegible] and bay ceiling in a lighter shade than that employed below the window line. The window blinds throughout the car are in silk-faced Pantasote.

The bodies of the first-class cars are mounted on Commonwealth cast steel trucks, with 5 x 9 in. axles; they have rolled steel wheels, clasp brakes, and roller bearings for the journals. However, whereas the mail and express cars are fitted with Timken roller bearings, and the baggage and buffet cars with Sheppard no. 514-A roller bearings, the roller bearings for the first-class cars are of Fafnir manufacture. The truck side bearings, as in the other two classes of cars, are the Stucki A-5010 type; the brake shoes are the Dominion Brake Shoe Co.'s C-50-X type, and Fabreeka friction plate pads and alloy steel elliptical and helical springs are employed. The cars are equipped with the Westinghouse schedule UC-4 air brake equipment, with 8 x 8 in. cylinders; Peacock no. 302 hand brakes; Miner special spring buffing gear; A.A.R. type E, [illegible] western, Canadian points, where it attracted as much attention and was the cause of as much favorable comment as in Eastern Canada. This train, the one to operate between Calgary and Edmonton, has been named "Chinook", according to announcement by W. M. Neal, Vice President, Canadian Pacific Lines West of Port Arthur, made in Winnipeg on Sept. 11. To that date the train had been exhibited at many Prairie Provinces points, and was en route to British Columbia lines. By actual count more than 160,000 people passed through the train while it was on exhibit in the various towns and cities on the prairies.

The public acceptance of the trains has been remarkably favorable. During the last two or three years, the streamlined trains operated on U.S.A. railways have received a great deal of publicity in the daily press, and it was only natural that Canadian citizens should avail themselves of the opportunity to see the first light-weight high-speed train built for service in Canada. The many thousands



Canadian Pacific Semi-Streamlined Trains.
d buffet car; right, first-class car.

schedule K signal equipment; Canadian Car and Foundry Co. steam train line anchors.

The First-Class Cars

The first-class cars, of which eight were acquired, and two of which operate as the last two cars in each of the complete semi-streamlined trains, have the same dimensions as the mail and express cars as concerns length inside coupler knuckles (73 ft. 10½ in.) and distance between truck centers (49 ft. 8 in.), but they are only 65 ft. long over end frames, compared with 70 ft. 7 in. for the mail and express cars and 67 ft. 9½ in. for the baggage and buffet cars. These cars, like the other two classes, are of all-steel construction. Light weight is 112,000 lb., the baggage and buffet car weight being the same; this compares with 109,000 lb. for the mail and express cars. Extreme width of the first-class cars and width over steps is the same as for the mail and express cars.

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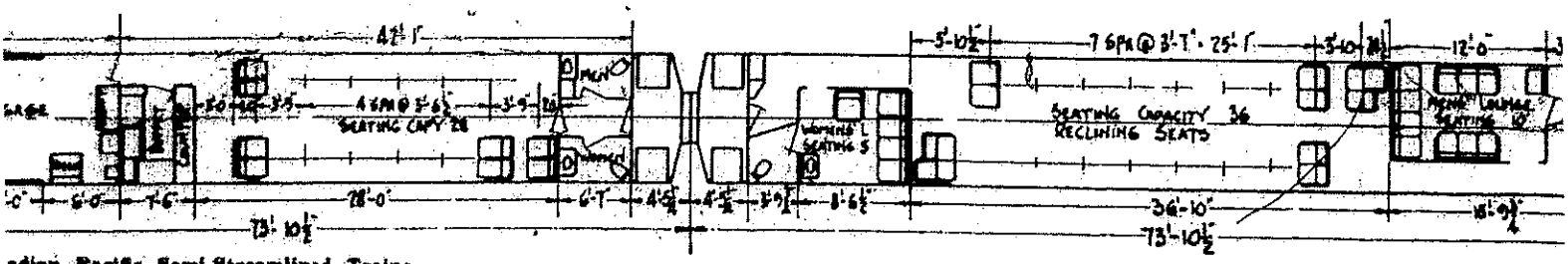
The public acceptance of the tr[illegible] been remarkably favorable. Du[illegible] last two or three years, the stre[illegible] trains operated on U.S.A. railwa[illegible] received a great deal of publicity [illegible] daily press, and it was only natu[illegible] Canadian citizens should avail [illegible] selves of the opportunity to see t[illegible] light-weight high-speed train b[illegible] service in Canada. The many th[illegible]



adian Pacific Semi-Streamlined Trains.
flet car; right, first-class car.

Views of the Interiors of the Baggage and Buffet Car and First-Class Car.

Portion of the baggage and buffet car interior is shown in the view at the left, while the view at the right is of one end of the first-class car.

who inspected the Canadian Pacific's semi-streamlined equipment were impressed equally by the handsome lines of the 3000 class locomotives and by the attractive exterior appearance and the interior refinements of the cars. It is evident that the Canadian Pacific management, in designing and producing these trains, has not only contributed materially to progress in railway transportation in Canada, but has also produced in the public mind a realization of just what the railways have to offer in the way of fast and comfortable passenger transportation.

Board of Railway Commissioners' Western Trip

Dr. S. J. McLean, Assistant Chief Commissioner, F. N. Garceau, K.C., Deputy Chief Commissioner, and J. A. Stoneman, Commissioner, Board of Railway Commissioners for Canada, accompanied by W. E. Campbell, the Board's Chief Traffic Officer, left Ottawa, Sunday, Sept. 6, at 9.50 p.m., for western Canada, to hold hearings at a number of places.

The hearings scheduled were as follows:—At Brandon, Man., Sept. 8, on application by Canadian National Rys., under secs. 181 and 2[illegible] of the Railway Act, for an order authorizing construction of a spur to serve Central Refineries Ltd., at Brandon, and also authorizing the crossing of specified streets; on application by town of Deloraine, Man., for an order to relieve [illegible] the cost of maintaining the [illegible] Street crossing over the Canadian Pacific Ry.

At Saskatoon, Sask., Sept. 10, on application by city of Saskatoon for an order approving the straightening out of the crossing at 33rd Street and 3rd Avenue intersection, and entrance from Memorial Avenue to 33rd Street across Canadian National Rys. tracks.

At Edmonton, Alta., Sept. 11, on application by Alberta Public Works Department for an order covering proposed crossing over C.N.R. at Foothills, Alta., and dealing with apportionment of cost of building and maintaining the crossing; [illegible] consideration of abandonment of Colebrook-Ladner branch of Vancouver, Victoria and Eastern Ry. and Navigation Co., approved by Board's order no. 52,120, July 31, 1936; on application by Canadian Car Demurrage Bureau, Winnipeg, for ruling on interpretation of the car demurrage rules applying on bulk grain consigned to Midland Pacific Terminal, Ltd., Vancouver; on application by C. C. Moore Co., engineers, Vancouver, for ruling on classification ratings applicable under the Canadian Freight Classification on shipments of boiler parts from Galt, Ont., to Picture Butte, Alta.

At Fernie, B.C., Sept. 19, in the matter of the proposed discontinuance of train service on the Crow's Nest Southern Ry. (Great Northern Ry.) between Fernie and Newgate, B.C.

At Calgary, Alta., Sept. 21, on application by Canadian Pacific Ry. for an order directing that cost of maintenance of public crossing over the railway at Bow Valley be paid by the municipal district; on complaint by Central Alberta Dairy Pool, Ltd., and Sunny Alberta Creameries, Ltd., Alix, Alta., [illegible] rates on butter from Alix and [illegible], Alta., to Vancouver.

At Swift Current, Sask., Sept. 23, on application by Canadian Pacific Ry. for an order directing that the cost of maintenance of public highway crossings over Canadian Pacific Ry. in S.W. ¼ sec. 30-1[illegible]8, W. 3 M., Sask., be borne and paid by the City of Swift Current or by the Saskatchewan Government.

At Winnipeg, Man., Sept. 24, on application by Fort William Elevator Co., Ltd., for free switching to and from its elevator at Fort William, Ont.

At the time of writing, Sept. 15, the party is scheduled to return to Ottawa, Sunday, Sept. 25, at 3.40 a.m.