



# crha News Report

P.O. BOX 22,

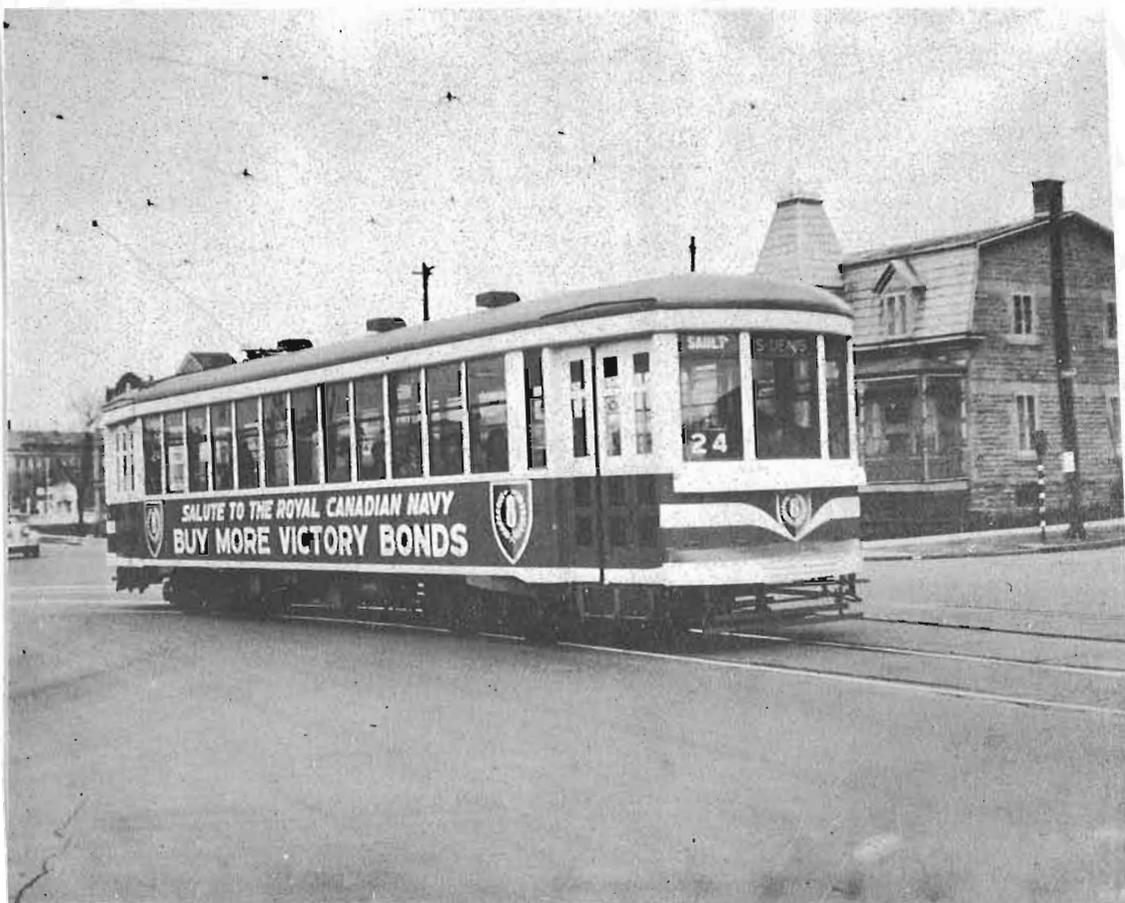
STATION "B"

MONTREAL 2, QUEBEC

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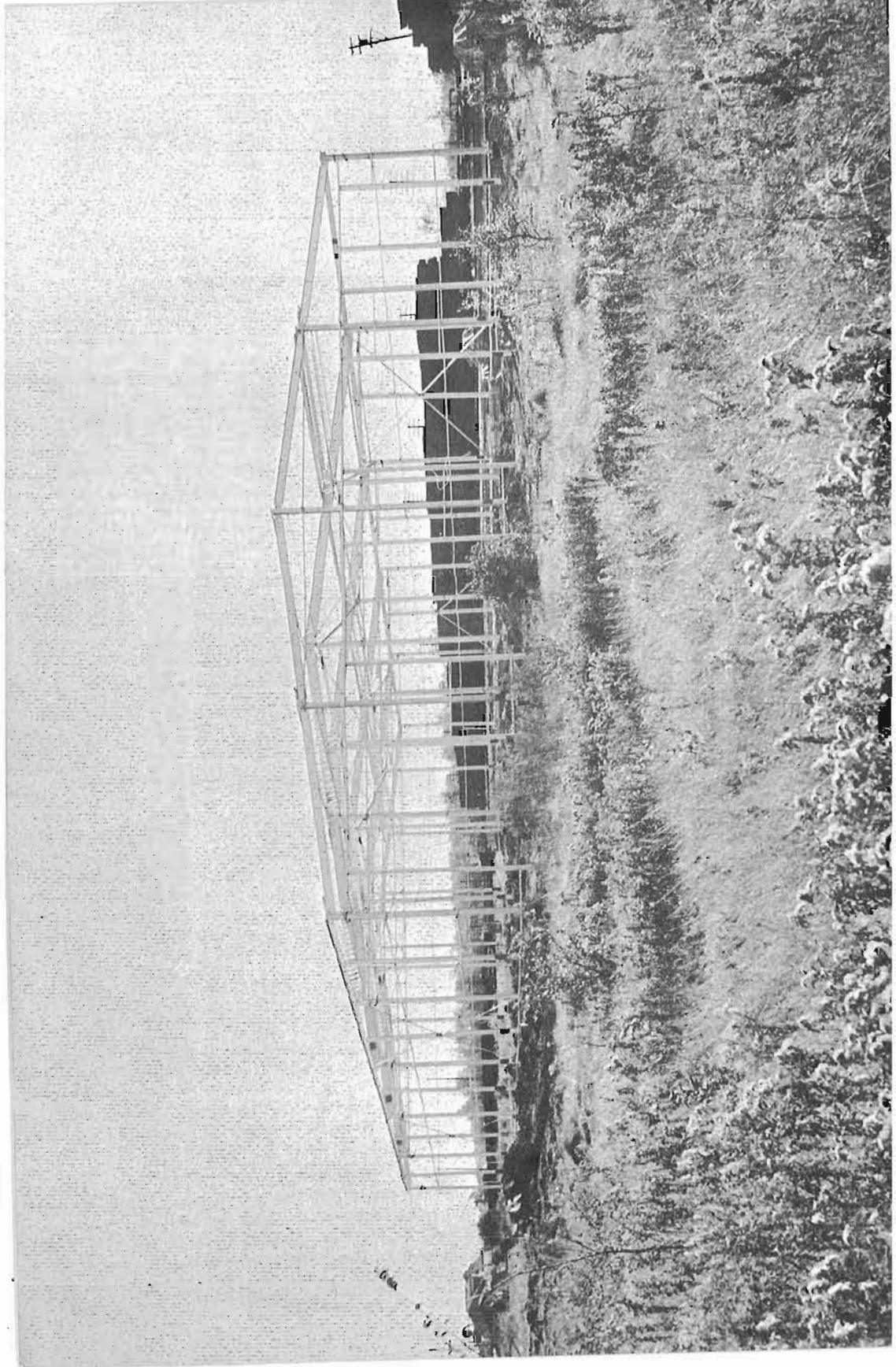
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NOVEMBER 1961



The current annual government Savings Bond campaign brings to mind the wartime Victory Bond campaigns -- in particular that of the spring of 1945 when the Montreal Tramways Company painted four two-man streetcars in the colours of the four services, -- the Merchant Marine, Navy, Air Force and Army. The "Salute to the Royal Canadian Navy" carried by the car pictured above at Cremazie Blvd. and Millen Avenue, was in navy blue and white.

Photograph by A. Clegg.



## Association News

by Stephen Cheasley

At the October 11 meeting, the following person was elected to regular membership in the Ass'n.  
Mr. Peter Cox

At the same meeting the following persons were introduced for the first time for later election to membership in the C.R.H.A.

Mr. Gerald Browne  
Mr. Hubert Leroux  
Mr. Bill Pullen  
Mr. Bryan J. Walker  
Mr. Christopher Kyle  
Mr. John M. Kyle

The Membership and Editorial Committees have asked that all members and subscribers remember that the end of the year is approaching with the corresponding payment of dues. Once again, all members are reminded to send in changes of address at least six weeks in advance of the intended move so that no issues of the News Report will be missed.

### The October Meeting

In spite of an overflow crowd at the McConnell Engineering Bldg., there were, unfortunately, many members who missed one of the most humorous auctions held by the CRHA. The genial auctioneer for this meeting was William Pharoah, Secretary of the Ass'n. Although he didn't get all the money in the room he gave everyone plenty of laughs to go home with. We hope that Mr. P. will come back to clean us out again.

### Museum Fund

Readers are cordially invited to help build our museum project

by making contributions. Receipts will be issued for all contributions, which are deductible from Canadian taxable incomes.

### The Museum Project.

Progress is the word which describes the museum project. The foundations for the shop building have been put in on schedule and the steel framework is being erected.

For those readers who are interested in building construction, the foundations consist of cement footings placed upon pads of crushed stone and cement below the frost line. The steel framework is being erected upon these footings, and the frame will be sheathed with aluminum.

Another important phase of the museum is also coming to rapid completion -- the enclosing of the property with a strong steel fence.

The accompanying photograph shows some of the work which has been accomplished by the energetic Building Committee.

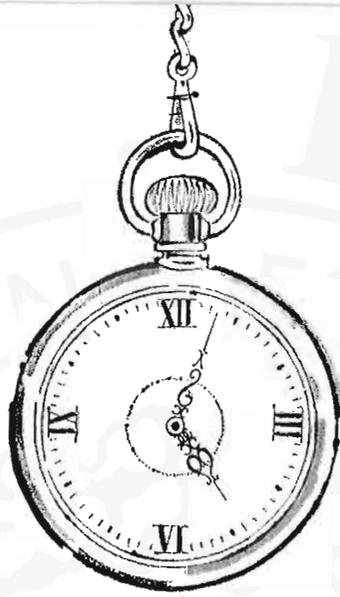
### Special Representative

It is with pleasure that the Membership Committee announces the appointment of Mr. Peter Cox of Vancouver as the CRHA's Pacific Coast Representative. It is hoped that all CRHA members in that area will take advantage of this opportunity to keep up to date with the CRHA's activities and projects across Canada.

### GUEST EDITORS:

In order to give our regular Editor a respite from the News Report, to enable him to devote his time, temporarily, to the museum and other projects, this issue has been prepared under the

direction of a Guest Editor, Mr. Anthony Clegg. Mr. Lavallee will return for the December issue, but the January and February issues will be prepared by Messrs. William Pharoah and Sanborn Worthen, respectively.



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**George Bradshaw**

*Designer of*  
*Railway Timetables*



Dependability of schedules is one of the features that distinguish railway passenger travel from other forms of passenger transportation, and the confidence that the public places in published railway timetables is rarely misplaced. It is, of course, not always possible for trains to be run on time, and many a printed schedule has declared: "Times and other information shown herein are subject to change without notice". But by and large, since the early days of public transportation, a railway timetable has been a publication to be trusted. This characteristic reflects in some way the reliability and integrity of George Bradshaw, the publisher of the world's first railway timetables.

George Bradshaw was an Englishman born at Pendleton, Lancashire, on July 29, 1801. He served an apprenticeship as an engraver, and when twenty years of age founded the Manchester engraving firm of Henry Blacklock & Co. Ltd. Coloured maps of extra fine quality were Bradshaw's specialty and the changing face of Britain, brought about by the introduction of railways, kept his cartographic masterpieces in demand. As an added incentive to buy his maps, Bradshaw brought out a little book in October 1839, listing schedules of certain railways in northern England. Numerous town plans and maps were included in the publication which was entitled "Bradshaw's Railway Time Tables". Subsequent issues, which sold for a shilling, embraced all railways in the country and were known as "Bradshaw's Railway Companion". Because George Bradshaw was a member of the Society of Friends (Quakers) and objected to months bearing names of heathen gods, during his lifetime the numerical designation was always used in place of the month name on his periodicals.

Under the name "Bradshaw's Railway Guide" a publication similar to his "Railway Companion" was issued on a regular monthly basis commencing in the 12th month of 1841 and selling throughout England for sixpence. The original more elaborate "Companion" continued until the end of 1848. In the summer of 1847, Bradshaw expanded his field of operations and brought out a Continental Railway Guide, which was published continuously until the start of the war in 1939. His British guide lasted twenty - two years longer, but this year the famous English periodical issued its final number. The changing transportation pattern and the individual timetables issued by the railways have put an end to what was almost an institution in Britain. At no time, however, was "Bradshaw's" an official publication - in the earlier years, indeed, many railroad officials were vehemently opposed to the publication of arrival times of trains, fearing it would "make punctuality a sort of obligation".

Bradshaw, the man, died September 6, 1853 at Christiania (Oslo), Norway, during a cholera epidemic. His works, however, live on. For although the Bradshaw name has disappeared with the discontinuance of the "Railway Guide", the engraving house that he established under the name of Henry Blacklock & Co. Ltd. still carries on its railway connections by publishing five of the six regional timetables of British Railways.

Around the world a further memorial to the erstwhile engraver continues to exist in the form of railway timetables which are accurate and dependable, based on the system and methods inaugurated by George Bradshaw in the early 1840's.

## THE MAIL-STAR

Telephone calls from two of Japan's express trains have proven so popular - 19,043 calls during the first seven months - that six other trains will be equipped with the same facilities.

Officials of the Japanese Railway Corporation are elated at public response to what they claim is the first telecommunication system of its kind in the world.

The telephones were installed on the Kodama and Tsubame express trains at a cost of \$19,000 per phone, with a total outlay of \$830,000.

A recent survey revealed that when the phones were first installed, the daily average of calls was 118. The number dropped during the succeeding

two months until November -- the traditional honeymoon time in Japan ---- when brides began calling home while they were en route from the wedding. Train telephones have been booming ever since. A number of persons have recovered lost articles, - such as cameras and suitcases, by telephoning back to the railway stations where they did their forgetting. In other cases doctors have been summoned by train telephone to assist seriously ill passengers.

Busiest telephones are on the No. 2 'Tsubame' which leaves Osaka for Tokyo each day at 4:30 p.m. Most of the 3,911 calls from this train are placed by businessmen en route to the city.

CNR Photo





TRAIN  
TELEPHONES by A. CLEGG

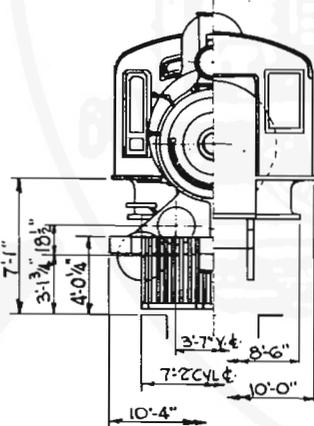
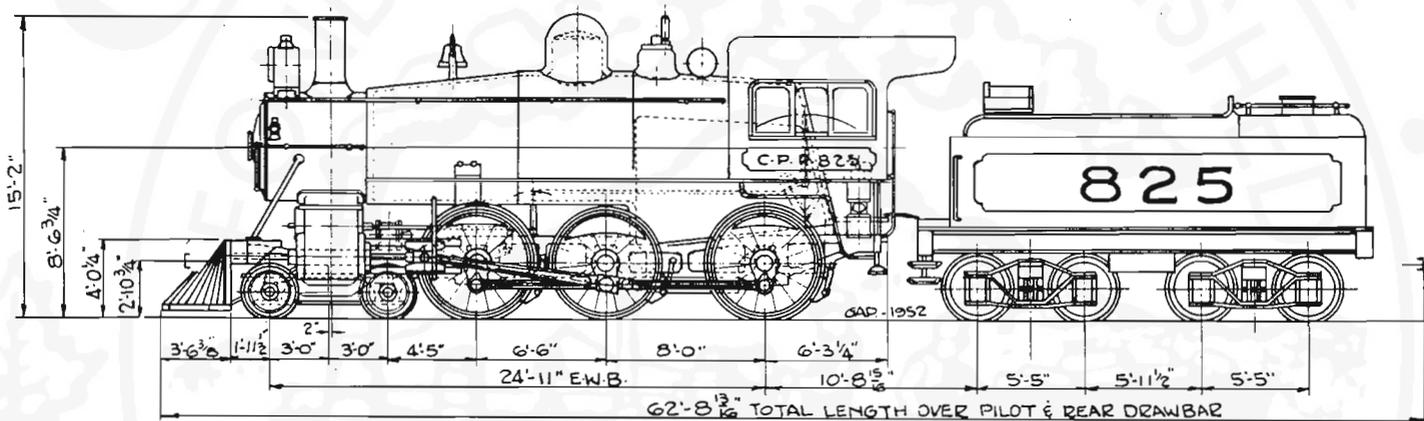
Referring to the above news item, the Halifax Mail-Star recalled that Canada was the first country to offer travellers a service of this kind. Research into files of CNR Magazine and Canadian Railway & Marine World then provided the basis for the following.



On Sunday, April 27th, 1930, the Canadian National Railways inaugurated speedy new schedules for their important Montreal-Chicago trains "The International Limited" and "The Inter-City Limited". Just 360 minutes were allowed for the 334-mile run between Union Station at Toronto and Montreal's Bonaventure Station. At the time, the National System was one of the foremost of railways and these two daily trains were the fastest in the world traversing a like distance.

On the same date, the world's first public two-way telephone service from a moving train was placed in operation. From a telephone booth in the CNR Observation car "Minaki", conversations were held with Ottawa, Washington, North Bay, Fort Worth and even London, England. A total of 73 calls were placed during the first six-hour journey from Toronto to Montreal. Sir Henry Thornton, Chairman and President of the National Railways, made the first calls as locomotive 6121 and its 11 steel cars sped eastward from the Ontario capital as Second #14. The first conversation was to Hon. James Malcolm, the Minister of Trade and Commerce at Ottawa, Ont., the most spectacular being between the President and C.N.'s European Vice-President C.J. Smith in London, England.

A few years earlier, a railway telephone service had been provided by the German State Railways, but it was a one-way service, and regular two-way conversations could not be carried out. Its implications, however, were realized by Sir Henry Thornton and the Vice-President of the C. N.'s Telegraph and Radio Department, Mr. W. D. Robb. They had been on a tour of European railways and had examined the German experiments very closely. Although impressed with the European attainments, they felt a normal two-way telephone



GRAPHIC SCALE

CANADIAN PACIFIC - CLASS E-5e - 4-6-0

CYLINDERS - 20" x 26" BOILER PRESSURE - 210\*

LEADING WHEELS - 30" DIA. DRIVING WHEELS - 70" DIA.

TENDER WHEELS - 40" DIA. ARCH BAR TRUCKS

TOTAL WEIGHT ENGINE - 166,000\*

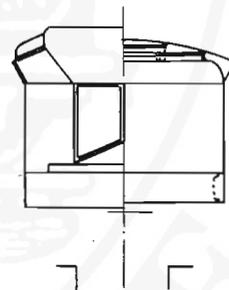
BUILT - NORTH BRITISH LOCO. WKS. MAY-1903 #6339

AS C.P.R. #825

RENUMBERED #874 IN 1905

RENUMBERED #2074 IN 1912

SCRAPPED - 1941.



conversation would be necessary in order to meet Canadian requirements. Upon their return to Canada, the problems inherent in such a scheme were turned over to Mr. W. G. Barber, General Manager, and Mr. J. C. Burkholder, Chief Engineer, both of the Canadian National Telegraphs.

Only 31 years old at the time, Mr. Burkholder had started his career as an electrician's helper, and had had previous experience with the American Telephone and Telegraph Company and with the Bell Telephone Laboratories in New York. He had made original contributions in the fields of multiple sound transmission and the transmission of photographs over land wires. He was also instrumental in the installation of the carrier current system for the C. N. Telegraphs.

The co-operation of the Bell Telephone Company was enlisted and Mr. J. L. Clarke, a Bell Telephone Co. transmission engineer, was delegated to work in conjunction with Mr. Burkholder. Business Car #60 was assigned as a workshop and experimental laboratory on wheels, and early in 1929, after months of effort with little previous experience to go on, a workable transmission system was evolved. On May 5th of that year, the first successful demonstration of the two-way phone system was shown to officers of the Railway and the Bell System as a special train ran north from Davenport Station, Toronto, on the Newmarket Subdivision. A message of greeting from the moving train was later rebroadcast over C.N.R.T., the Canadian National's radio transmitter at Toronto.

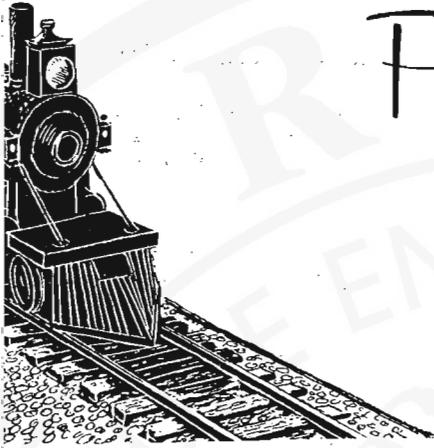
During the following months, additional equipment was acquired, and Chaircar Number 878 "Minaki" was equipped for the inaugural public run. The experiment a success, it remained but to equip passenger-train equipment with the necessary roof antennae, high voltage leads, and other transmission equipment. Certain observation cars were thus equipped, and proudly bore the lettering "Telephone and Radio Equipped" below their centre windows.

Some delay was experienced in equipping sufficient cars for regular commercial service, but by the end of the summer telephone facilities were available to passengers on both the National's "International Limited" between Toronto and Montreal and on the "Maple Leaf" operating westward between the two cities.

Pickup stations were strategically located at Cobourg and Morrisburg and conversations were transferred from the carrier current telegraph wires to the Bell Long-Distance System at Kingston. Charges for the combined service were 50 cents for the railway, plus the Bell Telephone Company's regular long distance charges to or from Kingston.

Unfortunately, the telephone service on the Canadian National did not last long. Even before the service was unveiled for public use, the economic depression of the 1930's was upon the country. Pool service arrangements and the economies carried out during the following year forced curtailment of such luxuries, and on November 5th, 1931, the Railway announced that its pioneer radio and telephone services would be discontinued within the month.

The fact that economic conditions forced abandonment of brave plans, however, should not detract from the achievement of Mr. J. C. Burkholder and his associates who developed the new facility. Sir Henry Thornton, in paying tribute to Burkholder at the time of his triumphant success, said his name would take its place with the names of great scientists of past ages. "A railway can never stand still" he declared. "It must either progress or deteriorate. The establishment of telephone service to moving trains is a mark both of the progress of this age, and of that progressive spirit which is essential to the continued success of the Canadian National Railways." Sad to relate but in this bit of prophesy Sir Henry was mistaken. Burkholder's name is as obscure to the younger generation of today as is the memory of Canadian National's radio and telephone service he was so instrumental in establishing.



# Pool Train

by "Ferro"

I have the unfortunate luck to have a neighbour named Jones. Not that Jones isn't an all 'round good guy but my wife's chosen vocation is to make a reality of the saying, "Keeping up with the Jones".

One day I am returning home and finding that Jones has installed a large, blue, crystal-watered, diving-boarded swimming pool. Immediately the pressure is on. We must have a pool. The house is in imminent danger of becoming the sole property of the Bleedmore Mortgage & Finance Company and the car is a fond memory but we must have a pool. After several days I begin to miss eating supper, so I decide to surprise my wife.

Jones' pool is a run-of-the-mill rectangle. Now, I have heard about people having pools shaped to portray their particular fields or interests; piano players have piano-shaped pools, doctors have kidney - shaped pools, so, it's only logical for us to have a steam locomotive-shaped pool. My thoughts rapidly progress. There's a lot of talk lately of preserving disappearing types of railway rolling stock and motive power for the benefit of future generations. Yeah! I learn that the average back yard swimming pool has about the same water capacity as a locomotive tender and any railroad should be overjoyed to rid itself of an obsolete engine. I can have the most unusual pool on the block and, at the same time, have my own locomotive preservation project at a fraction of the usual cost of the pool alone. An engine in our own back yard! Won't my wife (and Jones) be surprised.

My first reverse occurs when I learn that the railway is overjoyed to donate an obsolete engine to my cause only if I am overjoyed to donate \$8,673.42 to theirs. This price, of course, does not include transportation charges. It seems the only engine considered suitable for my purpose is presently reposing at some unlikely spot 700 miles away. "Probably run you over five thousand bucks for transportation alone", the railway man states hopefully. However, the idea has become fixed in my mind and I am determined to complete the deal.

Several days later I receive a call. "This is the Station Agent. I have locomotive 4202 consigned to you. Can you pick it up tonight?" he asks. "I don't think it'll fit in the freight shed overnight", he adds thoughtfully. Hurriedly I find a house mover who assures me he can handle the job and by six o'clock two trucks loaded with locomotive and tender are heading for my humble abode.

As I observe the locomotive-laden trucks roll to a stop in front of my house, I become convinced that the locomotive has doubled in size since it belonged to the railway. The smoke stack towers majestically above my second storey windows and I realize my yard may be too short to accommodate locomotive and tender by about the length of the tender. I decide to rest the behemoth at both the back and side of the house by having a bend occur at the engine and tender coupling. This renders the driveway unusable for an automobile but I conclude that, by now, this problem is purely academic.

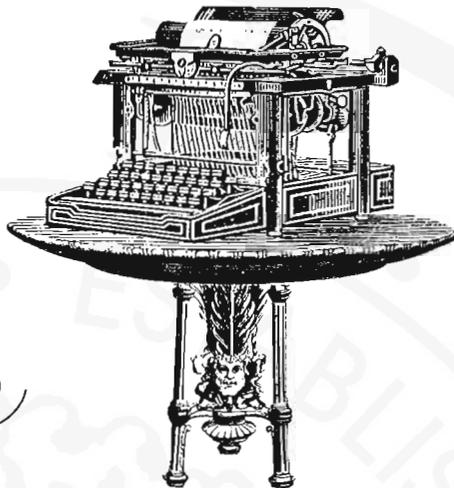
Cautiously, with me in the engineer's seat, the locomotive is lowered from the truck. Then, in a final burst of its former glory, it begins lumbering up the driveway, with gyrating side rods flashing in the setting sun. With increasing speed it slams through the back yard, through the fence and across Jones' yard. With careless abandon it tears Jones' back porch off. Then, apparently satisfied, comes to a halt with its headlight peering in Jones' back door and its drivers buried up to the axles in his back yard real estate. The tender, meanwhile, has taken a plunge into Jones' pool. "Runs pretty smooth", I say from the cab in a friendly manner. But Jones does not answer. I don't like to see a man cry (or bang his head on the ground) so I retire to decide how to get my "swimming pool" back onto my property. Meanwhile, the house movers have dumped the main rods onto my front walk and have driven off. I make a mental note to replace the concrete on the front walk.

I decide that I will have to build a track to hold my swimming pool and this is done during the course of the week. I rent a winch capable of pulling my pool from Jones' property onto the track. The rail immediately turns over on one side and the engine assumes a rather rakish slant which it still has. Now I spend several days painting and polishing the pool. It doesn't look half bad. I can almost visualize it canting around a high speed curve (banked the wrong way, unfortunately) with the Seaside Limited.

I can go on to tell how I become involved in an absorbing discussion with the town council on whether or not I am violating the town zoning laws by having heavy industrial machinery on my property. Suffice to say that the mayor magnanimously agrees that the pool is an asset to the town provided the firebox can be used as the town incinerator. "The steam produced can provide the town's electricity", proclaims the mayor and I find myself allowing electric generators to be installed in my house. This arrangement is somewhat advantageous. The swimming pool always has a good head of steam, the kids (seemingly from miles around) have a thoroughly enjoyable time blowing the whistle and ringing the bell (continually), the air pumps function perfectly and, with a little imagination, one can transform the smell of garbage smoke which emits continually from the stack into the nostalgic odour of coal smoke during the glory days of steam locomotion.

I am telling my story in the hope that others of you will be inspired to solve your property improvement problems in a like manner and thus contribute to the preservation of vanishing railroad lore. Incidentally, the tender turned out to be impractical as a swimming pool. The water port is too small for a diving board and when the engine is producing steam, the bather tends to be drawn into the injector. Who needs a swimming pool though? My wife doesn't need to keep up with Jones any more. Jones moved. Now that I think of it, I haven't noticed my wife around here for a long time either.

# Notes and News



Canadian National Railways, faced with a million dollar expenditure to rebuild and raise the railway bridge between Grenville, Que., and Hawkesbury, Ont., has applied for permission to abandon the 1.3 mile section of line. The Carillon power development will flood approaches to the present structure, used by only one passenger train in each direction daily. Freight service to the town of Hawkesbury would be maintained via Glen Robertson.

Reconstruction of the Wellington Street Subway in Montreal (Point St. Charles) under the C.N.R. tracks will most likely spell the end of the C.N.R.'s electrification to Turcot East. The overhead was installed at the time Central Station was opened in 1943, but in recent years has seen less and less use, as diesel locomotives have gradually replaced the electrics. Now wires have been cut and poles removed in the vicinity of the subway reconstruction.

In other parts of the world, railway electrification is a goal being attained by an ever-increasing number of major systems. The Soviet news agency Tass announced recently that the 3,420 mile rail link between Moscow and Baikal, western Siberia, has been completely electrified. It is claimed that this is the longest stretch of electrification in the world.

Canadian National Railways have begun the installation of two types of concrete crossties on a one mile section of mainline track near Drummondville, Que. Existing rail will be replaced with continuous welded rail, and new wooden ties will be placed in the middle of the test section for comparison purposes. A total of 1,800 concrete ties will be tested - 800 of American design and manufacture, 1000 made in Canada from French design. Hardwood treated ties have a normal life of 30 years, while concrete ones are claimed to have a longer life. Cost of the concrete ties is greater, but fewer of them are needed on a given length of track.

Two hundred CNR end-bunker refrigerator cars will be converted at the Railways' Moncton Shops during the coming winter. The cars will be modified to provide heater service only, and will be used chiefly for shipments of P.E.I. potatoes. End bunkers and meat racks will be removed, overhead icing hatches will be sealed and heating coils will be extended. It is expected that the project will provide some 20,000 to 30,000 manhours of work at the Shops and improve the CN's fleet of heated cars.

Donald MacDonald, Superintendent of the Edmonton Transit System, has unveiled a combined railway and subway plan which is described as an answer to the City's transit problems. The scheme, which he said is ready for detailed study, would utilize the existing CN and CP trackage, and includes a subway running under 102 Avenue connecting the two railways' stations.

The recent session of the Canadian **Parliament** ended late in September with the re-appointment of Donald Gordon as Chairman of the C.N.R. His new term of office will be of three years duration at a salary of \$75,000 per year. As one year of the term has already been served, Mr. Gordon will remain as Chairman of the National Railways until 1963. It is believed that the public testimonies given by leading Brotherhood officers had much to do with the Government's decision.

In making the announcement, Transport Minister Leon Balcer also named the other members of the new Board of Directors. These are to be J.R.Griffith, Saskatoon; W.Gerald Stewart, Moncton; Walter Colquhoun, Sydney; J.L.Levesque, Montreal; Guy Charbonneau, Montreal; Gilbert E.Ayers, Lachute Mills, Que.; Alex McDougall McBain, Toronto; Harry Isaac Price, Toronto; John B.Sangster, Regina; Robert A.Brown, Calgary; Walter Koerner, Vancouver. Mr. Griffith and Mr. Stewart were members of the former Board and were reappointed for a further three-year term.

The C.N.'s new Board of Directors at their first meeting in October, extended Donald Gordon's term as President of the publicly-owned railway system.

Canadian Locomotive Co. Ltd., after 110 years as a producer of railway locomotives and marine engines, is making a shift into other product fields. It was announced, however, that the Kingston Company will continue to make locomotives whenever orders are available -- even steam locomotives. C.L.C. is believed to be the only North American firm that has retained its facilities for making steam engines.

It is reported that the Pacific Great Eastern Railway is making plans to restore meal service on its Central B.C. runs. Whether this will mean resumption of dining facilities on the railway's Budd RDC's or the provision of meal stops at certain stations has not yet been ascertained.

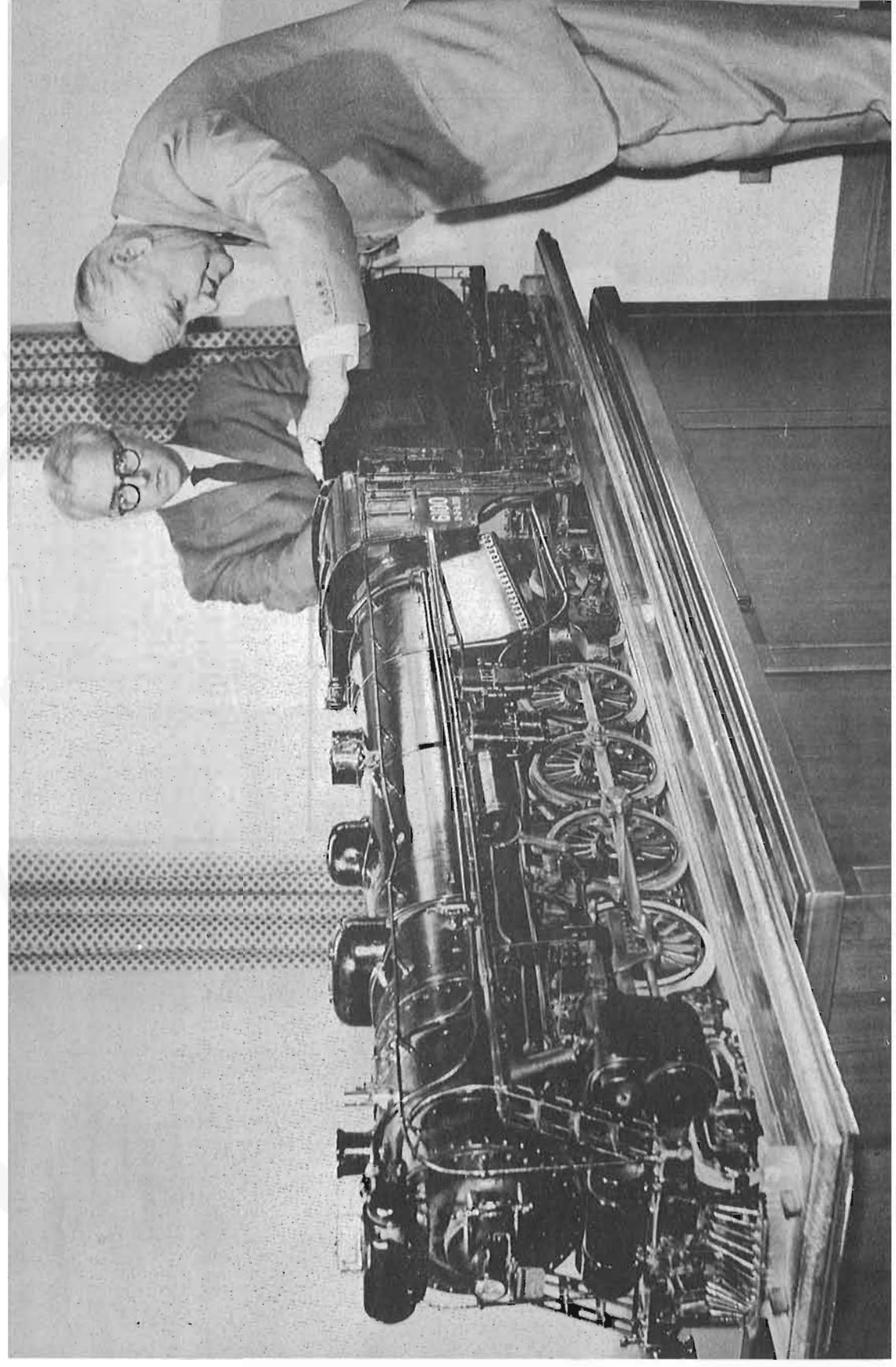
The Board of Control of London, Ont. has recommended that the London and Port Stanley Railway be offered for sale at \$1,250,000. The Board met with the London Railway Commissioners to set a price, after Andrew Merrillees Ltd. said it had business associates interested in the L.&P.S.Ry. The price, which has yet to be approved by the Council is \$250,000 more than offered by the CNR a few years ago.

The Council of the City of Outremont has recently increased its assessment on that part of the CNR's Mount Royal Tunnel within the municipal limits of Outremont. For the past 10 years, assessment has been \$375,000, but the suburban council now is valuing the tunnel section at \$714,000. The CNR, in protesting the increase, states that the City of Montreal no longer levies a tax on the facility, both portals of which are within the limits of the Metropolis.

Transport Minister Balcer has recently announced that free railway transportation is to be restored to wives and dependents of Members of Parliament.

C.P.R. Dayliner service between Ottawa and Chalk River will be discontinued October 29. Withdrawal of the daily return trip will leave the only passenger service on the line to the CPR's transcontinental trains which do not serve the smaller points. A Board of Transport Commission official said, however, that this is a reduction in passenger service - not discontinuance - and does not need Board approval.

Another CPR service slated for abandonment is between Windygates-Wood Bay, and Fallison-Snowflake in southern Manitoba. The railway's request for the abandonment was heard by the Board of Transport Commissioners early in October.



## Large-Scale C N R Locomotive Model Acquired

by O.S.A. Lavallee.

The photograph on the opposite page was taken recently, and shows Mr. Peter Allen, on the right, and our President, Dr. R.V.V. Nicholls, examining a one inch scale model of Canadian National Railways U-2-a 4-8-4 No. 6100, which Mr. Allen has turned over to the Association on permanent loan.

The model has an interesting history. It was built about thirty years ago, and was later sent to England, where it was on display for many years in the window of the Canadian National Railways' London office at No. 17-19 Cockspur Street. It became a familiar sight, there, to many Londoners, including Mr. Allen, who acquired it from C.N.R., after it was withdrawn, as an exhibit, several years ago.

Now that Mr. Allen has moved to Montreal, the locomotive returned to Canada with him, and he has graciously decided to give it a permanent home at the Canadian Rail Transportation Museum, where it will be one of the "showpiece" exhibits.

The locomotive was built as an operating steam model, but has not been used in this way since it was new. It is no longer operable as such, and in any event, its bulk weight of more than 400 pounds inhibits casual movement. An indication of the age of the locomotive, which is not known precisely, is given by the fact that it is equipped with a swinging bell. It is in the custody of Mr. Jack Hewitson for the time being, while minor repairs are effected.

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### NOTES AND NEWS, continued.

Canadian Pacific and Canadian National have announced that they are again offering group discount and all-inclusive reduced fares. The group discount fares, available when two or more persons travel together, provide reductions up to 40 per cent. They apply to all classes of travel throughout Canada, on all days of the week, where the return fare is \$7.50 or more.

Wearing a full dress of signal flags, the CNR's new coastal passenger ship, M.V. Petit Forte, arrived in St. John's, Newfoundland late in September from the builder's yards at Saint John, N.B. The Petit Forte will sail on the Placentia Bay run, relieving M.V. Hopedale for the Labrador service.

"Just another step toward making things more inconvenient for patrons of the trains" is how the Windsor Star describes Ottawa plans for the removal of Union Station from the heart of the Capital. Now within a few minutes walk of the Parliament Buildings, the main hotels and the business centre of Ottawa, the depot by 1965 is to be "out in the rhubarbs". "It will be toward Vankleek Hill and a long, long way from the heart of Ottawa".

The National System's new freight classification yard near Montreal - described in the July issue of the News Report (Page 80) - was officially opened by Transport Minister Balcer on September 13th last. CNR President Donald Gordon and Vice President of the St Lawrence Region, J.A. McDonald were also present at the inaugural ceremonies.

Maintenance crews for the CNR in five Ontario communities will soon be living in style, thanks to the factory-engineered home-building techniques developed by the Halliday Co. of Burlington, Ont. Halliday recently built five modern, fully-finished homes for the CNR in northern Ontario communities: Calong, Kowkash, Burwash, Cranberry Lake and Armstrong.

The Central Vermont Railway in a petition to the I.C.C. has asked permission to abandon its trackage from East Alburg to Rouses Point, including its obligation to the Rutland for the Lake Champlain crossing. At the same time, the C.V. applied for authority to negotiate with the parent Canadian National for use of the latter's line from Alburg to Rouses Point via Cantic, Que. If the requests are approved, the C.V. claims it will save \$22,000 a year. Moreover, within five years, the swing bridge across the Lake will require repairs totalling more than a million dollars.

Incentive freight rates, introduced experimentally in Central Canada a few months ago, will be extended to twelve additional points of origin in Ontario and Quebec.

Railway revenue from passenger traffic in 1960 was six percent lower than in the previous year. On the other hand, intercity and rural passenger bus revenues were higher than in 1959.

Charges of discrimination against Negro employees by the CNR were vigorously denied by the Railways' V.P. of Personnel, W.T. Wilson. He pointed out that restrictions on promotion opportunities from sleeping car porter to sleeping car conductor were the result of the Union agreement. This agreement divides the employees into two groups - one including sleeping car and parlour car porters, both white and Negro; the other dining car employees and sleeping car conductors. Under its terms, porters are not eligible to be promoted to sleeping car conductors.

CNR has started a new thrice-weekly passenger train service between Senneterre and Chibougamau. The trains make connections at Senneterre with those to and from Montreal and Quebec City.

Donald Gordon, CNR President, formally opened the employees' lounge and memorial library in the new CN Headquarters Building at Montreal during the latter part of September. Handing over the keys of the lounge, library, and terrace to the Canadian National Recreation Ass'n, Mr. Gordon said that there was an aura of luxury about the new quarters and he felt it was money well spent.

## CANADIAN RAILROAD HISTORICAL ASSOCIATION

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