

### Keeping Tracks

(Reprint from Canadian National Magazine.)

Every railroad maintains its own highway—a double strip of steel which, on the Canadian National System, totals more than 24,000 miles of main track and more than 9,000 miles of secondary track in yards, sidings, etc.

A track, once laid, may appear to be a permanent installation, but it isn't. Like coaches, sleeping cars, locomotives and freight cars, it requires maintenance. Between 1949 and 1954, an average of 689 miles of new rail was laid each year.

Rail is made of high grade steel and manufactured in 39-foot lengths to numerous weight standards. The heaviest now used in Canada is 132 pounds per yard.

In 1954 the Canadian National made a test installation of "ribbon rail" on ten miles of track near Belleville, Ontario.

This new departure in railway practice consists of buttwelding together standard rail lengths into continuous strips 1170 feet long, eliminating all joints with obvious savings in maintenance and materials costs.

Two factors enter into the choice of weight of rail: the volume of traffic and the speed of trains. Light trains travelling at fast speeds will wear out rail as quickly as heavier trains moving more slowly. We have



RARE PUBLIC APPEARANCE

One of the continent's great symphony orchestras, and certainly Canada's finest, is making one of its few public appearances at the Stratford Music Festival this summer. The CBC Symphony is rather unique, for it performs each week for the benefit of music enthusiasts via CBC radio, but since studio facilities do not permit live audiences, their five performances at Stratford will be the first chance many will have to actually see the group. The Symphony has no permanent conductor; its concert master Albert Pratz is shown (centre) above.

both kinds.

Rail remains serviceable for about 20 years, although various factors effect this general rule. For instance, some rail laid in 1876 is still in use. Rail life is calculated mathematically on the basis of gross tonnage hauled over the track. Other factors such as curvature, salt sea air, heat and cold also have a bearing on rail life.

Rail is under constant surveillance by section men and road masters. Some defects can be spotted with the naked eye; others are traced by using a Sperry Car. This electronic detective runs over the track and, by passing an electric current through the rail, locates the weak spots. Defective spots are indicated automatically with a dab of paint, and sectionmen, following behind, replace the marked rail immediately.

Not all types of rail irregularities call for replacements. At the ends of each length for instance, a space is allowed for the expansion and contraction of steel. Heavy trains tend to hammer these ends down. Once main line rails have been worn down 35 thousandths of an inch, they are built up again by welding.

In 1954 the CNR adopted a new method of handling rail ends: After new rail has been laid about two weeks, an acetylene flame is played over the ends until the melting point is almost reached. This hardens the ends of the rail and gives them much longer life with fewer rebuilt jobs.

When a rail is damaged during its normal life, it is sent to one of the CNR's reclamation plants at Belleville, Winnipeg or Moncton. If it is bent, it is straightened; if an end is damaged beyond repair, the rail is cropped. This, of course, reduces the rail length below the 39 foot standard, but it is still serviceable on curves of branch lines where shorter rail sections are permitted.

Once rails are classified as scrap, they are returned to the Stores Department and sold to the highest bidder. The value is high because they are made of high grade steel. Steel mills are the largest purchasers. Scrap rail often emerges as new rail after melting down.

Railway tracks, like the equipment that rolls over them, have greatly improved in recent years. Today's heavy standards are a far cry from the wooden rails used on Canada's first line, or the U-rail of wrought iron that followed it.

In maintaining our exclusive steel highways Canadian National engineers are constantly taking advantage of scientific advances and new methods to improve the safety, comfort and efficiency of rail transportation.

### 2,000,000 CANADIAN SCRAP COLLECTORS PAY WELL FOR ATTIC'S 'JUNK'

Got an attic-ful of junk you're planning to get rid of? Check that rubbish! warns Editor Frank Rasky in the August issue of Liberty magazine. Over 2,000,000 amateur collectors throughout Canada—quite apart from the professional dealers who issue monthly catalogues—are ready to pay you cash for your old odd and ends or apparent scrap.

About 90% of these purchases made by professional dealers in Canada are in the lower price bracket, from \$1 to \$50. But you never know when you'll hit the jackpot. A TTC conductor in Toronto happened to get in change a 1921 Canadian 50c-piece portraying King George V. It was spotted by Neil Carmichael, who runs a coin collector's shop in Toronto—and that 50c brought \$505 at the annual auction sale in Ottawa of the Canadian Numismatic (coin collectors) Association.

Or take the case of the Ontario farmer, stopped short in the middle of butchering a hog, to receive \$100 for an early Ontario curly maple-wood table on which he'd been slaughtering his pigs.

It's often American zealots who pay highest for Canadian rarities, reports Rasky. Left-handed Canadian moustach cups are worth \$100 to one

American collector. Canadian circumsiana—circus route books, circus newspaper reviews, photos of Barnum and Tom Thumb, draw fancy prices from one Kansas collector. Letters tucked away in your attic written and signed by famous Canadians of olden days bring in far more than Elvis' autograph with one New York autograph dealer. A typewritten letter signed by the late P.M. MacKenzie King is worth more than a dollar. But a letter of Count de Frontenac, signed back in 1664, recently brought \$180 at an auction. And signed war letters of Sir Guy Carleton sell for \$250 to \$275.

Editor Rasky drops a hint to would-be collectors—almost anything that touches on modern life will fill a valuable niche in the literature of tomorrow, he says "Start your

collection this very minute," he advises, "with the copy of Liberty you're now reading".

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### "Sure, I Can"

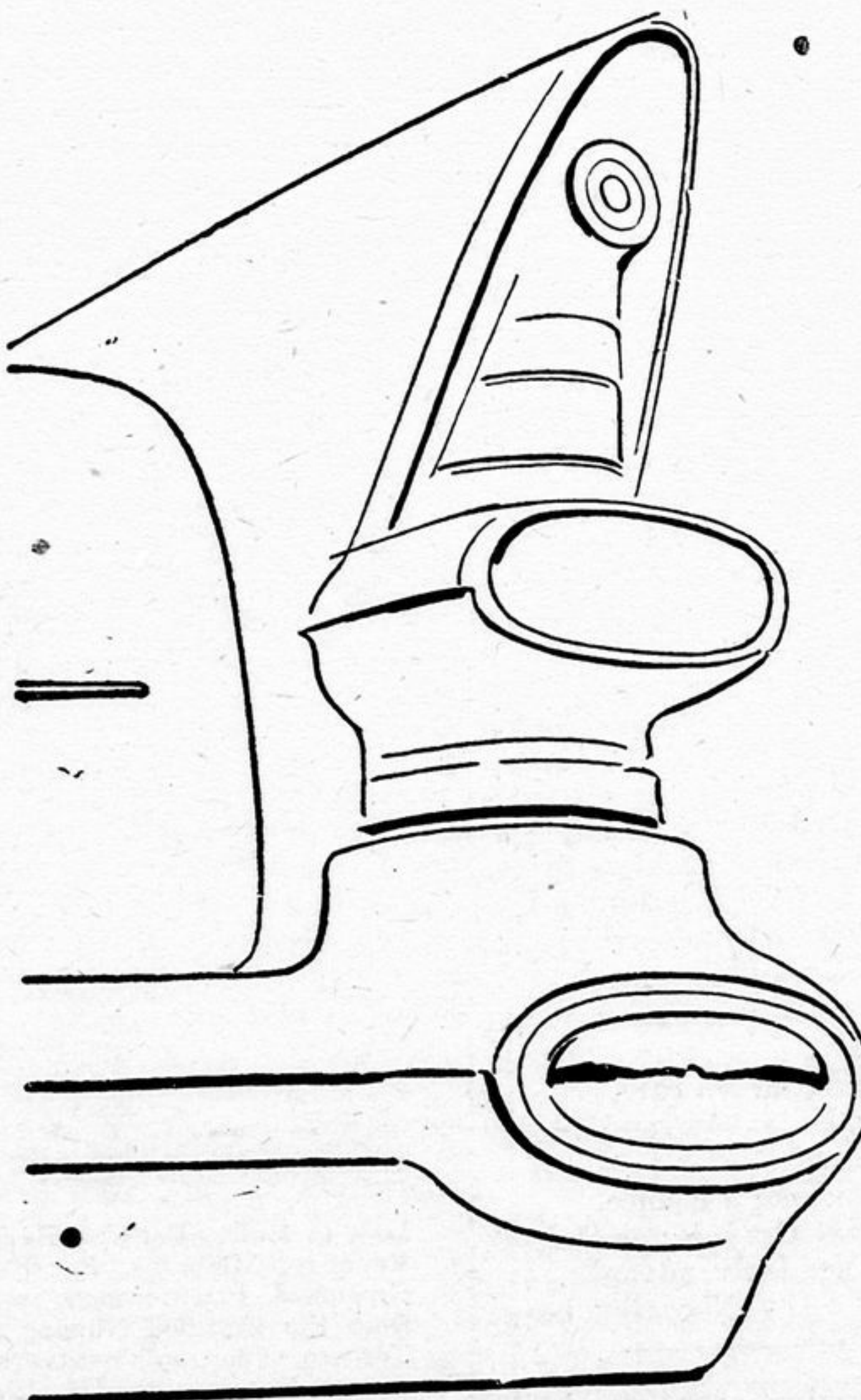
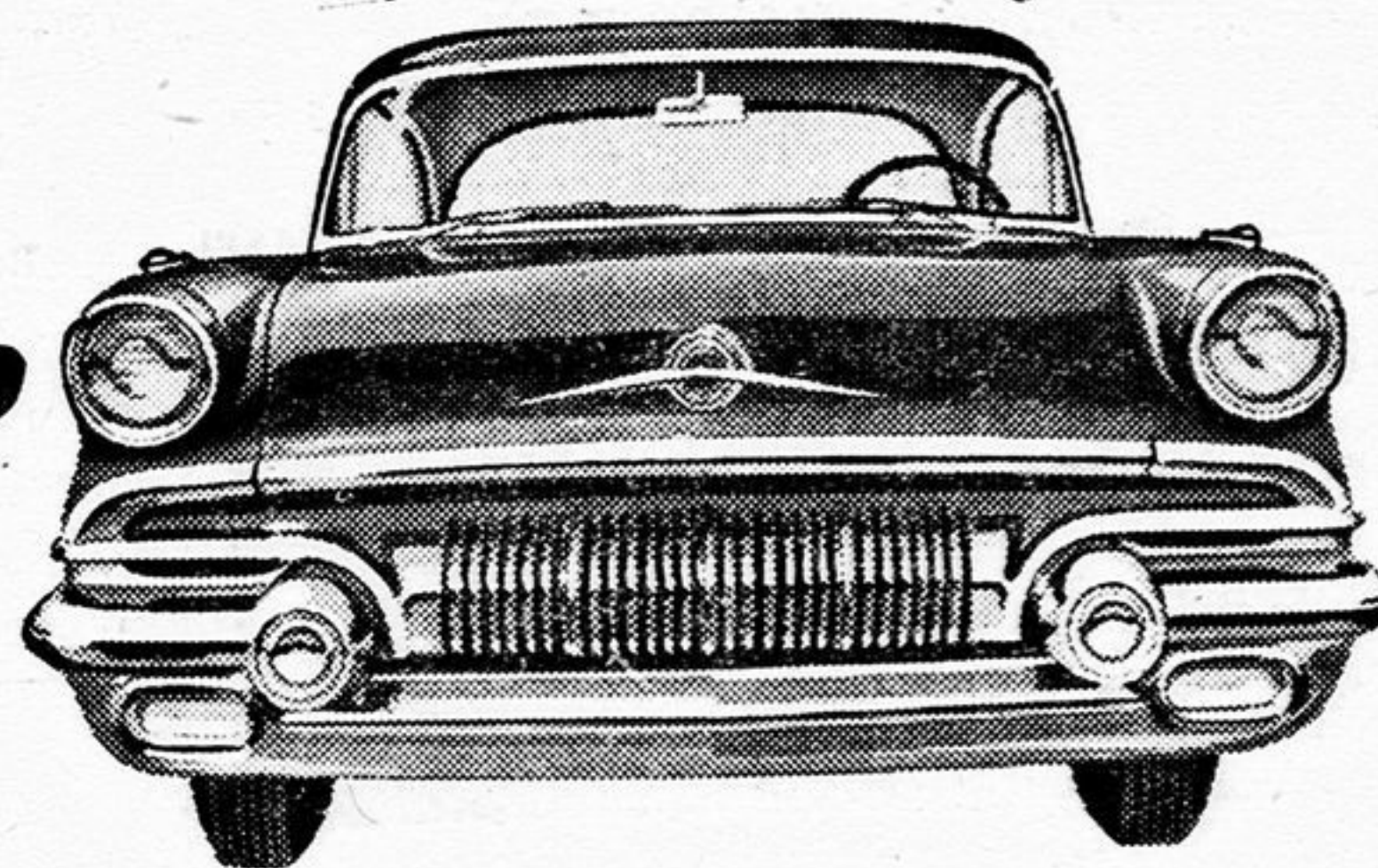
A taxicab was driving slowly through the rush hour traffic and the passenger was in a hurry.

"Please," he said to the driver, "can't you go any faster?"

"Sure I can," the driver replied. "But I ain't allowed to leave the cab."—Ohio Motorist.

We knew  
we had a "honey" of a car

**BUT...**



... this year's Pontiac has even us running out of praise for the good looks that have put it at the top as Canada's most wanted car. Could be good styling always comes out on top.

Remember when all the male fashion magazines were full of pink shirts? Store windows blushed pink on every side and, for a little while at least, shirt dealers were very happy. Then the clearance sales began and dealers tried everything they could to dispose of the pink shirts that people weren't buying any more. One more fancy fad had come and gone.

We think there's a moral in this that applies to the car business, too. And when we take a look at Pontiac's sales record this year, we're sure of it. Canadians everywhere appreciate Pontiac's quiet, graceful beauty... the absence of flash and gaudiness. They recognize and appreciate the sort of workmanship in every detail that only General Motors can put into a car. They like the friendly treatment and the efficient service they find whenever they deal with a Pontiac dealer.

But see for yourself as you drive. Just count the Pontiacs... and you'll agree the rising tide of Pontiac popularity is turning into a veritable torrent.

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