

Canadian Rail



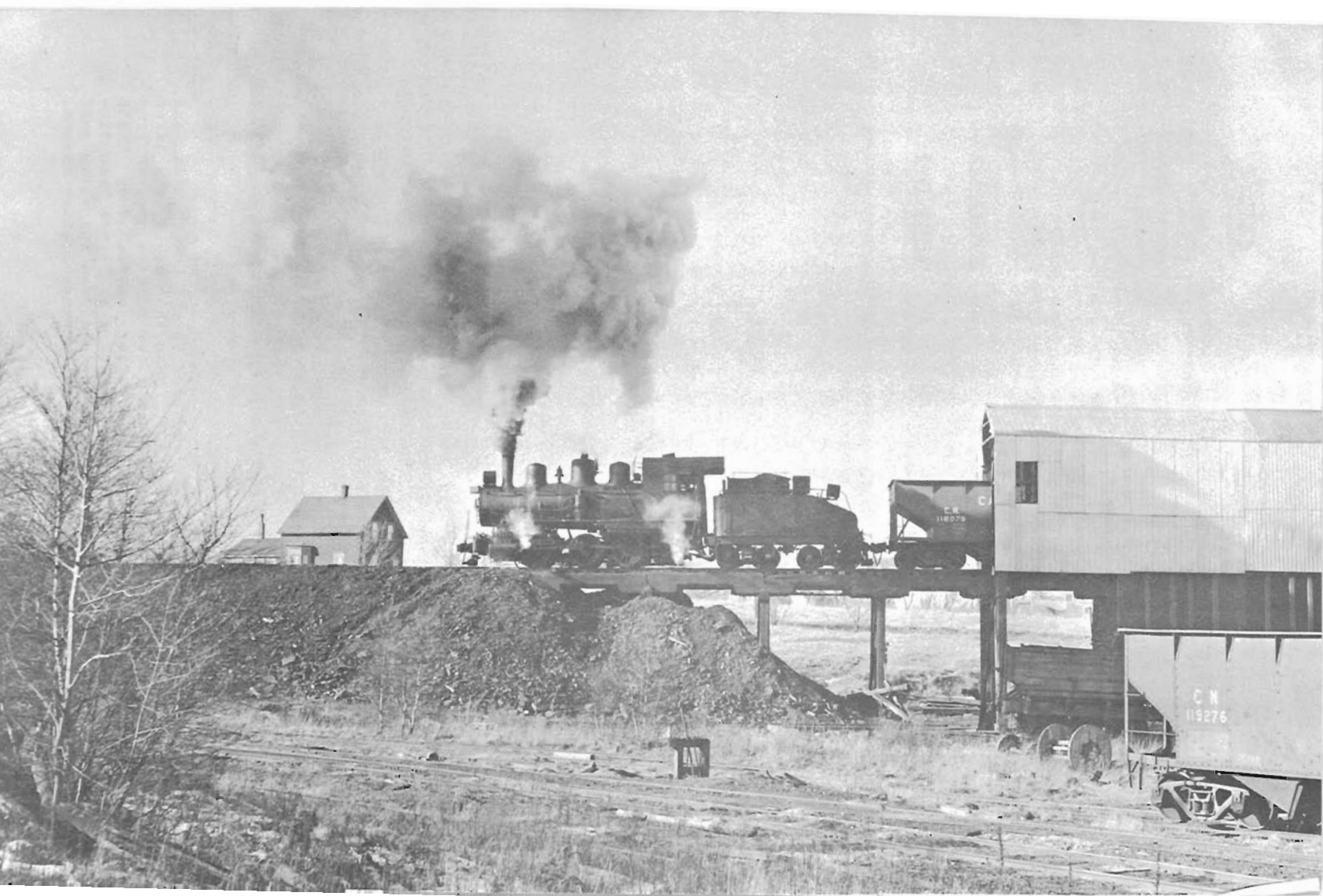
Issued 11 times yearly by
Canadian Railroad Historical Association.

NUMBER 143

APRIL 1963



London and Port Stanley Railway cars 10 and 6 were switching boxcars at St. Thomas, Ontario, when this photo was taken April 8th, 1955. They had arrived a few minutes earlier from London, and a short while thereafter continued on their passenger run to Port Stanley. Number 6 has since been dismantled, but Number 10 has found refuge from the scrap yard by joining the exhibits at CRHA's Rail Transportation Museum.



Drummond Colliery Dieselized.

A report has been received that on Wednesday, February 20th. the Drummond Colliery at Westville, Nova Scotia (near Stellarton) received a diesel-electric locomotive to replace its steam power. Until last November, the line operated two steam locomotives - one No. 7260, purchased by the Intercolonial Coal Co. from the C.N.R. in 1953 - the other, a 2-6-2 from a line in Georgia, U.S.A. The number and exact origin of the latter engine is not known, but it is called the "Georgia Peach" by the boys at the colliery. 7260, which still bears its CNR number, is to be held for parts to keep the 2-6-2 in operation, which in turn will remain on standby for the diesel.

The diesel is a 44 ton unit with a Cummins Diesel engine and was built by General Electric and sold to the Drummond Colliery by Dosco. It was reportedly too light for Dosco's requirements.

(Information from Mr.H.R.Thompson
R. Tivy and Jack Easton.)

← Drummond Colliery No. 7260 at Westville, N.S. The 0-6-0 was formerly C.N.R. No.7260 - class O-14-c, built by the Canadian Locomotive Co. in 1906. Its original Canadian National Rys. number was 7075 , formerly Canadian Government Rys. 809.

Association News

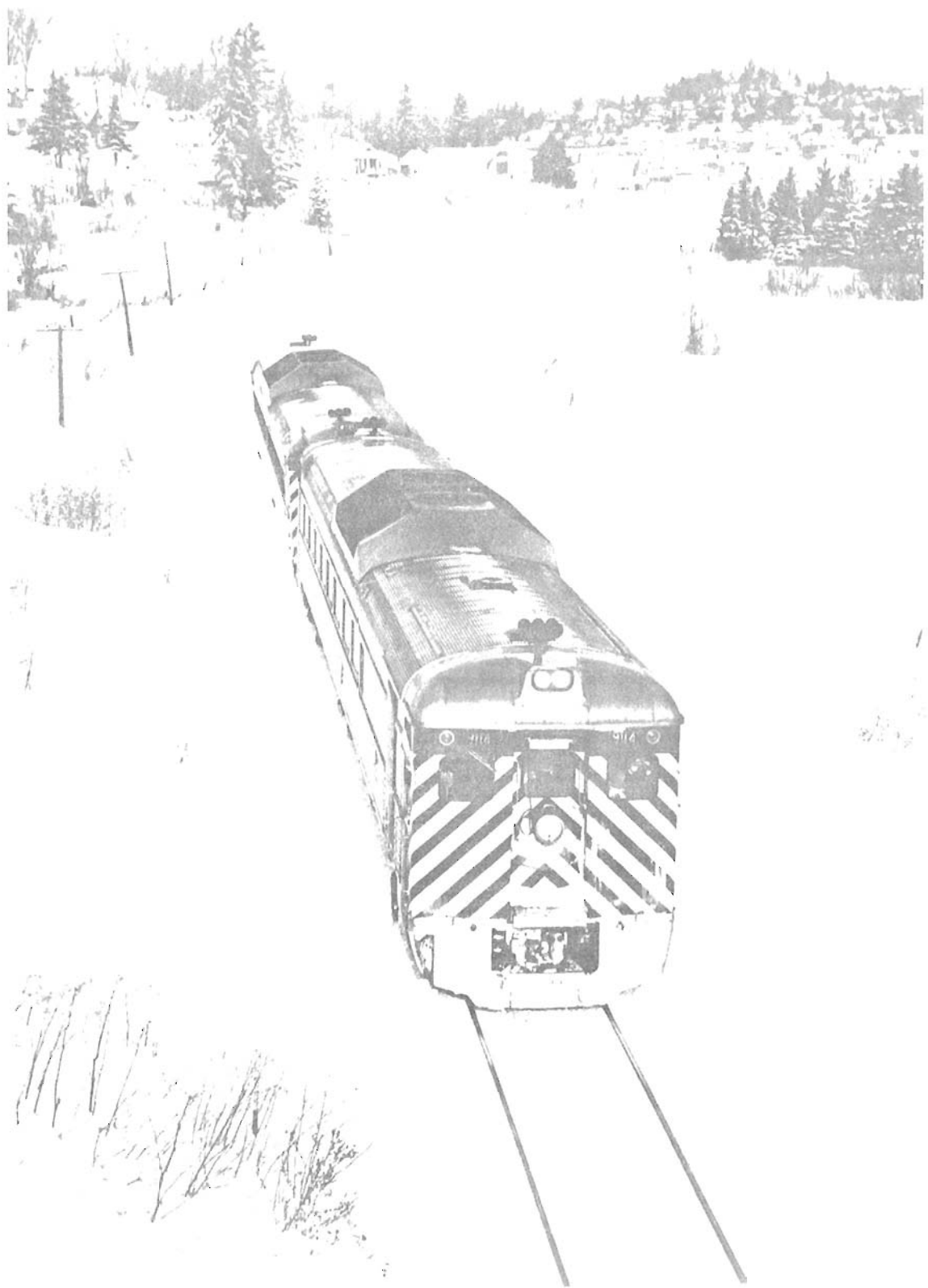
At a recent meeting of the Executive of the CRHA, the following persons were accepted as associate members of the Association:

George E. Else	Harold McMann
Anthony Leopard	Philip Hastings
James Badgley	William Richardson
Richard Stewart	Leonard Butler
Marcel Deschambault	Joseph Pollard
Richard Davies	John Davis
Robert Bales	Wendell Nygren
Robert Hollins	Bruce McCarvell
Leonard Bachelder	Thomas Bonnell
John Borbridge	Cecil Barrett

It is with pleasure that we announce the affiliation of the Asociacion Uruguaya Amigos del Riel with the CRHA. It is hoped that other associations of railway enthusiasts in foreign countries will also affiliate with the CRHA.

Every member is reminded to do his part to increase membership in the Association by sending names of interested prospects to Mr. Lindsay Terreau. A membership "kit" will then be sent to each name submitted. It is by the help of members that the CRHA has been able to grow as well as it has. We hope that you will do your part to assist.

The Museum Committee thanks all those who have sent in donations to the Museum Fund. By your continued support and further donations, the museum committee will be able to match the successes of 1962 during the current year.



Passenger Trains Bid Farewell to Maniwaki.

by Fred Angus

Following an afternoon and night of snowstorm and wind, Sunday, February 3, 1963, dawned cold and sunny in Canada's capital. One hundred and forty enthusiasts gathered in Ottawa's Union Station for an excursion, organized by Bill Williams of Ottawa's Hobbyland, marking the cessation of passenger service effective January 27, on the C.P.R.'s 82.3-mile line from Ottawa to Maniwaki, Que. R.D.C. cars 9114 and 9057 were ready and, after everyone had boarded, extra 9114 North left Ottawa at 9:30 am EST, exactly on time.

After crossing the Interprovincial Bridge and passing Hull, the train entered the Maniwaki Subdivision. Here the undulating and serpentine nature of the line became readily apparent, especially when one was walking through the train. On the whole subdivision there is only one stretch which is straight for as much as a mile, and the comment was made that the "twist" dance must have been invented on the Maniwaki line.

About 10:20, the train reached Wakefield where the track runs for a considerable distance along the main street, and soon a stationary photo stop was made at Wakefield station. Here, some of the participants availed themselves of the privilege of buying tickets dated after the end of passenger service. The same activity was later observed to a considerably greater extent at Maniwaki.

Another photo stop and runpast was held near Kazabazua (the highest point on the line - 601 feet above sea level), and then, due to lack of time, a non-stop trip was made over the remaining 35 miles to Maniwaki, which was reached about 12:30 pm.

At Maniwaki, some of the excursionists spent the hour and a quarter exploring the town and its surroundings. Those who chose to remain near the station were treated to the sight of Flow Extra 8775 at work clearing the wye and some of the yard tracks. Many pictures were taken of this interesting operation, not often seen on an excursion, especially under such favourable lighting conditions. Toward the end of the stay in Maniwaki, the ticket office did an excellent business in one-way tickets to Farley, this being the last chance to purchase tickets on this line.

The special left Maniwaki at 1:45 to stop soon after for a runpast at a highway overpass. One further movie run was held near Blue Sea, this run being possibly the most scenic of all. As the R.D.C.'s came through the rock cut on the edge of the lake, one could not help imagining the days of steam, when 4-6-2's pulling wooden coaches ran over these rails.

The farewell trip then proceeded, without stopping, to Hull, arriving at 4:30. There, a delay was caused by waiting for clearance over the single track to Ottawa. Before long the staff was received and the train continued, arriving at Union Station at 5:10.

Quebec's snow-covered Laurentian hills and the pleasant village of Maniwaki form the background of this photograph, by Jim Brown, of the Ottawa Valley Associated Railroaders' RDC special train via CPR in February.

So ended passenger service on the line whose construction had started in 1889 as the Ottawa and Gatineau Valley Railway Company. The tracks had reached Kazabazua in 1893, then, following a change of name to Ottawa and Gatineau Railway Company in 1894, the line was extended to Gracefield in 1896. The company's name was again changed in 1901 to Ottawa Northern and Western Railway Company, and the following year construction was completed to Maniwaki. Following amalgamation with the Pontiac Pacific Junction Railway Co., the O.N. & W. Ry. Co. was leased to the Canadian Pacific on November 1, 1902. At the end, passengers were carried by a daily R.D.C. car (except Sunday northbound and Monday southbound), but now this too is a thing of the past, although the line will continue in use for freight.

The success of the trip was most encouraging, and it is hoped that this will be the predecessor of others in the Ottawa area. It is recorded that the youngest passenger was only a few months old but made the trip along with many a seasoned enthusiast. The CRHA thanks Mr. Bill Williams who very kindly donated the entire profits from this trip to our museum project.

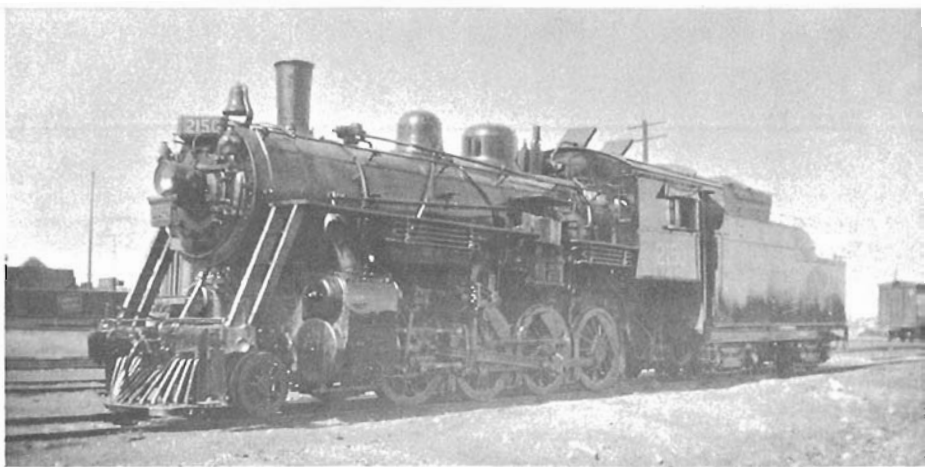
An interesting postscript was provided by the fact that some of the Montreal contingent returned on C.P.R. train No. 134 via the North Shore, and found our old friends 9057 and 9114 in the train. Some apprehension was felt regarding the possibility of these units running out of fuel on the 125-mile trip since they had spent the night idling in Ottawa, and then had made the return trip to Maniwaki. However, Windsor Station was safely reached at 9:30 pm, and so ended a most interesting day in Canada's Laurentians.



The number of trains per route mile of railway average over 9 per hour in Switzerland, compared with only about one per hour in the U.S.A. No figure is available for Canadian lines, but no doubt it would be closer to the U.S. figure. Other countries follow the Swiss lead as follows:

Netherlands almost nine trains per hour
 Japan over eight per hour
 Great Britain more than seven per hour
 France almost four trains per hour.

The Swiss statistic is partly the result of an average of 20 to 30 passenger trains a day on many electrified secondary lines. It is reported that on one line, (the S.O.B.) the General Manager found that if there were only two revenue passengers on every additional journey (while the operating staff was available anyhow), this would pay for the additional costs as compared with the rail cars and staff being idle.



Canadian National 2150 at Calder Yard, Edmonton, on June 25, 1948. This locomotive was class M-3-d built by Canadian Locomotive Co. in 1912. Number 2164, recently sold to the Ontario Northland Ry. was Canadian National class M-3-e, built by Can.Loco.Co. in 1913, and similar in all essential features.

C.N.R. Locomotives – Diesel & Steam during 1962.

During 1962 the Canadian National Railways reduced their inventory of locomotives by the sale or retirement of seven Diesel-electric units as follows:

<u>Number</u>	<u>Class</u>	<u>Built</u>	<u>Disposition</u>
3	ER-4b	G.E. 1956	International Minerals & Chemical Corp. Ltd.
43	ER-6a	G.E. 1950	Dom'n.Steel & Coal
77	LS-4a	C.L.C.	Retired and held as an historical item.
78	GS-6a	E.M.D. 1930	Retired.
1072	GR-12z	G.M. 1960	Sold to Northern Alberta Railways
1077	GR-12z	G.M. 1960	
8461	MS-7a	MLW. 1952	Acton Limestone Quarries, Ltd.

Steam locomotive changes during the year were as follows:

1533 --- sold to United Scale Models, Inc., Chester, Pa., U.S.A.
 5576 --- dismantled.
 5588 --- to City of Windsor, Ontario, as historical item.
 6000 --- dismantled.
 6043 --- to City of Winnipeg, Manitoba, as historical item.
 6060 --- to Jasper, Alberta, as historical item.
 6066 --- dismantled.

Canadian National steam locomotives left on the roster as at January 1st, 1963:

2164 ##	5114	6167	8447
2534	5700	6200	
5093	6001	6218	## to Ontario
5107	6077	6400	Northland
			Railway,
			Jan., 1963.



Recent and Prospective Acquisitions.

-- O.S.A. Lavallee.

During the autumn and winter months, the Museum made a number of acquisitions for its collection, in the form of two electric cars and one steam locomotive. Also, in the same period, negotiations were initiated for two more vehicles for the collection.

First of all, the month of November saw the arrival of our second London & Port Stanley Railway electric interurban car, the first being car No. 14 which was acquired two years ago. The second unit, No. 10, was donated to the Association by the L&PS Railway, after the southwestern Ontario railway had been approached by Mr. Peter Murphy of our Association. This car was built by Jewett Car Company of Niles, Ohio, in 1914, and was one of the first series of interurban cars purchased by the L&PS when electrification was undertaken in that year. It is somewhat shorter than, but of the same general construction as No. 14 which was built three years later. Cars 10 and 14 are equipped with the same multiple unit control, giving the Museum a multiple unit train set for the first time. The L&PS Railway also offered to donate car 4 to the Museum, but this generous gesture was declined, with thanks, in view of our storage problems. This unit is exactly the same as No. 10, but lacks its traction motors presently. No. 10 was moved to Delson in November. Like No. 14, the interior retains the original varnished finish and stained glass windows. It also shares with No. 14 the idiosyncrasy of having a formed steel roof. Power collection is effected by means of overhead pantographs, and the cars operate on 1500 volts DC, though there is apparently an unused circuit arrangement by which they can be converted, by the throw of a switch, to 660-volt street railway voltage.

The next unit to be acquired was a "Peter Witt" type electric car, the gift of the Toronto Transit Commission, and obtained through the efforts of Mr. R.M. Binns who correctly felt that the absence of a "Peter Witt" car from our collection would be a serious omission. The particular car has yet to be selected, but the TTC has offered the Association its choice of one of the seventy "small Witt" type cars which are in service or stored pending the opening of the TTC University subway, or the one remaining "large Witt", No. 2300, which was in use as a personnel training car until recently.

A committee of Montreal and Toronto members is expected to decide upon the selection of the car shortly. In favour of No. 2300 is the fact that it was the first "Peter Witt" type car built in Canada, and also the first such car acquired by the TTC, the unit having been built by Canadian Car & Foundry in Montreal in 1921. It would appear, however, that some of the smaller units, built by CC&F and Ottawa Car Manufacturing Company, are in slightly better physical condition than No. 2300. When the selection has been made the car will be regauged from 4'10-7/8" to standard-gauge at Hillcrest Shop, prior to shipment to Delson.

In December, the Abitibi Power & Paper Company, who, it will be recalled, has already donated two steam locomotives to the museum (they will be released when alternative motive power is made available), offered us a third steam locomotive. This unit is an O-4-O saddle-tank engine, built by Montreal in 1916; it has been employed in latter years at the Beaupre, Que., plant of Abitibi. The road number of this unit is "3", and it is our second saddle-tank locomotive, the first having been No.2 of the E.B. Eddy Company, presently stored for us at Dorval, Que. No. 3 was moved to Delson in mid-February.

Since the acquisition of the British O-6-OT locomotive, a considerable amount of interest has been exhibited in further enlarging our "non-North American" collection, with a few well-selected exhibits. Though details can not be released at the present time, the members may be interested to know that items for possible acquisition now under negotiation include a Beyer-Garratt articulated steam locomotive, and a "genuine and original" sleeping car from the international European services of the Compagnie Internationale des Wagons-Lits. In both cases, the principal deciding factor will be the cost of their transportation to Canada.



The above two photographs by Fred Angus, show the arrival at Delson of No.6 from Ottawa, and its transfer from highway trailer to rails close to the Museum Site.



CITY OF MONTREAL

PUBLIC WORKS DEPARTMENT
ADVERTISEMENT FOR TENDERS

METRO

—CONSTRUCTION OF CARS—

Sealed tenders, in two copies, addressed to the Executive Committee of the City of Montreal, will be received at the City Hall, Room 211, Montreal, Canada, for the design, construction and delivery of cars on pneumatic tires, to be used on the City Metro System.

Tenders must be forwarded and received by the Executive Committee at the above mentioned address on or before June 20th, 1933, at NOON, Eastern Standard Time, and will be opened in room 211 of the Executive Committee Chambers in the City Hall on the same day, at NOON, Eastern Standard Time.

The tenderers may obtain the tender documents, including the official form of tender and the special envelope which must be used in sending the tender upon application to the Public Works Department, METRO, Room 501, Jacques-Viger Building, 700 Craig Street East, Montreal, Canada. The tender documents will be obtained upon payment, in cash or in the form of a certified cheque, drawn on a Canadian bank payable to the order of the Director of Finance of the City of Montreal of an amount of two hundred dollars (\$200.00) in Canadian currency, for each set of documents.

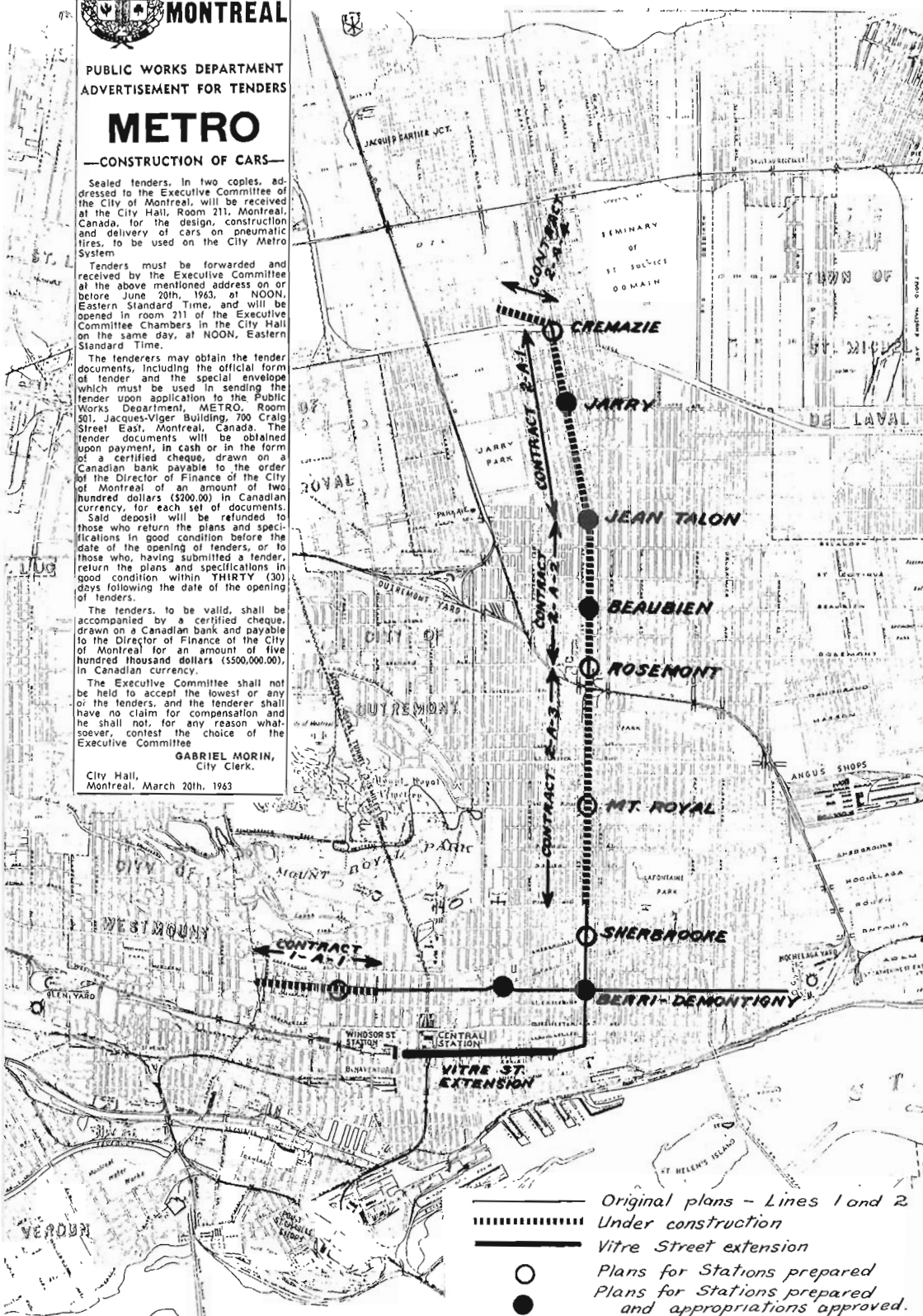
Said deposit will be refunded to those who return the plans and specifications in good condition before the date of the opening of tenders, or to those who, having submitted a tender, return the plans and specifications in good condition within THIRTY (30) days following the date of the opening of tenders.

The tenders, to be valid, shall be accompanied by a certified cheque, drawn on a Canadian bank and payable to the Director of Finance of the City of Montreal for an amount of five hundred thousand dollars (\$500,000.00), in Canadian currency.

The Executive Committee shall not be held to accept the lowest or any of the tenders, and the tenderer shall have no claim for compensation and he shall not, for any reason whatsoever, contest the choice of the Executive Committee.

GABRIEL MORIN,
City Clerk.

City Hall,
Montreal, March 20th, 1933



- Original plans - Lines 1 and 2
- ⋯ Under construction
- Vitre Street extension
- Plans for Stations prepared
- Plans for Stations prepared and appropriations approved.

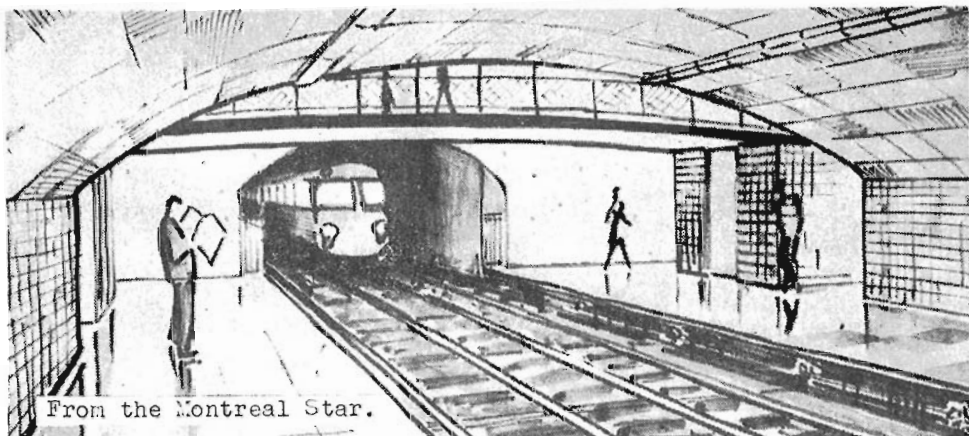
Métro Montréal

Montreal's rapid transit system, construction of which is progressing satisfactorily (see Page 42) was extended another sixteen blocks last month -- on paper. Plans were announced that the southern terminus of Line "2" (generally north-south under St. Denis and Berri Streets) would be moved from Place Viger-Champ de Mars to Windsor Street. The extension would follow the alignment of Vitre Street, just a short block north of Craig and St. Antoine Sts. The rubber-tyred transit cars would pass under the CNR Viaduct between Central Station and the southern terminus of Line "3", (the Metro route through the Mount Royal Tunnel). Passenger transfer would be made at this point and the possibility of equipment interchange as well should not be ruled out. The extension would require 4 additional stations --at Terminus Craig, Victoria Square, the CNR, and Dominion Square. From this presently-proposed rapid transit terminal, passenger access could be made to both Windsor Station and the P.T.C. Autobus Terminal.

Work on the fifth section of Metro Montreal is expected to begin within the next month or six weeks. The contract for construction of this section of line, which extends 4,200 feet from the Cremazie Station to the Youville Yards of the M.T.C. was awarded to Alban Janin Construction Limited.

Appropriations to build stations and entries to the underground system were approved recently by the Montreal City Council. Jarry Station, the Berri-Demontigny Station, and the Place des Arts Station each were given appropriations of between \$170,000 and \$400,000, while the Beaubien and Jean Talon stations received smaller grants.

Preliminary plans for ten of the station structures have been approved by the Civic Authorities, as noted on the accompanying sketch map. The City's architects and engineers under the direction of Lucien L'Allier, prepared the plans for Cremazie and Guy Stations, while the others were submitted by outside architects. Each station unit will consist of a platform level, an upper mezzanine level and exits to streets and buildings. Plans provide for commercial establishments, telephone booths and the like. Heating of the subterranean structures will be by means of electricity.



From the Montreal Star.

CN System news



Railiners have joined the ranks of railway passenger equipment receiving CN's new exterior color scheme.

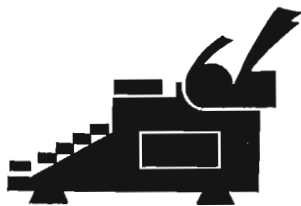
One unit, bearing the prototype color scheme, has already been released

from CN's car shops at Winnipeg. Both ends of the self-propelled cars are reddish-orange. A white CN symbol appears below the right-hand cab window and on the side of the cars the symbol

is reddish-orange. The words "Canadian National" appear in black immediately below the roof-line of the cars.

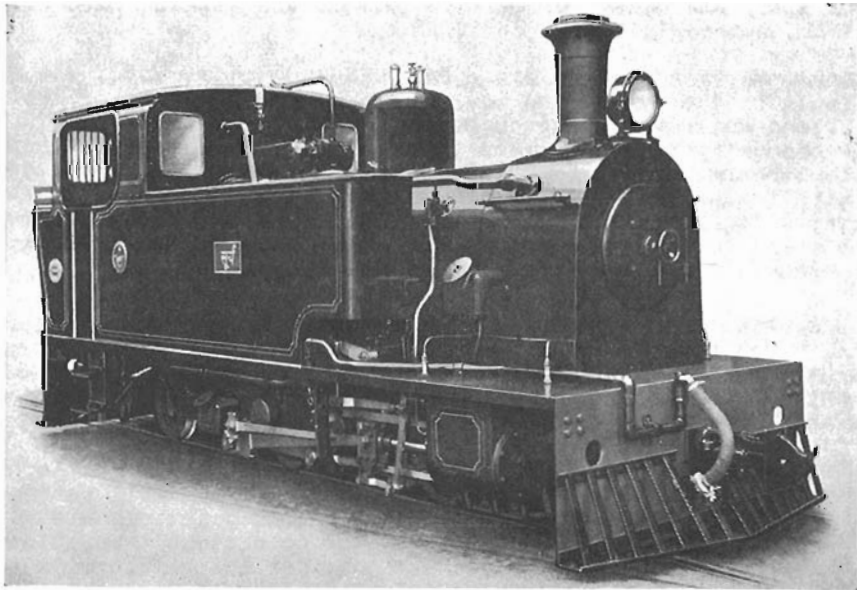
Notes and News

Edited by W. L. Pharoah



- ★ Dr. O.M. Solandt, CN's Vice-President of Research and Development, recently gave a word of encouragement to those partial to electrified railways. Speaking at Sarnia, Ont., where the St. Claire Tunnel Company not long ago discontinued electric operation, Dr. Solandt said that there is a possibility in the foreseeable future that Canada's railways will be powered by electricity. Dr. Solandt pointed out that many railroads in the world are switching to electric power and that there is a distinct trend of thought toward this system in our country.
- ★ CN's Red, White and Blue passenger fares, introduced on May 1, 1962, as a year-long experiment between Montreal, eastern Quebec, New Brunswick, Nova Scotia and Prince Edward Island, will be continued in that territory beyond April 30 and extended to the province of Newfoundland. Market and traffic studies are now under way to determine how and where the Red, White and Blue plan might be introduced to CN passenger services in other areas.
- ★ Railiners, CN's Budd R.D.C.'s, have begun to sport their new exterior colour scheme. One unit bearing the colours was released recently from the Winnipeg car shops. Both ends are reddish-orange. A white CN symbol appears below the right cab window, and on the sides the symbol is reddish-orange. The words "Canadian National" appear in black below the roof line.
- ★ The Board of Transport Commissioners has authorized CN to discontinue its daily RDC passenger service between The Pas and Flin Flon, Manitoba, not earlier than April 28.
- ★ Passenger service between Glace Bay and Louisbourg, N.S., was discontinued by the Sydney and Louisbourg Railway division of the Cumberland Railway Company on March 1. Once a vital means of inter-community travel between Glace Bay, New Waterford, Sydney, and Louisbourg, passenger traffic on the railway disappeared years ago with the advent of motor traffic and inter-city bus services. Railway officials said that use of the passenger service was negligible and does not warrant replacement of the passenger-carrying equipment in use which had been condemned.
- ★ CN is seeking permission to abandon a 25-mile branch line which is losing money at the rate of nearly \$20,000 a year. The line runs from St. Peter's Junction to the community of St. Peter's, N.S. Its chief source of traffic was the Mindamar copper, lead and zinc mine at Stirling. The mine ceased operations in 1957.
- ★ The Canadian National Railways has ordered 628 miles of rails, representing a \$9 million job for Dosco. The rails will be used for track improvement across Canada. Mr. W.L. Clark, in his "As We See It" column in the Windsor Star points out that, "These orders indicate the railroads do not consider their future is entirely behind them. They have definite plans to keep the trains rolling for years and years."

- ★ Transport Minister Balcer says that the Government intends to proceed immediately with the construction of a proposed 57-mile CN branch line along Quebec's Gaspé peninsula, in spite of a preliminary field survey report indicating higher costs than anticipated. An amount of \$16,100,000 was approved by Parliament last March. Should the Conservatives be returned to power, an amendment to the authorizing legislation will be presented to Parliament at the next session to cover the increased costs.
- ★ The Quebec Trucking Association said in a resolution passed at its annual convention in Montreal that three United States railway companies have benefitted from \$50 million in Canadian Government subsidies to railway lines in Canada. The resolution, which did not specify any period of time covered by the subsidies, said the Toronto, Hamilton and Buffalo Railway got \$133,046 of this money, the New York Central System \$111,590, and the Chesapeake and Ohio \$79,166.
- ★ The biggest coal train ever to leave Cape Breton was moved out of Sydney, N.S., during February. Four locomotives hauled 55 large hopper cars of Dosco coal en route to Ontario and Quebec. The total load was nearly 4,500 tons. This winter Dosco is shipping more coal than ever by CN and up to 200 cars of coal and steel leave Sydney daily.
- ★ In this age of diesel locomotion, it is unusual to read an account of the delivery of new steam locomotives to a railway administration. But the Railway Gazette (England) has recently announced the delivery of two steam locomotives by the Hunslet Engine Co. Ltd. of Leeds, to the 2'6"-gauge Nepal Jaynagar Janakpur Railway. The engines are outside-cylinder 0-6-2 saturated-steam side-tank engines with 2-ft.9-in. diameter coupled wheels and a tractive effort of 6,413 pounds at 75 percent boiler pressure. The boilers are pressed to 160 pounds per square inch.



Side-tank locomotive for Nepal Jaynagar Janakpur Railway

Weekend Return to "Yesterday".

by Robin Clifford

The early-morning sun was just visible over the tops of the verdant maple foliage as Mac and I started the car and headed for adventure. In a matter of hours, the small villages dotting the Montreal - Quebec highway were but memories. Once past ~~Route~~ 2, the tortuous road contested each mile with the automobile's independent front suspension but, finally, we arrived at La Tuque, Que., the real jumping-off point for this historical sortie.

Our goal was, of course, a railroad. The line in question had been a branch of the Quebec and Lake St. John Railway which was built to tap the fast-growing Lake St. John area of northern Quebec and to provide a railway connection with Quebec City and Montreal. This branch had been forged through the Laurentian Mountains from Linton to La Tuque, situated on the banks of the St. Maurice River. A new line was later built through La Tuque and the Quebec & Lake St. John Railway connection was abandoned. Fortunately, not all of the line was taken up. A group of outdoor enthusiasts had a lodge deep in the forest on Lake Wayagamack, and decided to use the railway to get in and out. The motive power consisted of small, powered section cars. This operated until 1958 when the track was taken up to make way for a logging road.

The morning after our arrival we set out to explore the area and, in a short time, reached the point where the old line once met the CNR. After some searching we realized that what looked like a little-used farm road was, in fact, the abandoned roadbed. We headed cautiously along this roadbed and, after crossing several acres of flat farm land, we came to the river which drains Lake Wayagamack into the St. Maurice River. The original abutments of the railway bridge were not only in sight but were being used to support the road bridge. Looking around, we found a few spikes left when the rails were lifted. We continued across the bridge and found ourselves engulfed by the thick, green forest. Ahead, the road banked and curved gradually into thick, verdant foliage. Little imagination was needed to see ten wheelers rushing through this leafy tunnel and sprinting across the fertile farmland that lay ahead. Suddenly we emerged from the cool forest and were bathed in sunlight. Before us lay scenery which Mac so eloquently described as "wow". The picture centered on a lake. The mountains in this area run north-south along the St. Maurice River; at this point, however, the Wayagamack River provides an east-west gap in the mountain range and it was through this gap that the Q. & L. St. J. ran its roadbed. The roadbed which had been running north-south, now ran along the periphery of the lake, making a ninety degree turn away from the St. Maurice, east toward the mountains. All around the lake towered mountains, coated with the green velvet of summer. The lake was a deep blue and, what was extra special, untouched except for the roadbed at its edge. Across from us, the existing line inched along a ledge high above the water. The Q. & L. St. J. line, after skirting the lake, had crossed beneath the present CNR line and made ready its assault on the mountain.



We eagerly followed the roadbed around the edge of the lake, only to come upon a large wire gate across the road bearing the sign, "NO ADMITTANCE WITHOUT PASSES". We were further informed that these passes could be obtained no closer than La Tuque. Realizing that we could not proceed further, we turned to head back. At this point, we decided to re-create a trip which might have occurred when ten wheelers, not automobiles, ruled this rustic road. The car windows were cranked up, Mac readied his cameras, and we were off. The car built up speed quickly; the indicator reached 50 m.p.h. and held steady. Within seconds the deep blue waters of the lake rushed by the side of the car and the road ahead banked slightly toward the lake. I gripped the wheel firmly but the road was unusually smooth considering its dirt surface. We were halfway around the lake when the road straightened and the opening in the forest rushed at us with alarming speed. Swish! The cool darkness of the woods swallowed us and I could just make out the road ahead. Flecks of light flashed by the car windows. Suddenly, the road began a long, gradual, banked curve. The trees rushed past. I pictured new arrivals in Canada sitting in the wooden coaches, watching the endless forests slip by and wondering how there could be a city in the midst of this wilderness. But city there was and to us it appeared first as a speck, rapidly growing as we approached until, suddenly, we were out of the forest, across a bridge, and into town. We looked back. Dust trailed off into the woods and out of sight. To me it looked like rising steam from a pounding 4-6-0 but Mac assured me it was only dust stirred up by our gasoline-fired 2-2-0.

After lunch we visited the pulp and paper mill. Mac observed that the rail line servicing the mill looked old. He had to know its history so we searched around town for oldtimers who could tell us the town's history. A school teacher told us that the line was indeed historic; it was the original Q.& L.St.J. line in the town. In fact, an old abandoned shed near the mill was part of the original station. "It was at that station", said our teacher, "that I arrived as a child from Ireland." We went back to investigate and traced the track from the shed through the town. It came out and met the CNR where the abandoned line left off. Looking in both directions at the junction, we could see that the line ran straight from the depot to the bridge. It certainly was the logical place for the rails to go and there was no doubt that this was the original line.

We returned to the town; Mac took some pictures of the old freight shed and the line, then we headed back along the St. Maurice, bound for Montreal. As I looked up at the mountains, I contemplated the problems which must have been faced in building the railway. I turned to speculate with Mac about those adventurous days. Too late! Mac was dead to the world, no doubt dreaming of days before paved roads and automatic transmissions -- of days filled with mournful whistles and staccato voices of straining locomotives, and wooden coaches filled with new Canadians eager to play their rôle in the destiny of their great new land.

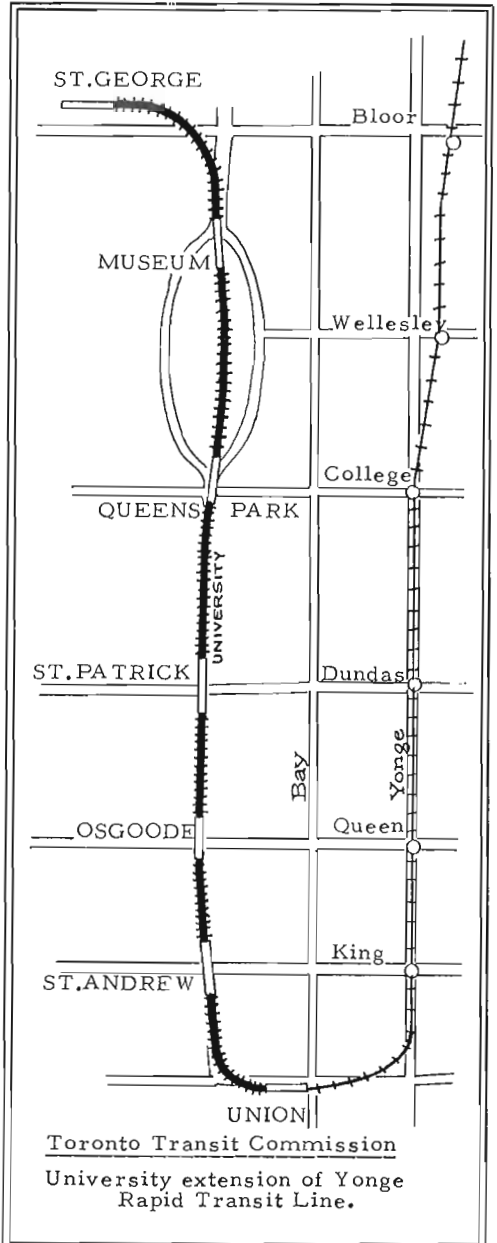
Japan's super-express train, "Dream," reached a speed of 151.88 mph. on test runs during March, the National Railways announced. The test was conducted for the new Tokaido line from Tokyo to Osaka. An official said the top speed was developed by a four-coach electric train and held for one minute on a 20-mile model sector of the new standard gauge line now under construction. Target for completion: 1964.

T.T.C. University Subway Opens

Heralded by widely-varying editorial opinions from two of Toronto's largest newspapers, the University Street extension of the Toronto Transit Commission's Yonge Street subway was opened over a two-mile length on Thursday, February 28th. The first train over the extension, consisting of six aluminum 75-foot cars recently constructed by Montreal Locomotive Works, was set in motion at 11:15AM on that day when Premier John Robarts of Ontario threw a switch changing a block signal from red to green. The train then left St. George station, at the outer end of the new extension for the eight-minute trip to Union Station, where the train continued in the regular nine year old Yonge Street service to Eglinton terminal.

Dignitaries making the first trip over the \$45 million extension included Premier Robarts, ex-Premier Leslie Frost, Lt. Gov. J. Keiller Mackay, Toronto Mayor Donald Summerville, TTC officers and others. Five new stations were opened concurrently along the two-mile extension, St. Andrew (at King St.), Osgoode (at Queen St.), St. Patrick (at Dundas St.), Queen's Park (at College St.), and Museum (south of Bloor St.). The names were chosen to avoid duplication with stations on the Yonge street portion, exactly parallel a few blocks to the east. The newly-opened section gives the Yonge Street rapid transit line a "J"-shaped route.

Reaction of two of Toronto's largest newspapers was mixed, with a congratulatory editorial in the "Telegram" sobered somewhat by a cautious piece in the "Daily Star" who felt that the nine-year interval since opening of the first portion of the Yonge Street line



should have produced more than two miles of subway.

But if there are second glances at what has gone before, the rail rapid transit system has a bright green light for the future, with plans under way to step up completion of the east-west Bloor Street route, so as to enable opening to occur in 1965 or 1966 rather than the planned date of 1967. Until the Bloor line is completed, the TTC has estimated that the University extension will run at an approximate \$1,000,000-a-year loss.

And though the Bloor line is still a few years from the time that it can begin to function as a part of the TTC network, plans are already in the works to extend it at either end -- westward to a point west of Royal York Road, and in the other direction, to the St. Clair-Warden Avenue section of Scarborough. A further extension of the Yonge Street line north from Eglinton to Sheppard Avenue, and another northward-bearing line along the planned Wilson Avenue expressway are also under scrutiny to give Toronto a 30-mile, \$500 million rapid transit network before 1980, by which time the population of the metropolitan area is expected to exceed two million.

Service interval on the Yonge line, including the University extension, is two-and-a-half minutes in heavy-traffic periods, and three-and three-quarter minutes at other times. The outer terminal at St. George will eventually be a two level structure, with the other level serving the Bloor-Danforth subway.

Concurrently with the opening of the new tunnel, street cars were removed from Bay and Dupont streets, with a substitute service being rendered by a bus route on Bay and a trolley coach line along Dupont. It was originally planned that the University subway opening would also see the retirement of seventy "Peter Witt" type streetcars, the last of a fleet of several hundred once owned by the TTC, but it is now rumoured that ten of these cars will be retained for standby service owing to unexpected deterioration in some of the early PCC-type streamlined cars.

Opening of the 1.96-mile University extension gives Toronto a total of 6.53 route miles of rapid transit line in operation, affording a potential of 80,000 passengers an hour between Bloor and Front streets.

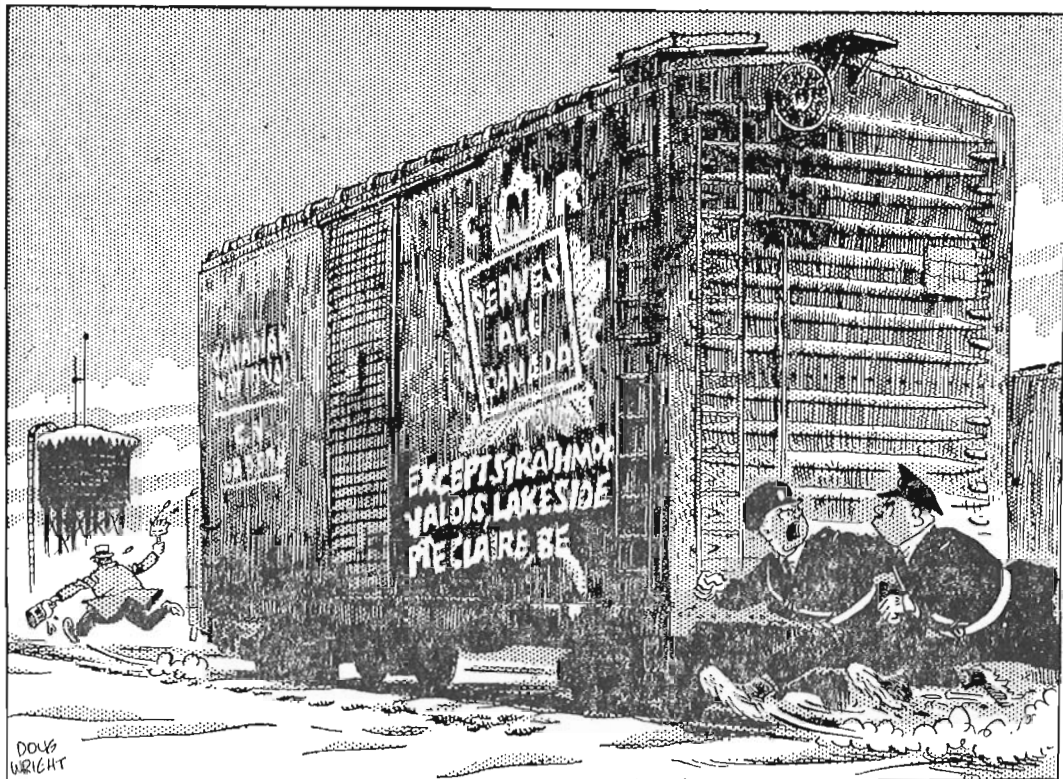
MUSEUM SELECTS TORONTO TRANSIT COMMISSION NO. 2300

As reported elsewhere in this issue, the Toronto Transit Commission agreed to donate a "Peter Witt" type streetcar to the Association's museum, upon retirement of these cars coincident with the opening of the University subway. A few days before this event, the Association's Railway Committee, after careful deliberation, selected the one remaining large "Witt" car, No. 2300, the TTC having left selection of the individual car to our Association.

The second such car to be preserved for historical purposes, No. 2300 has great historical significance. It was built by Canadian Car & Foundry Company in Montreal in 1921, and was the first "Witt" car to be built in Canada, and was also the first for the TTC. These units marked the turning point for urban transit in Toronto, as they were the first to be bought by what was then known as the Toronto Transportation Commission. The TTC took over transit from the former Toronto Railway Company on September 1st, 1921, and the first "Witts", including No. 2300, were placed in service one month later, on October 2nd.

Shortly, No. 2300 will return to its place of creation, after more than forty years' service in the Ontario capital. Before shipment to Montreal, TTC Hillcrest Shop will convert the car to standard gauge from the TTC 4'10-7/8" width.

Sabotaged



"Them commuters are almo st as destructive as hockey fans."

- Doug Wright, Montreal Star

CANADIAN RAILROAD HISTORICAL ASSOCIATION

Established 1932 • Box 22 • Station B • Montreal 2 • Quebec • Incorporated 1941

CANADIAN RAIL: Published eleven times annually by the Publications Committee, Canadian Railroad Historical Association. Subscription: \$2.50 annually.

CHAIRMAN, PUBLICATIONS COMMITTEE: David R. Henderson

EDITOR, CANADIAN RAIL:
ASSISTANT EDITOR:
DISTRIBUTION:
COMMITTEE:

Anthony Clegg.
William Pharoah.
John W. Saunders.
Jeffrey Forrest.
Robert Halfyard.
Omer Lavallee.
Frederick F. Angus.
Peter Murphy.



SUBSCRIBERS!
BEFORE YOU MOVE—WRITE!

At least 5 weeks before you move, send us a letter, a card, or a post-office change-of-address form telling us both your OLD and your NEW addresses.

ASSOCIATION REPRESENTATIVES:

OTTAWA VALLEY: Kenneth F. Chivers, Apartment 3, 67 Somerset Street West, Ottawa, Ont.
PACIFIC COAST: Peter Cox, 2936 West 28th Avenue, Vancouver 8, B.C.
ROCKY MOUNTAIN: William T. Sharp, Apartment 11, 11544 St. Albert Trail, Edmonton, Alta.
SOUTHERN ONTARIO: William D. McKeown, Apartment 201, 859 Kennedy Rd., Scarborough, Ont.

Copyright 1963 by CRHA

PRINTED IN CANADA
ON CANADIAN PAPER