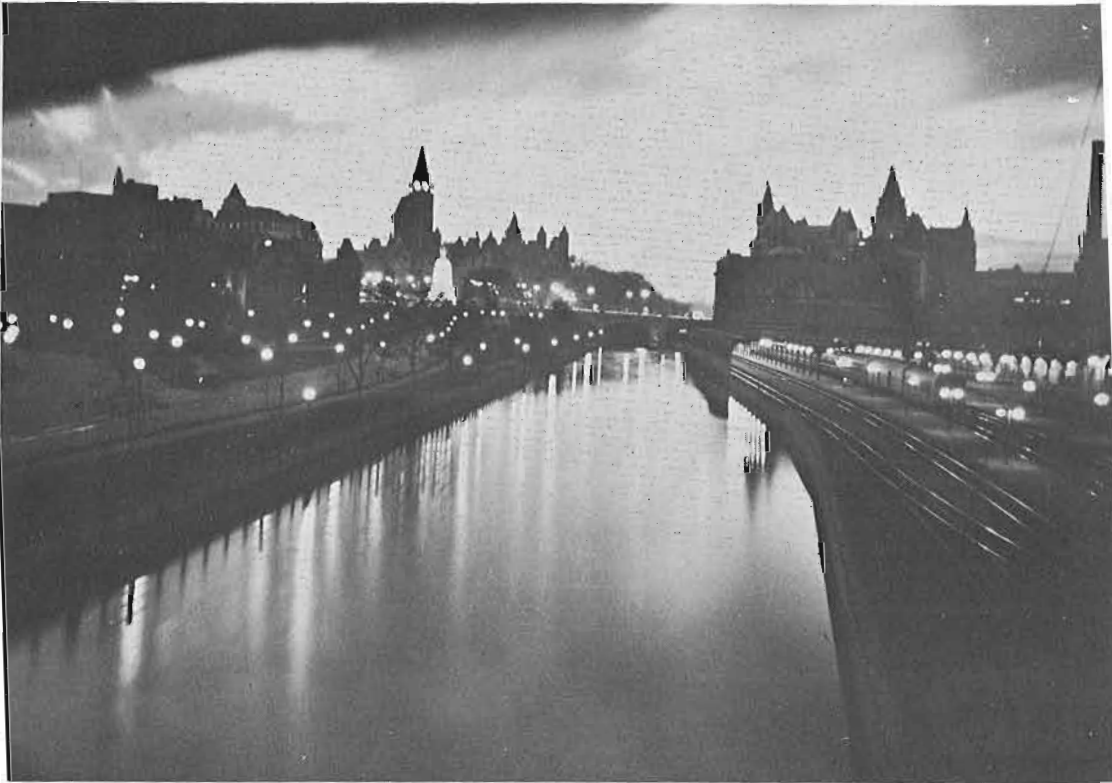


Canadian Rail



Number 165 / April 1965



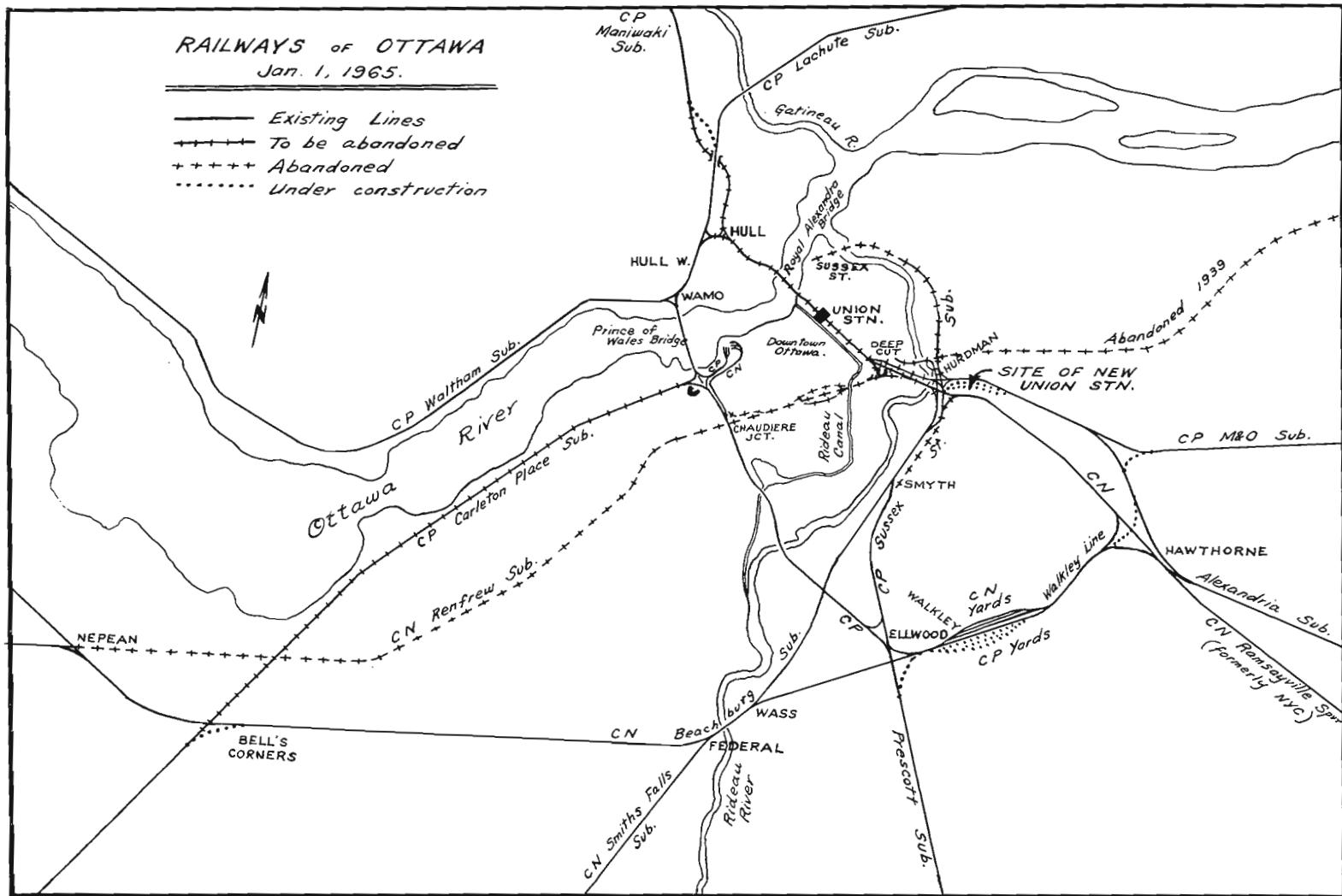
TWILIGHT OVER OTTAWA

The sun was sinking beyond the Parliament Buildings as this evening view of Ottawa Union Station was recorded in 1940. Now, twenty-five years later, twilight is overtaking the venerable building itself and in less than two years the last consist will be pulling out of the spacious trainshed.

RAILWAYS of OTTAWA

Jan. 1, 1965.

- Existing Lines
- - - - - To be abandoned
- + + + + + Abandoned
- Under construction



Railways in OTTAWA today



- Douglas E. Stoltz.

As part of the National Capital Plan, the rail lines in and around the City of Ottawa are at present undergoing a complete rearrangement which will change in almost every respect the pattern of rail operation of the past half-century. The most noteworthy single change is the relocation of the Union Station from downtown to a point two miles farther out. In addition, all yard facilities and all railway rights-of-way in the downtown area, with the single exception of the CP Prescott Subdivision, will have been removed by 1967.

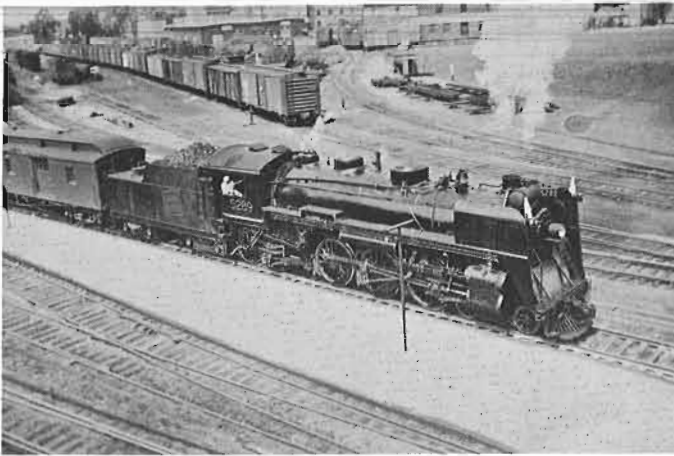
The problem of the relocation of railways from the central parts of the Capital is a longstanding one dating back to 1915. The Holt Report at that time stated: "We are of the firm opinion that the pivot, on which hinges the success or failure in carrying out any comprehensive plan, lies in the proper solution of the problem of steam railway transportation." In his Report on the Plan for the National Capital in 1950, Jacques Greber strongly recommended the removal from Ottawa and Hull of eleven individual railway lines which divided the urban areas and obstructed traffic.

Actual work started in 1951. The first line to be abandoned was CN's Renfrew Subdivision (formerly Ottawa, Arnprior & Parry Sound) between Nepean and Ottawa (Chaudiere

Jct.), which had been merely a duplication of the Beachburg Subdivision. With the completion of the CN's Walkley Line between Hawthorne and Wass and the opening of the Walkley Yards in 1955, the railway was able to discontinue its downtown freight yard operations in the Pretoria Bridge area. Within the last few years the remaining trackage between Chaudiere Jct. and Riverside-Deep Cut has been taken up and the roadbed is now buried under the Queensway. The remains of the old CN Roundhouse facilities at Deep Cut have been demolished during the past year, although the turntable is still there. The CN's only access to its Chaudiere Branch is now over the CP Prescott Subdivision between Chaudiere Jct. and Ellwood, and several CN trains may be seen on this line each day.

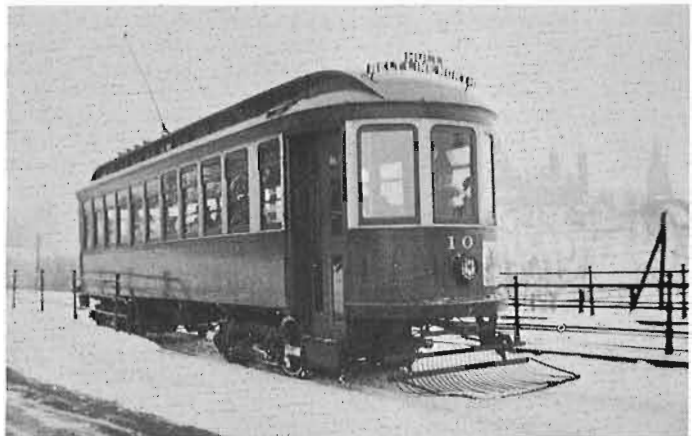
The Union Station was built in 1909 on the site of the terminal of the former Canada Atlantic Railway, by then absorbed into the Grand Trunk. Eventually all passenger trains in and out of Ottawa came to use the station, as they still do today. In less than two years from now the last consist will be pulling out of the trainshed, and soon after one of Ottawa's important landmarks of the past fifty years will disappear from the landscape.

The station's switching is handled by Canadian National, and that Company's timetable governs the joint track to Deep Cut. This



C.N. 5289
 leaves
 Ottawa Union
 with regular
 "Saturday
 Special"
 to Montreal,
 23/ 8/41.
 Photograph
 taken from the
 Laurier Ave.
 Bridge.

Hull Electric
 10
 crosses the
 Royal
 Alexandra
 Bridge
 between Ottawa
 and Hull early
 in 1942.



C.P. 29
 enters
 Union Station
 from
 Royal Alexan-
 dra Bridge to
 pick up train
 for
 Waltham, Que.
 19/10/40.

joint section is still operated by the manual block system.—All other CN main line trackage in Ottawa and vicinity is CPC. The Canadian Pacific track from Ottawa to Ottawa West via Hull is operated by the electric staff block system. All tracks of both railways from Hurdman through to Hull will be removed along with the station.

At Hurdman, near the site of the new station, one finds a fascinating spaghetti of trackage, all soon to disappear, and the ancient CP interlocking tower, whose days are likewise numbered. Here the atmosphere of the "railroad of yesterday" is preserved remarkably well for a junction of such importance. Most of the signals and switches are manually operated from the tower. Two years from now, all that will remain is the CN Beachburg Subdivision, which will be carried over to the western end of the new station by a new embankment which is already nearly completed. The roadbed of the station, adjacent coachyard, and eastern access tracks is already being laid with ties. Construction of the station building itself has not yet begun, but it is hoped to have the building ready by the summer of 1966.

The station has been designed by John B. Parkin Associates, with the cooperation of Canadian National and Canadian Pacific. It will be part of a rail transportation centre which will include two merchandise terminals, a new telecommunications building, and power and maintenance buildings. There will be ready access to the station from all parts of the National Capital Region via the Alta Vista interchange and the Queensway. To provide a direct route to downtown and the Parliament Buildings, a new road is proposed from the Queensway along the east side of the Rideau Canal, where the railway tracks leading to Union Station are now located.

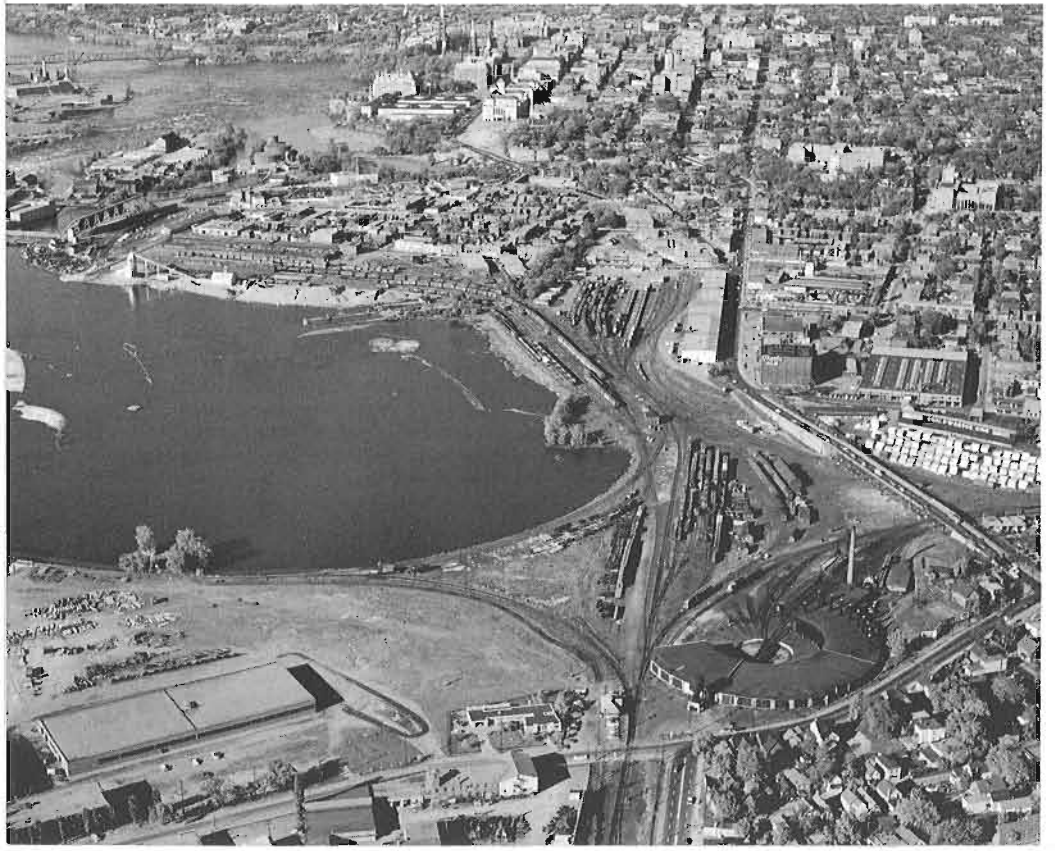
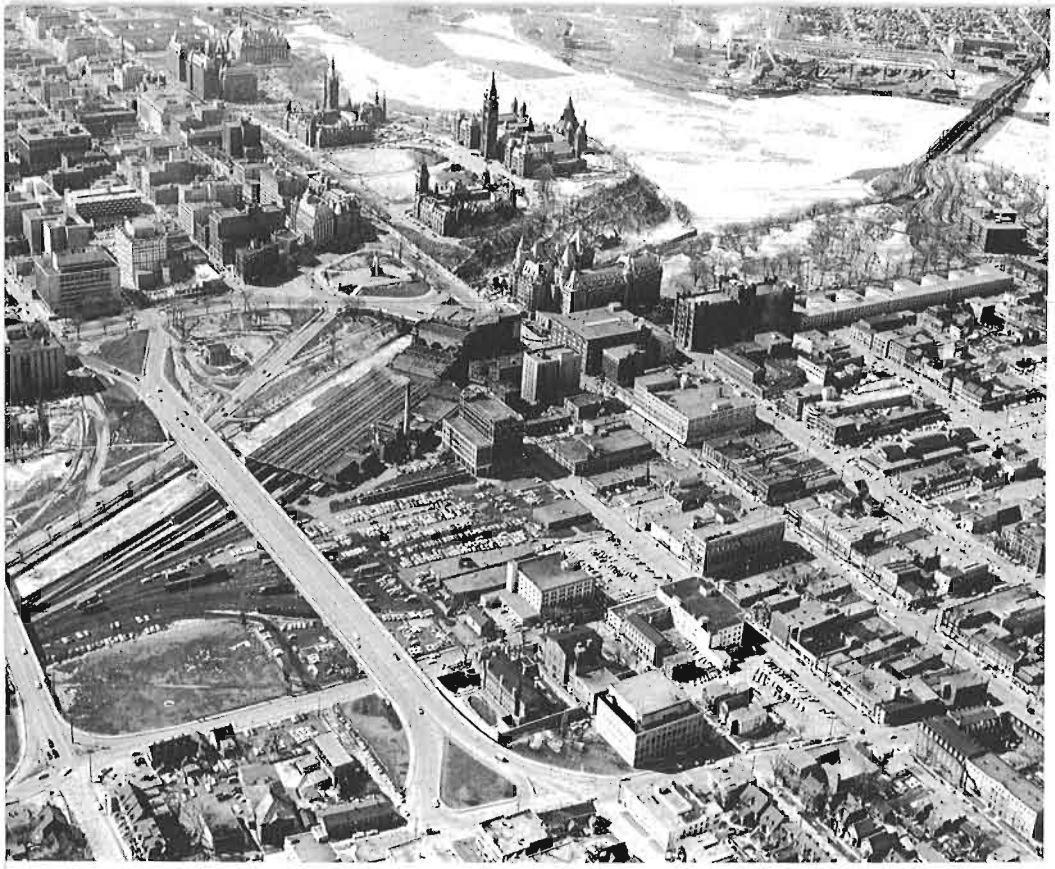
Similar accommodation to that at the existing station will be provided in a structure 300 feet long and 140 feet wide with a con-

course 35 feet high. Two wings, each 145 feet by 125 feet on either side of the main concourse will include accommodation for administrative offices, a restaurant, a baggage room, crew space, etc. A large canopy will extend over the entrance to give protection to passengers arriving and departing by car or bus. Passenger platforms will also be protected by canopies and will be reached by a tunnel under the tracks.

Supported on columns, the main roof structure will be constructed of welded steel trusses with members fabricated in box form. The lower wings on each side will be faced with reinforced concrete. The end walls of the concourse and the spaces between the low wings and the concourse roof will be enclosed in glass. The estimated cost of the building and other structures in the station area is \$6.5 million, of which the station itself will account for some \$2. million.

The CN's Hurdman Line from Hurdman to a point across the Rideau River, a distance of 0.7 miles, will soon be removed. It crosses the bridge formerly used by Canadian Northern trains between Ottawa and Hawkesbury. It is the last existing portion of the Canadian Northern line west of Hawkesbury, abandoned in 1939. Its few odd industries are served by a daily local.

The CP's Sussex St. Subdivision between Hurdman and Sussex St. (3.1 miles) is also slated for abandonment. It was this line over which Ottawa's first railway, the Bytown and Prescott, first gained entrance to the city. Track has already been lifted beyond Beechwood Ave., but the Rideau River bridge is still up. Back on Christmas Day of 1854 when the first passenger train arrived, the bridge had not yet been completed. The passengers were ferried to the other side of the river and had to walk from there to the station on Sussex St. The former terminal area is now obscured by the construction of approaches to a new highway bridge across the Ottawa



River. For many years the line had carried freight only. The industries along the remaining portion are still served daily. South of Hurdman the Sussex St. Subdivision has been abandoned as far as Smyth, where a connection was made a few years ago with CN's Beachburg Subdivision.

Part 1 of this project is the construction of a tunnel under the Rideau Canal and Colonel By Drive at Dow's Lake and the building of an open cut on either side of the tunnel. This work will be completed this year, and the present swing bridge will be removed. Part 2 is the construction of the depressed line under Carling Ave. to the Queensway, to be completed in 1966. Part 3 extends from the Queensway to Somerset St. Since the rail line will be depressed, all through streets will be carried over the tracks.

Construction of the new Canadian Pacific freight yard adjacent to CN's Walkley Yard is now under way. This will replace the Broad St. Yards at Ottawa West which, with CN's Chaudiere Branch, serve Ottawa's most blighted industrial area (soon to become parkland). Ottawa West Roundhouse has not been torn down yet. It is apparently being used as a garage for CP trucks. However, two of its stalls are occupied by steam locomotives, CP 4-6-0 No. 926 and CN 4-8-4 No. 6200 (Canadian Rail, Sept. '64, pages 198, 201). CP's Carleton Place Subdivision between Ottawa West and Bell's Corners will be abandoned as soon as a connection has been effected with CN's Beachburg Subdivision at Bell's Corners.

CP's Maniwaki Subdivision (former Gatineau Valley Ry.) which now passes under the Lachute Subdivision (original CP transcontinental line) will soon be joined directly to it and as a result about a mile of track in Hull will be lifted. A new spur line will connect the Canada Cement Plant to the Maniwaki Subdivision. The CP line from Ottawa Union to Hull via the Royal Alexandra Bridge (opened 1901) will be disappearing along with Union Station, and thus passenger trains will once again operate between Ottawa West and Ellwood over the Prescott Subdivision (providing CP Montreal-Ottawa North Shore trains continue to operate). No changes

Work on depressing the CP Prescott Subdivision from Carleton University to Somerset St. (near Ottawa West) is progressing on schedule.



Union Station - Ottawa.



Union Station has eight tracks, of which the farthest two have access to Royal Alexandra Bridge, used by CP trains & engines. Parking lot adjacent to Station used to be yard. E.B. Eddy plants across Ottawa River have own private railway.

C.P. - Ottawa West roundhouse.



Ottawa West roundhouse, and to its left the station. The line at left heads towards Prince of Wales Bridge (1880), while Royal Alexandra Bridge can be seen in the distance. Lines entering photo at right are CP Prescott Sub. and C.N. Chaudiere Sub, which skirts CP yards and circles around Le Breton Flats industrial area. Plans call for joining the Prescott Sub. to bridge and removal of all other tracks.

are foreseen for the CP Waltham Subdivision (former Pontiac Pacific Junction Railway).

The overall cost of the programme will be in the vicinity of \$28. million, including the new station, new trackage, freight structures, signal and telecommunications installations, and the con-

struction of the tunnel and open cut from Carleton University to Somerset St. As a result about 70 level crossings and some 35 miles of tracks will have disappeared. The land thus released, amounting to approximately 450 acres, will be used for parkways, building sites, parks, and other planned land uses.

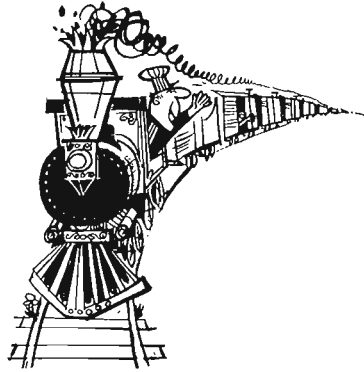


C.N. - Former roundhouse and Coachyard.

Double track through centre of photo is CN Alexandria Sub. and the line to its right is CP M&O Sub. Where they meet is "Deep Cut" and beyond it is the coachyard and Union Station. All other tracks are now gone: N.Y.C. installations on right, CN on left. One year ago the CN wye area looked almost the same as in this photo - now an expressway interchange is under construction here.



Reprint from "THE MILLER" (Vol 29 No.1)
published by Ogilvie Flour Mills Company



◁ *Buff's snap coal burner for posterity.*

All Abo-o-o-o-card!

To the real railroad enthusiast, a lot of the fun went out of the iron horse with the retirement of steam locomotives. There is something impersonal and characterless about the modern diesel engine, and it is hard to love an efficient machine that works at the push of a button. But a steam engine—ah, there was a personality! It took skill and coaxing to put a fine plume of smoke in her hat and to bring out the best in the hissing, impatient, powerful creature that personified ENGINE to small boys the world over.

This, at least, seems to be the feeling of a lot of people who mourn the passing of the steam locomotive. One such puff-puff buff is Dave Scott of Head Office, who aptly enough works for the Traffic Department. Last fall, along with over 400 other enthusiasts from points as widespread as California and London, England, Dave took part in a nostalgic trip into yesterday, covering some of Quebec's oldest rail lines in a train pulled by a

genuine steam locomotive. But though the memories may be old, the equipment these types take along is up-to-the-minute. A note in the leaflet printed for the occasion by the Canadian Railroad Historical Association pointed out that the baggage car was "equipped with four doors, and has outlets for tape recorders". Further on, the leaflet refers to "movie runs", during which budding Cecil B. deMilles may de-train and photograph the train—which has conveniently backed up some distance—puffing through suitably photogenic scenery.

And so the sights and sounds of the past are recorded for the future. Perhaps the changing sounds are as symbolic of "progress" as the smokeless smokestacks and functional designs. For the strident and intolerant blare of a diesel's horn has none of the invitation to excitement in the haunting whistle of a steam locomotive puffing majestically through the quiet of the night.

CANADIAN NATIONAL RAILWAYS
MECHANICAL DEPARTMENT
MONTREAL

WING SNOW PLOW
HEAVY DUTY

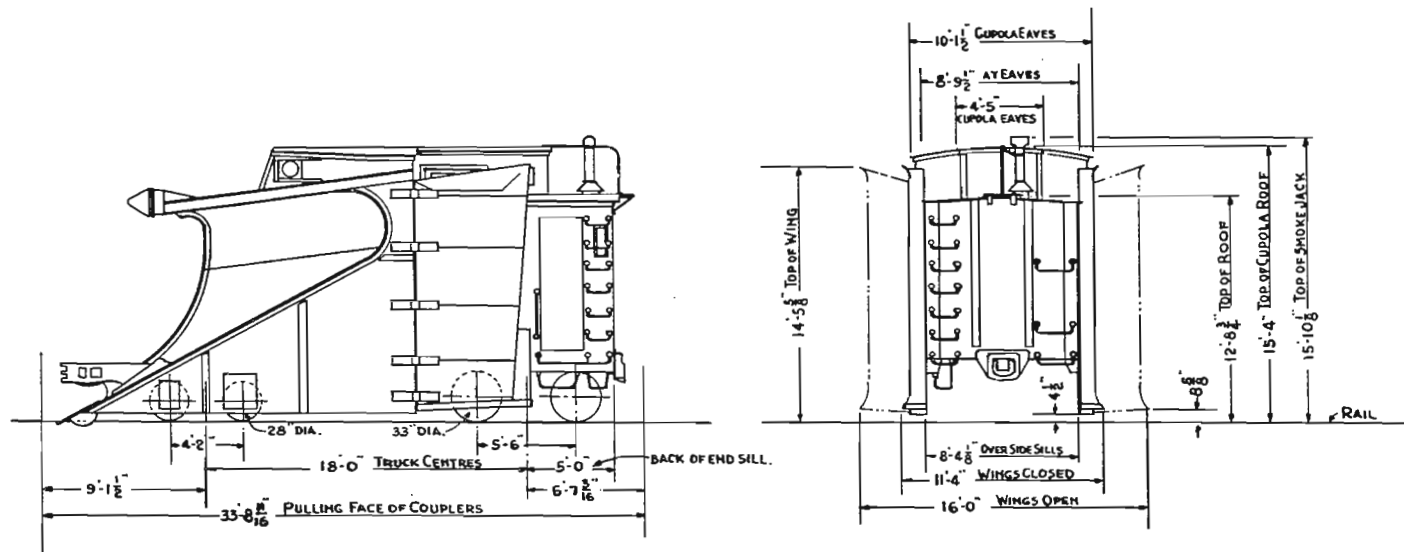
NO. OF
PLOWS

NUMBERS

2

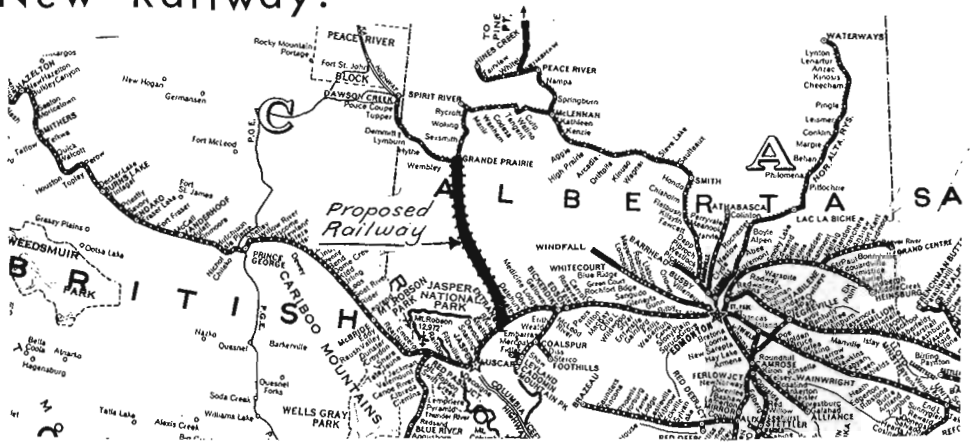
55401 & 55402.

DIAGRAM



The diagram reproduced this month, shows the vital statistics of a pair of Canadian Nation's Heavy Duty snowploughs. The two units, constructed in 1935 by the National Steel Car Company of Hamilton, Ontario, weigh almost 39 tons apiece. (55401 - 77800# : 55402-77500#) They are the heaviest pieces of snow-fighting equipment on the System with the exception of the Rotaries and the all-steel ice-digging flangers built in the 1948-56 period by the Russell Co. which weigh in the vicinity of 86000 lbs.

Alberta to get New Railway.



A new railway line, to be built and operated by the Canadian National Railways, and paid for initially by the Government of the Province of Alberta, is now under construction.

Surveyors have moved into the Hinton, Alta., area to lay out the precise route of the line, which will run roughly 100 miles north from the C.N. transcontinental line west of Hinton to tap rich coal, gypsum and forest resources.

The new Western Resource Railway likely will start from Solomon, Alberta, and head towards the Grande Prairie area, where a connection could be made with the Northern Alberta Railways (which were themselves once controlled by the Province). The new line, pushing into an almost uninhabited area of rolling bush country, will be owned by a new Alberta Crown Corporation. C.N. will operate the railway on a lease-purchase basis, eventually becoming the outright owners of the line.

❁ BANQUET ❁

M.D. Leduc.

The banquet meeting, celebrating the thirty-third anniversary of the Canadian Railroad Historical Association was held in LaSalle Canadienne of Windsor Station in Montreal, on March 10th. Over fifty guests attended the annual event, and enjoyed a succulent roast beef dinner, satisfying the appetite of all.

The host and master of ceremonies was our President, Dr. R.V.V. Nicholls, who proposed the toast to Her Majesty, the Queen. Mr. A. S. Walbridge gave a report concerning the progress of the museum during the past year.

The guest speaker, Dr. Robert F. Legget, Director of the Division of Buildings and Engineering, National Research Council, was introduced by Dr. Nicholls. Dr. Legget's topic was RAILWAY HISTORY. He related anecdotes of his first impressions of Canada from a train and summarized the vast changes in railroading that have taken place since that time.

(Continued on Page 60)



LOCOMOTIVE

The following is a summary of diesel locomotives retired by the Canadian National Railways during the year 1964.

(Compiled by The Duke)

<u>Class</u>	<u>Road Nos.</u>	<u>Builder</u>	<u>Year Bld.</u>	<u>Horsepower</u>	
ER- 6a	37	G.E.	1950	600	Scrapped
MR-18d	3725	MLW.	1958	1800	"
MR-18g	3889	MLW.	1960	1800	"
GR-17h	4531	G.M.	1957	1750	"
GR-17m	4582	G.M.	1957	1750	"
MS- 7a	8452	MLW.	1951	660	To B-2
MS- 7b	8462	MLW.	1953	660	To B-3
"	8465	"	"	"	To B-4
"	8466	"	"	"	To B-11
"	8479	"	"	"	To B-9
MS- 7c	8487	MLW.	1954	660	To B-5
"	8488	"	"	"	To B-7
"	8489	"	"	"	To B-8
"	8491	"	"	"	To B-6
"	8494	"	"	"	To B-12
"	8495	"	"	"	To B-10
CFA-16b	9324	CLC.	1952-3	1600	Scrapped
"	9326	"	"	"	"
"	9340	"	"	"	"

The following diesel units were acquired by the C.N. in 1964:

Booster	B-1 to				
	(*) B-10 incl.	CNR.	1964	-	Max.40 mph.
MR-24a	3200-3201	MLW.	1964	2400	Max.75 mph.
GR-25a	4000-4001	G.M.	1964	2500	Max.71 mph.

(*) These Booster units, used for switching, were re-built from MLW yard switchers.

BANQUET

(Continued from Page 59)

Dr. Legget told of various small railways in different provinces, some of which he "discovered" only recently by accident. One in particular was only a couple of miles long and acted as a portage. He mentioned how these small lines aided in the expansion of our country, and pointed out that we, as amateur railway historians, should help preserve details of the rapid changes taking place in railroading in Canada. Because of our interest in history, Dr. Legget stressed that we should spend some of our time doing historical research on both the abandoned and the presently operating lines in the country. He also said that we have a great opportunity for informing fellow railway historians and preserving the information through the pages of 'Canadian Rail'.

Our sincere appreciation to Dr. Legget for his informative talk was expressed by Mr. Omer Lavallee. Our secretary, Mr. John Collins then proposed a toast to the Canadian Railroad Historical Association, thus concluding a most interesting "Birthday Party" Meeting and Banquet.



NOTES

New diesel-electric units, built by the Montreal Locomotive Works for the Pacific Great Eastern Railway have been leased by the C.N. for a period of eight weeks. They are to be operated by the C.N. in the Jasper-Prince Rupert service. The National System accepted delivery of the first two units, PGE 619 and 620 (M.L.W. 84830 and 84831 respectively) on March 4, and worked them west from Montreal the following day. Shown below are photos of the new units, being

serviced at CN Montreal Yard. Note differing lettering and paint scheme on otherwise identical units.

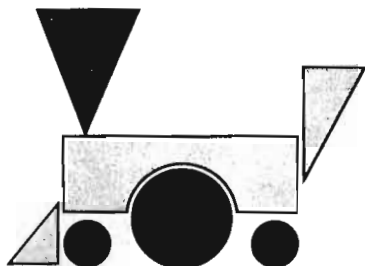
(Photos: Barry Biglow.)



Also being leased by the Canadian National are a pair of General Motors units constructed by E.M.D. for the Alaska Railroad. They carry road numbers 2502 and 2503, and are being operated for a short time in freight service between Winnipeg, Manitoba, and the Pacific Coast.



Recent Canadian Pacific motive power changes --- renumberings, retirements, and purchases ----- will be reported as soon as data available, most likely in the next issue of 'Canadian Rail'.



MIRE TO MUSEUM WITH MONEY AND MEN

by F. Angus

Nineteen sixty-four was the most successful year so far in the Museum's history. During the year, members laid nearly 2500 feet of track, including five switches, so that in spite of the arrival of thirty pieces of equipment with a total length of some 1500 feet, the tracklaying kept ahead of equipment arrivals. Also in 1964, a permanent bridge was erected, thus providing a 1500-foot access road entirely over museum property. Last year will also be remembered for the distinctive symbol adopted for the museum. It was also the year interested non-members were permitted to view the museum site upon payment of an entrance fee.

During the year, land was graded in preparation for the second trainshed building, and for the track leading to it and to the turntable. In places the ground level was lowered as much as three feet and the resulting earth used to fill and make use of otherwise unusable land. This work was done by contractors while the members concentrated on tracklaying. About 1400 feet of storage track was laid and work was also done on the track which will connect with the new building. The old tail track was realigned and a new track was built to the site of the turntable pit. The turntable itself was brought by the C.P.R. from St. Lin, Que., and was unloaded last October. It will be installed during 1965. Coincidentally, the turntable arrived in the same train as engine No. 29, the last steam engine turned on it (November 6, 1960).

During the summer, it became clear that we would have to take all remaining CN and CP locomotives before another winter. Nine CN engines came on two different days, and while four were placed on the property, it was decided to leave five engines on the Cadiac Spur so that some track would be clear for switching and moving supplies. The CP engines were also brought over, but all these were placed inside our gate. CP class T-1, No. 5935, the Selkirk and largest of all, was moved in on November 10, completing delivery of all the main line steam locomotives slated for the Museum. However, two more items were yet to come from CN, bringing the total rolling stock at Delson to eighty. These were diesel-electric car 15824 and street car 15702, the latter used since 1924 at Neebing hump yard, Fort William. Received with the 15702 was a 150-amp. 600-volt motor-generator set, all control equipment, poles and 3500 feet of trolley wire, in short a "do-it-yourself" trolley system "kit". This will permit electric operation at the museum by 1966, if not 1965. Headquarters for the work crew was transferred to 15702 from S&L No. 4 and the former's stove provides comfort in temperatures of minus 15 outside.

It had been hoped to start on the footings of the second large building but construction has been deferred until the Spring of 1965. The new building will be about the same size as the existing one (80'x330'), but will contain six tracks, giving a total

length of 1980 feet. The total track under cover in both buildings will be 3700 feet by the end of 1965 if present plans are carried out. (This apparently includes "temporary" track squeezed between the four permanent tracks in the existing building.--WP) EVEN THIS WILL NOT BE ENOUGH FOR ALL EQUIPMENT and it is planned to build a car barn for streetcars and electric railway equipment in the future,

In December, work began on a section house. This structure will accommodate an office as well as tracks for section cars, lorries, and tracklaying equipment, and will also provide space for tools. This work has continued in the new year in spite of temperatures that one day went to 17 below 0. Admittedly little work was done THAT day. During the year it is also proposed to build a substation building to house the Neebing motor-generator and associated equipment. The building projects for 1965 have already made a good start with the 33-mile move, between January 11 and 14, of Barrington station to the Museum. While this is the "newest" building so far as Delson is concerned, it is actually, of course, the oldest, having been built about 1880.

The new bridge, erected in June, and consequent permanent access road has already been described in Canadian Rail. While the museum was not officially open in 1964, interested persons were permitted to visit on Sunday afternoons. "Donations" were "Accepted" from these people and about \$300 was realized. It is planned to continue this scheme on an expanded scale in 1965. A committee has been set up to arrange the display of exhibits and to publicize the project when it is formally opened. Toward this end, a symbol consisting of a stylized steam locomotive was adopted for use on signs, notices and other items concerning the museum.

With the official opening day drawing ever closer, the need for more volunteers increases. Many different kinds of talent are needed, not only for basic railroad work such as tracklaying, but in restoration of equipment, construction of buildings, and for tasks such as arranging exhibits, and acting as guides to show visitors around the property. Constructive suggestions are also welcome! The second building fund has been started and this is another area where contributions will be useful and much appreciated.

Although 1964 was a record year, 1965, with the active support of the membership, can break all previous records. Let's all do our part to hasten the day when we can point with pride to a comprehensive and attractive panorama of Canada's railway heritage and say, "I did more than talk of my interest in railways; I pitched in to create this enduring testimony of my interest -- a testimony which will outlive my words and will inspire future generations to discover the fascination that is railroading".



A four-year-old friend of ours has asked how C.N. expects to get passengers to travel in their Dome cars. The photo on the current timetable cover (which is her only contact with the Sceneramic cars so far) shows no doors on the Dome car-- and not even a door in sight on the adjacent standard cars!!

Notes and News

by LePhagg



- ★ CN is introducing a new type of road-rail container, known as RAILTAINERS, to speed the movement of express freight between the Maritimes and Montreal. The 20-foot-long aluminum containers, which are insulated and have built-in heating units, will be used between Montreal, Rimouski, Mont Joli, Bathurst, Newcastle, and Moncton. The big advantage of the containers is that they can be transferred easily between train and truck, eliminating unnecessary handling of shipments and speeding up pickup and delivery.
- ★ CN has ordered 220 units of freight equipment valued at 3.5 million dollars. The order is comprised of 145 70-ton wood chip cars for service in British Columbia, 25 bi-level carriers for movement of trucks, and 50 tri-level automobile rack cars.
- ★ CP has announced that dining car service on the Dominion between Sudbury, Ontario and Vancouver has been discontinued for the "off-season", i.e., from September 7 to June 23. The railway pointed out that ample opportunity is provided for passengers to obtain food at stations en route.
- ★ The Board of Transport Commissioners ordered CP to reinstate train service between Montreal and Megantic effective March 26. CP removed passenger trains 202 and 203 from the 175-mile run last October 25. The Board decided that a public hearing should be held on the discontinuance but no date has been set.
- ★ To cope with greatly increased passenger business, the Canadian National has purchased thirty-four second hand sleeping cars and leased ten others units. The National System has acquired 20 sleepers (10 Roomettes, 6 D.B.R.) from the New York Central, a dozen (14 Rmette, 4 D.B.R.) from the Frisco, and two (6 Sec, 6 Rmette, 4 D.B.R.) from the Bangor & Arcostock. Leased are four (6 - 6 - 4) from the B&M and six (12 - 4) from the Wabash. The purchase of additional R.D.C. units is also being considered.
- ★ Edmundston, N.B.'s Chamber of Commerce has a novel major project for 1965 -- to get CN to provide better passenger service between their city and Montreal. However, instead of only trying to talk the railway into a better service, the Chamber's members are to drum up enough business that the railway will be glad to put on a first class train. Nobody will be more delighted than CN if the Edmundston chamber's experiment works out well. The Edmundston approach is refreshing and their campaign deserves to succeed.
- ★ The Transport Department announced recently that moving sidewalks will be installed in Montreal Airport to convey passengers to airplane loading gates. Would the taxpayers like to also foot the bill to install similar amenities in Canada's railway stations?

- ★ Late last November, Mr. Paul Tomkowicz passed away at the age of 75 years, and was laid to rest in Winnipeg with few outside his circle of family and friends aware of his death. Mr. Tomkowicz was the star of the movie "Paul Tomkowicz, Street Railway Switchman", made in Winnipeg by the National Film Board in 1953. The film, describing the activities of the track maintenance workers of Winnipeg Electric Railway, was one of the finest documentaries of all times, and won major awards including the International Film Festival in Edinburgh, Scotland.
- ★ Norfolk and western can now be considered as a "Canadian railway". The N. & W. System recently took over the Wabash Railroad, which ran through southern Ontario on rails operated jointly with the Canadian National Railways. It also absorbed the Nickle Plate, joint owners of the D. & T.S.L. with the Grand Trunk Western RR.
- ★ After some months of indecision, plans for the Northumberland Strait Causeway are now being prepared on the basis that Canadian National will be operating a railway system in Prince Edward Island for some years to come. At one point, it was planned to construct the PEI link without rail facilities.
- ★ Some ten thousand Winnipeggers turned out recently to view an assortment of railway passenger cars at Winnipeg's CNR Station. According to reports from the Manitoba capital, CNR officials were surprised at the attendance, especially as the temperature during the two day exhibit was below the zero point.
- ★ The invitation of Mr. Maurice Archer, CN V.P., to the International Union of Railways (Office for Research and Experiments) to hold their 1967 meeting in Montreal has been accepted. It will be the first time the Office has met in North America. Representatives of forty-eight European, African and Asian railways are expected to attend.
- ★ Progress on Place Bonaventure, atop the Canadian National tracks immediately south of Central Station, Montreal, is proceeding rapidly. Early in the year, what was left of the Ames Holden Building on Inspector Street, was demolished and the ground made ready for the extension southwards of Tracks 7 and 8 from Central Station. The steel electrification supports were removed from the area, and the trolley wires suspended from temporary wooden poles. Concrete abutments between the tracks are now being erected and the western section of Lagachetiere Bridge widened over tracks 7 and 8. (No word yet regarding the possible re-introduction of electric locomotives to take the place of the present diesel switchers. If this is not done, it would seem fumes will be most noxious both under and in Central Station and Place B. Electric locomotives performed most of the switching chores at Central Station from 1943 to about 1959.)
- ★ According to a recent issue of the NRHS Bulletin, the C.N.-C.V., desirous of reviving the ailing Montreal-New York service, is looking into the possibility of routing traffic over the Central Vermont's Southern Division line to New London, Conn. The N.Y., N.H. & H.R.R. is reported to be ready to accept the rerouted trains at New London instead of Springfield, Mass., thus eliminating the B. & M. section of the through route. This would also allow for connections to Boston at either Palmer (via B&A) or New London (via New Haven).

Interesting
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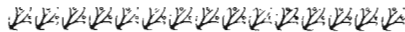


Additional information concerning Kent Northern Ry. #2 pictured on Page 46 - March issue - has been supplied by Messrs. C. W. Anderson and C. Steeves. Kent Northern No. 2, was built for the Intercolonial Ry. by the Canadian Locomotive Company in 1875 --construction number 140 -- and it was #19 on the I.C.R. It weighed 35 tons, had cylinders 16x24", 60" drivers, and boiler pressure of 110 lbs. per square inch. It was purchased by the Kent Northern as their #2 in 1904.

Mr. Anderson of Sussex, N.B. also writes " I have here, in Sussex, a small museum and I would be pleased to have any of the members call if or when they are in the vicinity".

Another "private museum", of interest to those whose hobby is collecting model trains, is the collection assembled by CRHA member John A. Markham of Windsor, Ontario. He has one of the most comprehensive collections of model trains in Canada, and in a cottage behind his residence exhibits some 825 locomotives and over 1500 cars in all gauges. Mr. Markham is interested in hearing from others in any part of the world who have in interest in miniature railway equipment.

Banks, Cast Iron Toys, Stationary Steam Engines JAN. FEB. MARCH APRIL MAY JUNE JULY AUGUST SEPT. OCT. NOV. DEC.	Railway Trains, Ocean Liners, Warships, Sub-Marines	1 2 3 4 5 6 7 8 9 10 11 12 13 14	Fire Engines, Antique Autos, Trucks 15 16 17 18 19 20
	 <p>Ives No. 25 Locomotive, Circa 1903</p> <p>THE INTERNATIONAL MINIATURE RAILWAY</p> <p>FIRST CLASS TICKET</p> <p>GOOD FOR RETURN TRIP AND THROUGH THE SHOPS NOT TRANSFERABLE</p> <p>2261 MOY AVE., WINDSOR, ONTARIO, CANADA</p> <p>WITH SIDE TRIPS AND STOPOVER</p> <p>No. 17590</p> <p style="text-align: right;"><i>John A. Markham</i> President</p>		
	Busses, Aeroplanes, Graf Zeppelin, Street Cars and Trolleys	31 30 29 28 27 26 25 24 23 22 21	



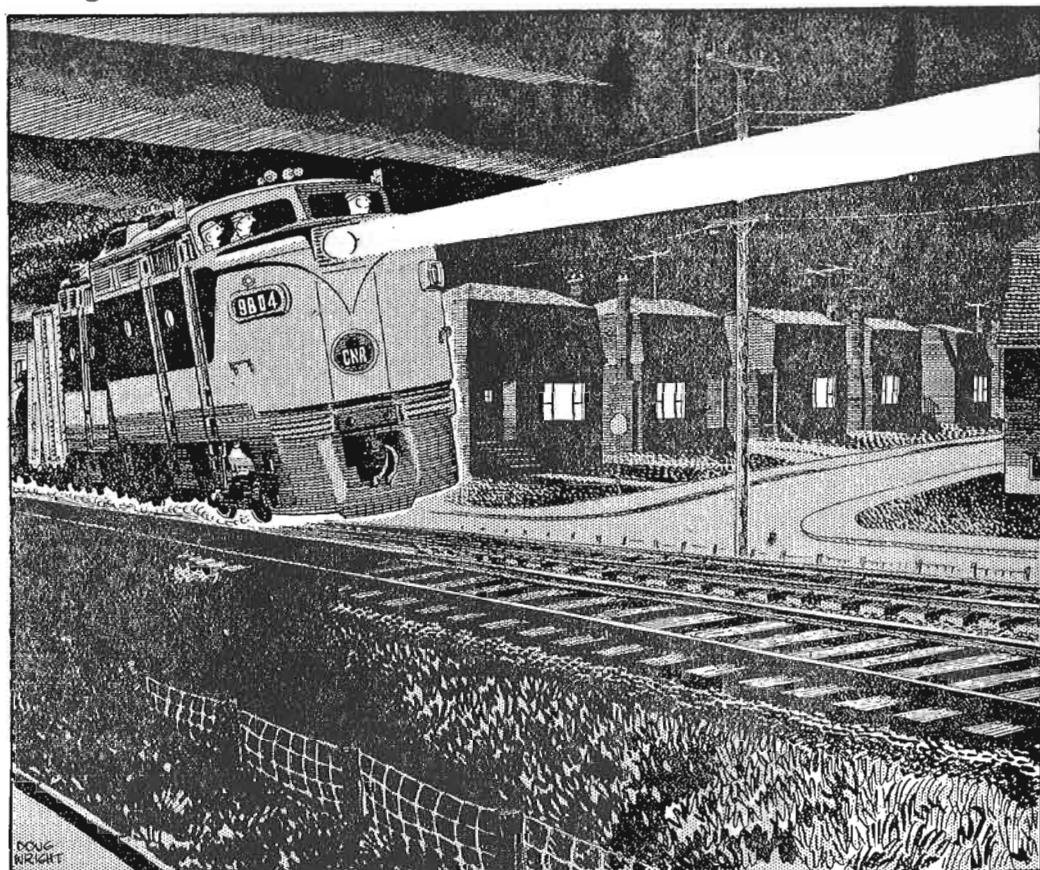
Photograph of the marker beside the Trans Canada Highway near Craigellachie, British Columbia.

(Photographed by Eric Johnson of Edmonton last August 31st.)



Duluth Missabe and Iron Range diesels 179, 112 and 193, heading CN train 416 (Montreal to Garneau) at E.J.Tower, on January 23, 1965.

(Photographed by Murray W. Dean, Montreal West.)



"The hockey game must have gone into overtime—nobody's in bed yet."

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