

July, 1961 - Number 186

**T.T.C. EXCURSION MEETING: July 21<sup>st</sup>, 1961.**

As its third Friday meeting for July, the Society will operate a three-hour evening photographic excursion using chartered T.T.C. Large Witt car No. 2424. This trip will be similar to that held in August of 1960 and again will constitute a bonus excursion for Society members, with no fares being collected. A number of photo stops will be held at loops, wyes and other suitable locations) and accordingly, members should bring flash bulbs and/or tripods.

All Large Witts except Training Car No. 2300 have been sold for scrap, so that this trip will be the last enthusiast's outing on a Large Witt passenger car. Car 2424 will be at the corner of York and Wellington Streets at 7:30 p.m. to pick up its passengers; and a substantial turnout of Society members is hoped for.

The route of this trip includes such interesting spots as Keele Street turn back, the Dock loops, and Hillside Avenue wye in Mimico, with 10 minute photo stops allowed at each of these locations.

*Newsletter* Editor Robert Sandusky has been moved to Montreal by his employer for a period of weeks, while his assistant John Mills is on a trip to Europe. This issue of the *Newsletter* is, then, being handled by the original editor, Stuart I. Westland.

**U.C.R.S. ACTIVITIES:**

June 16<sup>th</sup> Meeting. A size able turnout of members enjoyed four movies supplied by the Canadian National Railways; the spontaneous round table discussion of current news following the business meeting has been very good at the last two indoor meetings and it is hoped that this will continue to develop in the future.

July 8<sup>th</sup> and 9<sup>th</sup> Excursions: As this issue is written, these trips have just been held ..... reports on each will appear in the August issue.

**COMING EVENTS:**

July 22, 1961: C.R.H.A. Trip out of Montreal: Although this will provide only short notice for it, members are advised of an excursion to be operated by the Canadian Railroad Historical Association from Montreal to Victoriaville, Quebec via St. Hyacinthe, Richmond and Danville. The train will be STEAM powered, using Northern 6153 (ex C.N.R., now C.R.H.A. owned) and will leave Central Station at 8:30 a.m., Eastern Standard Time. This trip, of approximately 12 hours duration, will commemorate the 125<sup>th</sup> anniversary of the opening of the first Canadian public railway, the Champlain and St. Lawrence, and the operation of the first steam locomotive in British America.

Adult fare for this excursion is \$9.00, with children's fare half of this amount.

Toronto Street Railway Centenary Week-end: Plans are now being formed for the observance by the Society and the T.T.C. of the one-hundredth anniversary of the opening of the Toronto Street Railway on September 11<sup>th</sup>, 1861, the first street railway in Canada. The centenary week-end will be celebrated on September the 9<sup>th</sup> and 10<sup>th</sup>, and although not all details have been finalized, a street railway excursion operated by the Society will definitely be a part thereof.

U.C.R.S. Sleeping Car to the NRHS Convention in Chicago: The Society intends to

operate a chartered sleeping car to Chicago on the occasion of the National Convention of the National Railway Historical Society over the Labour Day week-end. It is hoped to use either ATLANTIC or PACIFIC, the C.N.R.'s deluxe sleeper-observation cars hauled to Chicago on the rear of C.N.R. train No. 15 on September 1<sup>st</sup>. (Friday evening) and arrive in time for the Saturday trip which will consist of a round trip on the Grand Trunk Western to South Bend, Indiana, behind GTW Northern No. 6323. The Sunday trip will be on the C.B.& Q., using their Northern 5632, and will operate to Dubuque, Iowa. The Monday trip will be on the electric Chicago, South Shore and South Bend to Michigan City, Indiana, site of their locomotive shops. Further information on any of the trips may be obtained from Herb Danneman, 1628 West Wisconsin Avenue, Milwaukee, 3, Wisconsin, U.S.A.

The U.C.R.S. sleeping car will be available as a hotel on Saturday and Sunday nights. The fare for this special car will be about \$50 for the four nights from Toronto. Members interested in this full week-end of railroading, with hotel accommodations of the most acceptable type for the railway enthusiast, are urged to complete and return the coupon included with this mailing.

➤ September 30<sup>th</sup> - October 1<sup>st</sup>. Week-end: The Society is tentatively planning a C.P.R. trip for Saturday, September 30<sup>th</sup>, and another C.N.R. trip behind 6167 is largely firmed up for Sunday October 1<sup>st</sup>. The latter trip will be in the nature of a Fall Foliage excursion operated from Toronto to Gravenhurst, Ontario. More information on these trips will be mailed with next month's *Newsletter*.

#### THE CHIGNECTO SHIP RAILWAY

The May 1961 issue of the Canadian Geographical Journal carries an interesting article on the Chignecto Ship Railway, a double track line which was partially constructed during the years 1888-1891 between the Bay of Fundy and the Gulf of St. Lawrence. This line was to utilize locomotives operating on the parallel tracks hauling a huge 192-wheeled cradle, running on all four rails, on which the ships would rest. There are seven illustrations which include photos of the line under construction and artist's renderings of the nature of the railway operation. Copies of this issue may be obtained at 50¢ from the Journal's Headquarters, 54 Park Avenue, Ottawa 4, Ontario.

#### "THE INTERURBAN ERA"

By William D. Middleton

While this new book by Kalmbach Publishing Company is expensive if purchased for its Canadian content alone, there is nevertheless a proportionately greater amount of space devoted to the interurban electric railways of this country than their mileage and rolling stock totals would merit in the entire North American picture. Except for some front-end views on the Winnipeg, Selkirk and Lake Winnipeg, the Canadian lines represented are exclusively those which lasted into the post-World War II era and which became well known to the traction enthusiasts.

Not portrayed, and understandably so, are the Toronto, Hamilton and Windsor systems although Toronto Suburban devotees should be particularly interested to see an excellent photo of a 2-car train on the Kansas City, Clay County and St. Joseph comprising equipment virtually identical to the Toronto Suburban's centre entrance cars.

Coverage in the book is generally pictorial in nature rather than descriptive, although photo captions contain a great deal of information. The coverage of North America is, geographically, quite thorough. The book retails at \$15 and is obtainable from the publishers at 1027 North 7<sup>th</sup> Street, Milwaukee 3, Wisconsin.

**NOTES ON THE NOVA SCOTIA COAL RAILWAYS: By J.D. Knowles.**

Sydney and Louisburg is cannibalizing Minneapolis and St. Louis diesel No. 208 (Alco-GE 74318, October 1945). Steam power still on the S.& L. consists of the following 14 engines: heavy Mikados 104 and 105, light Mikado 71, 0-8-0's 85 to 95, with 87 stored at New Waterford and unlikely to see further use. Engines scrapped following the acquisition of the diesels include heavy Mikados 101 to 103 and 106, (100 was wrecked some years ago), light Mikados 70, 73, 74, 76, 77 (72, 75, and 78 were scrapped previously, following the purchase of the 0-8-0's) Moguls 15, 31, 32, and 45, Consolidation 57 and 0-8-0 No. 84.

Cumberland Railway and Coal Company at Springhill, NS, received Mogul 82 from the Sydney and Louisburg last winter as other C.R.& C. power had become unserviceable. Yard tracks at Springhill are now being removed, and the Board of Transport Commissioners has granted permission to dismantle the Springhill Junction Springhill main line also, after the 10<sup>th</sup> of August.

Acadia Coal Company at Stellarton has in service Mogul 42 received from the Sydney and Louisburg about six years ago. Out of service and unlikely to be repaired is 0-6-0 No. 12 (Locomotive and Machine Company, Montreal, 42749, May 1907). Also on the property at present is Old Sydney Collieries 2-4-0 No. 25. In late June this engine was being used to dismantle the "New Glasgow Road" a line from the mine at Stellarton to a coal chute for loading trucks at New Glasgow. This line was the only A.C.C. trackage through the open country and was part of the line from the mine to East River. A few hundred feet of track was left in place at the New Glasgow end to provide a new home for the ancient engine which ran on the line, the vertical-cylindered, 0-6-0 "Samson" built by Timothy Hackworth of New Shildon, Durham, England in 1838. The engine is now housed in a neat frame building at one end of the C.N.R. New Glasgow station platform. It is to be hoped that adequate provision will be made to protect "Samson" from vandalism in its new location, which seems rather unsuitable for such a display. The "Samson's" running mate, the "Albion", an inclined cylindered 0-6-0 built by Rayne and Burn of Newcastle-on-Tyne, England, in 1854, is safely housed in the Stellarton Mining Museum.

Old Sydney Collieries now has only three locomotives, 0-8-0's 30, 32, and 33 (ex Detroit & Toledo Shore Line 113, 112, and Chicago and Illinois Midland 547). The high timber pier at North Sydney was last used for loading coal boats in 1960 and the line from North Sydney to Sydney Mines, which roughly paralleled the C.N.R., was dismantled early in 1961. The three 2-4-0's, which were the only engines light enough to be used on the pier, thus became surplus, and 26 and 27 were scrapped, along with 0-8-0 No. 31, ex D.& T.S.L. 114. Engine 17 went to the colliery at Broughton. The Florence colliery was closed at the end of June, 1961, and the line from Sydney Mines to Florence, which also followed the C.N.R., was abandoned. The only remaining O.S.C. rail operations are in the yards at the Princess Colliery, where one of the 0-8-0's will be used at a time.

The Maritime Coal, Railway, and Power Company Limited has received permission from the Board of Transport Commissioners to abandon its railway line from Maccan to Joggins, Nova Scotia.

**RE LOCATION OF T.T.C. FERRY LOOP COMPLICATES HISTORY OF DOCKS  
AREA TRACKAGE AND ROUTING**

The construction of an off-ramp from the F. G. Gardiner Expressway near York Street and Queen's Quay necessitates the relocation of the T.T.C. Ferry Loop, the southern terminus of the Dupont carline and for many years prior to 1954, the terminus of the Bay route. The

new loop is to form an enormous square, three sides of which are of open track construction. The new track leaves Bay Street at Harbour Street, proceeds westerly along the north edge of the park land, then turns south to Queen's Quay opposite the Ferry Docks, and then easterly back to Bay Street just north of the sidewalk on the north side of Queen's Quay. A stub-end, back-in siding for car storage is laid parallel to the north-south portions of the main track. T-rail is used, except on curves, with bracket-arm suspension of the wire used on single track and span wire suspension used over double track. A short section of the old southbound track on Bay Street, between Harbour Street and Queen's Quay will be connected by a facing switch to the new layout, for use as a push-in siding for dead cars. The shifting locations of the street-car tracks in the docks area are indicated on the "all-time" composite map included in this issue. The first street railway service was operated south of Front Street on the stark, vegetation less reclaimed flats below the railway tracks, which had originally been on the shore of the bay. (The present Harbour Commissioners' Building on Harbour Street once stood on a pier surrounded by the waters of the bay).

Car service on Front Street had been fully adequate, location wise, for the dock area when the latter was situated on the Esplanade. However, the extension of reclaimed land southerly moved the dock area some 1600 feet to the south of the old location and made the extension of street railway service on the "made" land a necessity. Such an extension had been contemplated many years before with the construction of a bridge, carrying disconnected car tracks, over the then ground level railway tracks, opposite York Street. The rail on this bridge was laid in 1893. Elevation of the railway tracks in the Toronto Viaduct project caused the demolition of this bridge and the car tracks never saw use. The under-passes through the Toronto Viaduct for York, Bay and Yonge Streets were not ready for use when the old bridge was dismantled, and it was necessary to build another bridge for the street railway extension, out of the way of the underpass construction.

With the construction of the present ferry docks early in 1926, on the south side of Queen's Quay midway between Bay and York Streets, a temporary wooden bridge, carrying a wooden decking for other vehicles in addition to the two street railway tracks, was built over the railway tracks between Yonge and Bay Streets. (This passed through the site of the present Customs Building to an intersection with Front Street). At the south side of the railway embankment the bridge veered diagonally south-westerly in its descent, and the temporary car line crossed Bay Street on surface level just north of Fleet Street. The tracks proceeded westerly, parallel to Fleet Street and turned abruptly south midway between Bay and York Streets and continued across Harbour Street and Queen's Quay to the area immediately in front of the Ferry Dock gates, where cars allowed passengers to board and alight only a matter of feet from the ferry slips. There was a storage siding at this first Ferry Loop for the same purpose as that of the stub siding being included in the new layout under construction.

West of Bay Street the new line was of open track construction and was built to light, temporary standards.

Service began on this trackage on May 22 1926, with the inauguration of the short-lived FERRY route. P.A.Y.L. (2 man) Toronto Railway cars were used, operating over the temporary line and then via a large loop west on Front, north on Bay, east on Queen, south on Yonge and west on Front again to the bridge. The route had an average headway of six minutes, varying with the conditions; three cars were in operation when the six minute headway was obtained.

Commencing November 1, 1926, the Ferry route became a shuttle service operating on the temporary line only and using a D.T.D.E. car of the series 2120 to 2126. This was reversed

on a crossover installed just south of Front Street.

On June 3<sup>rd</sup>, 1927, the loop through downtown was resumed with Toronto Railway cars again taking over. At this time, however, the temporary trackage was abandoned with the exception of the bridge section. The Ferry cars swung onto the new permanent paved trackage on Bay Street at Fleet, then travelled south on Bay and west on Queen's Quay to the second Ferry Loop, at York Street and being that one which is now to be abandoned.

On August 2<sup>nd</sup>, 1927, the Ferry route was discontinued and the docks service was taken over by the Small Witts of the BAY route, with the trestle still in use as the Bay Street underpass was still incomplete. During the winters of 1928-1929 and 1929-1930, there was no car service south of Front Street.

At midnight, November 11<sup>th</sup>, 1929, the Bay Street bridge (as the temporary structure was named) was officially closed and dismantled immediately, afterwards. When operation of the Bay cars resumed on May 1<sup>st</sup>, 1930, the new Bay Street underpass entered use. Bay cars continued to run to the Ferry Loop until March 30<sup>th</sup>, 1954, (date of Subway opening) when this section of the line was replaced by the DUPONT route extended southerly.

Trackage on the original temporary line was removed as service was abandoned except for the east-west segment parallel to Fleet Street west of Bay. The rails, curiously, remained here and quite visibly so, until 1938, when they were finally lifted to make way for the new Postal Building. During the 1930's these tracks were quite puzzling to anyone not knowing their origin.

In the 1927 permanent track construction, double track was continued around the corner of Queens Quay and York Street and northerly on York Street to the southerly end of the Viaduct overpass, where the tracks dead-ended. Obviously, an extent ion of the tracks through the underpass to Front Street was contemplated in 1927, but had been decided against by the time the underpass was opened. It is interesting to speculate as to what routings might have developed had this connection been made.

In 1943, when rail was scarce, this surplus double track was removed to just south of Harbour Street, but the paving Beets remained to tell the tale. The portions of these tracks between Harbour Street and Queen's Quay were often used for the storage of dead cars or picnic charters.

No further change occurred in the dock area trackage until the summer of 1951, when T.T.C. track crews descended on the park area south of Harbour Street between Bay and York (where the third Ferry Loop is now), bulldozed a wide swath through the green turf, and laid out a six track storage yard for Yonge trains displaced from Eglinton Division while subway construction at that latter location was in progress. The first trains entered this yard for storage on September 5<sup>th</sup>, 1951. There was no car house erected here, nor any other facilities for servicing cars. A small temporary office was located at the north-east corner of the yard. This yard was laid with T-rail on sand ballast. The northbound stub track on York Street was turned into the inbound ladder track, while the exit track passed neatly between two poplar trees onto Bay Street.

This was an active storage yard until March 30<sup>th</sup>, 1954, when it became a dead storage yard. Harbour Yard's greatest moment was probably when the ceremonial last Yonge train (2574-2897) pulled in upon the completion of that historic trip. The removal of the last trains from the yard about two months later allowed the yard trackage to be lifted and the sod replaced so that one could never tell that some 60-odd street cars had once graced the park area.

With the construction of the new Ferry Loop, the sanctity of the expanse of green award has again been disturbed by the entry of street railway tracks, but the concern of the

street railway enthusiast is that a viewpoint of interest has been created on the local system, and one where photos of cars may be obtained free of the interference of the omnipresent, malodorous, automobile.

Map: All-Time Map of TTC Trackage on Dock Area.

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#### **MOTIVE POWER NOTES:**

➤ Klondike Mines Railway locomotives #2 and #3 have followed #1 out of the bush (from the site of the railway's engine house) across the river and all are now on display in Minto Park, Dawson City, Yukon. Data on these engines is as follows:

<u>Number:</u>	<u>Type:</u>	<u>Builder and Date:</u>	<u>Notes</u>
1		2-6-0 Brooks, 1881	ex White Pass and Yukon # 63
2		2-8-0 Baldwin, 1885	ex White Pass and Yukon # 55
3		2-8-0 Baldwin, 1899	ex White Pass and Yukon # 57

➤ The introduction of new, brighter colour schemes for CN diesels calls to mind the experimental colour scheme in which 4-8-4 No. 6138 was finished in 1928. At this time, this locomotive appeared resplendent in emerald-green boiler jacket and tender tank, black smoke box, cab and coal bunker, and bright red buffer beams, wheel spokes and rod fluting.

➤ Northern 6167 is not the only C.N.R. steam locomotive that has been active recently. Mountain 6043 (already famous as the last CN steam locomotive to be used on a regularly scheduled train, into Winnipeg in April, 1960) was fired up on June 22<sup>nd</sup> to haul a special train chartered by the Manitoba Travel and Convention Association for a round trip from Winnipeg to Brandon Manitoba. The train was made up with seven coaches, with the Association expecting a passenger load of about 800. As it turned out, only about 100 passengers actually rode the train, although many citizens turned out at Winnipeg and all along the route to see and photograph the steam locomotive.

The engine's water supply was replenished at Portage la Prairie by the local fire department from a nearby hydrant, as was done on the U.C.R.S. excursion July 9<sup>th</sup>, at Peterborough.

➤ Regretfully, a correction is made to a note which appeared on page 7 of the June issue which indicated that CN Northern 6245 was scheduled for use as a stationary boiler at the Ontario Hydro's new Lakeview Generating Station.

Although this had originally been the intention, it was later decided to use a steam generating car and 6245 is now slated for scrap.

CPR diesel switcher No. 6706 has been transferred from London to Preston, Ontario, for assignment to the Grand River Railway. This locomotive will be used on the relocated (and non-electric) trackage in the Kitchener area.

#### **C.N.R. OPENS NEW HEADQUARTERS BUILDING**

The Canadian National Railways has opened its new headquarters office building in Montreal, a 17-storey limestone and polished granite structure adjacent to Central Station in Montreal. The C.N.R. Headquarters staff has finally been assembled under one roof from a group of old and outmoded buildings in the lower downtown area, the central unit of which was the former Grand Trunk Railway head office building on McGill Street. The concept of a new terminal area and headquarters building for the C.N.R. in the Quebec metropolis goes back many years — actually to 1926. The opening of Central Station adjacent to the south portal of Mount Royal Tunnel in 1943 was the first major step in the implementation of this master plan and was followed by the Place Ville Marie project (a 42-storey office building), the International Aviation Building, the Terminal Central Building and the CN's Queen Elizabeth

Hotel. Construction of the office building on Lagauchtiere and Mansfield Streets was announced in March of 1958 and excavation was started almost immediately.

The steel frame of the building presented many structural problems owing to the irregular location of columns necessitated by seven of the tracks and platforms of Central Station located beneath. The transition from these columns to the regular grid of the upper floors was made by heavy girders and trusses, similar to those used in bridge building.

Foundations go down to bedrock, and to prevent transmission of vibrations from train operation to the building frame, special "vibration pads" were placed between the steel base plates and the tops of the concrete footings.

The building provides 470,000 square feet of floor space and a 5-storey parking garage provides 800 car parking spaces. Reinforced concrete slabs were used for ground level floors and precast slabs on other floors. The building harmonizes architecturally with the exteriors of the other buildings in the overall terminal development.

### **C.N.R. MATTAGAMI BRANCH LINE**

The opening up of Canada's northland by means of new railway facilities continues. The C.N.R. has been authorized, by virtue of a Bill in Parliament to construct a new 61-mile branch line north-westerly from a point on the Barraute to Chibougamau line to Lake Mattagami in north-western Quebec. The line is primarily intended to bring out zinc and copper concentrates from the properties owned by Mattagami Lake Mines, with the first named product predominating. The railway is also hoped to develop other mineral and pulpwood resources. A townsite for about 4000 population will be developed at the end of the branch, which is scheduled for completion by the end of 1962.

The new line will be laid with 85 lb. rail, creosoted ties and gravel ballast. It will have two steel bridges and six timber trestles, with the largest bridge to be 900 feet in length.

### **PACIFIC NORTHERN RAILWAY TO BE STARTED THIS SUMMER**

Bernard Gore, president of the still "paper" Pacific Northern Railway, announced on July 7<sup>th</sup> that construction of the long deferred line will begin this summer with the clearing of 100 miles of right-of-way north of Prince George, British Columbia. The line will be ultimately some 600 miles long, extending from Summit Lake, BC, to the Yukon border, and will cost in the neighbourhood of \$300 million to build.

On May 30<sup>th</sup>, the Premier of the Province of British Columbia had issued an ultimatum that the railway would be required to commence the long-delayed project or surrender its right-of-way. He said that the railway must either let firm contracts by November 1<sup>st</sup> to clear the first 100 miles of the route from Summit Lake or by the same date give a firm commitment that by June 1<sup>st</sup>, 1962 construction would be started on the first 100 miles, this commitment to be accompanied by a \$200,000 bond.

The railway was originally scheduled to start construction by June 30<sup>th</sup>, 1960 and finally made a token start one day away from the deadline imposed by the provincial government. Work was stopped on the Summit Lake clearing during the summer of 1960 when the provincial Public Utilities commission ruled that the permission of that commission was required before work could begin.

The proposed railway is part of a larger plan of Swedish industrialist Axel Wenner-Gren to develop the Peace River region in north-eastern British Columbia, which plan also includes a mammoth hydro-electric development. Mineral and pulp developments would presumably follow the railway and power projects.

## T.T.C. TO DISPOSE OF ITS REMAINING LARGE WITT CARS

At the time of writing it has just been learned that the T.T.C. has sold 29 of the remaining 30 Large Witt cars of the series 2300-2448 to the Western Iron and Metal Company for scrap. These cars have been stored for several months at Russell Division and have had many parts stripped from them for use in the main-maintenance of other car series. An exception to this is car 2424, probably in the best condition structurally of any of the remaining Large Witts. This car has seen some limited charter service during 1961 conveying children to the ferry docks and, of course, will be used again on a U.C.R.S. excursion for the meeting of July 21<sup>st</sup>. (see page 1).

The one Large Witt which will be retained on the system will be 2300, the original piece of equipment purchased by the Toronto Transportation Commission in 1921, and since 1951 in use at Hillcrest as an instruction and emergency car, carrying certain special equipment. As long as there are Small Witts in operation on the system, 2300 will probably be retained in status quo.

In contrast to the exit of the Large Witts, many small Witts have recently been receiving extensive overhauls in Hillcrest to a degree beyond that experienced by them for several years past.

In connection with the above, the Ontario Electric Railway Historical Association is negotiating for the purchase of large Witt No.2424. It is hoped that this car, so familiar to U.C.R.S. members, will eventually be added to their museum at Rockwood, Ontario. Persons interested in making donations or loans to assist the O.E.R.H.A. in this project are invited to contact Bill Watson, secretary of the Association, at Post Office Box 121, Scarborough, Ontario.

## OTHER T.T.C. NOTES .....

The Commission has stated publicly that it expects to be called on by the Metropolitan Council to abolish all fare zones and institute a single 15¢ fare on the entire system in 1962. This step would increase the number of revenue passengers, it is estimated, by 4 million, but the loss of extra zone fares would cause a net annual deficit of \$3 million. The deficit would presumably be met by a Metro subsidy ... The 1960 Annual Report revealed the following with reference to T.T.C. operations last year: 1 million more vehicle miles were run in 1960 than in 1959 in order to carry 8 million fewer riders. The system earned a net profit (made possible by a fare increase on May 1<sup>st</sup> of that year) of \$1,159,820, as contrasted to a deficit of more than \$96,000 during 1959. ....

.... The leasing of air rights over T.T.C. properties is gathering momentum (buildings over Eglinton Station and Davisville yard are already planned); the Commission has now decided to install extra structural reinforcing for the Bloor Street Subway structure east of Avenue Road sufficiently strong to support a 20 storey building, and the area between Yonge and Bay Streets suitable for a 12 storey building. Discussions are also being held with a firm of developers with regard to the air rights over Roncesvalles Division car house and yard in Toronto's west end. .... the T.T.C. recently played host to two visiting municipal officials from Hamburg, Germany who are touring the larger cities of North America to study modern town planning and subway and expressway developments. Their reaction to the Yonge Subway, after a thorough tour was, that "it is modern and exceptionally well done; it is fast, quiet, clean, the interval between trains is very short and the cars are comfortable".

They reported that the Hamburg subway system, built in 1910, and now having 55 miles of line, is currently undergoing an 11 mile extension.

#### **ACTIVITY PRECEDENT TO MONTREAL SUBWAY**

The Montreal Transportation Commission recently assigned over 100 checkers to a wide downtown area bounded by Vitre, Notre Dame, St. Denis and McGill Streets, to observe and record the movements of pedestrians. This special survey had as its principal purpose a study of future subway entrance locations and the extent of station facilities required. Meanwhile, Mayor Drapeau and Executive Committee Chairman Saulnier made a trip to Europe to explore the securing of subway financing on the European money markets, following the refusal by the Dominion Government of a request for assistance. They returned confident that the funds would be available when the City and the MTC is ready to undertake construction, and the Provincial Government has undertaken to guarantee the financing. Another overseas trip was made by MTC Chairman Guy Gauvreau, together with the MTC Chief Engineer and the City's director of public works, to visit European underground systems and observe their technical and operational details. They visited London, Paris, Hamburg, Berlin, Stockholm, Milan and Rome and returned with the statement that large European centres have found that they must construct underground transport facilities to avoid choking congested areas and turning the cores of the business areas into vast open parking lots - which was tantamount to saying that Montreal must do the same thing.

#### **\*\*\* MISCELLANY \*\*\***

- A Bill was placed before the House of Parliament early in July to provide a subsidy of \$86,500,000 for the C.N.R. to aid in the construction of the 398-mile new line from Grimshaw, Alberta to Hay River, NWT, together with a 40 mile spur line from Hay River to Pine Point, site of a development by Consolidated Mining and Smelting Company. The survey is expected to be completed by the fall of 1961, with construction planned over a four-year period.
- The Duluth, Winnipeg and Pacific Railway ended all passenger service on July 1<sup>st</sup> between Fort Frances, Ontario and Duluth, Minnesota when train No. 620 arrived in Duluth. During the 11 months of 1960 the railway lost \$144,700 while carrying an average of five passengers per trip on this service, for an average trip revenue of only \$12.69. The beginning of the end occurred in May, 1960 with the cancellation of the mail contract.
- The Soo Line has petitioned to discontinue trains 9 and 10 between the Twin Cities and Portal, North Dakota (on the Canadian border). The sleeper on these trains rarely carried more than two or three persons; in one manner these trains harken back to the "old days" as No.10 stops at every station on the Manitoba portion of the run to deposit a daily supply of water with the station agent. The water is slopped from huge barrels in the baggage car into whatever receptacle the agent might have.
- Historical Item: About 1860, during the rush to the Caribou gold fields in British Columbia, a short line of tramway was built in the Lillooet district from Anderson to Seton Lake to aid in the transportation of prospectors. The tramway consisted of wooden rails, hewn out of native timber and covered on two sides by thin angle iron, operated by a car with flanged iron wheels running by gravity down from Anderson and hauled back by horse power. A length of track and the iron wheels of the car were discovered in the bush near Lillooet in 1927.

#### **RESERVATION COUPON**

Please reserve for me \_\_\_\_\_ sleeping space(s) on the U.C.R.S. Special Sleeping Car to the

Chicago Convention of the National Railway Historical Society, September 1<sup>st</sup>. to September 4<sup>th</sup>, 1961.

Name .....  
Street City . . . . . Zone . . . . Province/State .....

➤ The C.N.R. will henceforth perform all of its own cartage hauling at Winnipeg, having bought out a portion of National Cartage and Storage, Limited, which was previously under contract to the railway.

➤ The National Capitol Commission in Ottawa has decided to place the C.P.R. line skirting Dow's Lake and the Dominion Experimental Farm underground, in a two-year, \$3 million construction program.

➤ The abandoned C.P.R. roundhouse at Minnedosa, Manitoba is now being used by a manufacturer of agricultural machinery.

➤ The C.N.R. recently used a new device to align rail on a renewal program affecting 24 miles of westbound track between Komoka and Watford, ON. The track is aligned with a straight wire extending from eighty feet ahead of the rail laying machine to a point behind it. Two men operate the machine, which moves the track by planting anchors in the ballast and aligning the rail with mechanical "hands". The only human factor in the alignment process is the checking of a gauge which shows if the track is in precise alignment. The old method of aligning track, of course, was a manual sighting.

The "clickety-clack" will be only half as frequent on this section of new track, as 78 foot lengths of rail have been used.

➤ The two major railways will introduce incentive rates on L.C.L. freight in Ontario and Quebec on July 31<sup>st</sup>. The plan will apply to all classes of freight except those not suitable for pickup and delivery, such as perishables, live-stock, explosives and bulk freight. The rates will provide for successively decreasing charges on increasing sizes of shipments, and will provide a more competitive pickup and delivery service in the central provinces.

➤ The new C.N.R. paint scheme has now been applied to switcher 8143. This unit is presently assigned to Toronto's Spadina roundhouse, and may often be seen switching in Bathurst Street yard. The paint scheme resembles that of road-switcher 4566, with a black body and orange-red ends. The new CN emblem appears in light grey on each side of the hood.