

# Upper Canada Railway Society

BOX 122, TERMINAL "A"  
TORONTO, CANADA

## NEWSLETTER

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### SOCIETY ACTIVITIES

The Society meets on the first and third Fridays of every month. The next indoor meeting will be held on February 21st at 8:30 P.M. in Room 486, Toronto Union Station. The program for this meeting will be a showing of members' railway movies. All resident members are urged to be in attendance.

The March 7th outdoor meeting will be a train observation session at C.P.R. West Toronto Station.

Past Meetings - January 3rd: observation at Sunnyside Station.  
January 17th: The Annual Meeting of the Society for 1958, 32 members in attendance. Annual Reports for 1957 were presented, followed by the election of Directors of the Society for 1958, with results as detailed below. Entertainment consisted of a 100-question quiz, broken into a series of 10 questions on each of 10 general topics. Jack Maclean was the overall winner.

### U.C.R.S. DIRECTORS, OFFICERS AND COMMITTEE CHAIRMEN FOR 1958

Changes in the composition of the Society's Directorate, together with changes in the identity of the occupants of the various official and committee positions, have been more numerous this year than for some years past. The voluntary retirement of certain 1957 Directors and Officers forced a considerable redistribution of duties for the coming year.

At the Annual Meeting of January 17th, the Nominating Committee presented its report, consisting of the nomination of nine persons willing to stand for the office of Director of the Society for 1958. One further nomination was received from the floor of the meeting, and this of course necessitated an election. After this election had been duly held, the following nine persons were declared by the scrutineers to have been elected for the year 1958:

E. John Freyseng  
J. William Hood  
John A. Maclean  
George A. Meek

John M. Mills  
Albert S. Olver  
James Roach  
Robert J. Sandusky  
Stuart I. Westland

The Directors met on January 23rd and chose Officers and Committee Chairmen for the coming year as follows:

#### OFFICERS:

President: John A. Maclean.  
Vice-President: John M. Mills.  
Corresponding Secretary: Robert J. Sandusky.  
Recording Secretary: E. John Freyseng  
Treasurer: Albert S. Olver (no change)

COMMITTEE CHAIRMEN:

Directors' Advisory Committee: J.A.Maclean (Chairman);  
G.A.Meek, S.I.Westland. (Members)

Publications Committee: J.W.Hood.

Production and Mailing Committee: J.M.Mills.

House Committee: J.M.Mills.

Public Relations and Publicity Committee: J.Roach.

Program and Excursion Committee: R.J.Sandusky. (no change)

(For committees other than Directors' Advisory, members will  
be chosen by the Chairmen)

OTHER POSITIONS:

Curator: S.I.Westland (no change)

Bulletin Editor: J.W.Hood

Newsletter Editor: S.I.Westland (no change)

Retiring 1957 Directors are J.D.Knowles, J.A.Kelley and H.R.Naylor.  
~~A word of appreciation is given here for their services to the Society over~~  
the past several years.

MISCELLANY

---It has been reported that the British Columbia Electric Railway discontinued its Marpole-Steveston interurban passenger service on February 1st, bringing to an end not only the last rail passenger operation on that system but all electric railway passenger operation in the entire country west of Toronto.

---The C.N.R. spur line serving the industrial area south of the Brampton Subdivision between Martin Grove Rd. and Brown's Line in the Township of Etobicoke has been extended southerly to serve the Richview Switching Station of the Hydro-Electric Power Commission of Ontario, crossing Dixon Road at grade just east of the Brown's Line-Dixon Rd. cloverleaf. The total extent of this spur is now about two miles.

---Track-laying gangs on the Pacific Great Eastern Railway's northern extension to Dawson Creek and Fort St. John crossed the summit of the Rockies in Pine Pass during December and are now driving toward the crossing of the Peace River at Taylor, B.C. This recently completed portion of the railway is reportedly one of the most difficult sections of railway, from a construction standpoint, in the Dominion, involving among other things a quarter-mile tunnel through a mountainside and the removal of a hill containing 150,000 cubic yards of solid rock.

---The C.N.R. has retained the consulting engineering firm of DeLeuw, Cathers and Company of Canada, Ltd. to draw up long range plans for railway terminal facilities in the Metropolitan Toronto area, looking generally to a progressive decentralization of industry from the urban core, with an accompanying lessening of the traffic and terminal problems at that point.

---According to a recent statement by C.N.R. President Donald Gordon, the Canadian National Railways has built 580 miles of new branch lines since the end of World War II, which he believes to be a record in the western world. During the same period, other major railway expansion projects have been undertaken in Canada, among them the construction of the Quebec North Shore and Labrador line, the extensions of the Pacific Great Eastern Railway, the Canso Strait Causeway project, and others. Taken in conjunction with other projected lines, such as the iron ore railway into the Ungava district recently authorized by the Quebec Legislature, this seems to indicate that Canada is presently experiencing a new Railway Boom of major proportions.

EXCURSION OF JANUARY 26th -- FURTHER NOTES  
ON KANSAS CITY P.C.C. CARS

PCC car 4778 of the Toronto Transit Commission, formerly No. 793 of the Kansas City Public Service Co., carried 31 members of the U.C.R.S. on a four-hour inaugural excursion on Sunday, January 26th. This car was the first of the thirty purchased in November to have been rebuilt and repainted for Toronto service, and the excursion represented its first revenue use.

Commencing at St. Clair Carhouse (to which this group of cars is to be assigned), a route was followed which visited such far-flung points about the Toronto system as Exhibition Loop, Long Branch, Luttrell Loop and Christie loop before returning to point of origin. Although the weather was far from ideal for railfan excursions (there was considerable snow on the ground and skies were overcast), enthusiasm for photography was hardly less than usual, and the general atmosphere associated with fantrips was much in evidence inside the car.

Actually, 4778 had been released from Hillcrest more than a week earlier, but had been used up until the time of the excursion for instructional purposes at St. Clair Division. The feature of this group of cars which requires special instruction for operators is the fact that the gang switch layout (toggle keys on operating dash) is considerably different from that on other PCC cars in Toronto, and for the immediate future at least, is not to be changed.

Remaining after outshopping are other more obvious features which will assist in the ready identification of this group of cars. These are the placement of the rear marker lights below, rather than above, the rear windows; the blue-tinted upper sash which was left in the rearmost window on both sides (all others were removed), and the covering of the ceiling ventilator louvres. The GE brake actuators give the trucks a distinctive appearance. The side window design is, of course, the big departure on these cars from the standard post-war all-electric car body, but this does not seem to be as noticeable in the Toronto paint job as might have been expected. A deluxe touch has been given by spraying the operator's desk and surrounding area with "roxatone" (speckled) paint.

At time of writing, no other cars of the series had been outshopped, but 4778 had been in regular service for some days on St. Clair Ave.

Late information is that these cars were 30 of the last 31 cars left in Kansas City. One car, No. 795, has been set up as a permanent historical exhibit in Kansas City's Swope Park.

WEEKEND IN MONTREAL -- MARCH 29TH - 30TH

The Canadian Railroad Historical Association advises that it has arranged a "Rail Enthusiasts' Weekend" in the Montreal vicinity, scheduled for March 29th and 30th next.

There will be three separate activities, consisting of (1) a visit to railway roundhouses in the Montreal area; (2) a tour of the remaining car lines of the Montreal Transportation Commission using historical rolling stock, and (3) an all-day steam excursion (double-headed power) out of Montreal to St. Johns, Valleyfield and Hawkesbury. The first two activities are scheduled for Saturday, March 29th (concurrently), while the steam trip will be held on Sunday, March 30th.

Fare for the Saturday activities is \$2.00 each, while the fare for the Sunday trip (including lunch service) will be \$6.00 per person. More complete details may be obtained from the "Passenger Agent" of the Association at Box 22, Station "B", Montreal, Quebec.

A RAILFAN'S REPORT ON THE MARITIME PROVINCES

by Forster A. Kemp

PART TWO

Coal and Steam on the Sydney and Louisbourg -

The Sydney & Louisbourg Railway is one of the properties of the Dominion Steel & Coal Corporation, now controlled by A.V.Roe Canada Ltd. It is one of the few railways in Canada still entirely operated by steam locomotives. It connects the two places of its title and has branches to New Waterford, Port Morien and Caledonia, N.S. Much of the business of the railway is connected with its "relations", the Dominion Iron & Steel Co. of Sydney, the Dominion Coal Co. and the Old Sydney Collieries Ltd.

The centre of operations of the S.&L. is located at Glace Bay, N.S., and this is one of the best places to observe operations of the line. The highway from Sydney to Glace Bay is under construction, and one can only regret the passing of the Cape Breton Tramways as the bus bounces over innumerable holes and through mud and water.

Only two engines were working on my arrival in Glace Bay. No. 70, a small light 2-8-2 (Montreal, 1926) and a large Lima 0-8-0 numbered 93. Some other interesting equipment stood near the station, carshop and back shop in Glace Bay. Coach No. 11 has been converted to an instruction car. Coach No. 10 is out of service and has its windows covered over. Baggage Car No. 9, a flat roofed car with open platforms, is also out of service. All passenger equipment is painted dark green with yellow lettering. Other noteworthy equipment was two flangers converted from box cars, and two of the unusual double-ended snow plows which are also seen on the Cumberland Railway. The cabooses are also of interest; they are of wooden construction, painted yellow, and have very old type trucks of double arch bar design, with outside brake beams. Passenger cars are all open platform, with oil lamps and slat blinds, and were built by Crossen and Rhodes, Curry & Co.

The only passenger service provided is between Glace Bay and Louisbourg although an advertisement is carried in the Cape Breton Post stating that a train runs between Sydney and Glace Bay. It does, but there is no passenger service. The advertisement is dated July 29, 1957.

The service is as follows:

Lv. 7:45 A.M.	Glace Bay	12:15 P.M. Arr.
Lv. 9:05 A.M.	Mira	11:15 A.M. Lv.
Arr. 9:40 A.M.	Louisbourg	10:40 A.M. Lv.

(Except Sat. and Sun.)

While awaiting the arrival of this train from Louisbourg, I observed several other engines arriving from various mines in the vicinity. These included 74, which was making up a train for Sydney, 104, a large 2-8-2, and another imported 0-8-0 slightly smaller than 93. The Louisbourg mixed train finally arrived behind engine 76, a 2-8-2 somewhat like 70 and 74. The passenger equipment was combine No. 12, a former coach built by Rhodes, Curry & Co. The date on the trucks was 1884.

After unloading LCL freight and express, the train stood near the station for a while, with engines 70, 74 and 76 standing side by side. Engines 74 and 76 went down for water, then proceeded about half a mile towards Sydney to No. 2 Colliery. Here there were three more engines: 71 (like 70), 57, an aged 2-8-0 with Stephenson valve gear and slide valves, and 45, an odd-looking 2-6-0 with driving wheels placed far back of the cylinders and even spaced. The main reservoirs are mounted on top of the boiler, above the hand rails. This engine had been recently overhauled, and was in use as a switcher at the colliery. It was in fine condition and exhibited the S.&L. paint job in relatively untarnished form.

S.&L. engines have a raised number plate (probably cast iron) on both sides of the cab, and sometimes on the rear of the tender also. The company herald, in similar cast form with raised lettering, is attached to each flank

of the tender. This is another "wafer" crest, with "SYDNEY & LOUISBOURG RY." in block letters. Letters and numbers on all plates are white, backgrounds are red. The remainder of the locomotive is black with white running board edges and tires on leading and driving wheels. Cab window sash is red. All engines seen except 57 had enclosed cabs. Several other engines were seen near the Sydney steel plant, but were not inspected owing to inclement weather.

The station building at Glace Bay is the "nerve centre" of the railway. A small two-storey structure, its lower floor contains yard and freight offices and a waiting room with separate space for women. Inside are displayed old steamship posters which entreat you to "Go to Europe - Now!" on S.S. REGINA, MEGANTIC, CANADA and LAURENTIC. (Largest Steamers from Montreal!) On the upper floor are various offices, including the dispatcher's, which has a bay window overlooking the tracks.

The men of the Sydney and Louisbourg are friendly toward railfans, and report that a large number visited the line during the summer of 1957. For my own part, I shall certainly try to visit the S.&L. again but under more favourable weather conditions. It is a very interesting, busy short line.

The Old Sydney Collieries Ltd. - The name "Old Sydney Collieries" brings to the mind of some railway enthusiasts the sight of little 2-4-0's hauling windowless decrepit "shanty cars" carrying miners to work. However, most of the miners now go to work by car or bus, and the miners' trains no longer run.

The little engines, 25, 26 and 27, stand unused in the 5-stall wooden roundhouse along with Mogul No. 17, which is being used to supply steam heat to the ramshackle shop buildings. The last time that one of them was used was more than eight months ago. They were kept in service to work on the high coal pier at North Sydney, which has apparently been condemned. Most of the work on the company's railway, which ranks as Canada's oldest, dating back to 1834, is now performed by four 0-8-0 switchers numbered 30-33. Of these, two or three are in use at a time, the other being in the shop. These engines are too large for the turntable, so that they cannot be placed under cover except when undergoing repairs in the back shop.

The 0-6-0 locomotive, No. 18, has been sold to a colliery at Broughton which has recently switched from truck to rail haulage of its coal. No 17, the 2-6-0, has not been used in some time, except to heat the shop buildings. For this purpose it was uncoupled from its tender, and a platform was built from which to fire it, as it is rather difficult to fill the tender while inside the shop. It seems unlikely that it will be used again as a locomotive. A new boiler has arrived recently, and after installation will assume the task of heating the shop.

The railway extends from North Sydney to Florence. There are spurs to collieries at Sydney Mines and Florence, and a considerable amount of yard trackage around the coal-washing plant at Sydney Mines. Much of the coal is hauled to Sydney by an S.&L. engine of the 100 series, which makes two or three trips daily between Sydney and Sydney Mines over the C.N.R. Coal was formerly shipped from North Sydney, but is now handled over the more modern piers at Sydney.

There is a "boneyard" near the car shop which contains some of the old miners' cars and an old caboose with trucks similar to those of S.&L. cabooses. Both the O.S.C. and the S.&L. own a considerable fleet of modern hopper cars, which are used interchangeably on the two lines. Before these were acquired there were a number of four-wheel 15-ton hopper cars on both lines, but these have all been scrapped.

The coal railways of Cape Breton are interesting for their equipment, although their surroundings are rather bleak and barren. However, they are well worth a visit by railway enthusiasts.

(In Part 3: A detailed examination of the Cumberland Railway & Coal Co.)

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MOTIVE POWER NOTES

---C.N.R. Orders New Equipment: The Canadian National Railways recently placed orders for 151 new diesel locomotives and 5 RDC cars as detailed herewith:

No.	Road Nos.	Class	Bldr.	H.P.	Axle Load	Max. Speed	Steam Gen.
7	6760-6766	MPA-18a	MLW	1800	65,000	90 M.P.H.	Yes
7	6860-6866	MPB-18a	MLW	1800	65,000	90 M.P.H.	Yes
45	3701-3745	MR-18d	MLW	1800	62,000	65 M.P.H.	No
26	4245-4270	GR-17t	GMD	1750	57,500	65 M.P.H.	No
17	1910-1926	GRG-12q	GMD	1200	62,000	90 M.P.H.	Yes
33	1305-1337	GR-12r	GMD	1200	56,000	65 M.P.H.	No
5	1029-1033	GR-12s	GMD	1200	40,000	65 M.P.H.	No
11	8235-8245	MS-10p	MLW	1000	58,500	60-65 M.P.H.	No

Of this order, those locomotives numbered in the 6000's are road passenger units, the 8000's are switchers, and the remainder are road-switchers.

The five new RDC cars consist of two RDC-1's (D-107, D-108) and three RDC-2's (D-201 to D-203). These cars have been ordered from Canadian Car Co. now licensed to produce Budd units in this country.

---Montreal Locomotive Works' 2400 H.P. 6-motor demonstrator (Model DL-624) which has been on the C.P.R. as road no. 7007 since May 24, 1957, was returned to the builder on December 2nd. It was then repainted in C.N.R. colours and was handed over to the C.N.R. on December 19th for testing, carrying the road number 3899.

---Grand Trunk Western 15805, the only self-propelled car on this system, was retired on December 17th, 1957.

---C.N.R. Delivery dates:

4570, 4571:	Nov. 26, 1957	7234:	Nov. 25, 1957
4572, 4574:	Nov. 29	7235, 7236:	Nov. 29
4573:	Nov. 30	7237:	Dec. 10
4575, 4576:	Dec. 4	7238:	Dec. 13
4577, 4578:	Dec. 6	7239:	Dec. 18
4579, 4580:	Dec. 10	7240:	Dec. 21
4581, 4582:	Dec. 12	7241, 7242:	Dec. 30
4583, 4584:	Dec. 16	7243:	Jan. 28, 1958
4585, 4586:	Dec. 18	7244:	Jan. 21
4587:	Dec. 20	7245:	Jan. 28
4588, 4589:	Dec. 30		
4590:	Jan. 3, 1958	1289, 1290:	Jan. 13
4591:	Jan. 6	1291:	Jan. 16
4592, 4593:	Jan. 7		
4594, 4595:	Jan. 10	3647-3652:	Oct., 1957 (exact dates not available)
4596, 4597:	Jan. 15	3653, 3654:	Nov. 5, 1957
4598:	Jan. 15	3655, 3656:	Nov. 19
4599, 4600:	Jan. 17	3657, 3658:	Nov. 25
4601:	Jan. 20	3659, 3660:	Nov. 27
		3661, 3662:	Nov. 29
8224:	Nov. 26, 1957		
8225:	Nov. 27		
8226:	Nov. 28		

---C.N.R. Scrappings:

1355, Nov. 22, 1957	1543, Oct. 4, 1957	2569, Nov. 22, 1957
1364, Nov. 8	2452, Nov. 29	2647, Oct. 4
3198, Nov. 29	5049, Nov. 30	5592, Nov. 1
3419, Nov. 15	5056, Nov. 22	6020, Nov. 29
3474, Oct. 9	5063, Nov. 15	7372, Nov. 29
3476, Nov. 15	5075, Nov. 30	7423, Nov. 8
3514, Nov. 15	5536, Nov. 22	7450, Nov. 29
5037, Nov. 22	5574, Nov. 15	7473, Nov. 1
5041, Nov. 22	5582, Nov. 8	

Motive Power Notes (Cont'd)

---New road-switchers 4928 and 4929 en route from the EMD plant to the Central Vermont Ry., passed through Toronto on December 19th.

---Nova Scotia report from George Parks, Truro:

Steam locomotives on the C.N.R. in this region are about finished, and will be eliminated altogether by the spring of 1958. At time of writing, the only steam locomotives in Nova Scotia outside of Truro were 1135 and 2586 stored at Stellarton, 7496 stored at Halifax, and 6006 held at Halifax for protection. At Truro there were in storage 3513, 3288 and 7474. 2376, 2453 7393 and 7504 classed as yard engines, although seldom used, and 5271, 6101, 6104, 6161, 6164 and 6180 held for use on occasional boat specials. The latest diesel groups received in Nova Scotia are MLW road-switchers 3617-3632 and 3641-3654, MLW yard switchers 8207-8228 and CLC road-switchers 1618, 1620, 1623-1626, 1628 and 1646-1653.

T.T.C. NOTES

---The dispute regarding the routing of the future Bloor subway appears to be tending in favour of the T.T.C. and the T-shaped proposal. When Metropolitan Council refused to make the choice of route in January, it instructed the Metro planners and the T.T.C. to hold further conferences in an attempt to settle the issue on the technical level. While a formal announcement has yet to be made, indications are that the Metro traffic planners are prepared to drop the pressure for the "U" route and adopt the original T.T.C. proposal.

---Over the four weekends during the month of February, the T.T.C. Head Office staff will vacate the venerable building at the north-east corner of Yonge and Front Sts. and move some four miles north to the new McBrien Building over the Davisville Subway Station. The old building, once the home of the Board of Trade, will be razed as a part of the redevelopment of the immediate area for a privately-sponsored community centre.

---An experimental transfer issuing machine was placed in operation at King Station of the Yonge Subway on January 31st. This machine prints and validates the transfer in one operation, using yellow stock of 2" x 4 $\frac{3}{4}$ " without previous printing on it.

On the subject of subway transfers, validation ink of varied colours has been in use since October 16th in an effort to aid in the quick identification of station of issue. Transfers issued at College Station have green ink, Queen Station has red ink and King station has blue ink. The other stations continue to use the original colour (purple).

---An interesting device has been placed in service at Lutttell Loop, which is designed to aid in clearing backup of Bloor cars on Danforth Ave. waiting to enter the loop. A frame containing ten lights is suspended from the platform roof, the number of illuminated bulbs on which indicated the number of cars in the two-block section between Dawes Road and Kelvin Ave. (entrance to the loop). Trolley contactors at Dawes Road on the eastbound wire turn the lights on, while another set on Kelvin Ave. extinguishes them.

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EXCHANGE SECTION: To promote interest in British Columbia's Centennial Year of 1958, and the railway that has played a great part in the development of the Province, John Cooshek, 4418 Ontario St., Vancouver 10, B.C. will send free to interested parties several different issues of the Pacific Great Eastern Railway public timetable showing the various phases of construction such as (1) service before line built to Prince George; (2) extended service Quesnel to Prince George and (3) RDC service from North Vancouver to Prince George. A generous selection will be sent, the only stipulation being that correspondents send one copy of any short line timetable from their vicinity.

MONTREAL'S 1958 CONVERSION SCHEDULE

The Montreal Transportation Commission has announced the dates for its 1958 program of substitution of buses for street cars. Eleven routes are to be converted, and two dates have been decided upon. The Lachine route (91) has not had a definite date assigned for its conversion, as this depends on the completion of the road along the north bank of the Lachine Canal from Cote St. Paul Rd. to Fifth Ave. in Ville St. Pierre. Completion is expected some time in June.

The schedule for the conversion of the other ten routes is as follows

Sunday, June 22nd:

- 5 Ontario (Aylmer-Viau)
- 5A Ontario (McGill-Viau)
- 9 Rachel (St. Laurent-Iberville)
- 87 Davidson (Ontario-Rachel)

Sunday, August 31st:

- 29 Outremont (Youville-Garland; Aylmer-Garland after 7 P.M.)
- 61 Van Horne (Hillsdale-Mile End)
- 80 Bleury (Craig Terminus-Jean Talon)
- 82 Bleury (Aylmer-Jean Talon; daytime)
- 96 Van Horne (Craig Terminus-Hillsdale)
- 97 Van Horne (Aylmer-Hillsdale)

The only routes that will last into 1959 as rail lines will be 17-Cartierville, 24-Millen, 40-Montreal North, 12-Delormier, 44-Papineau and 54-Rosemont.

After the August 31st abandonments, trackage on Decarie Blvd., Queen Mary Rd., Decelles, Maplewood, Bellingham, Cote St. Catherine Rd., Laurier, Park Ave. (Mount Royal Ave.-Bernard Ave.) and Bernard Ave. (Park Ave.-St. Lawrence Blvd.) will remain serviceable in order to allow cars from the remaining lines to reach Youville Shops.

It is anticipated that a procession of transit equipment will be held to mark the changeover on the Bleury-Park Avenue lines in similar fashion to that held on St. Catherine St. in 1956. Unfortunately, this will probably conflict with the N.R.H.S. Convention to be held in Toronto on Labour Day weekend.