

# Upper Canada Railway Society

## NEWSLETTER

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TORONTO, CANADA

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Number 66

### FIFTH ANNUAL C.O.T.T.C. EXCURSION

The Fifth Annual excursion of the Central Ontario Train Trip Committee was held on June 16th and was, as has been the case heretofore, an unqualified success. For the benefit of newer members, it might be well to explain that this Committee is a joint venture sponsored by the Upper Canada Railway Society, The Model Railroad Club of Toronto, The Ontario Society of HO Model Engineers and the Queen City Model Railroad Club. The purpose of the committee, composed of representatives of each of these organizations, is to organize and sponsor an annual joint fan trip, of a day's duration, out of Toronto.

The June 16th trip covered CNR lines west and south of Toronto with a route as follows: Toronto, Hamilton, Jarvis, Simcoe, Port Dover, Simcoe, Tillsonburg Junction, Tillsonburg, Brantford, Hamilton and Toronto. The most interesting feature of the excursion was the fact that from Hamilton the train was double-headed by E-10-a moguls 902 and 914, a novel touch for the trip. The train, which consisted of a baggage car, two diners and several coaches, was pulled by Pacifics on the first and last laps between Toronto and Hamilton.

Although there was some pre-trip criticism on the part of UCRS members that the excursion did not seem to have sufficient railroad interest as announced in the publicity leaflets, in the opinion of those who attended, there was certainly an adequate amount. Highlights were the visit to the still all-steam Hamilton roundhouse, the run over a considerable length of street trackage on Ferguson Avenue, Hamilton, glimpses of new Wabash diesels, and several switching moves of a complicated nature in Port Dover, necessary to reverse the train and clear the way for the regular train which arrived while the special was there. Activity on the adjacent Lake Erie & Northern Railway was observed also.

The only unfortunate feature was the fact that the train required complete re-icing at Port Dover and this operation put the train four hours behind schedule. It arrived back in Toronto at about 1:00 a.m. (Sunday morning) instead of the scheduled 9:00 p.m. However, nobody seemed to mind the late hour very much, as an enjoyable day had been spent.

### HISTORICAL NOTES ON THE RAILWAYS OF PETERBOROUGH

Contributed by Norman Tutt, Peterborough, Ont.

Peterborough's earliest projected railway was chartered in 1846 as the Port Hope & Peterborough Railway, and renamed the Port Hope, Lindsay & Beaverton Railway (a changed objective) in 1854 before operation had begun. The Port Hope-Millbrook-Lindsay segment was placed in operation in 1857 and a connecting line from Millbrook to Peterborough in 1858, although this latter segment was operated by the construction contractors until 1866. The PH&B was extended westerly from Lindsay in 1869 and a branch line from Peterborough to Lakefield

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was opened in 1871. The name of the Port Hope, Lindsay & Beaverton was changed to the Midland Railway of Canada in 1869. This railway passed in turn to the Grand Trunk Railway Co. of Canada and to-day is a portion of the CNR system.

#### Midland Railway 1875 Timetable:

##### Northbound - Daily

Leave	Port Hope	10:10 a.m.	5:30 p.m.
Arrive	Peterborough	12:25 p.m.	7:40 p.m.
"	Lakefield	1:00 p.m.	8:15 p.m.

##### Southbound - Daily

Leave	Lakefield	2:00 p.m.	5:00 a.m.
"	Peterborough	3:30 p.m.	5:50 a.m.
Arrive	Port Hope	5:25 p.m.	8:45 a.m.

The Midland Railway's fares on its Lindsay-Toronto trains at this time were 30 cents first class, 25 cents second class and 20 cents third class (one way fares). Freight was hauled at the rate of 15 cents per hundredweight.

The Cobourg & Peterborough Railway was chartered in 1852 and opened between those two points later in the same year. It was re-organized in 1862 after bankruptcy and resumed operation in 1866 as the Cobourg, Peterborough & Marmora Railway Co. The line was now under the control of Montreal interests which owned the Marmora iron mines. A sporadic service was resumed to Peterborough with a boat connection across Rice Lake. Later a bridge was built across the three-mile width of the shallow lake, and some of the pilings are still in evidence today. The Peterborough & Chemong Lake Railway, built in the late 1850's, was taken over in 1868. The entire railway was abandoned between 1887 and 1917, portions of it having been taken over by the Grand Trunk before abandonment.

The Grand Junction Railway was chartered in 1852 to build from Belleville to Peterborough, but for many years did not get beyond a survey. Stock was taken over by the Grand Trunk Railway and the project was revived in 1870 with one million dollars capital. The 1870 act specified that the line to Peterborough be completed in six years and gave permission for extension to Bobcaygeon and Georgian Bay. The line was built to Hastings in 1878 from Belleville and to Peterborough in 1880. It was subsequently amalgamated with the Midland Railway of Canada (1882) and so to the Grand Trunk. A connecting link from Peterborough to Omeme Junction on the old PHI&B line was opened in 1883, and provided a direct through route from Belleville to Lindsay and Orillia.

The Cataragui & Peterborough Railway was chartered in 1853 to build a line from Kingston to Peterborough but failed.

The Grand Ontario Central Railway was chartered in 1880 to build from Goderich via Peterborough to Ottawa, but never advanced beyond the paper stage.

The Ontario & Quebec Railway was chartered in 1871 with the purpose of constructing a line from Toronto through Peterborough, Madoc

Ottawa and into the Province of Quebec. The line did not begin operation until 1884 when it was leased to the Canadian Pacific Railway. It forms today Peterborough's most important railway line, as a section of the C.P.R.'s Montreal-Toronto-Windsor main line.

#### NEW 155 MILE LINE IN MANITOBA

The CNR expects to begin construction shortly of a branch in northwestern Manitoba. This line would be an extension of the existing branch from The Pas to Sherridon northerly to Lynn Lake. The latter point is the site of extensive nickel-copper deposits which are being developed by the Sherritt Gordon Mines Ltd. A mining plant, concentrator and hydro-electric plant are to be constructed at Lynn Lake, all of which will provide traffic for the extension.

The CNR has already advertised for tenders for construction of the first 56 miles from Sherridon. If construction gets underway this year as expected, the line should be completed and open to traffic throughout its length by the end of 1953. The most difficult single construction project on the extension will be a long bridge over the Churchill River.

#### MOTIVE POWER NOTES

The historical locomotive which passed through Toronto enroute to Durand, Michigan and mentioned in last month's Newsletter, is the original Grand Trunk Railway of Canada no. 40 built by Portland in 1872. This locomotive, a 4-4-0 or eight-wheeler type, was sold in 1903 to the Chaudiere Valley Railway, a line owned by John Breaky Ltd. and used for hauling pulpwood trains. The engine ran until 1949, when it was given to the CNR for use as an exhibition locomotive. It was stored at Charney roundhouse for a year, then in 1950 taken to St. Albans, Vt. and refurbished and lettered "Central Vermont 40" in order to take part in the CV's centennial celebration. This year it has gone to the Grand Trunk Western's centennial celebration lettered "Grand Trunk Western 40".

Alco-GE and Montreal Locomotive Works-GE have announced a new design of diesel-electric switcher of 1600 h.p. This new locomotive is distinctive in having six axles and six traction motors and is designed specially for heavy transfer and hump service. The locomotive has a weight of 360,000 lbs. and a tractive effort of 78,750 lbs. at 5.5 m.p.h. It can be supplied in lighter weights if weight restrictions require a lighter locomotive.

#### T.T.C. STARTS WORK ON TEMPORARY CAR STORAGE YARD

On the south side of Harbour Street, between Bay and York Streets on Harbour Commission land, the Toronto Transportation Commission is constructing a six-track storage yard in which will be stored 30-odd Yonge trains. After a portion of Eglinton carhouse and yard is removed to make way for subway construction, this temporary yard will serve the cars thus deposited. The six tracks will run parallel with Harbour Street, with cars entering from York Street and leaving via Bay Street. The only building in connection with the yard will be a small office. This yard will be used only until the end of subway construction and the abandonment of Yonge surface cars.

Track intersections recently renewed are Queen and Broadview, Queen and King (on the Don bridge approach) and Bloor and Ossington.

The long unused TTC bonding car W-23, (formerly Toronto Railway passenger car 1710) was scrapped in mid-June. Its three brothers, W-22, 24 and 25, carry on in active service as rail grinding cars. These cars were originally single truck passenger cars built in 1913.

N.S. & T. - G.R.R. - L.E. & N. AND L. & P.S.

EQUIPMENT NOTES

During June, Niagara, St. Catharines & Toronto Railway car 67, the last representative of the 60 class was shipped to the CNR's London, Ont. scrap yard. Only four passenger cars now remain for the Welland Subdivision service; these are nos. 80, 82, 83 and 130.

In April, Grand River Railway steeple cab locomotive 224, the Brantford spare, was taken to Preston for an overhaul and painting, but did not receive the larger motors. It was repainted CRR coach red, having been the last locomotive in the old green colour. Cars 844 and 848 were recently repainted and have an extended use of yellow paint on the ends as a safety measure.

London & Port Stanley Railway cars 13, 15, 17 and 19 were sold during May to an employee of the line. These cars were former steam road coaches of ancient vintage and were deemed unfit for further service. They were not control trailers as are the other non-motored cars on the line's roster. Box trailer B-1 has been given a coat of bright orange paint.

SPECIAL NOTE

UCRS member Julian Bernard has agreed to handle the proposed sheet in which members may advertise what they want or have for sale or trade in the way of railroadiana. Thus instead of to the Newsletter editor as announced in the last issue, members are asked to send their items to Mr. Bernard at 656 Oriole Parkway, Toronto.

NEW MEMBERS

RESIDENT:

Fred Sankoff	25 Botfield Ave., Toronto 18.
James Beveridge	103 Rivercrest Rd., Toronto 9.

ASSOCIATE:

R.G. Nugent	243 Main St., Davisville, N.Y.
Russell G. Leitch	210 E. 15th St., Hamilton, Ont.
William H. Chapin	493 Grand Ave., Rochester 9, N.Y.
H.H. Hoover	1638 Poplar Ave., Kansas City, Mo.
H. Zillmer	729 E. Victoria St., South Bend 14, Ind.
William Malcolm	11 Oakwood Place, Hamilton, Ont.
John Stevens	651 Lincoln Ave., Orange, N.J.
John L. Shissler	2151 Lakeland Ave., Lakewood 7, Ohio.
Eugene Van Dusen	1631 E. Calvert St., South Bend, Ind.
John G. Woodbury	143 Steko Ave., Rochester 15, N.Y.
Clifford N. Riehl	128 Rykert St., St. Catharines, Ont.
W. Henry Jackman	Pickering College, Newmarket, Ont.
C. Ernie R. Webber	50 Seaview Rd., Remuera, Auckland, New Zealand.

With this issue is mailed Bulletin 32, another in the series of data sheets on TTC rolling stock, which will eventually comprise an all-time detailed roster of the system.