

February, 1960 - Number 169

The Society meets on the first and third Fridays of every month from September to June. The next meeting will be held in Room 486, Toronto Union Station, commencing at 8:30 P.M., February 19th, at which time the evening's program will consist of movies of steam interest taken around Montreal and Toronto.

Past Meetings January 15th: Forty-four members were present for the Annual Meeting at which the Officers' Reports for 1959 were read and the election of nine directors for 1960 was held. After the business meeting the Program Chairman conducted a quiz on railway subjects which was won by Mr. Knowles.

1960 DIRECTORS, OFFICERS AND COMMITTEE CHAIRMEN

In accordance with the Society's By-Laws, an election was held at the Annual Meeting of January 15th, to choose nine Directors from eleven candidates who had agreed to stand for election. As a result the following nine persons were named Directors of the Society for 1960:

Ronald A. Cooper	Edward Jordan	Albert S. Olver
E. John Freyseng		George A. Meek
		Robert J. Sandusky
Robert H. Johns	John M. Mills	Stuart I. Westland

➤ This will be the first term in office for the three new Directors; Messrs. Cooper, Johns and Jordan.

➤ Only two of the committee chairmen continued in their 1959 posts; the Curator and the Chairman of the Production Committee.

Production and Mailing Committee:	John M. Mills
	Ronald D. Cooper
Excursion and Programme Committee:	E. John Freyseng
	Edward Jordan
Publications Committee:	Robert H. Johns
Editorial Committee:	Robert J. Sandusky
Curator:	Stuart I. Westland

➤ The Chairmen of the Publications and Editorial Committees will each choose two other persons to serve with them.

➤ Have you paid your 1960 dues? This is the last mailing for those who have not yet renewed; we hope that you will want to continue receiving the *Newsletter* through 1960.

Associates dues are \$1.50 and resident dues are \$2.50.

As "fledgling" Editor of the *Newsletter*, I would like to pay tribute here to the work done by Mr. Stuart Westland during his 14½ years in this post. Producing the *Newsletter* has been no easy task and in addition to collating the information and articles received from correspondents, Stu has contributed from his own wealth of knowledge and information on railway and transit matters. It is through his efforts that the publication has improved to its present quality and we will endeavour to maintain this status in the future. We are pleased to note that Stu will continue with us as a "special feature" editor and will be a particularly valued member of the editorial Committee.

-R.J.S.

TO THE MEMBERS OF THE U.C.R.S.

As you will observe elsewhere in this *Newsletter*, an almost entirely new slate of officers has been selected from the nine Directors elected at the Annual Meeting on January 15th. The new Directorate wishes to inform the members of its plans for the year 1960.

- 1. A vigorous plan of Bulletin production will be initiated. Three Bulletins are now in preparation, and the Publications Committee will solicit the assistance of the members in the preparation of further issues.
- 2. Production of the *Newsletter* will be reorganized and every effort will be made to have the *Newsletter* in the hands of the members before the meeting. Please note the new address for all newsletter correspondence, which appears at the top of Page 1.
- 3. Excursions will be held by the Society. Preliminary negotiations have already been entered into concerning a special steam trip in the early summer, details of which will be published as soon as possible. Another joint excursion with the Canadian Railroad Historical Association is under consideration, and a series of TTC trips will be held.
- 4. An attempt will be made to provide a wider variety of programmes at meetings. This is one of the most difficult aspects of the Society's operations, and suggestions from those who can provide part or all of an evening's entertainment will be welcome.
- 5. An Annual Banquet will be instituted, to be held in the Fall.
- 6. In view of the number of persons who are members of both organizations, close relations will be maintained with the museum activities of the Ontario Electric Railway Historical Association.
- 7. More frequent and regular Directors' Meetings will ensure that this programme of activities will not "bog down" during 1960, especially during the time that will be required for these plans to take effect.

J. M. Mills	President
R. J. Sandusky	Vice-President
E. Jordan	Corresponding Secretary
E. J. Freyseng	Recording Secretary
A. S. Olver	Treasurer

SYMINGTON, A NEW HUMP YARD For Canadian National Railways

Preliminary construction is now proceeding, despite the winter's icy blasts, on the proposed \$24,000,000 Symington Yard for Canadian National Railways at Winnipeg. Grading work, which has involved the movement of 750,000 cubic yards of earth, is 40% complete, while tracks laying in the East Receiving and Departure Yards should have been completed by the end of last month. Excavating and pile-driving operations are under way for the foundations of a 316 x 340 foot, 20-track diesel repair shop and tenders have been called for construction of the superstructure.

The new yard will be located in the City of St. Boniface, on a site partially occupied at present by Paddington Yards, and will extend 2½ miles south-east into the municipality of Springfield. The area covered will be 628 acres encompassing five separate yards, the Main Classification section and on each side of this the Receiving and Departure Yards; a set each for eastern and western traffic. The "heart" of the new yard will be the hump with its two tracks fanning out into 62 which form part of a total of 96 operating tracks. An additional 60 tracks are to be provided for other purposes, bringing the total to 156, with an overall length of 102 track miles. Standing capacity will be 6,900 cars with provision for future expansion to 10,800. Daily sorting capacity should be 7,000 cars.

To better appreciate the reasons for building this yard we might look at a resume of the history of CNR facilities around Winnipeg. The first of the railways into Winnipeg that later became part of the Canadian National system was the Northern Pacific & Manitoba Railway, built under the sponsorship of the Provincial Government of Manitoba and operated as a subsidiary of the Northern Pacific Railway. It began operating into Winnipeg in 1889 and established its freight yards on the west bank of the Red River, north of the confluence of the Red and Assiniboine Rivers. After a little over a decade of difficulties the line was leased to the province and then to the newly incorporated Canadian Northern Railway. The CNoR had already acquired the Manitoba & Southeastern Railway, which had commenced operating from Winnipeg to Marchand in 1898. The M&SE used the CPR's terminal facilities for awhile but later developed its own freight terminal on the site of the present Paddington Yard.

The Canadian Northern ran its first train from Winnipeg to Port Arthur in 1902 and upon acquisition of the NP&M constructed a bridge across the Red River and began to make use of the NP&M's Water Street yard. It soon became apparent that these facilities had been outgrown and by 1909 the CNoR had moved its main shops and yards to Fort Rouge. Shortly thereafter the freight sheds were completed and became known as the Fort Garry Terminal.

In 1904 work was commenced on the National Transcontinental Railway between Winnipeg and Moncton and by 1906 the Grand Trunk Pacific began constructing its line west from Winnipeg. In 1912 the Winnipeg Joint Terminal Company was formed to handle all switching operations in the area around the former NP&M yard and this arrangement gave the GTP access to industrial districts from which it had been previously excluded. In 1913 the NTR opened extensive motive-power and car shops at Transcona, whereupon the GTP transferred its repair work, formerly done at Rivers, to the new facilities. Both NTR and GTP equipment were maintained there until amalgamation.

By 1923, the GTP, NTR and CNoR had been absorbed by the Canadian National Railways and after that time only minor changes were made to terminal arrangements. A connecting line was built which linked Transcona with the NTR's high-level bridge over the Red River and led to the dismantling of the former Canadian Northern bridge. Minor alterations were made to allow Paddington Yard to cope with grain traffic. Transcona and Fort Rouge continued as separate establishments, though the advent of diesel motive power on the Western Region has allowed some rearrangement of work in the two shops.

Here, as in most other parts of Canada, there has been a tremendous increase in traffic volume over the last 30-40 years. Car handlings for Winnipeg terminals totalled 269,339 cars dispatched in 1936 compared with 623,545 in 1956, representing an increase of over 100%. If the present rate continues, it is estimated that the practical capacity of the present facilities will be reached by 1962, the year designated for completion of the Symington project.

At present the freight trains operating over the former GTP - NTR lines generally originate and terminate at Transcona, while those following former Canadian Northern routes usually use the Fort Rouge terminal. There is considerable transfer traffic between the two yards and during the grain rush many cars of grain are transferred to Paddington whence they are taken to the Lakehead via Fort Frances. In addition there are the usual transfers to surrounding industrial centres. To minimize yard congestion there must be a certain amount of preliminary marshalling of cars at outlying points such as Melville and Sioux Lookout. A Centralized Traffic Control installation to expedite terminal movements is nearing completion but the full benefits of this system will not be realized until it is integrated with the overall terminal plan.

Yard consolidation should, to a large extent, eliminate transfer movements between

yards, cut terminal time of through traffic by 30% and reduce time required to place cars for loading by 50%. To effect an efficient operation will require the use of all the electronic refinements usually associated with hump yards. Incoming trains will be examined by closed-circuit TV, the hump conductor will receive, by teletype, lists showing to which of 62 tracks each car will be sent and will direct them with his control panel or else feed a perforated tape into a teletype recorder which will do the directing automatically. An extensive communication system will link all operations. The yard offices, hump control office and retarder tower will be connected by both teletype and telephone while talk back speakers will be located throughout the yard. Waybills and other train information will be delivered by pneumatic tube; supervisors, car inspectors and checkers will carry portable radios while yard locomotives will contain two-way radios. About 700 employees will be required to operate the yard and an additional 500 men in switching and road service will use it as their terminal.

Regular locomotive inspections will be carried out in the diesel shop while Transcona will be the main 'back shop' for the Western Region. Most of the yard trackage will be retained for storage and support. It is planned to abandon Fort Rouge Shops aside from a section to be reserved for work equipment repairs. The passenger coach service facilities will be retained and modernized, but a large part of the yard trackage is scheduled for removal, making about 250 acres of land available for other uses.

The yard is named after Right Honourable H. J. Symington, noted for his pioneer work in western railways after 1905.

MOTIVE POWER NOTES

CPR Motive Power Notes:

- December 29th - Steam locomotives used at Smiths Falls in way freight service: 1226, 1227, 1255, 1267, 2219, 2238. Out of service: 2332, 2398, 2399, 3546, 5411. Transferred to Cote St. Luc: 870, 964, 1221, 1223, 2224, 2514, 2659, 6933.
- January 1st - All steam power had been removed from the following points: Fort William, Sudbury, North Bay, Sault Ste. Marie, Mac Tier, Little Current, Owen Sound, Orangeville, Goderich, London and Windsor.
- February 1st - The following locomotives are providing steam heat at John Street, Toronto: 2421, 2424, 5375, 5401. The first two formerly at North Bay. Similar duties are being performed by 1057 at Havelock, 815 at Trenton and 1087 at Lambton. No. 1087 should go to Trenton about February 9th.
- The following diesel switchers are being readied for MU service on main lines: 6551 at Smiths Falls

6552 at Ottawa

6621 at Prescott

6702, 6703, 6704, 6705, 6708, 6617, 6618 at London.

W. E. Weighill

- December 28th - Observations around McAdam, New Brunswick:
Locomotives in service: 3701, 6964 (formerly 6605), 6941.
Nos. 2504, 2644 and 2660 running to Aroostook, 2926 on St. Andrews way-freight and 1038 at St. Stephen way-freight.

Out of service: outside - 1015, 2550, 2629, 5206, 5361.

inside - 29 (rod, pin and hydro), 1027, 1077, 1104, 3725, 3750, 5400, 5452, 6929.

Also on hand were gas-electric cars 9003 and 9005.

Jim Brown

➤ Contrary to reports of C.P.R. 5411 being the last steam locomotive to leave Toronto, engines 2414 and 2839 have been observed in night helper service to Orr's Lake or to Agincourt on January 22nd. and 29th.

C.N.R. Motive Power Notes

➤ C.N.R. 0-6-0 7509 was observed dead in a southbound way-freight on the Uxbridge Subdivision on January 28th after a long period of storage at Lindsay.

➤ C.N.R. is currently using its one and only 2400 H.P. road-switcher, No. 2900, on commuter trains 76 and 79 between Toronto and a Hamilton.

➤ The latest group of G.M.D 1200 H.P. narrow gauge road switchers for the Newfoundland Lines, Nos. 938-946 class GR-12-x, passed through Toronto recently en route from London. Due to the high clearance of the bodies mounted on flat cars, they could not pass the bridge construction work at Birchmount Road on the Oshawa Subdivision, and had to be routed via the Geco Loop Line (see *Newsletter 87*, Page 1) to reach the Uxbridge Subdivision, rejoining the Oshawa Subdivision at Scarboro Junction. This movement was made on February 4th, a train being operated exclusively for the purpose. It consisted of road switchers 4462 and 4522 trailing 18 flat cars and a caboose. Alternate flats carried engine bodies and pairs of the six-wheel trucks.

I., B. & O. TO BE ABANDONED

The Board of Transport Commissioners has given the Canadian National Railways permission to abandon all operations on the Irondale Subdivision, extending 51 miles from Howland to York River, Ontario. This branch line is familiarly known as the "I., B. & O.", these being the initials of Irondale, Bancroft and Ottawa, the name of the company which operated the line prior to its being taken over by the Canadian Northern Railway.

Abandonment of the mixed train service of one round trip per week will take effect after March 31, 1960. Highway improvements and a reduction in timber cutting in the area have reduced the usefulness of the line to the point where "the burden of continued operation imposed upon the CNR would greatly outweigh the loss and inconvenience to the public that would result from abandonment," in the words of one of the Commissioners.