

UCRS NEWSLETTER - 1960

May, 1960 - Number 172

The Society meets on the first and third Fridays of every month. The next meeting will be held in Room 486, Toronto Union Station, on May 20th at 8:30 P.M., at which representatives of the T.T.C. will speak on the plans and progress of the Bloor-University-Danforth Subway. The first-Friday meeting in June will be cancelled in favour of the T.T.C. excursion on the following day.

COMING EXCURSIONS:- June 4th - Five-hour tour of T.T.C. using Large Witt type cars. Departs from Wellington & York Streets at 12:00 noon, Eastern Daylight Time. Fare \$2.00.

June 5th - Joint U.C.R.S. - T.T.T.A. excursion to Port McNicoll by C.P.R., using a Royal Hudson locomotive. Four photographic run-pasts plus many other opportunities for photography. Departs Toronto Union Station 8:30 A.M., Eastern Daylight Time, and returns about 8:30 P.M. Optional side-trip by chartered buses to Midland with dinner included. Fare \$6.50 train only, \$8.00 with side trip and dinner. Tickets will be on sale at the May meeting.

July 9th - Five-hour tour of T.T.C. using Small Witt type cars.

July 10th - U.C.R.S. excursion to Niagara Falls using C.N.R. 4-8-4 locomotive. Further details when negotiations with the railway are completed; make a note of the date as this will be the first C.N.R. steam passenger train in Eastern Canada in over a year.

PAST MEETINGS April 14th - 19 members present for an experimental program of marine interest. The Publications Committee regrets that some members received their *Newsletters* after the date of the meeting. The delay, which affected only a portion of the distribution, occurred after the *Newsletters* had been mailed, and was beyond the control of the Society.

- The first-Friday meeting in May was cancelled in favour of the T.T.C. excursion the same weekend.
- The Directors of the Society have under consideration the points raised in the "Open Letter to the *Newsletter* Editor" which appeared in the March issue. A committee of Directors is now studying the relationship of the Society to museum activities.

ABANDONMENT OF THE I., B. & O. LINE OF THE C.N.R.

The following article appeared in the Lindsay (ON) Daily Post for March 26th, 1960. It is of considerable interest since much of it was written by a member of the Society.

The final chapter in the colourful history of the old Irondale, Bancroft and Ottawa Railroad track will be written on March 31st when the last train - a scheduled "mixed run" - will travel from Bancroft to Lindsay.

The train will have its regular passenger car, freight cars and a special coach for officials.

The train will leave Bancroft at 9:00 A.M. on the morning of March 31st and will arrive here at approximately 1:05 P.M.

One of those expected to be on the train for the historic last run is J. M. Howland who is a grandson of the man who founded the I.B. & O. 80 years ago.

Work crews are expected to commence work early in April lifting the old track. The work is expected to take some ten weeks, during which time bridges and other structures will be removed.

Incorporated in 1880 as the "Toronto and Nipissing Eastern Extension Railway Company" then renamed in 1884 as the more familiar "Irondale, Bancroft and Ottawa Railway Company".

Actual construction was commenced in 1887 when the line was built from Howland on the Midland Railway (formerly the Victoria Railway) to Irondale. Then in 1896 the line was extended to Bancroft. In 1910 the Canadian Northern Railway acquired the I.B. & O. to gain an access to the prosperous Lindsay area already served by the Grand Trunk and Canadian Pacific Railroad and also as a portion of a proposed line connecting Orillia with Belleville. Finally in 1918 the Canadian Northern became the Canadian National Railways as we know it today.

The I.B. & O. served a prosperous lumber industry, hauling out timber and carrying in the necessary supplies for the various lumbering operations and communities en route. But, unfortunately the same lack of conservation and planned lumber operations which have caused the demise of many a railroad (and towns as well) coupled with the advent of good roads are now sounding the end for the picturesque I.B. & O.

In recent years only the lightest of C.N.R. locomotives have been allowed over this branch which was accorded the lowest grade of track construction classification. Now finally service has deteriorated to one mixed train per week in each direction. Soon one will never again be able to ride the mixed up Victoria Avenue to Howland and then through some of the most scenic countryside in Southern Ontario to Bancroft.

➤ Tenders were called April 28th for improvements to the C.N.R. yard facilities at London, ON, involving several new buildings, including a "central tower". At the same time, plans were announced for a \$500,000 freight car servicing plant in connection with the C.N.R.'s new yard at Moncton, NB. The new facilities are intended to reduce delays involved in minor repairs to freight cars, and will operate in conjunction with the existing shop facilities at that point.

NEW C.P.R. FREIGHT TERMINAL IN VANCOUVER

The C.P.R. has taken another step forward in meeting the competition of private trucking companies with the opening of its new combined rail and truck terminal in Vancouver. This is the first of its kind in Canada and involves the integration of the C.P.R.'s express, truck and L.C.L rail operations.

The terminal has 80 loading docks for trucks and 40 for express and box cars. A 'towveyor' system has been installed to transport various articles of freight to their respective destination doors in the terminal. It consists of a 1,132 foot long chain moving in a recessed channel under the floor, and to which freight carts may be attached.

These operations will be controlled by one department called "Merchandise Services" and it is expected that this centralization will lead to the elimination of overlapping services, in addition to possible weather delays. Shippers can now be offered alternative forms of transport by the same company and can have a completed package goods service using any combination of highway and rail facilities.

LAST PASSENGER TRAIN MAKES FINAL RUN TO UPPER MUSQUIDOBOIT

By Kenneth MacDonald

The last passenger train on the Dartmouth - Upper Musquidoboit line slipped quietly into the station at Upper Musquidoboit at about 9:00 A.M on Saturday, January 23rd, another victim of declining passenger patronage. For the "Blueberry Special" as it was known to many, the end of 44 years of service had come. On January 3rd, 1916, the first passenger train arrived at

Stewart's Station (as it was then called), while in August 1957, Mikado 3409 arrived with the last regular steam train.

Express is now handled by truck while a freight train runs semi-weekly (or more often when necessary). There was strong opposition from shippers on the line to the new freight schedules, as they were accustomed to having daily service during part of the year. A substantial volume of freight has been handled over the line in recent years. For example, in 1955, about four million feet of lumber and 10,000 cords of wood were shipped out (2,000 cords for local use and 8,000 for U.S. markets). During one busy month, 322 carloads of limestone and crushed rock were dispatched.

➤ C.N.R. is planning to build a new 55-mile branch line to link the Chibougamau mining area with Lac Mattagami where new zinc mining activities will be started.

➤ The C.N.R. has ordered two of its first aluminum hopper cars (part of an eventual order of 50) from Marine Industries, Montreal. The cars will have a capacity of 90 tons and will be used for hauling cement, alumina and powdered rock.

➤ Pool trains 35 and 36, between Montreal and Toronto via Peterborough, made their last runs on Saturday, April 23rd. Train 36 consisted of G.M.D. "A" unit 1414, two head-end cars and two coaches. Train 35 had M.L.W. 1600 H.P. 8466, two head-end cars, two coaches and two R.D.C.'s deadheading to start the new Toronto - Peterborough service inaugurated in partial replacement of the discontinued trains. These were cars 9049 (R.D.C.-1, ex D.S.S. & A.) and 9144 (R.D.C.-2). The first run of new Train 380 on Sunday used 8558, one head-end car and three coaches. An interesting note is that the turntable at Peterborough, out of service since the demise of steam, is now once more in use to turn the R.D.C.-2.

➤ The C.N.R. Marmora - Anson Junction - Peterborough - Toronto ore trains (hailed by two G.M.D. 1750 H.P. road-switchers, occasionally two M.L.W. 1800 H.P. units), which commenced running November 30, 1959; made their last runs on April 6, 1960. The trains consisted of 30-35 loaded cars (which is the tonnage limit westbound for two units) and had to take the grade and curve leaving the north-west end of Peterborough on momentum. Occasionally the trains stalled and had to be backed through the city to the C.N.R. station and then another run attempted, in order to avoid doubling to "Jones Siding".

➤ Effective April 24th, the C.N.R. dispatchers at Lindsay were moved to Belleville and the Lindsay dispatching office closed.

➤ The last steam engine through Peterborough was C.P.R. 2219 on the Lindsay - Havelock freight (trains 83-84) on March 7th, 1960. These trains were dieselized on March 1, 1959 with 660 H.P. switchers, and this was the first occasion on which steam had been used on them since that date.

MISCELLANY

➤ Press reports from Cochrane indicate that the Ontario Northland Railway may build a branch from Foxville, 86 miles north of Cochrane, to Otter Rapids mining and hydro-electric development area. Three large generating stations are to be built there by the Ontario Hydro Electric Power Commission at a cost of about \$80 million. Some doubt is cast on this report by the fact that the area is already served by the Smoky Falls Railway, a private railway owned by Spruce Falls Power & Paper Company, which connects with the C.N.R. main transcontinental line just west of Kapuskasing (see *Newsletter 163*, Page 2).

➤ Construction is being considered of a 14-mile private railway from Chibougamau to Bear Bay, Quebec, in connection with another new mining development in Northern Quebec. Tenders for the project are to be called in June.

➤ Nine Therrien Construction Company boarding cars, well known to local fans, were moved

from the company's siding at Mount Dennis to the C.P.R.'s Malvern ballast pit for scrapping during April. Seven of these cars, Nos. 201, 203-205, 208, 209 and 211, are former Illinois Central open platform wooden suburban cars, and belonged to Defence Industries Limited's Cherrier, QC, plant during World War II. Cars 210 and 212 are former Canadian National wooden express cars.

- C.N.R. Diesels received from Montreal Locomotive Works:

3350-3851	January 25 th .	3858-3859	February 16 th .
3352-3853	January 29 th .	3860-8361	February 19 th .
3854-3855	February 2 nd .	3862-3863	February 25 th .
3856-3357	February 10 th .	3864-3865	February 29 th .

- C.N.R. engines moved through Toronto during March, en route to London Scrap Yard:

50, 1565, 2630, 2636, 3228, 3286, 3382, 3429, 3450,
 3458, 3461, 3464, 4059, 5031, 5293, 5579, 6112, 6126, 6137, 6182, 6201,
 6203, 6206, 6208, 6219, 6221, 6230, 6244, 6251, 6252, 6255, 6257, 6404,
 7370, 7419, 7444, 7448, 7449, 7460, 7461, 7464, 7469, 7474, 7482, 7485,
 7510, 8298, 8326, 8336, 8350, 8371, 8398, 8446 and Central Vermont 450,
 451, 452, 454, 466.

- The following engines were at London for scrap on April 20th:

2630, 3431, 3436, 3457, 3464, 5293, 6131, 6148, 6155, 6202, 6209,
 6215, 6225, 7427, 7436, 7441, 7499.

On the same date, scrapping operations were actually under way on 2458, 5135, 6145 and 6147.

- All steam locomotives have now been removed from Mimico except for 6167 and 6245, one of which is expected to be used on the July 10th excursion now under negotiation by the U.C.R.S.

- The Gravenhurst Board of Trade has made representations to the C.N.R. to secure a steam locomotive for public display.

- C.N.R. locomotives dismantled at Transcona between January 1st and March 31st, 1960:

1362, 1389, 1535 (ex-1328), 1536 (ex-1330), 1538 (ex-1333), 1553
 (ex 1357), 2142, 2166, 2177, 2472, 2473, 2477, 2500, 2504,
 2507, 2607, 2707, 2716, 2766, 2814, 2816, 3259, 3281, 3284, 3289, 3318, 3320,
 3323, 3329, 3335, 3551, 3394, 3471, 3532, 3555, 3556, 3558, 3559, 3569, 3575,
 3577, 4000, 4007, 4019, 4023, 4025, 4039, 4092 (ex-3800), 4094 (ex- 3802),
 4097 (ex-3805), 4712 (ex-4312), 4721 (ex-4321), 5094, 5122, 5133, 5254,
 5274, 5301, 5614, 5616, 6002, 6010, 6017, 6047, 6056, 6061, 6065, 6067, 6074,
 6138, 6139, 7333, 7378, 7401, 7414, 8330, 8362, 8387, 8407.

- C.N.R. locomotives sold to a scrap metal firm at Regina: 1373, 1374,

1384, 1451, 2140, 2153, 2178, 2537, 2561, 2583, 2614, 2632, 2688, 2698, 2699,
 2705, 2735, 2737, 2741, 2749, 2755, 2760, 2761, 2765, 2812, 2813, 2815, 2819,
 3225, 3240, 3273, 5082, 5148, 5276, 5617, 5624, 5625, 7395.

- The Quebec-Cartier Mining Company recently took delivery of the first of 17 diesels it is purchasing from Montreal Locomotive Works. The blue, grey and yellow locomotives will be used in groups of four on 125-car ore trains. Canadian Car Company has already delivered 500 ore cars to the company. At present, almost 7,000 men are at work on the railway north of Port Cartier, Quebec. Fifteen miles of track and about half of the 17 bridges and 5 tunnels have been completed.

ELECTRIC LINE NOTES

- The ticket rate for fares on the T.T.C. system was increased on May 1st from 12½¢ (4 for 50¢) to 15¢ (5 for 75¢). The \$3.00 book now contains 20 instead of 24 tickets. Tokens, dyed red, are sold at 4 for 60¢. There is in addition a new two-coupon ticket valid for a continuous ride through Zones 1 and 2, sold at 4 for \$1.10. The cash fare remains at 15¢.
- The former Toronto Transit Commission Lost Articles Building at 41 Yonge Street was demolished during May, having outlasted the Head Office Building at 35 Yonge Street by 13 months (see *Newsletter 160*, Page 2).
- The Oshawa Railway's two G.E. steeple-cab locomotives, 325 and 327, have been retired, still in the black livery rather than the new uniform of C.N.R. green. The light Baldwin-Westinghouse locomotive 300 currently sees very little use, while ex-N.S.& T. 16, 17 and 18 have not yet been placed in service.
- N.S.& T. double-truck sweeper 22 is expected to be sent to Oshawa to replace O.R. 46, which is in poor condition. Interestingly enough, 22 now rides on a pair of trucks obtained originally from Oshawa Railway's old centre-cab flat motor plough 47.
- Overhead removal on the N.S.& T. Port Colborne line is proceeding apace, and has now reached from Port Colborne to Welland.
- C.N.R. electric locomotives 226 and 229 (ex Q.R.L.& P. Company) were scrapped at London on January 9th.

C.P.R. PASSENGER TRAIN CARS CONVERTED TO SERVICE CARS

The following cars are to be converted to service rolling stock during 1960:

Buffet-Solarium-Compartment-Parlour:	James Bay
Buffet-Solarium-Parlour:	Trinidad
Cafe-Sleeper; 1 D.B.R., 6 sec:	Dean, Duncan
Cafe-Sleeper; 1 B.D., 6 sec:	Missanabie, Metagama
Sleepers, 4 D.B.R., 8 sec:	Vanceboro, Vancouver, Val
	David, Valois, Venosta, Verdun
Sleepers, 14 single rooms:	Grand Bay, Grand Mere,
	Grande Pointe, Grande Prairie, Grande Pre, Grand
	Coulee
Sleepers, 14 sec:	Jackman, Jaffray
Sleepers, 12 sec., 1 D.R.:	Nemogos, North Troy
Tourist Sleepers, 13 sec:	Fleet, Farley, Finns
Tourist Sleepers, 14 sec:	Gerald, Glass, Globe,
	Grassy, Gronlid, Gilpin, Gander, Gaines, Game,
	Grange.
Buffet-Parlour:	6675, 6676.
Cafe-Parlour:	6591.

- Wm. Weighill

- A firm of architects has been retained to prepare plans for the proposed new Ottawa Union Station at Hurdman's Bridge. The structure is expected to be completed about four years hence, at which time the present Union Station and yards will make way for the inevitable highway. The new station, is the main feature of the \$12,000,000 railway relocation programme for the capital city.