

September, 1960 - Number 176

The Society meets on the third Friday of every month in Room 486, Toronto Union Station. Meetings commence at 8:30 P.M. The next meeting will be held on September 16th, at which time the entertainment will consist of the annual showing of members' slides taken during the summer. All members are invited to bring about a dozen slides to the meeting, and it is hoped that these will consist of the more interesting and unusual variety.

SOCIETY ACTIVITIES: - A report will be found elsewhere in this *Newsletter* of the August outdoor meeting on T.T.C. car 2420. It is hoped that this will become an annual occurrence.

Plans are now being formulated for the first annual Society banquet, and the details will be communicated to all Resident Members, and any Associate Members who have expressed interest, as soon as possible.

6213 OFFICIALLY DONATED TO CITY OF TORONTO

On September 8th, four directors of the Society were guests at the daily Directors' luncheon at The Canadian National Exhibition on the occasion of "Transportation and Communication Days". Those invited were the Corresponding Secretary, Mr. Jordan, the Chairman of the Preservation Committee, Mr. Brown, recently-resigned Recording Secretary, Mr. Freyseng, and the President, Mr. Mills. An excellent luncheon was followed by an address by Mr. George Hees, Minister of Transport in the Federal Government.

After the adjournment of the luncheon, some of the party proceeded to the permanent location of 6213 adjacent to Stanley Barracks close to the lake front, for the presentation ceremony. Those taking part were: Mr. Hees; His Worship Mayor Phillips of Toronto; Mr. H. I. Price, President of the Canadian National Exhibition; Controller William Dennis and Alderman Charles Tidy of the city of Toronto; Mr. W. C. Bowra, General Manager, Central Region, Canadian National Railways, and those of the U.C.R.S. party. After those present had examined the engine, Mr. Bowra formally presented it to Mayor Phillips who in turn entrusted it to the Canadian National Exhibition for permanent display. The U.C.R.S. was congratulated by Mr. Hees and by others of the party for its part in the maintenance of the engine, and particular note was made of the arrangements whereby all the lights of the engine have been arranged to be illuminated at night, giving a most excellent effect (this feature was entirely designed and installed by the Society).

In presenting the locomotive to the City, Mr. Bowra said in part, "It is a particular pleasure for me today in this setting to deliver to the Corporation of the City of Toronto this locomotive, designed by Canadians and built by Canadians, a locomotive which is probably the most famous of its kind on the North American Continent."

"There is no need for me to dwell on the important role that the railways have played in furthering the development and prosperity of Toronto. But I do want to take this opportunity to acknowledge the contribution that its citizens and their forebears have made to the progress of rail transportation. This happy correlation of interests has obtained down through the years, and we of the Canadian National prize a lineage which can be traced through the Grand Trunk, the Great Western, the Canadian Northern, indeed to the original charter of the Ontario Simcoe & Huron Union Railway - the first rail line to operate in and out of Toronto."

"This giant of the rails, Number 6213, is the last steam locomotive used in regular Canadian National Railways passenger service at Toronto. She is one of the famous Northern Type, designed by the C.N.R.'s own staff in conjunction with her builders, the Montreal Locomotive Works, and

one which railroad men came from all over the world to see in action.”

“She was built in 1942 as a dual-purpose engine. Prior to retiring from service at the end of last year, No. 6213 hauled fast passenger trains connecting Toronto and Montreal, Toronto and Sarnia, and Toronto and Windsor. In freight service she hauled through trains between Sarnia and Montreal, Toronto and Montreal, Toronto and Fort Erie and Toronto and St. Albans, Vermont.”

“Now, after travelling 1,200,000 miles, No. 6213 has made her last run. She stands here a mighty symbol of an era when steam was Queen of the rails. May she be a monumental reminder of Toronto’s historic link with steam railways, and of Canada’s own technical achievements.”

“It gives me justifiable pride, on behalf of the Canadian National Railways, to present this scroll marking the transfer of No. 6213 from the roster of the C.N.R., to the Corporation of the City of Toronto.”

Following this section of the ceremony, a stainless-steel plaque was unveiled by the Mayor, recording the date of the official presentation to the City. The red-white-and-blue hangings which covered the plaque were presented to the Society, and several members of the official party were shown the various features of the locomotive in detail.

An illustrated supplement to this *Newsletter* gives illustrations of the moving of the engine the width of Exhibition Park to its permanent location, and of the presentation ceremony.

MOVING DAY FOR A GIANT - C.N. 6213 ROLLS THE LAST STRANGE MILE TO A PLACE OF HONOUR.

Photo: Near the end of her career, 6213 hauls Train 101 across Sixteen Mile Creek at Oakville, January 31, 1959. Photo by Dick George. [0176-001.jpg](#)

Photo: With the aid of a motorized crane, workmen picked up temporary track behind the advancing locomotive. Photo by J. A. Brown [0176-002.jpg](#)

Photo: and re-assembled it in front. Photo by J. A. Brown [0176-003.jpg](#)

Photo: Between the Food Building and the Grandstand. Note air compressor connected to 6213's air reservoir. Photo by J. A. Brown [0176-004.jpg](#)

Photo: “Michigan” Earth Mover eases the engine over temporary rails. Photo by J. A. Brown [0176-005.jpg](#)

Photo: “Operation Wildmouse.” The biggest Attraction on the Midway moves down that avenue of fun. Photo by J. A. Brown [0176-006.jpg](#)

AND ON SEPTEMBER 8TH. - **FORMAL PRESENTATION OF THE LOCOMOTIVE TO THE CITY OF TORONTO**

Photo: On the pilot of 6213, Canadian National’s W. C. Bowra presents scroll to Mayor Nathan Phillips. CNE President Harry I. Price is at left. Photo by J. A. Brown. [0176-007.jpg](#)

Photo: The Honourable George Hees, Minister of Transport, who also took part in the ceremony, is shown with Mr. Price. Photo by J. A. Brown [0176-008.jpg](#)

Photo: Controller Dennison addresses the gathering. Mayor Phillips looks on. Photo by J. A. Brown [0176-009.jpg](#)

Photo: Mr. Hees tries out the fireman’s seatbox, as U.C.R.S. President John Mills looks on. Photo by J. A. Brown [0176-010.jpg](#)

Photo: That’s Controller Dennison having a look, with Mayor Phillips descending the gangway. Photo by J. A. Brown [0176-011.jpg](#)

Photo: Examining the scroll are (l. to r.) Mr. Hees, CN’s W. C. Bowra, Mr. Phillips and Mr. Dennison. Photo by J. A. Brown [0176-012.jpg](#)

LAST STEAM POWERED TRAIN ON CANADIAN NATIONAL RAILWAYS

The era of steam locomotives on the Canadian National System in Canada came to an end on Labour Day weekend with two excursions operated from Montreal by the Canadian Railroad Historical Association. The trains were powered by Northern type 6153 which had been well refurbished for the occasion, in a similar manner to 6167 used on the U.C.R.S. excursion to Niagara Falls on July

10th. On Saturday, September 3rd, about 250 passengers enjoyed an excursion from Central Station, Montreal, to Joliette; leaving Montreal, however, the train ran via Turcot and around Mount Royal on a normally freight-only line, instead of operating through the Mount Royal Tunnel. In the process, excellent views were had of the construction progress on the new hump yard at Cote-de-Liesse, west of the C.P.R. St. Luc Yards. Many photo stops were provided, and the excellent weather ensured many good photographic opportunities. On the outbound trip, stops were made at Turcot West; at a highway bridge on a newly constructed stretch of line (involved in the aforementioned hump yard and associated improvements) west of St. Pierre; at Montreal North; at the Riviere des Prairies bridge at Bout de l'Ile; and at Joliette. After the train was turned and the engine watered, further excellent picture stops were made on the return trip at Crabtree Mills; Paradis; l'Assomption; St. Paul l'Ermite; and at Gohier where 6153 was replaced by an electric engine for the transit of the Mount Royal Tunnel.

The following day an excursion was run to Ottawa. This trip had been extensively publicised and a large attendance of the general public was expected. Unfortunately, Sunday dawned with grey skies and rain, which much reduced the attendance by such persons; however about 500 hardy souls boarded the train Sunday morning and were promptly rewarded by the rain ceasing, and while the sun was not seen until late in the day, the weather was at least appropriate for the rather sombre occasion. No movie "run-pasts" were held on this trip, but two meets with regular passenger trains, and a stop for water at Alexandria, afforded some photographic opportunities. During the two-hour stop in Ottawa the entire train was taken to the roundhouse so that excursionists could observe the servicing of the locomotive. On the return trip, no stops were made apart from a very short water stop at Alexandria, until arrival at Turcot Yard. At this point the train was backed up to the roundhouse and the passengers watched the engine being put away for the last time, after which the doors were ceremonially closed, revealing a large sign reading, in French and English, "The End of an Era". To add to the contrast, the locomotives retained as part of the Museum Train were all spotted for photographs at the roundhouse. From Turcot to Montreal, the train was hauled by a diesel "A" unit.

And so, apart from the subsidiary Grand Trunk Western, the last steam locomotive has operated on the Canadian National Railways system after 125 years, one month and 14 days. It was very interesting to observe that the sun, which had been obscured by clouds all day, came forth in full force just as the roundhouse doors were closed for the last time behind 6153, leaving the witnesses to ponder whether this was symbolic of vanished glory, or of brighter days ahead.

U.C.R.S. SPECIAL SLEEPER

In connection with the previously-noted excursions, the Society operated a chartered sleeper by Canadian Pacific to Montreal and return. Eighteen members found themselves at home for three days in "Willow Grove", a modern 10-roomette, 5-double bedroom sleeping car which was reserved for the U.C.R.S. party on the two nights of travelling, and was parked in Windsor Station, Montreal, as a hotel on Saturday night. All participants agreed that this was a most interesting and satisfactory idea, which it is hoped to repeat on future occasions. The car was parked in Windsor Station until 9:00 A.M., when it was removed to Glen Yard for servicing, and was returned to the Station at 5:00 P.M., remaining there until the following morning, ornamented by the U.C.R.S. illuminated tail sign made for our steam excursions. We are greatly indebted to the C.P.R. for their co-operation and to the tireless Chairman of our excursion Committee, Mr. Jordan, for making the arrangements.

➤ Canadian Pacific 4-6-0 1057 has been sold to U.C.R.S. member William S. McCartney for preservation, and was delivered on August 16th.

A MOONLIGHT TROLLEY RIDE - IN 1960

It has been many a year since people indulged in evening street car rides for pleasure in Toronto or any other city, despite the once great popularity of this pastime. This was, of course, associated primarily with open car operation and with the long defunct Belt Line route in Toronto where one could ride all night on one fare, see the sights of the city and enjoy the breeze.

However, 24 U.C.R.S. members took the evening of August 19th out to revive an old tradition, chartering T.T.C. car 2420 for a 3½-hour after-dark excursion on the close-to-lake lines of the system. Actually there was no moonlight on this ride, the overcast sky producing raindrops at various times during the evening, but nothing to dampen the ardour of the excursion-goers.

Many of the participants got all the mileage they could out of the trip, beginning and ending their ride at Russell Carhouse rather than the advertised terminal point of York and Wellington Streets. Nevertheless, 2420 picked up a goodly number at the latter point at the official 8:00 P.M. starting time, and proceeded thence via King and Queen Streets to the end of track at Neville Loop. The car was backed into the Maclean Avenue wye on the return trip for the first photo stop of the evening. The intersection of Queen Street East and Maclean Avenue immediately sprouted a small forest of tripods set up for time exposures, while here and there a flash bulb popped. The first official night photography excursion operated by the Society was now in full swing, and was being enjoyed by the participants not one little bit less than the conventional daytime variety.

After some 15 minutes on the wye, the excursion car departed and went directly out to the west extremity of the track system, Long Branch Loop. The speed run on the Queen Street Extension open track with its distinctive sounds, and on the long tangent sections on the Long Branch route was the highlight of the operational aspect of the trip. At Long Branch the car was positioned on the siding for another photo stop.

A side trip into the Kipling Loop in New Toronto on returning was intended as a bonus photo stop. However, good intentions were rewarded with most unexpected frustration when it was discovered that the outswing of the Large Witt would not permit it to pass a concrete-planted steel post which forms part of a cable fence paralleling the bus driveway in the Kipling Loop.

Obviously T.T.C. structures are no longer designed with the Large Witt car in mind (remember St. Clair Station?); their present-day operations are confined to a very limited portion of the system. Finally 2420 was backed down 18th Street and on to Lake Shore Road to resume the eastward journey.

The last photo (and refreshment) stop was made at the Humber Loops, where, as is so often the case on fan excursions, a brief unscheduled eve of prosperity was visited upon the concession in the waiting shelter.

The return trip along King Street east of Roncesvalles Avenue was slowed appreciably by the traffic emanating from a football game at the C.N.E. Stadium, and downtown was reached about 15 minutes late. To save time, passengers dis-embarked along King Street, allowing 2420 to run straight east to Russell Carhouse without having to revisit the York and Wellington starting point.

The Program and Excursion Committee came up with a novel and highly successful idea in this combined meeting and excursion, and probably made more than one member newly conscious of the wide possibilities in night rail photography. The writer would advocate that at least one activity of this type be operated by the Society each year.

- S.I.W.

T.T.C. NOTES

➤ An extension of time for receiving tenders on rapid transit cars for the University line has been granted; bids are now due by October 3rd. It is understood that this extension was made to permit the St. Louis Car Company, which has recently been bought by new owners, to enter a

new tender.

- \$20,000 has been appropriated by the Metro Council to investigate the extension of the Yonge Subway in three stages from Eglinton Avenue to Steeles Avenue in North York.
- Additional tenders being called in connection with the University Subway involve station finish, acoustical treatment of tunnels (presumably on curves) and signal equipment.
- When steel for the F. G. Gardiner expressway structure across Bathurst Street is erected this fall, it will be necessary to divert the Fort carline around the work by use of a shoofly.
- P.C.C. 4018 has emerged from a truck overhaul retaining only six of its solid steel wheels. It now has resilient wheels on No. 3 axle.
- Consideration is being given to the placing of an internal combustion motor under horse car 16. While this car retains its own suspension and wheels, it has for several years past been mounted on a dolly with small rubber-tired wheels for parade use.
- Small Witt 2896 has been retired, due to general deterioration. It has been mounted on a pair of Brill shop trucks to await disposal.

FORTHCOMING EXCURSIONS

- September 25th: - Grand Trunk Western steam excursion Detroit - Greenville, Michigan, operated by Michigan Railroad Club. Power: 4-8-4 6323. Fare \$8.50 without meal; \$10.00 including meal at Greenville. Michigan Railroad Club, Box 2271, Dearborn, Michigan. Strange that steam on the G.T.W. should outlast that on the parent system!
- September 28th to October 4th: - Excursion on Denver & Rio Grande Western narrow gauge lines. Special connection front Chicago (by regular train with special arrangements) operated by Illini Railroad Club, Box 62, Champaign, IL. Write for brochure.
- October 15th-16th: - C.R.H.A. fall foliage trips from Montreal. Saturday: C.N.R. diesel trip Montreal - Huberdeau. Sunday: C.P.R. steam trip (1200-series Pacific) Montreal - Ste. Agathe. Both trips, \$11.00. Canadian Railroad Historical Association, Box 22, Station "B", Montreal.

PUBLICATION AVAILABLE

The attention of members is drawn to the fact that *Bulletin 83* of the Railway Locomotive Historical Society is still available. This is an excellent all-time locomotive roster of the Canadian Pacific Railway, down to 1951, and is recommended to all members. Price is \$2.00 from the R. & L.H.S., Baker Library, Harvard Business School, Boston, MA.

MISCELLANY

- The Canadian National's mixed train service between Lindsay and Haliburton, ON, was withdrawn effective September 3rd, 1960, following the granting of permission by the Board of Transport Commissioners.
- The Ontario Northland is contemplating closing the branch line from Earlton to Elk Lake owing to the necessity of rebuilding a bridge over Batise Creek. It is estimated that the cost of the new bridge would equal about 12 years' gross revenue from the branch, even if no further improvements were undertaken.
- All electric operation on the Niagara, St. Catharines and Toronto Railway has now ceased. Overhead removal is well under way, with the entire Port Colborne line now finished. Locomotives 16, 17 and 18 have been transferred to Oshawa Railway, along with sweeper 22; the rest of the locomotives remain at St. Catharines at last report, while all other equipment has gone for scrap. Three C.N.R. diesels are in use.
- The arrival of the N.S. & T. motors in Oshawa has meant the departure of the C.N.R. diesels from the Oshawa Railway which is now once again 100% electrically-operated.

- The Ontario Northland is following the lead of the two larger Canadian railways by entering the highway-trucking business. One large Timmins firm has been bought, and others are under negotiation.
- Canadian Locomotive Company, Kingston, ON, has been awarded a contract to build 22 diesel switchers for the railways of India for delivery by April 1961. Ten engines will be shipped to Bombay and 12 to Madras.
- Eighty additional narrow-gauge flat cars have been ordered for the Newfoundland lines of the Canadian National Railways, to cope with increased pulpwood shipments by Bowater's and the Anglo Newfoundland Development Company. Much of the main line is being relaid with 80-lb. rail.
- N. R. Crump, President of Canadian Pacific Railway, recently unveiled the nameplate on "*Empress of Britain*", a new 2000 H.P. English Electric diesel unit for the London Midland Region of British Railways. The locomotive is named after the flagship of the Canadian Pacific's North Atlantic passenger fleet.
- The General Motors Diesel Limited plant at London, ON, has been virtually closed down owing to completion of dieselization in Canada, and to the absence of the hoped for export orders.
- Both the Canadian Pacific and the Canadian National intend to remove sleepers and other first-class accommodations from their secondary transcontinental trains effective September 24th, except for certain specific sections of the lines. It is understood that the "*Dominion*" will have sleepers only between Toronto and Sudbury and between Fort William and Winnipeg, and will handle express traffic and coaches on the rest of the journey. It is also understood that full dining car service will be suspended on the "*Canadian*" for the winter, leaving only the Coffee-Shop car for travellers.
- Modifications are to be made to the Lambton Yard of Canadian Pacific in connection with the approaching, completion of C.T.C., installation on the main line between Agincourt and Glen Tay, Ontario, when 140-car freight trains will be possible. Passenger operations through Lambton Yard will be restricted to the present eastbound track, and will be controlled by C.T.C., while the present westbound main line, with the adjoining yard track, will be modified to serve as departure tracks for longer eastbound freight trains. This arrangement will serve until completion of the new Agincourt Yard on which grading has reached an advanced stage.

MEMORIES OF "FEZ CITY"

(Reprinted from the Toronto "*Globe & Mail*")

By Stanley Westall

The City of Fez is one of the ancient capitals of Morocco. Square white buildings and narrow, dank streets are enclosed by the crumbling ramparts of two old basbahs. In this city, mystery mixes with the scents of garlic and cooking oil to produce the atmosphere of a Casablanca.

John Gunther called Fez the most dramatic city in Africa.

Toronto has had a Fez City for 30 years. The boundaries are Strachan Avenue and Bathurst Street and the area is anything but romantic. There is no souk in which to buy battered Moroccan metal and used camel saddles, no simmering dishes of couscous, no veiled women, no Charles Boyer but from now until time immemorial, Canadian law and the mighty Canadian Pacific Railway will remember that Fez City exists.

The city is a flat, wide stretch of flint and cinders bearing nothing but the tracks of the C.P.R. There is room to store approximately 400 railroad cars.

Thirty years ago, on a warm June night, the area was filled with sleeping cars, club cars and lounge cars. There was no room in the inns of Toronto for a majority of 38,000 Shriners who had come from every corner of North America for an Imperial Council Session of their organization.

For a week, they lived in the C.P.R. yard, these members of the Ancient Arabic Order of Nobles of the Mystic Shrine of North America.

From the narrow rail bridge on Strachan Avenue, onlookers saw a bobbing sea of red as the Nobles descended in the morning. The eye was full of fez - the flowerpot hat familiar to the Arab world of 30 years ago.

What was more natural than to call it Fez City. The name stuck with the railroaders. For easy identification, the marshalling yard has been known ever since as the Fez Yard. And now, it is part of Canadian history, bearing the great seals of authenticity supplied by the C.P.R. and the Municipality of Metropolitan Toronto. It has been agreed between these two mighty corporations that Metro, for several considerations, can construct the Frederick G. Gardiner Expressway "in, over, upon and along the Railway Company's lands hereinafter referred to as Fez City Yard."

It's an occasion which has brought a \$277,000 lump to Metro's throat.

Breaching the ramparts of Fez City has been an expensive operation for the Frederick G. Gardiner Expressway.

To project beyond the line of the Canadian National exhibition and over to Bathurst Street it was necessary to secure an encroachment on railway property. The caissons, footings and columns carrying the highway will stand between the tracks, restricting the storage area from 400 to 354 cars. Although the C.P.R. will retain title to the land, it has lost in perpetuity its air rights.

In compensation, Metro will hand over \$277,000, the result of an agreement reached amicably one morning in Ottawa. It will also pay for all disturbance to railway operation, provide new track, build a retaining wall, buy more land to provide storage for 46 cars and undertake to pay for all future rail changes in the area ordered by the Board of Transport Commissioners.

Metro appears to have the sticky end of the deal, but C.P.R. has now lost all chance of developing this valuable land and in addition, will have to pay slightly increased taxes on the extra land handed over.

Metro, of course, now has an ideal route for its expressway with a minimum of disruption of established lakeshore business and a simplified construction task.

And Fez City will remain forever.

We must hope that history does not repeat itself. In 1962, the Imperial Council Session of the Ancient Arabic Order will come to Toronto again - this time in a caravanseraï numbering nearly 100,000.

There will be more and larger hotels to accommodate them, but current plans are for 12 passenger liners from United States ports, filled to the gunwales with Shriners. They will berth in the port of Toronto in a harbour which may then become known as Fez Harbour. Let's hope we never have to put an expressway across that one.

FURTHER NOTES ON RAILWAY EXTENSIONS IN CANADA

- The last spike was scheduled to be driven on September 2nd, 1960, on a new 52-mile Canadian National branch line between the northern Manitoba mining towns of Optic Lake and Chisel Lake.
- The Dominion Government is now pondering the rather non-committal report of the Royal Commission inquiring into the route of the proposed railway to the Peace River country. There now seems to be some doubt as to whether the railway will be built at all. (See *Newsletter 175*, Page 2).

C.N.R. REORGANIZATION CONTEMPLATED

The traditional organization of the Canadian National system is to be swept away in a complete change in the administrative hierarchy of the company. The system is to be divided into 18 "business

units” across the country, each of which will have jurisdiction over all rail transportation in its area. This will completely replace the departmental structure in which the various departments, such as operating and traffic departments, maintained their own independent offices in each area. The present three Regions, 10 districts and 31 divisions will be transformed into five regions, which will be sub-divided into the 18 “business units” which will control local operations.

The present Central Region will be split into the St. Lawrence Region (Montreal), and the Great Lakes Region (Toronto). The Western Region will also be split into the Prairie Region (Winnipeg) and the Mountain Region (Edmonton). The present Atlantic Region (Moncton) will remain substantially unchanged. The purpose of the reorganization is to permit greater flexibility in meeting competition from other forms of transportation.

EXCHANGE SECTION

For Sale - Railroadiana. Thousands of items. Tickets; tokens; transfers; pix, steam, electric, old and new by appointment only. Call Allen Maitland, WA.1-4023. Write 224 St. George Street, Apartment 210, Toronto 5, Ontario.