

May, 1961 - Number 184

The Society meets on the first and third Fridays of every month. The meeting of May 19<sup>th</sup> will commence at 8:30 P.M. in Room 486, Toronto Union Station. Following the business portion, entertainment will be a series of slides and movies taken on various Japanese railways seven weeks ago. The outdoor meeting of June 2<sup>nd</sup> will be held at Scarboro Junction. PAST MEETINGS: - Fifty-four members were present at the meeting of April 21<sup>st</sup> to hear a very interesting talk on Indian railways by member Allan Crompton. A series of slides of Indian motive power were shown.

U.C.R.S. EXCURSIONS: - Members are reminded of the June 4<sup>th</sup> and 5<sup>th</sup> excursion weekend as outlined in the circulars enclosed with the last *Newsletter*. The excursion Committee is pleased to announce two trips behind C.N.R. 6167 on July 8<sup>th</sup> and 9<sup>th</sup>. On July 8<sup>th</sup> it will operate to Oshawa where a trip will be run over the lines of the electrified Oshawa Railway, using a freight motor and open gondolas. On Sunday July 9<sup>th</sup>, 6167 will proceed to Belleville via the Oshawa Subdivision and return via Lindsay. Details on fares and departure times, will be released as soon as possible. Photo run pasts will be held on all trips.

PAST EXCURSIONS: - The sun finally broke through for the excursion of April 30<sup>th</sup> on T.T.C. 4018, which covered some interesting trackage between the limits of Main & Danforth and the Humber Loop. At one point it became what must have been the first P.C.C. to enter George Street scrap yard and come out alive. A total of 18 passengers rode the car; three were from Ottawa, while two came from Rochester for the occasion.

➤ The editor wishes to announce a change of address, effective May 15<sup>th</sup>, to Apartment 1108, 21 Lascelles Boulevard, Toronto 7.

➤ Members of the Locomotive Preservation Committee are no doubt anxious to get down to the exhibition grounds to work on C.N. 6213 and Chairman Jim Brown says the meeting time is 2:00 P.M. on Saturdays now that better weather has (finally) come.

#### MISCELLANY

➤ The MacPherson Royal Commission on Transportation released in April the first of three reports on Canadian railways. The report's recommendations are intended to point the way to a new transportation philosophy which would involve varying amounts of subsidy in some areas and service abandonments in others.

Specifically, the Commission suggested subsidies on marginal passenger services for five years, on unremunerative branch lines for years and on Prairie export grain for as long as it is carried at a loss. (It also suggested that the government pay for any free transportation it would want for its various officials.) The five-year subsidy would start at \$62 million and shrink to \$12½ million while the 15 year one would remain at \$13 million. The understanding is that in either case, by the end of the period in question, the unprofitable services would be dropped and the communities affected would have had time to arrange for alternate methods of transportation. The report pictures the future main railways of Canada as mainline freight haulers with few branches (the latter area being covered by trucks) and with passenger services only between large urban centres. Other points concerned freight rates and more flexible laws governing abandonments.

➤ On May 19<sup>th</sup> the C.N.R. is scheduled to move its Montreal headquarters from 360 and 355 McGill Street (and 20 other scattered locations) to a new, 17-storey building at Mansfield

and LaGauchetiere Streets. Approximately 3,000 persons will work in the new office and the move is expected to take 400 men and 45 vans, 84 hours to complete.

➤ Another phase of the C.N.R.'s upgrading of the narrow gauge Newfoundland Lines is expected to commence in July at St. John's in the form of a yard expansion programme. The present yard there is closely confined by Water Street on the north, Waterford River on the south, shops and docks to the east and finally the main line provides the western boundary as it cuts off the end of the yard and crosses the river. The plan is to extend the main line further along the north bank of the river and relocate the crossing upstream; a task involving construction of a bridge over dry land and a 700 ft. river diversion to bring the water under the new structure.

The additional storage and switching space gained will increase the yard capacity from 193 to 514 cars and leave room for possible future expansion to 566 cars.

➤ Work on the Pacific Northern Railway has come to a halt. All that has been completed to date is one mile of grading, some yard work at the P.G.E. interchange plus three miles of brush clearing. No contract for construction was awarded and work stopped after the B.C. Public Utilities Commission decided that a permit for construction was necessary. It seems unlikely that further work will be done on the line this year.

➤ The C.N.R. has discontinued passenger service between Fredericton and Newcastle, NB.

➤ The Canadian Pacific Railway is constructing a new spur from Rimbey, Alberta, to a new natural gas processing plant 8½ miles to the northeast.

➤ The Niagara St. Catharines & Toronto Railway's tracks on the Port Weller line may be removed from Niagara and Facer Streets in St. Catharines and relocated so that the line may pass under the new Homer Skyway. The latter is being constructed to eliminate the present Welland Canal drawbridge on the Queen Elizabeth highway.

➤ Several Vancouver engineering firms are studying a proposed railway tunnel under Burrard Inlet between the first and Second Narrows bridges. Such a project would replace the Second Narrows rail crossing.

➤ The Federal government has set up an inter-departmental committee to ascertain likely costs of a ship canal from Montreal to (Georgian Bay via the Ottawa River, Lake Nipissing and French River.

#### LETTERS FROM THE EDITOR

*(The following are excerpts from letters written by the Editor (R. J. Sandusky) during his recent visit to Japan, to friends in Toronto. While not intended for publication, the Editor has been prevailed upon to allow them to appear here for their value as a railway enthusiast's first-hand impressions of the railways of Japan.)*

- J. M. M.

#### **Tokyo, March 23, 1961**

The first morning I had a western-style breakfast and hopped on a street car for the centre of town (the fare was only 13 yen). The destination signs are hopeless to read but the routes are numbered and as long as you can find a street car you're O.K. They have two subway systems but I haven't ventured down there yet.

Rail travel is quite inexpensive for a tourist. Yesterday I bought a set of rail tickets amounting to some 1700-1800 km., all one-way tickets, for about \$15.00. I then purchased a one-day auto tour for \$15.85. The tour took us through Yokohama to Kamakura to see the "diabutsu" or Great Buddha and then on a short distance beyond that. On the way there, a few shots were to be had of electric trains and trams. Yokohama has a fair-sized tram system with many types of cars on it. The track work in both Tokyo and Yokohama looks a bit marginal: there is a certain amount of corrugated rail and chattering brakeshoes, but the

car bodies and overhead seem in good shape. All cars have a two-man crew and the stops are generally about as far apart as Toronto's closer subway stations, so the second man has time to run through the car with his little black purse collecting fares between stops.

It is a bit difficult to figure out how many electric railways there are here. In Tokyo the J.N.R. seems to be dark chocolate but there are some other cars which are a salmon shade, and still others which are green and yellow. In Yokohama some red and white electric cars could be seen in the J.N.R. yard and I had just finished wondering about them when we crossed a little single track of some electric railway, snaking its way along behind all the shops and houses. It turned out to be a small private company operating pairs of shiny, light green articulated cars and quite a few of them were subsequently noticed.

#### Osaka, March 26, 1961

Well, so far so good. Left Tokyo Friday morning on a semi-local electric train. Dark brown equipment with hard seats in the crowded second class. Travelled about 40 or 50 miles down the coast to a place called Odawara where I looked for a trolley connection to another place some miles inland. Said single unit was duly located at another platform where it turned out to be an orange and white standard-gauge outfit. The line was double-gauge for the first two miles to accommodate Odakyu Railway trains which consisted of long green-and-red sausages. (The Japanese normal gauge is of course 3'-6"). Anyway this harmless little trolley car suddenly turned into a Sir Edmund Hillary and proceeded through 11 long (500-1000 ft.) tunnels and over three switch backs before depositing the passengers at the end of the line.

Next the gauge went back to 3'-6" as we boarded a cable car. This was the usual affair with two cars and a passing siding in the middle. This one had two intermediate halts at points equidistant between the siding and the ends of the two-mile line.

At the top of this, the gauge went to nil as we boarded a gondola lift which climbed for a mile, spanned a gorge, then went down two more miles to a lake. In the course of this journey there were two stations and a good view of Mt. Fuji, 30 miles away.

Down at the lake there was a two-storey "Iroquois II" at the dock. The sign said "13:00" and as it was 12:55 I bought another ticket and went. The town at the other end of the lake was where I had originally planned on stopping for the night but it looked a bit dull and there was a nearby bus terminal which beckoned, I spoke a town name and forked over some more yen and received a ticket. presently a multi-coloured dragon drew up and away we went for 20 or 30 bone-shattering miles back to the Pacific coast. The road was a narrow, gravel affair which worked its way up to a mountain pass (where all the passengers got out for a snack and a view) and then hairpinned down the other side. In due course the bus arrived at Atami. This was a jewel of a place, being a seaside resort and all that. It was surrounded on three sides by mountains and on the fourth by the sea. Through the middle ran the J.N.R. main line, where much was doing, and when this was quiet there was always a volcano, about 50 miles out on Oshima, to look at. It belched white smoke periodically.

The next day got off to a good start with an earth tremor in the middle of breakfast. The hotel slid back and forth a bit but no one seemed worried about it. Soon I was on a semi-express electric train which duly arrived at Nagoya. Here was where I saw my first steam passenger trains. There was a 4-6-2 waiting to leave with a five-car train and while I was waiting for it to move, three 2-8-2's went by on an adjoining freight by-pass. There were other, newer 4-6-2's around, plus a 2-6-4-T on yard duty.

Right next door was the Kinki Nippon Railway from whom I bought a ticket for Osaka. While waiting for this train I amused myself by watching trams go by outside. They were green and cream and of all types. There were some old cars with centre doors or end doors, some P.C.C.-like things with skirting all around; there were two similar types of articulated

units and finally some really odd new cars with outside drum brakes.

Soon I was in a reserved seat on the Kinki Nippon Railway, express. What a ride that was! This outfit has standard-gauged its main line, plus a few branches, and received a batch of new cars including some two-level vista-domes. The cars are standard-gauge width but must still adhere to the narrow-gauge overhead clearances and are proportionately low inside. This railway competes with J.N.R. for Nagoya - Osaka service, and they put out a good turn of speed in doing it. The schedule calls for 2½ hours for the 190 km. and we fell short of this only because of some slow orders due to track work. I noticed a few of their narrow-gauge branches on the way down, and have also noted a number of tramways connecting with various main lines. These tramways have little diesel engines which haul three or four tiny coaches out into the farming country.

So here is Osaka. It was mostly levelled during the war and much construction is new. The trams system is good as a result of new trackwork and cars. All cars are red and brown, have centre and end doors and are double-end. Design range from a few old wooden cars to beautiful new ones. The trucks under the latter are equipped with roller bearings, swing links and torsion bars. I was on one this evening and it rode more like a coach than a street car.

Today was the first encounter with rain and it did so all day. I sought out the Kei-Han electric railway and bought a ticket to Kyoto. This is another standard-gauge line which runs in competition with J.N.R. and appears to have been standard gauge for a long time. The old cars are quite high in comparison with the Kinki-Nippon. The route reminded me of the North Shore line (with fewer weeds), except that the speed was a bit lower. On an express run, one train reached 2 km. in 65 seconds, which I think is a bit over 70 M.P.H. At Kyoto it was still raining so I bought an umbrella and carried on.

There are trams there too. They were green and yellow again, and I had just nicely classified them into old four-door cars and new four-door cars when, on a route of their own, I found some four-wheel hand-braked cars with deck roofs. All cars in this series appeared to be identical and they generally resembled T.T.C.'s 306 only with smaller windows. I rode the cars out to some points of interest and did what sightseeing the rain would permit.

#### **Tokyo, March 30, 1960**

I had thought when I first arrived that one could get along travelling second class on any trip up to three or four hours in length, but I soon had my eyes opened when I got as far as Nagoya via second class. It's always unbelievably crowded, something like the subway on the fringe of the rush hour. Even the vestibules are always filled with people, standing, sitting, crouching and always reading - reading anything, I suppose, that they can lay their hands on. Anyway, starting with the Kinki-Nippon, I travelled first class on long runs.

In Osaka it rained and rained. The next morning it was still raining so rather than take a steamer to Beppu I got a seat on an express to Hiroshima. We left Osaka behind a 2C-C2 electric and the train was called "Komame" which I am sure is some sort of bird or natural phenomenon. (At least it wasn't called "Fuji" which everything else seems to be). Anyway this was very nice until we went about 100 km. to a place called Okayama, where we ran out of electrification and took on a very handsome 4-6-4 which continued from there on.

I spent the night at Hiroshima and was going to take a guided tour to Miyajima (an island) the next morning until I observed some trams and consulted a photo in June 1956 "*Railway Magazine*" showing a Hiroshima - Miyajimaguchi interurban car. The trams are four-wheelers and some rather standard-looking things and I took one of the older four-wheelers to the end of a line where was located the terminus of said interurban line. This, like the city system, was standard gauge and had an assortment of cars ranging from some blue and

cream wooden cars to some new stock painted orange, cream and sea-foam green. The line followed the National's main line for about 10 miles and ended at the ferry docks. I returned around noon to Hiroshima and while waiting for a train back to Nagoya I watched great processions of steam moving to and fro between the station and the motive power depot. Most of it was 4-6-4's, 4-6-2's and 2-8-2's. They use a few 2-6-0's and 2-6-2's on yard or branch line work, and I saw some 2-6-2 and 2-6-4 side tanks. Haven't yet seen a 2-10-4-T, or 2-8-4, 4-6-0 or 4-4-0 on the J.N.R.

The next day was a rather long one as I wanted to return to Tokyo and still do it via Nagano. I was glad I decided to make the side trip as it involved about every possible type of motive power. I left Nagoya in an eight-car diesel train. They are similar to our R.D.C.'s except for being quieter, but after three hours they are just as uncomfortable. Anyhow that was how we got to Nagano via the Kiso River valley. It was a beautiful run all the way and at the end of it we came out of the mountains about 1500 feet above a valley in which Nagano is located, and had a very nice view of the descent. Nagano was the only place I've visited where no one could understand what trying to say and vice versa, and it may be just as well I only had to wait two hours before returning to Tokyo. On the next run the line was a quite difficult one over the backbone of the mountains - the difficulty being in the grades rather than curves. We left Nagano behind a pair of 2-8-2's which laboured away until we came to an electrified section, at which point they disappeared and three electric engines coupled on. I wondered what was up until we clumped onto a rack section and started to drop down a 10% incline. This isolated electric section was more or less in a straight line down the side of a mountain, except that it was a very corrugated mountain and the run consisted mainly of 500 feet in a tunnel and 250 feet out, over and over again, for 12-13 km. At the bottom we picked up two more 2-8-2's which carried on for 50 km. or so, and then along came a pair of 2C-C2 electrics which finished the run to Tokyo.

Today I went to Nikko, and it's just as well I saved it for the end because it's a beautiful place. One can get to Nikko via the National, but if one is in one's right mind one takes a "Limited Express" of the Tobu Railway. This company has about 300-400 km. of lines around and north of Tokyo and is 3'-6" gauge like the J.N.R. They have some old brown cars, some orange and yellow cars and the newer grey cars used on the fastest runs. In addition they operate the tram line in Nikko and the cable car at the end of the tram. This city has some eight-wheelers and several articulated units, and runs a single route from the Tobu Railway, and J.N.R. stations in Nikko straight through town and up the hill for five miles to the cable car which runs up to a suspended cableway which runs up to a lake (whew!). I only had time to ride the tram but it was quite scenic. The Tobu line handles some freight with electric and steam engines. The electrics, I suppose, are the Japanese equivalent of the Baldwin-Westinghouse motor, but the steam stock is in a class by itself. I found the main shops (I think) and tomorrow will go out to see about some ancient-looking 4-4-0's.

#### **Calgary, April 2, 1961**

Friday was the day for the Tobu Railway and my last day of railway activities in Japan. It was a day well spent as you will see shortly. I again took the Tobu's 10:20 express from Asakusa Station, Tokyo, (after a brief look at another temple) and, after an hour's travelling, arrived at Sugito. This is a very small town located at a junction point on the Tobu Railway and, judging from the number of people who stared at me, I must have been the first Occidental to stop over there in a long time. The best vantage point for photography seemed to be half a mile from the station as that's where the junction was located, and there was also a cloud of smoke moving behind a line of boxcars. After 10 minutes of wandering down narrow streets and back lanes, I found a path which crossed to tracks, but the 4-4-0 had

disappeared into the yard. Soon, however, other things started to happen. One of the Tobu's many dark chocolate electric trains came into town about the same time as a freshly-painted box motor tore past with a brake van. Next, from the station came another electric train, this one being orange.

Suddenly there was a single whistle blast from down the line and up came a little 4-4-0 with tall stack and domes and inclined cylinders, pulling about 25 assorted Tobu Railway and National Railway freight cars. There was never a period of more than five minutes when a train of some sort was not in sight and, to complete the activities, one of the Tobu's slick grey limited express trains came swishing past. After that, I was considering leaving for greener pastures but was stopped by a whistle in the yard. The yard switcher had come to life and after much blowing of cylinder cocks it picked up a string of cars and came past. It was another 4-4-0, much like the previous one, and a cast plate on the splashers proclaimed it to have been built by Neilson Reid Company, Hyde Park Works, Glasgow, 1900.

As my train was leaving Sugito it passed the steam engine shops where eight or ten assorted 4-4-0's were seen. Three were in steam and all appeared similar in design. Further down the line one was again seen double-heading an electric engine on a freight.

On the way back to Tokyo I again stopped off, at a station called Kitasenju, located in the northern suburbs of Tokyo. Half a mile north of the station was a wide river where both the Tobu and the National have double track, through-truss bridges side by side. I spent a very interesting hour watching more activity on the Tobu and both electric and steam operation on the National's Joban line. The latter terminated at Tokyo's Ueno station, - the only one in the city where you can still depart behind a 2-8-2, 4-6-2 or 4-6-4.

The activity at the bridges continued without much let-up and it was only with the exertion of much will-power that I left. As I left Kitasenju station I noticed another bridge a mile downstream from the previous two. Here were electric suburban trains bearing the huge initials "K.D.K." rumbling across the span. Who was K.D.K? I suppose that for the time being it will be one of the many unanswered questions that I still have about Japan.

#### EXCHANGE SECTION

➤ STATUTORY HISTORY OF THE STEAM AND ELECTRIC RAILWAYS OF CANADA 1836-1937 is now obtainable locally from the new Queen's Printer's Bookshop at Adelaide and Victoria Streets, which is open 9:30 A.M. to 5:30 P.M., Monday to Friday. The Bookshop also has a number of other Government publications of interest to the serious student of transportation.

➤ Mr. Al Paterson, 451 Maplehurst Avenue, Oakville, Ontario has many old CERA year books and Bulletins for sale dating to 1945, also some negatives, size 616, of T.T.C.; G.R.R. -L.E.& N.; N.St.C.& T. Write for information.

➤ Mr. J. M. Mills, Apartment 1108, 21 Lascelles Boulevard, Toronto, 7 (Please note new address) is interested in purchasing a copy of "Steel of Empire" in good condition. Please write first.

➤ Mr. Steve Zawacki, 19366 Fenelon Avenue, Detroit 34, Michigan, offers five colour post cards showing a Grand Trunk 5600-series, with train, at Durand depot (both depot and level-crossing are visible). Price is 30¢ per print.

#### EQUIPMENT NOTES

➤ Since the printing of the April *Newsletter* further details have come to light concerning locomotives on certain coal roads in Western Canada. Former locomotives acquired by the Western Dominion at Taylorton, Saskatchewan were C.N.R. 1060 (in 1927), 7037 (December 1930), 417 (June 1955) and 418 (in 1940). Over at Bienfait the Manitoba & Saskatchewan purchased

C.P.R. 3122 in 1927, C.N.R. 415 in November 1933 and 413 on June 12, 1936. We also understand that West Canadian Collieries 2-6-0 No. 1 came from the City of Winnipeg (with a star on its number plate rather than a road number).

➤ A Timmins correspondent reports that Mattagami Railroad 2-6-0 100 (ex-Greater Winnipeg Water District), was recently in steam at Smooth Rock Falls while G.E. diesel 103 was out of service for inspection and repairs. The same report mentions that Abitibi Power & Paper still retains Shay No. 70 for stand-by service at its Iroquois Falls plant; also former Abitibi 2-6-0 No. 30 is still in switching service for the Manitoba Paper Company at Pine Falls, Manitoba.

➤ The C.N.R. has renumbered the following R.D.C.'s:

D300 to D354 at Moncton, January 27

D400 to D453 at Riviere du Loup, March 6

D402 to D475 at Moncton, March 7

**Note:** D300 series are R.D.C.3's with passenger, mail and baggage

D350 series are R.D.C.3's with passenger, express and baggage

D400 series are R.D.C.4's with mail and baggage

D450 series are R.D.C.4's with express and baggage

D475 series are R.D.C.4's with mail only.

No. D402 was rebuilt to mail only and a sub-series was started at D475 to accommodate this new class.

#### T.T.C. 1933 ROUTE MAP

As a bonus for the Society's many transit-minded members, there is included with this issue a reproduction of a T.T.C. route map dated January 8<sup>th</sup>, 1933. This map shortly precedes a series of routing changes made on April 3<sup>rd</sup> of that year, which provided the greatest overhauling that the route system underwent in one day in the entire period between 1923 and 1954. On this day the crosstown College route disappeared entirely and the previously exclusively west end Harbord route was removed from Adelaide Street to take over the Dundas East and Carlaw-Pape trackage. The Bathurst regular and Tripper routes exchanged Front and Adelaide Street as their access to downtown, and the Lansdowne route, previously a stub from Royce Avenue (now Dupont Street) to St. Clair only, was extended south to College Street, still using double end cars.

At the time of this map, it was not possible to travel across town on Queen Street without transferring; the Queen route (today's Kingston Road route) and the Beach route operated from the east end, and the Lake Shore route from Long Branch, overlapping downtown between McCaul and Mutual Streets. The present pattern of Queen Street services emerged in 1937, when the Lake Shore route name disappeared and crosstown service (which had existed earlier, in the 1920's) was again restored on Queen Street.

- S.I.W.

Map: TTC Daily Except Sunday Routing - 1933.

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#### HAMILTON CHAPTER NEWS

R. G. DESCHENES, Chairman

Apartment 10, 1024 King Street East, Hamilton, Ontario

Phone LI 4-9715

The Hamilton Chapter meets on the fourth Friday of the month. Next meeting will be held at the home of James Platt, 99 Mountain Park Avenue on Friday, May 26. In addition to a showing of films of railroad interest, Mr. Platt will have part of his extensive rail photo

collection on view. Visitors are welcome, especially members from Toronto.

#### FORMATION OF CHAPTER FINALIZED

At the April meeting, held at the home of R. T. Vincent, the final step in the formation of the Hamilton Chapter was taken. The petition to organize having been accepted by the Directors, of the Society, a formal motion to inaugurate the Chapter was carried unanimously. Thus the "Last Spike" was driven, creating the first "Branch Line" of the U.C.R.S. In acknowledgement of the work done by him to get the venture under way Ray G. DesChenes was elected Chairman of the group. Douglas Page will be Recording Secretary.

#### TH&B - PARKS COMMISSION - UCRS ACCORD ON 103

Pending a formal agreement with the Hamilton Parks Commission, present custodians of TH&B 103 in Gage Park, the maintenance of that engine will become a project of the UCRS. We expect to have such an agreement in writing within two weeks, and are hoping to have much the same arrangement as exists in the preservation of 6213 at Exhibition Park in Toronto.

➤ In the first informal meeting sponsored by UCRS-Hamilton, 12 members and guests, including four from Toronto, drove to the home of Stan Grigg near Dundas Ontario, to view two live-steam engines built by him. One is a 1" scale CN Northern, eight feet long, and complete to working air pump and lubricators. The other is a 3/4" scale NYC Niagara. CN 6121 was fired up and operating. Also on view was a 1" scale CN Mogul, being built by a CN locomotive engineer, under Mr. Grigg's supervision. Plans are already being made to return for another visit, possibly with flood-lighting equipment, to enable movies to be made of the locomotives in action.

#### BUS ARRANGEMENTS FOR JUNE 4 EXCURSION

For the convenience of those living in the Hamilton area, the Society will operate a chartered bus between Hamilton and Toronto to connect with our Special Train June 4. This bus will leave Hamilton CN Station at 7:30 a.m. and make the following stops: Burlington CN Station: 7:50, Oakville CN Station: 8:20. It will arrive at the Toronto Union Station at 9:10. All times are Eastern Daylight. It is suggested that those coming on the excursion might detrain at Hamilton on the return trip, or if you wish to return to Toronto on the Special, you might return to Hamilton on CNR No. 15. Fare for this bus (one way only, payable on the bus) is \$1.60 Full Fare, 80¢ Half Fare, from any of the above mentioned points.