

August, 1961 - Number 187

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➤ The August meeting will consist of a visit to the John Street interlocking station of the Toronto Terminals Railway. Members will assemble at 8:00 p.m. at the central information desk (by the clock) in the main concourse of Union Station. Mr. Lang, Signal Supervisor of the TTR, will act as tour guide. **Note:** Please direct any questions you may have to Mr. Lang, and not to the tower personnel.

➤ The first Friday meeting for September will be held at 8:00 p.m. on the first, at the intersection of Front and Bathurst Streets. Here members will be able to witness heavy rail movements on two levels - the usual activity in the yard below, and the street car movements to and from the Eastern Entrance of the Canadian National Exhibition.

U. C. R. S. FALL FANTRIP WEEKEND

The fall season, with its gloriously coloured foliage is nearly upon us, and what could be more enjoyable than a UCRS excursion at this time of the year? As previously promised, two excursions are planned for the weekend of September 30 and October 1. On Saturday, September 30th, we leave Union Station at 8:50 a.m., E.D.T. for Galt, using CP Diesel power. At Galt, 2 Grand River electric freight motors will take our train to Preston for a half-hour tour of the LE&N-GRR shops. From here we go to Waterford and return to Galt, with six movie run-pasts on the way. Train returns to Toronto at 6:50 p.m., E.D.T., and the fare is a modest \$6.00.

➤ On Sunday, October 1st, CN 6167 will again head our special, this time to Gravenhurst and return, using both the Bala and Newmarket Subdivisions. Train leaves Union Station at 8:45 a.m., E.D.T. and returns by 8 p.m. The consist will include a dining car and open express car, as well as the usual air-conditioned coaches. Fare for the day is \$7.50. There will be ample time allowed at Gravenhurst to have lunch.

If you're interested in both excursions, bargain 2-day fares are available at \$12.00. Children (to 12 years of age) ride for half fare.

The usual descriptive folder and ticket order form will be mailed shortly.

T. T. C. CENTENARY WEEKEND

The Society will observe the 100th. Anniversary of the opening of the Toronto Street Railway, in addition to the completion of 100 years of continuous street railway operation in this city, with a series of activities over the weekend of September 9 and 10.

SATURDAY, September 9;

From 10 a.m. to 12 noon, the TTC will have on display in the yard of Hillcrest Shop (1138 Bathurst Street) the vehicles in its historical collection, including horse car 16, closed motor and trailer train 306-64, and open motor car 327, (possibly) double deck bus No. 1, as well as certain other units of service equipment, all of which will be arranged for photography by UCRS members. Also, some units will be operated on the belt line test track for members to ride and/or take action pictures. Please bring your membership card to use as identification at the front gate of the property.

After members take an hour out for lunch, a four-hour excursion will leave Hillcrest

Main gate at 1 p.m. for a trip specializing in little-used trackage on the TTC system. Peter Witts will be used on this trip in addition to one or two other unusual pieces of equipment. For the evening, it is hoped to arrange an open house at one of the local model railroad clubs so as to provide a more continuous program of activity, particularly for the members coming from out of town. The identity and location of the club will be announced during the day.

SUNDAY, September 10;

A special excursion to commemorate the Centenary, with operation over some of the streets on which service began in 1861, as well as to other historical parts of the system, will commence at York and Wellington Streets at 10 a.m. This trip will be of about five hours duration, and will include a refreshment stop and at least 2 stops for short walking tours to the sites of old street railway properties in Toronto: a commentator will point out the various features at these stops, and provide historical information. It is hoped that a special selection of rolling stock will be available for use on this trip.

FARES: Saturday afternoon trip - \$2.00 Sunday trip - \$3.00.

➤ Members are also advised at this point that at the suggestion of the UCRS, the TTC intends to erect a plaque in Bloor Street Station of the Yonge Subway, which will commemorate the inception of street railway service from near that point. This plaque will probably not be ready until some time after the Centenary weekend.

➤ The Society wishes to acknowledge, with thanks, an anonymous donation towards the upkeep of CN Northern 6167. While the future of the "Excursion engine" is a big question mark, the Directors have been giving much thought to the ways and means by which the CN could be encouraged to keep the locomotive running, after the first major repair job would normally put an end to steam operation in these parts. Allocation of our profits from the excursions of the past two years towards these expenses has been tentatively discussed, but it should be pointed out that even \$2,000 would not go far in defraying the cost of a major boiler-tube job, and that, even in the event that this were possible to accomplish, it would be only a matter of time until further repairs pose the same question.

➤ Canadian National's new locomotive colour scheme appears to be receiving official blessing as evidenced by the fact that more units are appearing in the new livery. Passenger unit 6516 was recently observed in Toronto wearing the same black, orange-red and light grey scheme as No. 6536, the first engine to have the new paint applied.

LONDON AND PORT STANLEY OVERHEAD REMOVED SOUTH OF ST. THOMAS

The catenary overhead of the London and Port Stanley Railway was recently dismantled on the 10½ miles of first track and sidings between St. Thomas and Port Stanley, ON, that section of the line where virtually no service has been electrically propelled since the end of passenger operation. The work was done for the railway by Wilson and Somerville, St. Thomas contractors.

The demolition crew used a work train consisting of Diesel locomotive L-4 a line car, a flat car carrying steel bins and a gasoline-powered cutting machine. The wire was removed from the supporting bracket arms as the train progressed, and fed directly into the cutting machine. From the machine came one-foot lengths of wire, which were packed into the steel bins on the flat car; about 50 tons of copper wire and fittings were so salvaged.

Electric locomotives L-1, L-2 and L-3 are now necessarily confined to the heavier-trafficked London - St. Thomas territory, over which a handful of the interurban passenger cars still make a daily express run.

REPORTS ON U. C. R. S. JULY EXCURSIONS

July 1961 was probably the "trippingest" month ever enjoyed by Society members, with no less than three excursions, balancing steam and electric interest, having been successfully carried out. Detailed reports on each of the trips follow herewith:

PHOTOS OF OUR JULY EXCURSIONS By J. A. Brown

Photo: CN 6167 at Omemee, July 9th, with UCRS Special.

[0187-001.jpg](#)

Photo: TTC 2424 in the Exhibition (Western Entrance) loop, July 21, 1961. Note the exotic destination signs.

[0187-002.jpg](#)

Photo: Oshawa Railway freight motor 403 and train at North Oshawa, Saturday, July 8th. [0187-003.jpg](#)

Photo: CN 6167 crossing the Rouge River bridge July 8th.

[0187-004.jpg](#)

JULY 8TH: CN 6167 AND THE OSHAWA RAILWAY

At a quarter to ten, Eastern Standard Time, on the morning of Saturday, July 8th, U.C.R.S. members and other excursionists ascended the stairs from the concourse of Union Station to board a 5-car special CNR train hauled by Northern 6167, and comprising a baggage car and 5 AC coaches. The train headed eastward onto the Oshawa Subdivision, bound for the city of the same name.

The first photo stop, at Brimley Road, on the eastern outskirts of the city, was observed and mistaken by a local citizen as a level crossing accident, and before the excursionists had realized what was happening, FOUR police cruisers one motorcycle officer and an ambulance arrived on the scene to ensure that the run-past was held in a lawful manner, with the ambulance standing by, to carry away any victims who fainted with sheer ecstasy upon witnessing the performance of 6167 first hand.

Eventually Oshawa and its Oshawa Railway were reached, with electric motor 16 (late of the Niagara, St. Catharines and Toronto Railway) waiting in the OR yard of the CN station, with three gondola cars. These cars had been dead-headed to Toronto the previous day, put through the car washer and the insides of the cars scrubbed clean before being returned to Oshawa. The OR had made up a set of steps to enable the passengers to board the gondolas at one end and gangplanks were laid between the cars. The three cars were in three different paint schemes to please the excursionists, one car being black, one car red with old style small lettering and the last also red with the more recent bold legend CANADIAN NATIONAL;

When all participants were aboard, the one drawback to the loading system came to light - end doors in gondolas, particularly older cars, are extremely difficult to open and close. This turned out to be a time-consuming chore.

After all catches were in place, 16 proceeded to push the strange consist east to clear the switches then went north up the main line, giving passengers a good view of Highway 401 as the train passed over. There was a delay of a few minutes awaiting clearance over the CPR, then the train continued uptown, where 16 changed ends and pushed the special to a Piggyback ramp by the freight sheds, where the herd disembarked for lunch. Here a noontime diversion was provided by the local Orangemen's Parade.

Upon reloading, the special backed out; 16 reversed ends and pulled the train east over Bruce Street, cut the corner onto Ritson Road, passed the GM plant and then went on through the OR yards to the car shop. Here 16 cut off and entered the carhouse on the single track which the OR is still using. (The others are now occupied by P.U.C. buses.).

After the excursionists had completed inspection of the shop facilities and the equipment parked in the yard, reloading commenced, but a hasty retreat to the shop was made

by all when a brief cloudburst took place. (Two Oshawa houses were put on fire and most of Whitby Township was without power for several hours as a result of this storm.).

After starting once more, new locomotive 403 pushed the train up to North Oshawa, past some of the city's finest new homes and through a cedar bush under some nice inclined catenary overhead. On the curve and grade approaching Simcoe Street, 403 had considerable difficulty with wheel slippage on the long and wet grass.

On the return trip, a runpast was held at the first crossing past Simcoe the train then continued south down the main line to the CPR crossing, where it waited for a westbound multi-unit freight to pass. The crossing having been cleared, the special arrived back at the CNR station, where 6167 and train were waiting to carry the passengers back to Toronto - OT.

The Oshawa Railway trip, while hardly a speed run, was a most enjoyable outing, the peanut whistles of the OR motors, combined with the hospitality of the short line's Superintendent Smyth and his staff making the day one long to be remembered. - R. D. Cooper

PASSENGER EXTRA 6167 EAST

That was the official title of the third special train to be sponsored by the Society. The train included, for the first time, a standard 40-seat diner, serving meals with the CN's usual standard of excellence throughout the day. Besides this, there was the usual open express car directly behind the engine, eight air-conditioned coaches, and 15837, one of the CN's two Lunch Counter cars. Both these unique meal cars have now suffered through a UCRS excursion serving both as a rolling restaurant and as headquarters for the UCRS Excursion Committee, whose public address system communicated with each coach. The value of this system has been impressed on us during these last few trips; the Safety Committee now detrains all passengers on the same side as planned, and no one need walk through the train 8 or 10 times, bellowing the same announcement into each car, and the passengers always know well in advance what to expect at the next runpast or photo stop.

At 7:46 EST, 6167 eased into life again, and after carefully picking its way through the terminals trackage, was soon roaring past Block F, starting its determined assault against the formidable hill up to our first stop at Danforth. After five minutes there, to pick up additional passengers and a small mountain of soft drinks we were on our way again: 6167 blasting steam and cinders skyward the Lunch Counter car belching forth its own cloud of smoke (through the combined efforts of John Freyseng and Bill McKeown) and the Diner laying down its haze, giving promise of the Steak National and chicken pot pie served up on snowy white linen. At Oshawa another brief stop was made to trade passengers. One, who came from Montreal, boarded, and John Freyseng, having stoked the kitchen fire so successfully that visibility in 15837 was reduced to a few feet, unhappily disembarked, his duties on the T.T.C. requiring his presence in town that day.

At last we were on our way to Belleville, and soon watches and speed charts came out, to weigh and judge the engineer's skill over the high iron. Port Hope was soon passed without stopping (as is the wont of all other CNR trains), and we rolled on to Cobourg and a brief stop for water. Fifteen minutes later we left amid the waves of hundreds of townspeople who had been notified of our coming by the local newspaper. Perhaps the engineer realized he was slightly behind schedule, and hauling 300 potential critics, for the speed crept up - 60 - 70 - 80 - 84 miles per hour; not bad for an "obsolete" steam engine. As a result of this superb running, we reached Belleville at about 10:22 a.m. which indicates a running time of 125 minutes, the same as the CN's No. Six.

At Belleville everyone ate, and the engine tender was replenished for the next leg of

the trip. Although two hours had been set aside for engine service at Belleville, coaling and watering was accomplished in half an hour. However, the time there was put to good use by the excursionists, who discovered CNR 500, one of the Thousand Islands Railway engines, in the roundhouse. The staff obligingly rolled it out into the sun, and many photos were taken of that diminutive piece of motive power. Since the local buses, chartered to transport the train riders downtown to eating places, failed to put in an appearance, President Bas Headford soon had a half-dozen taxis shuttling back and forth, having first "tapped" Treasurer Bert Olver for a few dollars and coloured beads for the purpose.

We pulled out of Belleville at 12:50 P.M. after a false start (in spite of the precautions, we very nearly left two passengers behind) and, curving past the yards towards the north proceeded up the Campbellford Subdivision, past Corbyville, over the Moira River and on to our first run-past of the day at Madoc Junction. Upon detraining, we noticed that the engine was facing down a 2 percent grade, while the last few cars seemed to be still ascending an equally severe hill. As might be expected, getting under way again proved to be a difficult feat and the engineer elected to wait for the photographers to catch up with the train after the run-past, rather than try to back his heavy train around a sharp curve on a hill, in order to pick them up. After a brief stop for stills at the Anson diamond, we rambled on to one of the most spectacular photo run-pasts of the day at Campbellford. What a fine sight - 6167 and train dashing over the Trent Canal bridge, throwing up a dense plume of smoke against a dramatic background of towering storm clouds.

By the time we had reached Hastings, the aforementioned storm had engulfed our train with such fury that the next stop had to be abandoned, and the special churned along the winding rails to Peterborough. There a great throng greeted the arrival of the excursion train, and large signs bearing the legend "WELCOME 6167" were seen festooning many local railway buildings, (courtesy of the Kawartha Model Railroad Club.) While the fire department watered the engine, and reporters from the town's newspaper and radio station interviewed various UCRS personnel, hundreds of townsfolk and vacationers clambered happily over the locomotive, completely tying up the street traffic. (Next day, the Peterborough *Examiner* carried an excellent write-up on this trip, complete with photo.).

Since the weather had by now cleared up, and we were short one photo stop, the engineer was asked to pick a likely spot to take pictures, and he came up with an admirable location at Omeme. The track passes through that pleasant little town on a slight grade, thus giving ample excuse for the wide-open-throttle treatment and plenty of good black smoke: the very essence of good rail pix.

The final 2 run-pasts of the day added to the variety of the scenery: amid the typical Ontario farmlands near Reaboro, and on the bridge over the Scugug River. At Lindsay the engine was once more coaled and watered, under lowering skies and drenching downpours. However, the sun once more put in an appearance as the special snaked its tortuous way through the reverse curves and the splendid scenery of the Uxbridge Subdivision. Supper was a pleasant affair in the diner, feasting on a succulent steak, expertly served up, and watching 6167 - white plume at the pops and siderods rhythmically rising and falling - appear first on one side and then on the other, as it threaded the meandering rails to Scarborough Junction.

Soon after that it was all over. A brief stop at Danforth, and on to Toronto Union Station. Another UCRS excursion had come and gone.

For the twenty or so enthusiastic members who are actively engaged in the operation of such a train, the day is hardly over after the last weary passenger has left the coaches. The Safety Committee, the Lunch Car Crew, and all the others who help assemble the PA system

and stock the train and remove the results of the day's carnage deserve honourable mention here. While it is the policy of the Society that all these chores are to be done for the fun of it, we would be remiss not to express our thanks for this unstinting effort once in a while .

Our thanks especially to Ken Heard and Forster Kemp, who, having come all the way from Montreal for the occasion, spent most of the day demonstrating their culinary efforts (the production of smoke with a kitchen stove) in the Lunch Car. - E. Jordan

FAREWELL TO LARGE WITTS IN TORONTO

The regular third Friday meeting date in July was devoted to a three-hour tour of west-end TTC trackage and was a "farewell" excursion to the revenue operation of Large Witt cars in Toronto. Only as lately as the morning of the 21st, 2424 had performed for the last time in a task which had fallen exclusively to this car during the early portion of this summer - that of carrying children bound for the Island day camp to the ferry docks. Following its assignment to the UCRS trip in the evening, 2424 was officially withdrawn from service, having been already sold (or so it seemed) for scrap, along with some 30-odd large Witt and damaged small Witt cars. The day camp charter, incidentally, was taken over by a small Witt effective Monday, July 24.

But to return to the subject: an enthusiastic turnout of 44 persons boarded 2424 at Russell Carhouse or at York and Wellington for the three-hour trip. Installed in the sign boxes were the following "foreign" linens:

- Front route sign: Montreal Tramways Company.
- Destination sign: City of Detroit, Department of Street Railways.
- Side route sign: Niagara, St. Catharines and Toronto Railway.

The result was a delightful and nostalgic potpourri of exposures. A further result was wide-eyed stares of disbelief from many Toronto citizens (and passing TTC operators) at such combinations as:

KERCHEVAL — NIAGARA FALLS — OUTREMONT

New York

2424 first proceeded southerly for an "official" inspection of the new Ferry Loop (see July *Newsletter*), and entered the westbound loop trackage paralleling Harbour Street for the first stop. After this had occurred, misfortune fell upon the trip as the large Witt snagged and bent its pole when backing out of the loop trackage to Bay Street. There ensued a delay of half an hour, while an emergency truck was summoned and its crew equipped the car with a new pole. The car could not proceed forward out of the loop because the connecting track at Bay and Queen's Quay had not been completed.

Once again under way, 2424 circled the old Ferry Loop and then went northerly and westerly to the second photo stop at High Park Loop, which was held hurriedly because of the absence of a layover track at this location.

Unfortunately, the delay at Harbour Street necessitated deletion of the next scheduled stop at the Keele "turnback", an off-street wye at Keele and Dundas Streets. It was nevertheless necessary to go up to Vincent Loop in order to reverse for the run down Roncesvalles Avenue and out Queen Street and Lakeshore Road to Hillside wye, in Mimico. The virtually unused wye at Hillside and the quiet residential street on which it is located became a 15-minute hive of activity with the arrival of 2424, and local denizens were much puzzled by the horde of photographers and their subject.

From this point the excursion proceeded to Humber Loop for a photo and refreshment stop, and then ran directly across town to the domicile of 2424, Russell Carhouse, where the

car pulled onto track 18, behind a row of still-active small Witts. The excursionists who stuck with the trip to the very end took a hopeful leave of the car - hopeful that this would not be their last experience with it, for already the Ontario Electric Railway Historical Association had put in an offer to purchase the car from the Western Iron and Metal Company.

A collection was taken during the trip, working towards the \$1000 resale price which the scrap company had already quoted the Association, but there was some doubt that the required amount would be subscribed in time. Good news was forthcoming a few days later, however, when it was learned that the Metal Company had decided to let the Association repurchase the car from the TTC, and acquisition of the car by the group was then assured.

For the time being it is expected that 2424 will be stored by the TTC for the Association, and local traction enthusiasts hope that it can be used on further excursions while in this status.

- S. Westland

AN ACHILLES' HEEL FOR THE JETS?

Under the dismal title "*Has time run out for the passenger train?*", Canadian Business Magazine recently printed a two-part article which examined the chronic ills of the railway passenger business, with particular reference to the two major Canadian carriers. While most of what is reported is only too well known to informed railway enthusiasts, the following table, indicating the share enjoyed by various media of the inter-city passenger "pie" in three selected years is as forceful an indication as anything yet seen of the trends in Canadian travel:

Year -	<u>1945</u>	<u>1952</u>	<u>1958</u>
AIR	0.8%	1.6%	3.0%
BUS	9.6%	9.5%	4.5%
RAIL	47.4%	10.5%	5.9%
AUTO	42.2%	78.4%	86.6%
Combined Total, Public Transport	57.8%	21.6%	13.4%

In respect to airline competition for the railways, the author opines that the airlines' future in the passenger field is not quite as bright as is widely supposed. Their dramatic rise to power over the last 15 years has been due largely to the highly profitable long-distance traffic, which was taken away almost entirely from the railways. Indications are that this market is now approaching the saturation point. However, the introduction of fabulously expensive jet fleets has caused airline officials to estimate that past passenger miles will have to be tripled to break even, and this can be done only by generating new long-distance traffic (in effect, begin to compete with the automobile), or by attracting far more passengers to medium-distance flights, which latter effort, if successful, would probably see time run out for the passenger train.

But Canadian Business recognizes that the attraction of substantial additional medium-distance business to the airlines would probably not be accomplished with anything like the ease with which the long distance traffic was stolen from the rails. In Canada, where 60% of the population lives in a narrow strip between Quebec City and Windsor, medium-distance air travel is necessarily limited. Very few people have reason to travel the full 600 miles from Quebec to Windsor: the vast bulk of the traffic in this area is between points where flying is an expensive and time-consuming proposition.

A local member of the Society reports the following experience on July 20 on what is advertised as "one-hour Montreal-Toronto service" by air: a half hour was taken to reach

Dorval Airport from Downtown Montreal, followed by a 20-minute wait for flight time. Five minutes after departure time, a 45-minute delay was announced. Finally, take-off for the 1 hour and 15 minute flight was accomplished. Following arrival at Malton, another half hour was taken just to get out of the airport parking lot, followed by another trip of 30 minutes to reach downtown Toronto. Total elapsed time, downtown to downtown was thus 5 minutes short of four hours, and hardly bears favourable comparison with that of CNR #6 or #15.

CN President Donald Gordon recently testified before a parliamentary committee to the effect that he doubted the economic wisdom of operating a jet service between Montreal and Toronto.

The magazine concludes hopefully that time has not run out for the passenger train if the railways will truly strive to maintain a speedy, attractive and convenient service in those areas where the airlines have little or no time advantage. Even where the air time may be as much as three or four hours less than rail time, convenient scheduling of the train service should often result in the faster air service having no practical advantage for the traveller.

- S.I.W.

T.T.C. NOTES:

The changeover from Queen's Quay to the new Ferry Loop is scheduled for August 7, and will have happened by the time this is read. The switchover was delayed as long as possible in order to convenience the Terminal Warehouse, and was finally forced by the conversion of Queen's Quay to a one-way street. The exit curve from the new loop could not be laid until the actual time of changeover.

➤ The TTC has revised the rule regarding free transportation of small children to exclude all over the age of two, whether walking or carried. The previous arrangement was that all infants in arms travelled free, on the general theory that those in arms did not occupy a seat. In practice it was often found that children up to five years of age would be carried past the fare box and then deposited on their feet to carry on.

➤ The Commission recently sold the last portion of the Runnymede Carhouse site for residential development. This parcel, at the south-east corner of Runnymede and Henrietta Street was a portion of a large site assembled about 1926 as the location for a new carhouse and yard to replace Dundas Carhouse, a cramped and ramshackle Toronto Railway Company property with which the TTC was not satisfied. Seriousness of the intention was indicated by the laying of double track in 1927 on Runnymede Road from Dundas Street to St. Clair Avenue, which would have been the access trackage to the carhouse. This track is still in place, but has never been connected, nor had overhead on it.

Dundas Carhouse was eventually closed as planned, as an operating division, in 1931, and as a trailer yard in 1938, but the reduction in the car fleet occasioned by the depression, together with the decision that had been taken by 1930 to make further suburban extensions to the system by bus, rendered the Runnymede site superfluous as a carhouse property. In more recent years, consideration was being given to using the remaining land on Henrietta Street for a bus garage, but this too has apparently been given up.

➤ Construction of the University subway is now two months behind schedule, owing primarily to slowdowns as a result of labour disputes. Operation of the line is not expected until the spring of 1963. Most heavy construction has been done, the principal exceptions being a portion of tunnelling in the Queen's Park area and a 300-foot link at the southerly end (cut and cover) in order to effect a connection with the existing Yonge Subway at Union Station.

➤ TTC Commissioner Ford Brand has come out in favour of a surface rapid transit line

which would swing in a wide-arc around the city centre, passing from Long Branch to Scarborough, through Etobicoke and North York. With extension of the Yonge and Bloor lines to the suggested 34-mile semi-circle, the Commissioner feels that no person would be more than 10 minutes away from the nearest rapid transit line. This proposal is also designed to put the suburban municipalities in a more favourable frame of mind toward central area subway construction.

➤ Some interesting operation at Davisville Station of the Yonge Subway was observed on Friday and Saturday, August 4 & 5, when a burst water main undermined the main north- and southbound tracks around 2 p.m. of the 4th. The tracks were closed to traffic while repairs were being effected. Trains operated in both directions over the single track west of the southbound platform, and in spite of the dozens of "meets" arranged at this point, especially in the morning and evening rush hours, very little delay was encountered. Normal service was restored by Saturday afternoon.

Map: TTC trackage around Runnymede Car House.

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MORE CANADIAN LOCOMOTIVES PRESERVED

Steam fans, particularly devotees of Canadian power, will take heart in Nelson Blount's enterprising venture in New Hampshire. At the town of North Walpole, picturesquely situated in the Connecticut River Valley, is Blount's "Steamtown, Monadnock and Northern." Many readers know of his locomotive display at "Pleasure Island," an amusement park in Wakefield, MA. Here were displayed a Grand Trunk 4-8-2, 6034, the CPR's 2929 and CNR 4-6-4T No. 47, as well as other engines. Mr. Blount has now purchased the old four-stall Boston and Maine roundhouse in North Walpole NH, and when this writer visited the scene in July, he had 2929, 47, a shay and a steam roller under cover.

That Blount intends to run these smaller locomotives is no secret. So far however, union difficulties have hampered the operation. On Friday, July 21st, CN 47 and six cars were hauled by Diesel power up to Claremont Junction, NH, about 25 miles north of North Walpole, where it was hoped that some trial runs under steam could be undertaken between the Junction and Bradford, NH.

Meanwhile, an inspection of the offices adjoining Mr. Blount's roundhouse revealed that they had taken on the atmosphere of a railfan's clubrooms. The walls are adorned with photos of steam power, the files bulge with railroadiana and the door from the office leads into the roundhouse and STEAM. Outside, the coaling dock has been rebuilt, instead of dismantled. Apparently, there is a full-time staff on the payroll, working on the buildings and other projects. Two half-ton pickup trucks carry the legend "Steamtown, Monadnock and Northern" emblazoned on their sides.

It seems likely that we shall hear more of Nelson Blount's railroad activities in the near future, with the CN's 7312 performing on the Strasburg and the aforementioned two engines being groomed for service on the "S.M.& N.", perhaps we can look forward to observing Canadian locomotives under steam a little longer, even if only in a limited way.

- D. Haddow

WEST TORONTO TOWER - By Jim Brown

Photo: CP Mikado 5370, westbound at West Toronto Tower, September 14, 1959.

0187-006.jpg

Near the intersection of Dundas Street and Old Weston Road in Toronto's west end, the Canadian Pacific Railway maintains one of Canada's few remaining electro-mechanical interlocking plants. The function of West Toronto Tower, or "The Diamond", as it is locally known, (probably because there are ten diamond crossings in the interlocking zone) is to

control movements over the one Canadian National and three Canadian Pacific subdivisions that converge there.

With the demise, in recent years, of such towers as Bayview and Hamilton Junction, at Hamilton Ontario on the CNR, and Ballantyne and South Junction in Montreal on the CPR, West Toronto has become one of the few large mechanical plants remaining in the country.

Originally, West Toronto was an all-mechanical interlocker; its 44-lever frame, built in England by Saxby and Farmer around the turn of the century, was physically connected to the switches, derails, locks and semaphores by means of a system of rods and bell cranks.

As it is presently arranged, colour light signals have replaced the semaphores, and track occupancy is indicated by electric track circuits. Each lever performs one of three possible functions: changing the position of a switch or derail, locking it by means of a bar passing through slots in the throw rod of the switch, or clearing a signal. In the two former cases, the levers are connected directly with the switch by means of the aforementioned system of rodding. In the latter case, the levers merely operate contacts beneath the floor and signal indications are changed electrically. An intricate maze of sliding bars and dogs interlock them in such a way that it is physically impossible to line up two conflicting routes. Before a route can be set up through the interlocking, all conflicting switches and signals must be returned to normal position. The necessary track switches and signals are then thrown, and the appropriate signal cleared. West Toronto Tower has 21 levers operating switches, derails or locks, and 17 levers controlling signals. The remaining 6 spaces in the lever frame are spare. Electric locking devices on the levers prevent their being thrown while a train is occupying a track circuit.

All signals controlling movement against the current of traffic are of the "restricting" type, giving a yellow, or red-over-yellow indication and permitting movement at restricted speed only. Signals governing movements with the current of traffic can normally be cleared to green-over-red, red-over-green, yellow-over-yellow or, in one case, red over flashing yellow; these signify that the track circuits in advance of the signal are clear, and that there is no train or other obstruction fouling the route. Should it be necessary to allow an engine or train moving with the current of traffic to enter an occupied block, strap keys are provided on those particular signal levers to give a restricting indication (yellow or red-over-yellow). Otherwise, of course, these signals would be red, even though the proper lever had been reversed.

The railways of West Toronto were all constructed before the turn of the century. The CP's North Toronto Subdivision was originally built as part of the Ontario and Quebec Railway, absorbed by the CPR in the 1880's. West of the Diamond, its two lines become tracks 23 and 24 in West Toronto yard. In the opposite direction lie Agincourt, site of the CP's new hump yard, Trenton Montreal and other eastern points.

The Mactier Subdivision was built as far north as Bolton by the narrow-gauge Toronto, Grey and Bruce Railway, also in the 80's. This line now joins the CP's main transcontinental route at Romford, near Sudbury. CP's service track, running toward Parkdale from the Mactier Subdivision, was also TG&B, and is still known as the "Old Bruce". The Galt Subdivision is another product of the era. It was constructed as part of the Credit Valley Railway, and now those rails lead to Windsor.

Finally, the Canadian National's Brampton Subdivision is part of the former main line of the Grand Trunk Railway of Canada from Toronto to Sarnia via Stratford.

Inbound from West Toronto, the CN and CP rails remain separate past Parkdale until they reach "Cabin D" at Bathurst Street. Here the Toronto Terminals Railway begins, and the Canadian Pacific and Canadian National lines merge. At Parkdale, the CP has a yard which

originates several trains for western Canada and for the east.

Of course, there have been changes in the track arrangements at West Toronto since these lines were built, but essentially they have retained their individual identities to this day.

There is still plenty of passenger train activity at West Toronto. Three peak periods during the day account for most of this traffic: they occur between 8 and 9:30 a.m., around dinner time in the evening and again towards midnight. Passenger trains operate on three of the four subdivisions, there being no regular passenger trains over the North Toronto Subdivision. Perhaps the most interesting passenger move is the early evening arrival of CP No. 12, "The Canadian". To pass from the Mactier Subdivision to the eastbound main line in front of West Toronto requires that No. 12 cross over every other track. This is the sole arrangement that allows only one train at a time to move in the interlocked zone. Nevertheless, the silver streamliner makes an impressive sight snaking through the reverse curves of this tortuous route. Also interesting is the evening race between CN 675 and CP 37 as they approach West Toronto from Parkdale side by side on the parallel main lines. The CN train consists of four RDC units; the CP generally has two of them.

More often than not, there is at least one yard engine or transfer somewhere in the vicinity of the Diamond. Yard engines work in and out of West Toronto Yard, along the "Old Bruce" service track, and in spurs on the North Toronto Subdivision and the Mactier Subdivision. During busy periods, their work is doubly difficult, for their moves must then be sandwiched between through freight and passenger trains. All CP freight to and from the east passes directly over the Diamond into and out of West Toronto Yard and Lambton Yard (immediately adjacent to it to the west.) Freight moving to and from Parkdale is generally in the form of transfers. However, some trains originate at Parkdale, and accordingly, their power, together with any cars that may have accumulated in the West Toronto Yards, pass the Diamond enroute to Parkdale. One such train is No. 901, CP's new expedited freighter to the west coast. At 7:55 p.m. (EST) each night, No. 901 drums north over the Diamond on its way to Mactier, and woe betide the man who delays it. Two other trains for the west, Nos. 955 and 965, also depart from Parkdale in this manner. However, the remainder of the scheduled Mactier trains and all Extras, both north and southbound, operate to and from West Toronto and Lambton Yards. As one can see from the accompanying track plan, this operation presents certain problems. Trains going north must back out the North Toronto east or westbound tracks far enough to clear the level crossing with the CN Newmarket Subdivision, then come back towards the Diamond and head north. Coming south, the process is reversed, with the train heading east on the North Toronto Subdivision and backing into the yard. This appears straightforward enough, but when passenger trains are scheduled on the Mactier Subdivision and the CNR, and freight trains are using the North Toronto line it often becomes quite difficult to decide just how the movement will be handled.

Except for the 12:01 to 8 a.m. shift, when one man is on duty, West Toronto Tower is staffed by a train order operator and a leverman. The tower is the initial station for the Mactier Subdivision, and all northbound freights pick up orders there; those from Parkdale taking them by hoop. (Passenger trains receive theirs at West Toronto Station.) In an operation such as this, communications are vital, and accordingly, the Diamond is in telephone contact with dispatchers on the Mactier, Oshawa and Galt Subdivisions, the Toronto Terminals traffic Supervisor, and CP and CN local phones to yard offices and stations. In addition, the West Toronto Yard Office at Keele Street has radio communication with all CP yard engines in the vicinity.

The next few years will undoubtedly see great changes in the scheme of things at West

Toronto, both physically and from the point of view of operations, as the giant new yards of the CN and CP swing into operation north and east of the city. Exactly what these changes will be seems uncertain yet, but one thing is definite: West Toronto Tower at the present time is a unique operation, and local enthusiasts would be well advised to become acquainted with it while the opportunity still exists.

Map: Trackage around West Toronto.

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MISCELLANY

➤ The Board of Transport Commissioners will hold a public hearing at Lindsay on September 19th to hear the matter of the application of the CNR to discontinue passenger trains 93 and 94 and thereby end all passenger service between Toronto and Belleville via the Uxbridge, Coboconk and Campbellford Subdivisions.

➤ The Agincourt Ratepayers' Association has handed out notices to passengers on train 94 advising of the B.T.C. hearing, and proposes to conduct a door-to-door survey in Agincourt, Unionville, and Markham to ascertain the potential load for a continued commuter service between Union Station and Markham only.

➤ The American Standards Association has approved standard sizes for interchangeable freight containers for use in water, rail and highway transportation. The standard containers will have lengths of 10, 20, 30, and 40 feet and a uniform cross-section of 8 feet by 8 feet.

➤ A parliamentary return discloses that the CNR's trucking company purchases during 1960 included the following:

- Sydney Transfer & Storage Limited, Sydney, NS.
- Eastern Transport Limited, Truro, NS.
- East-West Transport Limited, Winnipeg, MB.
- Empire Freightways Limited, Saskatoon, SK.
- Midland-Superior Express Limited, Calgary, AB.
- Wacos Holdings Limited, Calgary, AB.
- Montalta Holding Limited, Calgary AB.

The firms taken over had a total of 453 pieces of equipment and employed 523 persons. The book value of these trucking businesses was \$5.5 million.

➤ The CNR called tenders to July 27th for a new car shop at St. John's, Newfoundland, having dimensions of 100 x 200 feet.

➤ The Pacific Northern Railway expects to award contracts for the clearing of 100 miles of right-of-way during August. Construction of the line is planned in two phases: first a three-year phase covering the Summit Lake - Atlin Lake section, and, second, a five-year phase which would carry the line from Atlin Lake through the Yukon Territory to Alaska.

The owning companies, each holding 20% of the stock, include;

- Wenner-Gren B.C. Development Company.
- A. V. Roe (Canada) Limited (Montreal).
- Perini Limited (Toronto).
- Associated Electric Industries Limited, (London England).
- Cleveland Bridge and Engineering Company Limited, (London, England).

The Consulting Engineer for the line is Col. Sidney H. Bingham, New York City, well known to transit enthusiasts as one-time head of the New York City Transit System, and a "street car buster" in that city.

➤ The CNR has ordered from Montreal Locomotive Works, for September and October 1961 delivery, forty 70-ton steel covered hopper cars, ten aluminum tank type covered hopper cars

and twenty-five double hitch piggyback flat cars

➤ Opposed to recent subway planning in Montreal is a plan presented by the consulting engineers, Letendre Monti and Association, of that city, for a set of double deck vehicular tunnels under Mount Royal to carry automobile, truck and bus traffic, with a complicated system of ventilation fans and ducts, and tied to downtown underground parking garages and a bus terminal. The prospect of traffic jams in tunnels of the length suggested, without alternate routes available to say nothing of the chain reaction of even minor collisions, is not a pleasant one .

➤ Davie Shipbuilding Company of Levis, Quebec recently completed ten tank cars for Canadian General Transit Company, constructed of aluminum and having a capacity of 8530 Imperial gallons of ammoniating solution. These cars, to be used by Cyanamid of Canada, were built by a new technique in aluminum construction, a two-pass machine butt-weld.

➤ The CPR has carried out preliminary engineering studies toward an extension of its east-end yard at London, Ontario together with a grade separation of the Quebec Street crossing, where two additional tracks would be constructed (two presently cross Quebec Street at grade.)

The City of London is also discussing with the CNR the grade separation of the Adelaide Street crossing.

➤ The Alma and Jonquiere Railway has called tenders for the construction of a new general headquarters building at Isle Maligne, QC, which would combine a variety of functions. The L-shaped structure is to house the railway's general administration offices, the freight station and express office, general repair shops and also act as an engine house.

➤ A visit to the Kirkfield Quarries at Kirkfield, Ontario on July 23rd. revealed two of the 3'-gauge 0-4-0 saddle-tankers still under steam. These engines haul eight or ten cars per trip from the quarry to the crusher and return, operating Mondays through Fridays. Two other locomotives are stored out of service and are being cannibalized for parts. The quarry may be reached from Kirkfield by following the main street to the lift locks of the Trent Canal, then turning right onto a gravel road just past the lift locks, which leads to the quarry entrance.

- W. Matthews

➤ The only passenger train on the Quebec, North Shore and Labrador Railway was involved in a minor derailment on July 26th. According to the *Sept-Iles Journal* an express car on the rear of the train, bound from Schefferville to Sept-Iles Quebec left the rails on a curve 26 miles north of Sept-Iles, and rolled down an embankment. No other cars were derailed, and no one was injured.

➤ Canadian Pacific's Dayliner 9051, leading on train 359 from Toronto to Windsor on July 26th, struck a piece of angle iron on the rails near Arkwood, Ontario, breaking oil and air lines, and damaging the oil pan. The train was stopped with hand brakes. It will be recalled that 9051 was involved in an altercation with a transport truck at Alton, Ontario several years ago. This resulted in a bent frame, and at that time there was some doubt as to whether the unit would be rebuilt.

➤ Canadian National 4-6-2 No. 5270 was placed on display in Moncton, NB in July. Situated in Natural Park, the locomotive was officially handed over to the City at a Special ceremony.

➤ OYEZ, OYEZ, devotees of pot-bellied stoves

The following article appeared recently in the classified ad section of the *Toronto Telegram*, and we reprint it as a solid-gold example of way-outman-ship in railway collecting:

"Attention, steam locomotive fans. We have recovered from the bottom of Lake

Joseph the pot-bellied stove from the former Lake Joseph Station house.
Interested parties contact Jerry Clarke. Mactier 293J2.”

EXCHANGE SECTION

- Edward Emery, 398 Runnymede Road, RC 6-3917, has American steam locomotive negatives sizes 116 and 620 to sell or trade. Please state your wants.
- Steve Zawacki, 19366 Fenelon Avenue, Detroit 34, Michigan, offers 3 different glossy colour post cards of B&M, N&W, and CN steam trains in action for 25¢ postpaid.