

October, 1961 - Number 189

Editor: Basil Headford, 330 Broadway Avenue, Toronto 12, Ontario.

News Editor: Stuart I. Westland, 36 Fishleigh Drive, Scarborough, Ontario.

The Society meets on the third Friday of the month in Room 486 of the Toronto Union Station. The October meeting will feature, as entertainment, photo quiz, to test your knowledge of Canadian Railway affairs and equipment.

See Hamilton News page for details of the Hamilton Chapter meetings.

Annual Banquet to Feat "T.T.C. Year"

The Society's annual Banquet will be held on Friday, November 3, at Hart House in the University of Toronto. This being the Centenary Year for the T.T.C., we hope to have as our guest speaker the Superintendent of Equipment of the Commission. Mr. Forsyth, who has been with the Street Railway since Civic Railway days, has long been a friend of the Society, and his long experience with the affairs of street car operation should make him a speaker well worth hearing. Final arrangements, such as time and cost, will be announced at the meeting. Total attendance must be limited to approximately 50, so members are urged to attend the meeting of October 20, and make their reservations. Owing to the limited capacity of the dining room, non-members, other than guests of honour, will not be admitted.

T.S.R. Centenary Weekend

All those members and friends of the Society who took part in the activities of the weekend of September 9th and 10th in connection with the observance of the Toronto Street Railway Centenary are agreed that the said activities were most appropriate and enjoyable. The Commission truly outdid itself in the Saturday morning display and operation of the historical relics and other equipment, including a variety of service cars. There were photographic opportunities both action and still, in abundance, and ample time was afforded, not only to ride on the various relics, but also to examine at close hand all the vehicles on display.

The Saturday afternoon and Sunday excursions were much enjoyed also, that on Saturday particularly so, by virtue of the inclusion for the first time on a U.C.R.S. charter of a service car, viz: Grinding Car W27. The other cars used were Small Witt 2700 and ex-Cincinnati PCC 4575.

The Sunday trip brought out Large Witt 2300 (Instruction and Emergency Car) and former Kansas City PCC 4779, so that the first and last cars purchased by the TTC could be photographed together. Owing to the somewhat smaller attendance on Sunday, 4779 was cancelled after one hour of operation, and 2300 finished the trip alone. The Sunday trip included certain segments of operation which were intended, as nearly as is possible today, to duplicate the two routes which the Toronto Street Railway Company opened in 1861. Also included were walking tours of the TSR-TRC buildings and properties in the Sherbourne-Front-Frederick area and the Yonge-Scollard area.

C.N.R TRAINS 93 AND 94:

The Commuters Speak Up

The threatened discontinuance of CNR Toronto - Lindsay - Belleville trains 93 and 94 has aroused a considerable amount of opposition, most notably from the Agincourt Ratepayers' Association, probably the most vocal group in the Metropolitan area in the matter of the preservation and improvement of railway service. Hearings on the application of the CNR to

discontinue these trains took place before the Board of Transport Commissioners at Lindsay during the week of September 18th.

The only portion of the operation of the two trains that really interests the Association is the Toronto - Markham section of Train 94's schedule; the timing of Train 93 is such that it is much too late to be of use to suburban area commuters, who use instead the CPR's morning Dayliner for their inbound trips.

To publicize the convenience of and need for railway commuter service in Metropolitan Toronto, the Agincourt Ratepayers recently sponsored a "race" between the CPR Dayliner and an automobile, both leaving Agincourt station at the same time. Taking part in the experiment, and riding the RDC were the Reeves of the Townships of Scarborough and Markham, together with at least one other member of Scarborough Council.

The result, of course, was inevitable - from the common 8:25 a.m. departure time from Agincourt, only twenty-five minutes elapsed until the Dayliner was depositing its regular and experimental riders on the platform of the Union Station Twenty minutes later, (9:10 a.m.) after a 45-minute stop-and-go journey, the auto in the race pulled up to the front of the Station. By this time, the train riders were no doubt already in their offices and other places of business. The Scarborough Reeve was sufficiently impressed by his experience to tell his Council later that the inauguration of a fully comprehensive system of rail commuter services around Metropolitan Toronto would have saved millions of dollars in road construction and improvements, and that the inauguration of such a system in the future could still save much road construction.

Returning to CNR #93 and 94 - the CN reports an annual deficit of \$157,800 on the operation of these two trains. The railway has offered to retain Train 94 in operation between Toronto and Markham on an experimental basis, but warns that the service must show a profit or be discontinued. This service would operate Mondays through Fridays only over the 22-mile run. The railway has not offered to operate a morning train over the same route for the inbound traffic in spite of pleas from the commuters for this additional operation.

At the time of writing, the decision of the Board of Transport Commissioners in the application of the railway has not been reached.

Miscellany

➤ CNR 2-10-2's 4703, 4711 and 4732 were stored near the Fort William roundhouse on August 30, 1961, while the roundhouse itself contained several buses.

➤ On the same date the following C.P.R. engines were observed stored at the Weston Shop, Winnipeg:

926	1287	2392	2831	3716		
926	972	988	1033	1202	1207	1210
1211	1212	1213	1215	1234	1238	1243
1245	1246	1274	1278	1279	1286	1287
1290	1293	1296	1297	1298	2314	2317
2341	2343	2344	2352	2358	2360	2363
2367	2372	2381	2387	2389	2392	2429
2433	2435	2437	2440	2444	2445	2446
2447	2448	2449	2450	2451	2452	2634
2706	2812	2829	2831	2834	2837	2845
2846	2847	2849	2850	2851	2852	2853
2860	3100	3611	3650	3651	3663	3676
3677	3687	3716	5128	5134	5205	5207
5210	5211	5221	5227	5230	5233	5241

5244	5253	5255	5256	5258	5263	5372
5387	5392	5408	5427	5431	5433	5434
5435	5437	5439	5440	5441	5442	5443
5444	5446	5450	5451	5457	5469	5471
6905	6906	6921	6943	6949	6965	

Total: 125 locomotives.

- Brian Coleman

➤ On September 8th, the House of Commons gave approval in principal to the expenditure of up to \$ 86,250,000 for the 438-mile extension of the Northern Alberta Railway from Grimshaw to Great Slave Lake. The line is expected to cost \$75 million, but an extra 15% has been added for contingencies. The target date for the opening of the extension is December 31, 1966, by which date the ore-mining operations at the end of the line are also expected to open.

An additional \$5 million is earmarked for equipment to operate the line.

➤ The London (Ontario) Board of Control has recommended to the London Railway Commission that the City-owned London and Port Stanley Railway be sold for \$1,250,000, with the port and beach property at Port Stanley to be excluded from the sale. A well-known Toronto railway equipment dealer is reliably reported to be interested in the purchase of the line.

➤ The C.P.R. has called tenders for the construction of a new metal freight and express building to replace the sheds at London, Ontario which were destroyed by fire in May of this year.

➤ Of recent date a total of 700,000 cubic yards of the total of 4 million cubic yards of earth to be handled in the CN's Toronto Terminal Project had been moved, and 250 men are presently at work on the project.

➤ The C.N.R. opened its new Montreal Hump Yard during September with the ceremony of "pressing the first button" performed by Minister of Transport Leon Balcer. A special train was operated to carry 500 officials and guests from Central Station to the site of the ceremony just below the hump in the yard. Guests were introduced by J. A. MacDonald, Vice-President of the St. Lawrence Region and brief addresses followed from Donald Gordon, C.N.R. President, and Transport Minister Balcer.

The new yard replaces no less than 15 old flat yards in the Montreal Terminal area. It was designed after intensive study and research by a terminal design team which was organized in 1951. A few statistics in connection with the new yard follow:

Miles of Track - 165

Number of Classification Tracks - 124

Number of track Switches - 650

Number of Control Towers - 9

Daily Clearing Capacity - 7000 cars

Standing Capacity - 11,000 cars

Capacity of Car Storage Yard - 222 cars

Number of Locomotives handled by Diesel Maintenance Shop at one time - 40

Number of Lighting Standards - 242

Number of individual Lights - 497

Total Yard Illumination - 400,000 Watts (mercury vapour throughout)

Area of Yard - 800 acres

Cost of Yard - \$30,000,000

➤ Elgin Construction Company of St. Thomas is currently completing the dismantling of the 72-mile St. Clair Junction - Courtright branch of the New York Central Railroad. A major

part of the work is the disassembly of the 400-foot steel bridge over the Sydenham River at Alvinston, from which 750 tons of metal are being salvaged.

➤ Further New York Central retrenchment is indicated by the adoption of a travelling agent to man three open and four closed stations in Essex County. The head office of this agent will be Leamington, and the other open stations to be serviced by him are Tilbury and Comber.

➤ The T.T.C. has awarded an \$83,979 contract for the supply of, signal equipment for the University Avenue Subway to Canadian Comstock Company, which was the only company to submit a tender on this work.

➤ Railway passengers, used to drab wooden stations characterized _ by 19 th century architecture, will rub their eyes upon rolling into Campbellton, N. B., within a few months. The C.N.R. has entered into an agreement with Terminal Centre Corporation and Cemp Investments Ltd. for the redevelopment of 67,500 square feet of railway property in downtown Campbellton, these being the same developers who are at work on the Railway's Moncton project. Envisioned is a 2-storey building, containing, on the ground floor, a new station, bank, supermarket and other commercial outlets, with railway offices on the second floor. The station will front on a landscaped plaza and parking lot.

➤ Property redevelopments of this nature will go far in assisting the CN to rebuild its "corporate image" a matter which has been of much concern to the railway in recent months.

➤ In a recent speech, Dr. O. M. Solandt, Vice-President of the C.N.R., outlined some of the economies of northern rail line construction. He opined that nothing short of major mineral developments justify new railway construction in the north. Where water transport is not available and distances not too great, truck transport usually applies where tonnages are small and rail transport is more efficient where tonnages are large.

In spite of high initial cost and depreciation charges, the railway will remain the choice for supplying surface transportation for major base metal mines up to several hundred miles from existing railheads. Defining the lower limit of tonnage for economic rail operation is difficult (some U.S. experts claim that any line that moves less than one million gross tons per mile per annum ought to be abandoned). However, Canadian estimates for existing branch lines where investment has been largely amortized, have run as low as 200,000 ton-miles per annum.

Air and tractor-train are more expensive than truck or rail, but there are special situations in the north where these forms are advantageous. Dr. Solandt concluded that, to retain their place in the balance of transport in the north, the railways must concentrate on finding cheaper ways of building and operating railways of relatively small capacity.

Report From

MARITIME RAILWAYS and INDUSTRIAL LINES

Sydney and Louisbourg steam power still active at Glace Bay consists of 0-8-0's 85, 86, 88, 89, 91, 94 and 95, as well as Mikados 105, 202 and 207. Stored are Nos. 71, 90, 92, 93, 104 and 108. 71 has been condemned. One 0-6-0 was reported to be stored at Waterford. The mixed train, currently powered by Diesel 207, runs on Thursday and Friday.

Over at North Sydney, the Old Sydney Collieries Limited is using 0-8-0 No. 30 while 32 is the spare power. O.S.C. 2-4-0 No. 25 is at the Acadia Colliery at Stellarton, where it is a spare locomotive used when S&L 2-6-0 No. 42 is not available. A.C. 0-6-0 No. 12 is still on the property, its flues having been condemned.

At Broughton, The Bras d'Or Colliery has two locos, 2-6-0 No. 17 and six wheel switcher 18, while at Westville on the Drummond Colliery property, there are another two engines. Regular power there is ex-CN 0-6-0 No. 7260. The spare engine is a Baldwin Prairie

(BLW #36768, 1911) obtained through Southern Iron and Equipment, and often referred to as the "Georgia Peach". This mine works only Tuesday, Thursday and Saturday.

In and around the leaning engine house of the Cumberland Railway and Coal Company at Springhill, N.S., awaiting scrapping, are three 0-8-0's, 2-8-0 No. 52, 0-6-0T No. 10, S&L Mogul No. 82 (a recent arrival) and another 2-6-0.

The 12-mile Maritime Coal, Railway and Power has closed down, and a last run was made on September 23rd for members of the Canadian Railroad Historical Association. Mogul No. 10 made the last run from Maccan to Joggins, N.S., and No. 9, under steam at Joggins, alternated between moving No. 5 out for photographs and taking the local children up and down the yard for a last ride. The 2-6-0's, 9 and 10, are ex-CN 402 and 407, and Ten-wheeler No. 5 is said to have come from the P&LE over 50 years ago. Equipment on the property at the time of closure included combine 150 (unserviceable), one van, a few assorted box and flat cars and a 4-wheeled crane. The line will be dismantled soon.

➤ Further notes on the closing of the Western Dominion Coal Mining Company Consolidations 107 (ex-THB&B) and 706 (ex-Duluth, South Shore and Atlantic) have been scrapped, while No. 418 (ex-C.N.) has been "sent away", presumably for scrapping, since it was a rolling junkpile at the time of removal.

The nearby Manitoba and Saskatchewan Coal Company is still carrying on with 0-8-0 No. 6947 and 2-8-0 No. 3522.

- R. J. Sandusky

Railway Recordings
OF INTEREST TO CANADIANS
Reviewed by E. Jordon

"Detroit Division", by Art Weber's Roundhouse Records, is a good record for Grand Trunk Western fans. The first side of this 12" LP leads off with 3 - 8300's switching cars about the yard at Durand, Michigan. Sharp, staccato exhausts and clanking siderods are clearly heard. In the second band, 3751, a 2-8-2, hauls a rattling train of empty hoppers across the New York Central wye at Oxford. Appropriate whistle signals discourage local motorists from disputing the right-of-way as 3751 rumbles along. The final cut on the first side, a full fifteen minutes, presents a complete scene as light Pacific 5043 rolls into Oxford, Michigan, and stops at the NYC Crossing. When the engineer doesn't get a clear board after repeated calls for signals, he backs his train away and switches out a few more cars for his train. Then the freight highballs out of town.

The second side of this record is made up of short sound tracks of both commuter and freight trains, all made at Royal Oak Station. The beauty of this location is that there are six grade crossings within a quarter mile of the station, and "14-L" is sounded loud and long at each of them. Engines 6322 (4-8-4) and 3754 (2-8-2) are heard passing with freight trains, and Pacific 5629 stops there with #74, a Detroit-bound commuter train. No. 6037, (4-8-2) is first heard at Pleasant Ridge, a mile away, starting its train. From there, every blast of its exhaust and call of its whistle is recorded until it reaches Royal Oak.

Most unusual, though, is the sound of an engine that drifts into the station with only its bell sounding, stops to take on passengers, then departs. The first blast of the whistle gives its identity away. The high-pitched screech of the air-controlled whistle will identify it as a 6400 to the CN devotee, and this unusual sound is repeated several times as 6405 heads its train across the aforementioned six crossings south of the town.

The quality of this record is reasonably good, but a trace of 60-cycle hum creeps into the background from time to time. It is available from Roundhouse Records, Box 326, Royal Oak, Michigan. Price is \$5.65

➤ The Railroad Record Club's one Canadian offering is a mediocre 10" disc of C.N. engines in Western Canada. While some of the material presented is excellent, I feel that the recording machine could have been placed in a better location at times. Locomotives heard include 3566, 4301, and 6013 at Port Mann in British Columbia. The echoes of the whistles and exhausts reverberate from the rough surrounding hills, and the laboured working of the locomotives are an indication of the difficult terrain, making for some dynamic sound effects. This record presents the typical, plodding progress of mountain freights, but is spoiled by distortion in the louder passages. However, tape hiss and other extraneous noises are quite low. The disc is available from Railroad Record Club, Hawkins Wisconsin, for \$4.50.

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, at the homes of various members, or in other places designated by the Chairman, Raymond G. Deschenes.

➤ The October meeting will be held in the C.T.C. Room of the CN station in Hamilton, where members will have the opportunity to observe both automatic and manual control. Friday night is a good night in this area for train movements, and the meeting should prove interesting. Members are asked to convene in the lobby of the station at 8:00 p.m. sharp, and all are urged to attend.

➤ Owing to the small attendance at the September meeting of the Chapter, it was decided that the election of a Director would be delayed until October 27th. It is hoped that a large turnout of members will make the election a true representation of the wishes of Hamilton members. Nominated for the post are Ray Deschenes, Chairman; and Doug Page, Recording Secretary of the group.

➤ The CNR has placed Northern 6216 and Pacific 5583 near the Stuart Street roundhouse in Hamilton, for the convention of the Niagara Frontier Region of the National Model Railroad Association, to be held in this city over the weekend of October 21st-23rd.

➤ On the invitation of the Miami Railroad Historical Society, Chairman R. Deschenes visited the Society's property during a recent vacation in Florida, where he inspected at close hand the ex-Florida East Coast 4-6-2 No. 153, two cabooses and several coaches, as well as the "Ferdinand Magellan", private car of three U. S. Presidents. The equipment of the "Gold Coast Railroad" is well maintained, and all members of the M.R.H.S. are instructed in the operation of the locomotive by J. Johnson, Chief Engineer of the FEC, and himself an enthusiast.

➤ Dennis Pickard, just back from vacation in Puerto Rico, reports that very little is left of the once extensive (though largely portable) rail network on that island, all rail traffic having ceased in favour of trucks some years ago.

➤ It is possible that yet another locomotive may be placed on display at Hamilton, and maintained by the Hamilton Chapter. The CN has been toying with the idea of displaying an engine adjacent to their station, and talks have already taken place between CN management and the UCRS, although no decision is in the offing as yet. Meanwhile, the cooperation of local merchants and supply houses in the preservation of THB&B No. 103 has proven to be excellent: donations of materials and services have been freely offered by interested businesses, and a report of the work now in progress on the engine will be included in the November Newsletter.

More Miscellany

➤ The T.T.C. has sold Grinder W25 (formerly Toronto Railway Company passenger car 1704) for \$ 100 to the Ontario Electric Railway Historical Association, on September 26th. This car has been long out of service. It is the Association's 5th unit of rolling stock, following closely on the purchase of Large Witt 2424.

➤ The T.T.C.'s Island Ferry operations will be taken over by the Municipality of Metropolitan Toronto on January 1, 1962. Operation of the boats will be assigned to the Parks Department.

Also of interest to members is the fact that the Metropolitan Parks Department is presently studying the means of providing transportation on the Toronto Islands, and one medium under consideration is a steam-powered railway.

➤ The Wabash Railroad's former No. 51 (43-ton G.E. Diesel #12496, built 1939) is in the machinery yard of A. Andrew Merrilees Limited.

Exchange Section

Tom Marsh, 14 Sopwell Lane, St. Alban's, Herts, England, wants to trade 35mm colour slides of British Railways for views of the Yonge Street Subway and ex-Birmingham and Kansas City PCC cars in Toronto.

F. H. Pyatt, 326 Melrose Avenue, Toronto 12, sells photographic reproductions of a Toronto Street Railway Timetable folder dated November 1881, for 75¢.

Excursion

The account of our excursions of September 30th and October 1st will be carried in the November Newsletter, along with a special article on the operations of the Lake Erie and Northern - Grand River Railways in the months immediately preceding Dieselization of the lines, as well as a prediction of the impact of this change in the railway's fortunes. In connection with this report, the Editor would welcome good clear photos either of our excursions or showing recent train movements in electric territory. The LE&N - GRR was changed over to Diesel operation on Monday, October 2.