

Upper Canada Railway Society

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Newsletter

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The Society meets on the third Friday of every month in Room 486, Toronto Union Station, at 8:30 P.M. The next meeting, to be held on January 16th, will be the 1959 Annual Meeting, at which the Officers' Reports for 1958 will be presented to the membership, and at which the election of Directors for the Society for 1959 will take place. Because of the significance of this meeting, a particularly good attendance of Toronto area members is hoped for.

It is planned at time of writing to have for entertainment at this meeting tape recordings of railroad sounds, as delayed from the November meeting.

The Society also meets on the first Fridays of each month from September to June for outdoor meetings or tours of local railway or street railway properties. One of the latter type of meeting is planned for February 6th, more specifically, a tour of the T.T.C.'s Davisville Shop property, where the Yonge Subway rolling stock is maintained. Members are asked to meet at the south-west corner of Yonge St. and Chaplin Cres. at 8:00 P.M. where the party will be met by a guide who will conduct the tour. Again, a good representation of local members is to be expected.

PAST MEETINGS -- December 19th: A smaller than usual turnout (some 25 members) witnessed an excellent program of 35mm. slides of railway subjects in Newfoundland and Australia. Onetime Toronto member Wm.T. Sharp, now in Princeton, N.J., was in attendance, and was welcomed back after several years of absence during which time he has been located in New Jersey and Deep River, Ont.

January 2nd: A total of ten intrepid members turned out on a raw evening to observe the interesting sights and sounds of the C.P.R.'s West Toronto Station.

Local members are again reminded that nominations for the office of Director of the Society may be made from the floor of the Annual Meeting, when called for by the Chairman, provided that the nominee has consented to stand for election.

Enclosures: In this month's mailing envelope, members will find not only the usual Newsletter issue and copy of the T.T.C. HEADLIGHT, but also Bulletin 51, (a data sheet covering T.T.C. cars 211 and 213), and a special supplement which reprints a significant newspaper article concerning C.N.R. President Donald Gordon's attitude on the railway passenger business.

EDITORIALMETRO'S SUBWAY POLICY: DOES IT GO
FAR ENOUGH?

The long term expressway program of the Municipality of Metropolitan Toronto, as announced in the press some weeks ago, cannot in itself cause very much criticism, even on the part of those most rabidly partial to rapid transit. There can be little doubt that the volume of automobile traffic in the Metropolitan area will make most of these projected roadways necessary before many more years have passed, if they are not so already. Indeed, their provision will improve conditions, especially for public transit operation, on the existing parallel streets.

Concern is raised, however, by certain statements made by the Metro Chairman in connection with the announcement of the road plans. He intimated that a major effort would be made on the part of Metro to bring the Bloor-University Subway into being over the next ten years; following this, the expressway program, though carried on to some extent during the years of subway construction, could be instituted on an "all-out" basis. This implies that the Metropolitan Corporation, though wisely assisting materially in the financing of the Bloor Subway as a major contribution to traffic relief in midtown Toronto, would turn its back in 1969 on further aid to subway construction and then direct its funds earmarked for traffic and transportation purposes solely to new expressway construction.

The year 1969 is just over ten years removed from 1980, the year by which various planning experts feel the 240 square mile Toronto Metropolitan area will have become fully urbanized. Late thinking on suburban planning is not that the entire urban complex should be a simple "pyramid", i.e., densely populated near the core, with continually decreasing density toward the periphery. Over the last two years increasing thought has been given to the value, probably the necessity, of establishing dense nodes of population in the outer and still vacant portions of the suburbs, particularly to provide a nearby labour force for the large industrial areas also being contemplated and established (e.g. Rexdale) in the outer areas.

The remote districts, thus, will not necessarily be the exclusive territory for light feeder bus lines as transit facilities. In the very long term picture, rapid transit extensions from the central city to such areas will probably be necessary. However, looking ahead only as far as 1980, it is obvious that a great portion of the Metropolitan population (some 2 million of the 2,800,000 estimated for the entire area in that year) will live beyond the limits of the present City of Toronto. If the Yonge and Bloor Subways, as presently existing and planned, are the only rapid transit facilities in 1980, for the vast majority of Metro residents they will represent only relatively short shuttle runs near the downtown area, leaving a long and wearisome surface ride from their outer terminals into the suburbs. There is already strong public opinion in the northern sections of the area that the Yonge Subway, efficient and elegant though it may be, simply does not go far enough.

The time savings afforded by rapid transit become progressively less apparent as the length of the surface trip from the outer terminal increases, and as it does so, the advantages of using an automobile increase. From this it follows that the usefulness of the T.T.C. subway system to the Metropolitan area, if it is held to outer terminals at Keele, Eglinton and Woodbine, will progressively decrease, and

with such decrease the traffic problem will increase, not only in the suburbs, but right in downtown Toronto.

It is sincerely to be hoped that Metro officials will realize these facts over the next ten years, so that upon the completion of the Bloor-University System to the presently planned terminals, they will be ready to assist in the financing of extensions of the line to (e.g.) the Six Points and Cliffside Plaza (Midland Ave.), the Yonge line to Willowdale, as well as new routes on Queen St., the Spadina Expressway centre mall, and possibly elsewhere. Rapid transit is really effective only where it serves the long haul, as in New York and London, with the outer end surface rides being relatively short and on traffic-free streets.

The infuriating traffic jams now affecting north end bus routes feeding Eglinton Terminal are becoming increasingly detrimental to the time savings afforded by the Yonge Subway when the overall journey time is considered. The Yonge Subway feeders are unfortunately doing too much of the total work and must operate for long distances over traffic-choked streets as trunk services themselves. The present system is therefore not the ideal situation mentioned above where rapid transit patrons never experience any real traffic congestion. Only when this ideal has been attained will there be a real inducement for the great suburban population of the future to leave its cars at home and ride transit for the 10 to 15 mile ride downtown. Only when the suburbanite has been encouraged in large numbers to ride public transportation will the back of the overall traffic problem be broken; the expressway system is necessary for those who must remain in cars, but if it alone is built, without rapid transit extensions after 1969, the hopeless conditions already experienced elsewhere will be Toronto's in 1980.

The plea, therefore, is to Metro officials not to be deluded into thinking that the Bloor-University subway will complete Toronto's rapid transit requirements and into forcing the T.T.C. again to "go it alone" if further construction is undertaken.

S.I.W.

THE ORANGEVILLE TRAMWAY COMPANY

by A.M. McKittrick, Orangeville, Ont.

In 1864 Orangeville, Ontario was a small community with a population of about five hundred. In the previous year it had been incorporated as a village. There were none of what might be termed industries in the small community. It was a village mainly of tradesmen and merchants catering to the sparsely settled farming areas surrounding it. The townships were still in their infancy with many of the farmers operating original crown grants. Scattered throughout the townships were tiny communities, formed for the most part of a tavern, a general store, one or two homes, and possibly a schoolhouse or church.

In 1864 farmers had to team their produce to either Guelph or Brampton. In either case it was a long haul over roads that were impassable for some months of the year. In like manner all goods sold by Orangeville merchants had to be hauled in from either of these points which were situated on the Grand Trunk Railway's Toronto-London line. The farmers in the district were not obtaining the best prices for their produce and at the same time had to pay higher prices for the goods they purchased in Orangeville.

Out of this situation was born the Orangeville Tramway Company, a means of transporting the produce of the farmers of the Townships of Mono, Mulmur, Melancthon, Amaranth and Caledon to large markets. The first meeting to discuss the project was held in Orangeville in May, 1864. The purpose of the project was explained at this meeting. It was to be a horse-drawn tramway system from Orangeville to Brampton or some point on the G.T.R. between West Toronto and Brampton. The tramway would be a cheap and ready means of transportation, superior to the main gravel road then in existence between these two points, Hurontario Street (now No. 10 Highway).

The route proposed for the tram line followed the valley of the Credit River from the east end of Orangeville to the base line of Caledon Township, thence paralleling Hurontario Street to Brampton. It was claimed that this was the easiest possible grade and would allow one horse to draw five or six tons of freight.

It was proposed that the cost of the tramway be shared between Orangeville and the five townships mentioned above. It was estimated that construction costs would amount to approximately \$2660 a mile, totalling about \$50,000. The proponents claimed that the operation should show an annual profit of around \$10,000.

In June of 1864 various meetings were held in Amaranth Township to discuss the project, and it was approved in principle at all of them. A mass meeting was held in the same month at Bell's Hall, at Broadway and Mill Street in Orangeville, and was attended by 300 ratepayers and interested persons. At this meeting complete particulars were given on financing and the type of construction. \$50,000 was to be raised by contributions of \$10,000 from each of Orangeville, Mono, Amaranth and Caledon; \$5,000 each would be contributed by Mulmur and Melancthon.

It was proposed that the tramway be 24 miles in length. Its right-of-way would be constructed on an embankment 9 feet in width, with a 3 foot fill over level country. Ties would be placed on 4-foot centres; to them would be fastened longitudinal scantlings to which the rails would be attached. The rails were to be of strap iron, 1½ inches wide and 1/4 of an inch thick. Stations would be constructed, as well as horse barns. The staff to operate the tramway would consist of a superintendent, two clerks and ten teamsters. It was estimated that the right-of-way would be purchased for \$40.00 an acre.

Money was scarce in 1864, and for a small community such as Orangeville to raise \$10,000 represented an ambitious outlook on the part of the citizenry for the future welfare of the district and the tramway.

A meeting of ratepayers was held in Charleston (now Caledon Village) in July, 1864, and was lively because there was considerable opposition to the location of the project in Caledon Township on the part of those citizens who would be remote from it. Soon afterwards the Tramway Committee met and approved the spending of \$500 for a survey of the line. Jesse Ketchum was Chairman of the Committee, and representatives from Orangeville, Caledon, Amaranth and Mono sat on it. In November the Committee engaged C.J. Wheelock to survey the route for a fee of \$400. At this time Or. Orange Laurence, after whom Orangeville was named, donated the land for the right-of-way through 200 acres owned by himself in the Credit River flats in the east ward. It was through this area that the Credit Valley Railway eventually laid its rails, and it is possible that it utilized the right-of-way of the Orangeville Tramway Co.

1865

This was a year of further planning and of strengthening gains made in the previous year. In March the Tramway Committee issued a lengthy statement on the progress to date, which was sent to all rate-payers in Orangeville and in the various townships interested in the project. At the same time, Thomas Jull, reeve of Orangeville and C.J. Wheelock were appointed a committee to visit the state of Michigan and other states to study the operation of tramways there.

In June of 1865 the Tramway Committee approved a resolution to organize a joint stock company with a capital of \$50,000 to be issued in stock at \$10 a share, this money to be used to construct and run the road. A month later a provisional Board of Directors was set up for the project, by this time known as the Orangeville Tram Railway, consisting of R. Church, President (postmaster at Cataract), Jesse Ketchum, Vice-President (land speculator and developer), Frank Irwin, Treasurer (Orangeville businessman) and John Foley, Secretary (publisher of the Orangeville Sun).

In August of 1865 a prospectus was issued setting the cost of the Tramway at \$49,000 including right-of-way purchase, horses, rolling stock and the erection of stables and depots. The annual cost of operation was put at \$13,000 and the gross yearly earnings at \$25,000, leaving a profit of \$12,000. A few days after the stock books of the company were opened, \$10,000 had been subscribed.

1866

In April a notice was given of application to the Provincial Legislature at its next session requesting power for construction of the tramway. In this same month a new railway, the Toronto and Owen Sound Central, was proposed for the district. This company went so far as to apply for a charter and hold a meeting in Orangeville for promotion purposes. This company passed early from the scene when it withdrew its application for a charter a month later because of opposition in the Railway Legislative Committee.

In August, 1866 the Tramway Bill was passed by the Legislative Assembly. Commencement and rapid completion of the project now seemed assured. In October Caledon Township Council agreed to grant a bonus of \$10,000 to the tramway, and in the same month a deputation from the Township of Albion waited on the Board of Directors and offered bonus of \$30,000 provided that the tramway pass through the village of Bolton.

1867

The year 1867 was one of high hopes and some disappointments. It was the year that saw construction on the tramway started. Considerable opposition to it still existed in Orangeville and to some extent in the adjoining townships. In Orangeville it was the major election issue. Two groups of candidates for municipal office were nominated, one group being for the tramway and the other bitterly opposed. At the nomination meeting in Bell's Hall those who were opposed were soundly defeated and every candidate in favour was acclaimed.

In March both Orangeville and Caledon approved bonuses of \$10,000 each; the Orangeville bonus was conditioned that it be in the propor-

tion of \$1000 for every mile constructed for 10 miles, and that construction commence within one year.

During April contracts were let for three miles of grading and tie laying from Orangeville southerly. There is evidence that by this time the Board of Directors had decided to change the form of motive power of the tramway from horse to steam.

On May 30, 1867, a public meeting was held in Orangeville to consider the application of the Toronto, Grey and Bruce Ry. for a charter to construct a narrow gauge steam railway from Toronto to a point on Georgian Bay and one on Lake Huron. The result of the meeting was a resolution endorsing the granting of the charter.

By the middle of August, one half mile of grading on the tramway had been completed south of Orangeville and it was hoped to have the grading soon complete to Melville. The cost of grading was \$400 a mile and was termed "a marvel of cheapness". Shares in the Tramway were by now quite popular, and men who had been bitterly opposed were now hurrying to purchase them.

At a general meeting held in December the auditors reported that \$21,610 in capital stock in the company had been taken up. They also reported that it would cost \$5,000 per mile to reconstruct the tramway to "wide" gauge. It is presumed that the directors were considering changing from the planned narrow gauge to standard.

1368

This year marked the end of the tramway project.

Early in the year the town of Brampton was taking sufficient interest in the project to call a ratepayers' meeting to discuss the propriety of a land bonus. The meeting approved the plan in principle provided that the Township of Chingacousy, through which the tramway would also pass, was agreeable to similar action. At this time a new stage coach line was opened from Orangeville to Owen Sound; a similar facility was already operating between Orangeville and Brampton with three southbound and two northbound trips per week.

By March, 1868, one mile of tramway roadbed had been graded south of Orangeville. However, by this time, more and more attention was being directed to the Toronto, Grey and Bruce Railway and public opinion was swinging away from the tramway company, to the extent that both Orangeville and Caledon were defaulting on the payment of their promised bonuses. Claims were made against the two municipalities by the Board of Directors, but in October it was decided to hold the claims in abeyance until the expiration of the charter of the T.G. & B. and to abandon them completely if this railway was carried through to completion.

At the end of October, 1868, it was clear that finis could be written to the undertakings of the Orangeville Tramway Co. The Orangeville Sun of October 22nd carried a report that the Directors had left their claim against the village in abeyance and decided to unite in an effort to secure the early construction of the T.G. & B. The shareholders of the tramway company ratified an agreement in this respect and agreed to receive a bond of indemnity for their paid up stock. Following this, the tramway company passed into oblivion, and the Village of Orangeville granted \$15,000 to the Toronto, Grey and Bruce, which later built through Orangeville. With the construction of this railway, the proponents of the tramway secured the transportation facilities they had been seeking, and in a superior form.

TO SAVE OR NOT TO SAVE NUMBER 1 - THAT'S EDMONTON'S QUESTION

by Tom. B. Morrison, Edmonton, Alta.

Edmonton Radial Railway (latterly Edmonton Transit System) street car no. 1 badly needs some friends, even though in September of 1951 it appeared to have thousands of friends. When it participated in the last run ceremony for Edmonton's street car system after 43 years of service and a million and a half miles on Edmonton streets, thousands of citizens gathered in cold and rainy weather to bid the car farewell.

A sign was hung on the car (which sign is still in place to this day) dubbing it "OLD FAITHFUL", and 46 prominent citizens travelled in it for the last ride - from 97 St. and Jasper Ave. to 109 St. and 84 Ave. via the High Level Bridge.

Following the conclusion of this last run, more than seven years ago, the car was stored on a section of track in what E.T.S. officials call the "junkyard" section of the transit system property at 117 Ave. and 80 St. Although so located, the car was declared an historic piece, and plans were laid to preserve it to show generations yet unborn exactly what a street car was.

Today, no. 1 stands in the same spot in the "junkyard" and has unfortunately taken on the accoutrements of its surroundings. It is easy prey for vandals in the unfenced yard, and all window glass is long gone, much of the sash is missing, floor boards have been ripped up and seats and woodwork have been heavily damaged.

Some parts to repair no. 1 have been acquired by the City of Edmonton's Archives and Landmarks Committee, including complete windows, seats and blinds from E.T.S. car 24, the body of which was owned by a Terrace Heights resident who had used it as a workshop, then disposed of it when the area in which it was located was subdivided in the fall of 1958. Members of the Archives Committee gave 24 a thorough inspection and first contemplated moving it somewhere downtown to assume the role that had been intended for no. 1. It was later decided that 24 would only depreciate in like manner, and the purchase price of \$50 and moving expenses of \$150 would be all for naught. Accordingly, useful parts were stripped from the body by the city's Building Maintenance Department and stored out of harm's reach in the Manufacturers' Building at the Exhibition Grounds, along with several other bulky and historical items acquired by the Archives Committee in recent years.

Despite this enterprise, the Committee is in serious doubt as to the practicability of resurrecting what remains of no. 1, so extreme have been the ravages of weather and vandals. One official stated during November that no work of restoration would be attempted in any case until a safe permanent storage location for the car has been obtained. In the meantime another local body, the Edmonton Museum Committee, is studying ways and means to set up a local museum, which would no doubt become no. 1's final home if it were established. Such projects are, however, usually long in coming to fruition, and the car's condition together with the increasing doubt of the Archives Committee as to the wisdom of attempting a restoration do not auger well for no. 1's survival until such haven of shelter is at hand.

A feature article in the EDMONTON JOURNAL of November 20th which discussees the car's present situation carried a recent picture of it; rather significantly, a torn piece of roof can as hangs over the side of the car from the deck roof and partly obscures the OLD FAITHFUL sign.

Only eight days later car no. 1 again made big print in the Edmonton Journal, and again the Archives and Landmarks Committee was prominently involved. A direct side view picture of an elaborately decorated double-end double-truck car headed the article, which carried on its side the legend: 1867-DIAMOND JUBILEE-1927. Below there was a picture of a presentation ceremony which took place on November 27th. The accompanying article stated in part: "Happier days in the life of Old Faithful, Edmonton's no. 1 street car, were recalled Thursday at Civic Block ceremonies. Added to the city's historical exhibits was a silver trophy awarded as a prize in 1927, when Old Faithful was the best-dressed street car in a parade marking the diamond jubilee of Confederation. In that moment of glory 31 years ago, no. 1 was bedecked with flags, lights, pictures of royalty and a mountain sheep's head. Now only a battered hulk remains in the bus yards.

"John Easton, chairman of the City's Archives and Landmarks Committee received the trophy from G.M. Moir, E.T.S. Chief Inspector, and Laurier Payment, business agent for the Amalgamated Association of Street, Electric Railway and Motor Coach Employees of America, Division 569. Also on hand were city archivist Garent Kyle, exhibit custodian Sanford Haire, and E.P. Smallwood, retired E.T.S. welder, who helped wire no. 1 for lights in the 1927 parade.

"The trophy stands in a glass case along with other E.T.S. mementos - an operating key (reverse key? - Ed.) and main fuse from no. 1, a brief history of the car since its arrival in 1908, and a copy of the street railway department's 1912 rule book. Near this display are pictures of highlights in Old Faithful's Life - the 1927 parade, an earlier dress-up occasion in 1912 marking Edmonton's merger with Strathcona, and the final run in 1951.

"Anyone wishing to see the Old Faithful exhibits may do so between the hours of 2 and 4:45 P.M., Mondays to Fridays at the Civic Block".

As an amusing anticlimax to this auspicious presentation and its newspaper publicity, the following letter to the editor appeared in the Edmonton Journal a few days later:

WRONG CAR

"Sir - The car shown on page 29 of Friday's JOURNAL was not, I am afraid, "Old Faithful", as labelled. Car no. 1 was one of a group of eight built by the Ottawa Car Co. in 1908. The car shown in the picture was one of a group numbered 32 - 46 made by St. Louis Car Co. in 1912, a somewhat larger and quite different model. (signed) SPOIL-SPORT

(Although this letter has a distinct railfan flavour, Mr. Morrison says that he was not the author).

C.N.R. OPERATING NOTES

- Effective December 7th, 1958 Trains 51 and 52 commenced operating between Toronto and Washago via the Newmarket subdivision in lieu of the Bala Subdivision.

- The C.N.R. is currently installing C.T.C. from Napadogan to Edmunston, N.B., with completion expected early in 1959. To follow, with completion scheduled for 1960, will be C.T.C. installation westward from Edmunston to Monk, P.Q. For 1960-1961, a further installation between Pacific Junction (Moncton) and Napadogan is planned. Completion of this third link will provide continuous automatic signal operation between Montreal and the Atlantic seaboard.

MISCELLANY

- Two buildings which were long the nerve centres for electric railway operations in Ontario's two largest cities are currently undergoing demolition. The T.T.C.'s recently vacated old Head Office Building at Yonge and Front Streets had scaffolding erected around it during November and large signs were erected announcing the identity of the wrecking firm. To date not much demolition is externally visible, but the Ontario Electric Railway Historical Association has already acquired the glass and metalwork partition which separated the main foyer from the Cashier's Dept., on which the words STREET RAILWAY TICKETS appear, and which are reputed to have been moved into the T.T.C. building from the Toronto Railway Company's head office building at King and Church Streets in 1922.

The other building which is being torn down is Hamilton's Terminal Station Building, which was erected in 1907 to serve as a terminal station for the various interurban electric railways of the Dominion Power and Transmission Co. operating out of Hamilton and also as headquarters for this firm. The last interurbans ran into this terminal in 1931, one year after the H.E.P.C. of Ontario had bought out the Dominion Power and Transmission Co., but the building and the yard associated therewith continued to be used as a bus terminal until 1955.

- The C.N.R. has taken delivery from National Steel Car Co. of what are believed to be the world's first five all-aluminum refrigerator cars. These cars are 22.5% lighter than previous refrigerator cars, saving 14,200 lbs. of weight apiece. The only parts not constructed of aluminum are the trucks, heater, door and latch hardware and certain safety equipment. Roof, side sheets and ends are unpainted. Prior to this, aluminum has been used for roofs, interiors and in one case outside sheets in experimental cars built in Canada, the U.S. and Germany.

- Canadian Car Company (formerly Canadian Car and Foundry) has announced that it will vacate and sell its Fort William, Ont. plant and move the operations formerly conducted there to Montreal. Although this plant has constructed many buses and trolley coaches for Canadian (and a few foreign) transit systems since 1946, its chief interest to railfans has been the fact that one group of street cars, the T.T.C.'s original M.U. P.C.C.'s of series 4400-4499, was completed and painted in this plant, whereas all other P.C.C. groups built for Canada were finished in the company's Turcot plant in Montreal.

- Greater Niagara (Niagara Falls - Stamford, Ont.) has proposed that the New York Central and C.N.R. bridges across the Niagara river be removed and replaced by a new bridge which would be located just north of the Whirlpool Rapids Bridge and which would amalgamate the lines of the two railways, as well as carry motor and pedestrian traffic. This is part of a general plan to relocate railways and highways in the area. The reaction of the two railways to this proposal has yet to be revealed.

- The C.P.R. has revealed that thought is being given to replacement of the PRINCESS HELENE, the Dominion Atlantic Railway connection which plies the Bay of Fundy between Saint John and Digby, with a train-ferry which would eliminate the need for hauling rail freight from western Nova Scotia around the head of the Bay, and in effect put Nova Scotia directly on the transcontinental route of the railway.

- The C.N.R. plans to construct a two-mile spur line at Linkletter, F.E.I. to serve the R.C.A.F. Summerside Airport, to be completed by April 30th of this year.

- Extremely cold weather in Northern Ontario and Quebec over the past 1½ months has caused much operational trouble with diesel locomotives in these areas, particularly where steam locomotive servicing facilities have been dismantled. As a result both major railways have pressed into service about 50 "stored serviceable" steam locomotives, which are operating in Southern Ontario and have allowed the transfer of diesel units from this area to the northern runs. Steam is particularly evident currently on the C.P.R. both east and west of Toronto.

- C.N.R. Ten-Wheeler 1392 is now in the possession of the City of Edmonton, and is awaiting a suitable site for display. At the present moment it is enclosed in a wire mesh enclosure, on the spur leading into the Edmonton Exhibition Grounds, which spur is used when the cars of the Royal American Shows are in the City during Exhibition week. This spot is just a few hundred feet removed from the site of Edmonton street car no. 1 at the 117 Ave. and 80 St. yard, which has been mentioned in a foregoing article.

-- Tom B. Morrison

- An additional block of the T.T.C. Yonge subway open cut was recently covered over. The block between Summerhill Station and Summerhill Ave. was decked for use as a parking lot late last year.

- The coming of winter has seen revival of steam operation on the C.P.R. lines around Saint John, New Brunswick. Observations on January 2nd-3rd revealed Pacific 2504 on the Fredericton Jct.-Fredericton service in place of the usual gas-electric car. Two 3400 Consolidations were switching at McAdam, while Consolidations 3624, 3641, 3682 and 3750 were working at Lancaster (Saint John). At Bayshore were Ten-Wheeler 490 on the Bonnie River run, Consolidation 3700, a 5400 Mikado and Decapod 5754.

Mikado 5108 was at Chipman on January 2nd, while 4-4-0 136 was handling the Norton - Chipman mixed train. 4-4-0's 29 and 144 were stored at Chipman.

- The New York Central has sold to Walker Metal Products 18 acres of property in Sandwich West and Windsor, including a site bounded by Howard Ave., Grand Marais Road and the N.Y.C. right-of-way on South Cameron Blvd. This sale included the old Michigan Central roundhouse on Howard Ave., a crane, water tower and pumping station on the Detroit River which supplied water to the roundhouse.

- A press report from Vancouver indicates that the "Brohm Ridge Tramway" is to be constructed on Brohm Ridge near Mount Garibaldi, B.C. in connection with the new luxury Royal Alpine Hotel. The exact nature of this facility is yet to be disclosed.

EXCHANGE SECTION

W. Broschart, 243-20 Superior Road, Bellerose 26, New York, selling pix and negs of trolleys, railroads, buses, ferries and steamships, 616, 620 and postcard size. Send for list. Many rare items. Also disposing of Railroad Magazines, NRHS Bulletins, "Markers", misc. railroad books, etc.

Wants pix of trolleys taken before 1940, esp. abandoned Canadian lines, trolley buses no longer operating, and gas-electric cars.

UPPER CANADA RAILWAY SOCIETY

SUPPLEMENT TO NEWSLETTER 156

"MR. GORDON STILL WANTS PASSENGERS"

(Editor's Note: The following article, which appeared some weeks ago in various Canadian newspapers, is felt to be particularly worthy of reprinting and distribution to Society members, as it serves to point out that the C.N.R.'s chief is perhaps not so ready to discuss the railway passenger business as various other recent articles, including a lead editorial in TRAINS Magazine have inferred).

In a new mood of serious self-scrutiny, the C.N.R. is sitting judge on itself and its passenger services. Canada's publicly owned railway is seeking jet-age ideas, testing old-time assumptions and rethinking its whole approach to the passenger business.

The reason: The passenger service isn't paying its way. It's losing money - "many millions of dollars," says Donald Gordon.

NO ABANDONMENT

B.t. that doesn't mean the C.N.R. wants to abandon the passenger business. "I have no personal vendetta against the passenger business," said C.N.R. President Gordon in an interview. "We wouldn't have invested \$74,000,000 in the last 10 years in passenger equipment unless we had a good deal of confidence.

"Far from trying to dry up the passenger business, our whole approach is directed toward revitalizing the operation by tailoring it to the real needs of the travelling public."

That - the "real needs" is what the railway is trying to find out. Never before has it sought the answers with such fervour.

"We're willing to try anything which offers a reasonable promise of making money," said Mr. Gordon. "We're not plotting or planning to deprive any community of passenger service which people want and are willing to use enough to make it worth while.

"Certainly, we have some profitable passenger runs. But there are others that no longer are being patronized. Our objective is to get rid of services that have clearly outlived their usefulness."

What is the railway doing to fit into the jet age? "We are testing what people want. We are becoming customer oriented."

Traffic studies, he added, show that most travellers on mainline trains between Montreal and Vancouver use the service for inter-city rather than transcontinental trips.

CONSOLIDATION PLANS

So the C.N.R. decided to consolidate its two transcontinental services for the winter, eliminating eight of the 16 trains constantly traversing the country. The Montreal - Halifax services, however, are not affected.

"This is an experiment designed to test exactly what the travelling public wants. If we find that we're wrong, or that the service is inadequate, we will not hesitate to enlarge it to meet the demand."

"What we are doing now is concentrating on inter-city schedules designed to meet the needs of the majority of people who use our main lines for inter-city service, while still preserving for others a continuous transcontinental run," said the railway president.

Looking ahead, he visualized an increasingly dense grid of inter-city trains for people travelling from 100 to 800 miles. It will take shape gradually, centring around self-contained geographic or economic areas such as Southern Ontario, the prairies or the maritimes.

NEW SCHEDULE

As a step in this direction, a brand-new train service will be launched soon on the Montreal - Ottawa run.

The railway's reappraisal has already shown results. The C.N.R. says one old-time idea was that first-class passengers demanded luxury at the dinner table. This was modified after the C.N.R. introduced six dinette cars in 1954, offering snack-bar service. The railway found that what was largely intended for the hamburger market appealed to some of the pheasant crowd, too. It ordered five more dinette cars. But to please both groups, it will offer diner and dinette service this winter on the new transcontinental trains.

The C.N.R. is experimenting with other ideas. On two Montreal-Toronto trains it is offering reserved seats in one coach. This is aimed at coach-class passengers who for one dollar can be sure of a seat. The alternative was to buy first-class fare plus \$2.25 parlour car chair.

BERTH CONCESSION

On Montreal - Halifax trains, coach-class passengers are being offered upper berths without having to buy a first-class ticket. There is no advance sale; the customer must buy a berth when he boards the train.

To cut costs and speed up travel time, self-propelled railiners have been introduced on some runs. Recently four conventional trains on the Montreal - Sherbrooke run were replaced by four diesel-driven coaches, saving passengers an hour each trip and the railway about \$100,000 a year.

Nineteen passenger runs using this type of equipment now operate across the country. "Passenger habits are not static," said Mr. Gordon. "They change and we have to spot and take advantage of the changes."

What about the future? One U.S. railway expert said within a decade the passenger coach may take its place "in the transportation museum along with the stagecoach, the side-wheeler and the steam locomotive."

Said Mr. Gordon: "I don't agree that the outlook - in Canada at least - is that gloomy. It doesn't apply to present-day conditions or as far ahead as I can see."

Upper Canada Railway Society

BOX 122 TERMINAL "A" TORONTO

Newsletter

EDITOR: STUART I. WESTLAND 16 SONORA TERRACE TORONTO 13

ASSISTANT EDITOR: J. A. MACLEAN

FEBRUARY 1959

NUMBER 157

The Society meets on the first and third Fridays of every month from September to June. The meeting of February 20th will be held in Room 486, Toronto Union Station at 8:30 P.M., and will feature a showing of colour slides of steam and electric interest of Yugoslavia and Germany by Alan B. Crompton.

The first Friday meeting in March will be held on the sixth, consisting of an evening of observation at Sunnyside.

PAST MEETINGS: January 16th: The Annual Meeting of the Society for 1959 saw the presentation of Officers' Reports for 1958 and the election, by acclamation, of the nine Directors to serve the Society during 1959. There were present 34 members and one guest. Entertainment presented after the conclusion of the business of the Annual Meeting was a program of tape recordings of railway sounds made by Society members.

February 6th: A visit to T.T.C. Davisville control room and car shop was enjoyed by 28 members, who saw the control panel demonstrated, had a full description of methods and problems of assigning cars for the day's use or repair, a demonstration of car door operation and isolation, and a brief examination of new cars 5110-15.

1959 OFFICERS, DIRECTORS AND COMMITTEE CHAIRMEN

In accordance with the practice outlined by the Society's By-laws and Regulations, nine Directors are chosen by election at the Annual Meeting to serve for the ensuing year. The selection of Officers and Committee Chairmen is performed at a meeting of the newly elected Directors, normally held one week following the Annual Meeting. Members of Committees are chosen on an informal basis by the respective Committee Chairmen appointed at this Directors' Meeting.

The 1959 Annual Meeting did not provide an election, as the nine names submitted to the Chair by the Nominating Committee were not added to from the floor. The nine members elected as Director of the Society for 1959 by acclamation at the meeting of January 16th are as follows:

R. John Bost
E. John Freyseng
John A. Maclean
Georgé A. Meek
John M. Mills
Albert S. Olver
James Roach
Robert J. Sandusky
Stuart I. Westland

It will be noted that there was one change from the 1958 slate of Directors. Mr. R.J. Bost replaced Mr. William Hood, who did not stand for re-election.

At a Directors' Meeting held at 542 Cranbrooke Ave. on January 23rd, the 1958 Officers were all reappointed for a further term, as follows:

| | |
|----------------------|--------------------|
| President: | John A. Maclean |
| Vice-President: | John M. Mills |
| Recording Sec'y: | E. John Freyseng |
| Corresponding Sec'y: | Robert J. Sandusky |
| Treasurer: | Albert S. Olver. |

The Committee Chairmen as chosen for 1959 are substantially as they were in 1958 with a significant change having taken place in the constitution of the Publications Committee:

| | |
|---------------------------------|----------------|
| Directors' Advisory Committee: | J.A. Maclean |
| Production & Mailing Committee: | J.M. Mills |
| House Committee: | J.M. Mills |
| Program & Excursion Committee: | R.J. Sandusky |
| Publications Committee: | S.I. Westland |
| (Electric Bulletin Editor: | J.W. Hood |
| (Steam Bulletin Editor | J.A. Maclean |
| (Newsletter Editor: | S I. Westland |
| Curator | S.I. Westland. |

It will be noted that, for the first time, the responsibilities of the position of Bulletin Editor have been split up, one editor to handle those Bulletins dealing with steam railway subjects, and another to prepare those concerning electric railway matters. It is anticipated that this move will lead to greater efficiency in the production of Bulletins, as the responsibility of planning and producing issues of both types has been found in recent years to be increasingly onerous for one man.

N.S.&T. TO DISCONTINUE LAST RAIL PASSENGER SERVICE

Since March 1st, 1950, when the Port Dalhousie West rail passenger service of the Niagara, St. Catharines & Toronto Railway was abandoned, the interurban service between Thorold and Port Colborne has represented the last remaining rail passenger operation of a once extensive and fascinating system. This service, an anachronism in this day and age, even to the extent of its being a branch of a bus route, has been on the veritable brink of abandonment for many years, but has been retained largely due to the inability of the company (or any other successor bus operator) to provide an acceptable service between Thorold and Fonthill, the northerly portion of the Welland Subdivision, where the line cuts "cross-country" without any closely paralleling road. Declining patronage, nevertheless, has already spelled the end of Sunday service, and Monday through Saturday service has been reduced from the once hourly schedule to five trips a day.

The Board of Transport Commissioners has finally seen fit to grant the railway permission to abandon passenger operation on the line entirely, and it is the railway's intention to discontinue the five trips-a-day service after the operation of Saturday, March 28th. Notices inserted in St. Catharines area newspapers by the company make no mention of any replacement bus service, and it would appear that the territory is possibly being abandoned altogether to Canada Coach Lines which already operates a paralleling service in some locations.

The four cars which have held down the operation since 1955 (the ex W.E. & L.S. - M. & S.C. 620, 622 and 623, and the out-of-service - in again car 83) will thus close out the passenger car history of the N.S. & T., which was probably the most colourful of any electric railway in Ontario. The abandonment will be particularly regretted because it will close out the service of a railway which, when in its prime, possessed a super-abundance of railfan appeal.

The Society will operate a "farewell" excursion over most of the N.S. & T. trackage on Sunday, March 29. The car will leave St. Catharines shops at 10.00 a.m. E.S.T., and return at 5.45 p.m. Connections will be made with C.N. trains 102 and 191 at Merritton. The fare of approx. \$3.00 will be collected on the car.

O.T.C. ABANDONMENT -- A Canadian electric railway abandonment has already occurred during 1959, with the substitution of buses for cars on the "B" (Bank - St. Patrick) route of the Ottawa Transportation Commission after January 12th. Included in this abandonment was the "Lindenlea Loop" line, the trackage of which was completely rebuilt only nine years ago. It will be recalled that the B line was to have been abandoned as far as rail operation is concerned from Monday, November 24th (or actually after the last operation on the schedule for Friday, November 21st, since weekend operation was with buses in any case). Slow delivery of buses from General Motors, however, postponed the conversion for a month and a half. On January 12th, new G.M. buses numbered in the 5901 series finally took over.

More buses are currently on order the delivery of which will enable the substitution of street cars on the S (Holland-Laurier) and R (Preston-Rideau) routes on February 16th, in an accelerated abandonment program.

The O.T.C. will ask the city for further monies in the near future to purchase 40 more buses and erect a \$1½ million garage, which facilities would result in the termination of rail service on the last line, A-Britannia on June 1st of this year. The conversion of the ten trolley coaches used on the Bronson line to diesel buses has apparently been investigated and subsequently abandoned as these vehicles are reportedly for sale.

On January 10th, 24 surplus street cars were taken to the Woodroffe yards and the Britannia Park siding, 19 being stored at the former location and five at the latter point. Tenders have been accepted from local scrap dealers for these cars, but two of them will be purchased for preservation by the Canadian Railroad Historical Association. These cars are to be numbers 696 and 1002. The Branford Electric Railway Association has purchased the trucks from two other cars.

Scrapping of the retired cars has commenced; despite the report in Newsletter 155, page 4, which implied that the 900's and 1000's would precede the 800's to the torch (which information came from official sources), only two 900's were retired on January 10th as compared with 15 800's. The numbers of the cars withdrawn on that date are as follows:

| | | | | | |
|-----|-----|-----|-----|-----|-------|
| 687 | 812 | 823 | 836 | 856 | 1000 |
| 695 | 819 | 821 | 838 | 864 | 1001 |
| 696 | 820 | 832 | 841 | 908 | 1002 |
| 811 | 822 | 834 | 842 | 911 | 1003. |

Canada's last built "conventional" cars, the 1000 series, the four cars of which were originally to have been followed by 16 similar units, were thus retired in one move after just over ten years' service. Sixty-two cars remain on the roster as of the date of writing, but tenders have already been called for the purchase by scrap dealers of 22 more cars after the conversions of February 16th. It is reported that the use of Champagne carhouse will cease as of that date, with the east end Cobourg Barn and its awkward stub end tracks to serve the A line until the final close out in late spring.

Some overhead has already been removed from the outer portion of the abandoned B line.

-- much of the above information from
Henry M. Mather, Ottawa.

C.R.H.A. FAREWELL TRIP FOR QUEBEC - ST. JOACHIM LINE

March, 1959 will go down as a black month in the history of Canadian interurban electric railways - perhaps the most black of all, as this month will witness the finale of passenger service on such railways as far as the entire country is concerned. The discontinuance of passenger service on the Welland Subdivision of the Niagara, St. Catharines and Toronto Railway has already been noted, and will be marked by a U.C.R.S.-sponsored fantrip on March 29th.

Two weeks before this, on March 14, 1959, the Canadian National Railways will cease operation of the erstwhile Montmorency Division of the Quebec Railway, Light and Power Co. between Quebec City and St. Joachim, P.Q., through Montmorency Falls and Ste. Anne's Church. The Canadian Railroad Historical Association will sponsor a six-hour farewell excursion in the form of a last round trip over the length of the line on the day following the close of operations, Sunday, March 15th. Wood passenger car 401 and combine 105 will be used on the special train, which will depart Quebec's St. Paul St. Station at 1:00 P.M. and arrive back at the same terminal in the neighbourhood of 5:15 P.M. The fare for the trip will be \$2.50 per person and it would probably be well to make reservations in advance.

Ontario Premier Leslie M. Frost recently announced in the provincial legislature a plan to extend the Ontario Northland Railway some 80 miles southerly from North Bay, the southerly terminal to Parry Sound. This extension, which was mooted during the 1920's but has been a dead issue for many years, would enable the railway to transport Northern Ontario's mineral wealth, including that from the proposed Belcher Island development in James Bay southerly to tidewater entirely on its own rails and avoid the dangers to shipping inherent in the Hudson Strait route.

The C.P.R. inaugurated a new piggyback terminal west of Highway 27 on North Queen Street early in January, known as the Queensway Terminal. This facility will serve the western portion of the Toronto area and will divert some trailers from the downtown John Street terminal. There are four tracks, each of which holds 10 cars, together with the usual ramps and platforms. Provision is made for additional tracks as need may arise. A modern six-room office building has been constructed to house staff at the site.

MOTIVE POWER NOTES

-C.N.R. Deliveries:

G.M.D. 1200 H.P. Road-Switchers:

| | | |
|--------------------|--------------------|------------------|
| 1029 Jan. 9, 1959 | 1913 Dec. 13 | 1334 Dec. 19 |
| | 1914 Dec. 21 | 1335 Dec. 22 |
| 1905 Nov. 20, 1958 | 1915 Dec. 22 | 1336 Dec. 29 |
| 1906 Nov. 24 | 1916 Dec. 24 | 1337 Dec. 31 |
| 1907 Nov. 24 | 1917 Jan. 9, 1959 | |
| 1908 Nov. 25 | | G.M.D. 1750 H.P. |
| 1909 Nov. 28 | 1330 Nov. 24, 1958 | Road-Switcher |
| 1910 Dec. 2 | 1331 Dec. 5 | |
| 1911 Dec. 4 | 1332 Dec. 8 | 4271 Jan. 13 |
| 1912 Dec. 10 | 1333 Dec. 19 | |

M.L.W. 1800 H.P. Road-Switchers:

| | | |
|-------------------|--------------|--------------|
| 3731 Oct. 3, 1958 | 3733 Oct. 10 | 3735 Oct. 24 |
| 3732 Oct. 3 | 3734 Oct. 10 | 3736 Oct. 24 |

- The following is a resume of changes in Grand Trunk Western operations since the arrival of passenger diesels this winter in the Detroit area:

All 4-8-2's are in storage and 6408 appears to be the only 4-8-4 in service, on commuter trains only. 4000 series Mikados, in addition to 3700's, handle freights and commuter trains. Pacific 5629, formerly active at Detroit, has not been seen recently. Two diesel switchers have replaced some of the steam locomotives at Durand.

-- Norman Herbert, Detroit

- A survey of the C.N.R. Belleville roundhouse revealed the following, on January 31st:

In steam: 2649, 3282, 3409, 3461, 3503, 5703, 6127, 6167, 6219, 6221, 6242, 6243, 6246, 8322, 8336 and 8393.

Dead in roundhouse, stored or undergoing minor repairs: 90, 2644, 3239, 3272, 7464, 7510.

Stored outside roundhouse, headlights covered and stacks capped: 2580, 2619, 6172, 6248.

On the same date, en route to Toronto behind 4-8-4 6246, presumably for scrapping were 2663, 3475 and 5253.

Diesel power at Belleville on this date included two switchers, seven 3000 series and one 1200 series road-switchers.

Between 35 and 40 per cent of the freight on the Toronto-Belle-ville line is still handled by steam; some Northerns are also working from Belleville to Brockville. The Belleville road-switchers work mostly on the branch lines, although some steam is still used between Belleville and Lindsay.

-- John Freyseng

- A similar survey at Palmerston roundhouse during January showed the following power:

In Steam: 1532, 5296, 5584

Dead inside roundhouse: 1530, 1560, 1564.

Stored outside roundhouse: 81, 1348, 1401, 1525, 1586, 5575.

Diesels in yard, M.U. in pairs: 1707-1717, 1722-1733.

The only steam switcher remaining at Kitchener is 7435.

-- R.J. Sandusky

NEW QUEBEC IRON ORE RAILWAYS TAKING SHAPEWabush Lake Railway Co.

Four major steel companies, headed by Pickards, Mather & Co. of Cleveland, Ohio, are letting initial contracts for a new 38.5 mile railway in the south-western portion of Labrador, which will in effect form a branch line to the Quebec, North Shore and Labrador Railway. The new line will proceed westerly from Emiril Siding (mile 224 on the Q.N.S. & L.) to the Wabush Lake area, terminating at a point very close to the Quebec-Labrador boundary, where the Wabush Iron Co. will develop low grade iron ore reserves estimated to exceed a billion tons. The railway will be a subsidiary of the Wabush Iron Co., and has already been granted a franchise and a right-of-way by the Newfoundland provincial government. Engineering and survey work is expected to start immediately.

The Wabush Iron Company, which is itself owned by the Youngstown (O.) Sheet and Tube Co., The Steel Co. of Canada, Interlake Iron Corporation and Pickards, Mather and Company, will establish an open-pit mine, a concentrator and a townsite at Wabush Lake.

Quebec - Cartier Railway Co.

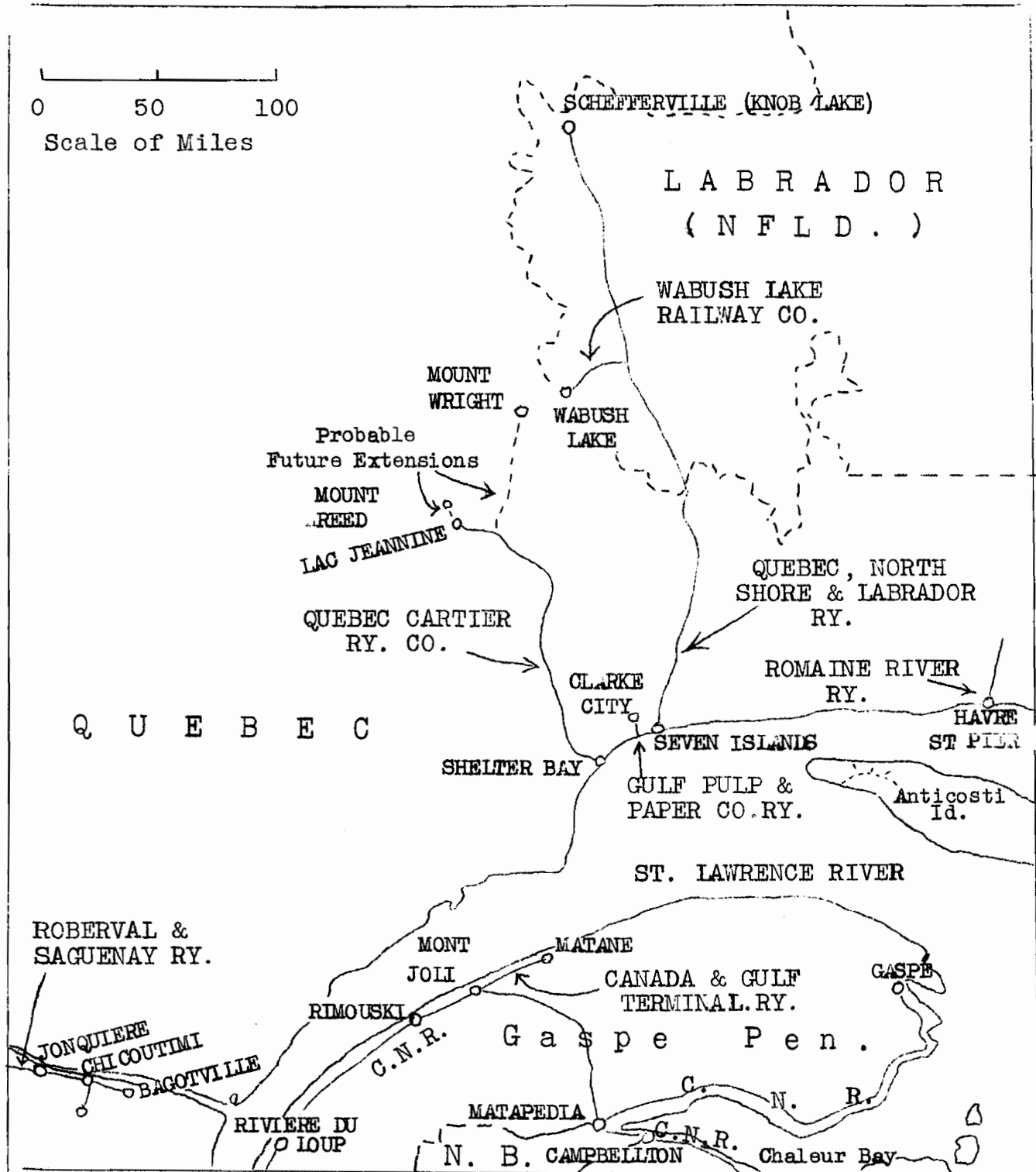
A much longer line than the Wabush Lake project will be the Quebec-Cartier Railway, an affiliated project of the Quebec-Cartier Mining Co. This line will generally parallel the Quebec, North Shore and Labrador, starting from Shelter Bay, P.Q., on the St. Lawrence River some 40 miles west of Seven Islands, and running initially some 193 miles northerly to Lac Jeannine.

The Quebec-Cartier Mining Co., a wholly owned subsidiary of the U.S. Steel Corp., was incorporated under Quebec provincial charter in 1957. In addition to the railway it plans deep harbour and loading facilities at Port Cartier (Shelter Bay), construction of a hydro-electric power plant on the Hart Jaune River, 20 miles from Lac Jeannine, a mine site development, a concentrator and two townsites (one at each end of the railway). Production is expected to get under way in 1961 at an annual rate of 8 million tons of concentrates. Two hundred million tons of concentrating ore is thought to be in the ore body at Lac Jeannine.

Further bodies at Mount Reed (ten miles north of Lac Jeannine) and Mount Wright (65 miles north) may well result in later extensions of the railway. The ore body at Lac Jeannine is over 1000 feet in depth and could result in one of the deepest open pit mines in North America.

The construction contract for the railway was let on September 9, 1958, after the incorporation of the railway company under Quebec Legislative Bill 211. The contractors are C.A. Pitts General Contractor Ltd. of Toronto and Foley Bros. of Canada, of Montreal. Construction time for the entire line is estimated as two years, with the first train to operate between end terminals in November, 1960.

Engineering work was done by Tibbets, Abbott, Mc Carthy and Stratton, railroad engineering consultants of New York City, and Cartier, Cote and Piette, consulting engineers of Montreal. Base camps for construction have been established at Mile 6, Mile 30 and Mile 76, with two more to follow at a later date. Stormont Co. Ltd. has sub-contracted to grub and clear the right-of-way, and Arbec Construction and Campbell Bros. of Montreal will do substructural work for bridges on the line. A tote road has already been constructed over the full length of the right-of-way.



IRON ORE RAILWAYS OF QUEBEC PROVINCE
SHOWING RELATIONSHIP TO
OTHER NEARBY LINES

Upper Canada Railway Society

BOX 122 TERMINAL "A" TORONTO

Newsletter

EDITOR: STUART I. WESTLAND, 16 SONORA TERRACE TORONTO 13

ASSISTANT EDITOR: J. A. MACLEAN

MARCH 1959

NUMBER 158

Meetings of the Upper Canada Railway Society are held on the first and third Fridays of every month from September to June. The first Friday meeting for April will be held on the evening of the 3rd, at C.P.R. Leaside Station.

Past Meetings:

February 20th - 42 members were present at an indoor meeting in Room 486 featured by a showing of colour slides by Mr. Alan Crompton, which ran the gamut from Yugoslavia to a fantrip pulled by a 2-8-8-4 on the Duluth, Missabe and Iron Range. Of particular interest was a group of colour slides taken in Great Britain as long ago as 1937. Mr. Crompton's unusual and varied selection and his interesting and often humorous asides in connection therewith were much enjoyed by all present.

March 6th - About 12 members and guests present at an observation meeting at C.N.R. Sunnyside Station.

Late Item - T.T.C. Subway cars 5111-5114 arrived in Toronto on railway flatcars on March 10. They were shipped from Halifax, where they were unloaded from ocean-going freighters, on March 6th. These four cars complete the group of 34 ordered in 1955 to enable eight-car train operation on the Yonge Subway. Along with cars 5110 and 5115, which arrived during 1958, 5111-5114 will form a six-car experimental train, each car having certain non-standard features. A summary of the experimental equipment on each of the six cars will be presented in a future issue.

CONSULTING ENGINEERS FOR BLOOR SUBWAY ANNOUNCED:

FUTURE TORONTO RAPID TRANSIT PROJECTS LISTED

The following terse announcement, which appeared in the DAILY COMMERCIAL NEWS early in March, and which is reproduced verbatim below, contains, in spite of its cryptic terms, much information concerning future rapid transit construction in Toronto:

"22252-T-164-RAPID TRANSIT SYSTEM,
TORONTO, MARCH 9, 1959

Future Work Outlined.

Bloor St. and University Ave. lines

Owner - Toronto Transit Commission, 35 Yonge St., (? - Ed.); H.B. Pettett, secretary.

Interested - Municipality of Metropolitan Toronto, 67 Adelaide St. East; F.C. Gardiner, Chairman; W.W. Gardhouse, clerk.

Consulting Engineer - Norman D. Wilson, 128 Glen Road
Consulting Engineers - (construction report on extension of Yonge St. subway from Union Station north on University Ave. to Queen St. West) - De Leuw Cather & Co. of Canada Ltd., 52 St. Clair Ave. E.
Consulting Engineers - (design and type of tunnel work) - W.S. Atkins & Associates, 33 Price St.
Consulting Engineers - (shop design) - A.D. Margison & Associates, 30 Eglinton Ave. East
Consulting Engineers - (bridges and approaches) - T. O. Lazarides & Associates Ltd., 209 Davenport Road.
Soil Tests - Racey, MacCallum & Associates Ltd., 20 Carlton St.
Management Consultants - J.D. Woods & Gordon, Ltd., 15 Wellington St. West.

Consulting Architects - John B. Parkin Associates, 1500 Don Mills Road.
Reported: Forming of special four-member board to supervise planning and construction of Bloor-University Subway.

Last Report, Feb. 19, 1959.

First Report, Jan. 23, 1952.

NEW INFORMATION BELOW.

1968 has been set as date for start on construction of the Spadina subway line, north from Bloor St.W. to Wilson Ave. in North York. This proposed line will link up with the University section of the Bloor-University line.

The following extensions are proposed, for construction after completion of the Spadina line: Yonge St. Subway, north from Eglinton Ave. through Lansing and Willowdale to terminal near Finch Ave; East-west Subway, from Keele St. terminal to Islington Ave., Etobicoke, then north-west to Kipling Ave; line east from Woodbine Ave. terminal along Danforth Ave. to Kingston Road, then north-east through Scarborough north of St. Clair Ave. East; Eglinton Ave. line, from Weston Road, York Township to Victoria Park Ave. in the Scarborough border.

T.T.C. has order specifications prepared for cast iron segments for tunnel work on the University section of the Bloor-University subway. Architects A.G. Keith of Engineers and Architects Margison and Keith, 224 Merton St., and John B. Parkin Associates, 1500 Don Mills Road, have been named for preliminary work on design of stations. Norman L. Anderson, formerly project manager for Mannix-McNamara joint venture has been appointed to assist in preparing structural contract documents. The estimated cost of the Bloor-University subway is \$200,000,000. Cost of the first stage (University section) is estimated at \$40,400,000, including purchase of 40 subway cars.

The Metro Executive Committee and T.T.C. are to meet on Friday, March 6th, to determine whether Metro or T.T.C. will undertake acquisition of necessary properties."

The T.T.C. has called for tenders on the construction of an addition to the St. Clair Division office building at 76 Wychwood Avenue, such addition to have an approximate floor area of 2000 square feet.

The Ottawa Transportation Commission Britannia car line private right-of-way is to be retained by the City of Ottawa after abandonment and developed as a limited access highway, according to a recent announcement by the Ottawa mayor.

EDITORIAL1959: THE END OF AN ERA - OR A PHASE?

As Canadian railfans, particularly those interested in electric railways, entered the year 1959, they realized that this year would extinguish a great part of what limited interest remained in Canada in the electric railway field. It had been made known not too long previously that the Quebec City - St. Joachim interurban line of the C.N.R. would cease operation early in the year, and that Ottawa street car operation, after a great many conflicting reports as to its expected longevity, would last out only the first half of the year. The final demise in Montreal during 1959 had been known for some time, and before the year was many days old came the report that the last nominal passenger service on the N.S. & T. would soon be withdrawn. Only in Toronto would electric railway passenger transport continue into 1960 and the indefinite future.

Aside from Toronto and a few freight-only operations, then, history might well record that the electric railway era in Canada died in 1959. On the other hand, it might record something quite different - that a phase only ended in this year, and that another, which actually began in Toronto in 1954, went on in its ascendancy to provide a whole new chapter in Canadian electric railway history - the rapid transit era. That Toronto will continue to build a rapid transit network is an accepted fact, and the long term plans of the T.T.C., as announced at the end of February leave no doubt as to this fact. The general location of the currently projected routes, for which construction may well continue until the year 2000, are shown on the map on Page 3.

However, still on the horizon, but significant simply because they are there, have been recent hints of interest in subway construction in Winnipeg and Montreal. The Chairman of the Greater Winnipeg Transit Commission stated publicly of recent date that the construction of a subway system in Winnipeg is the next logical step for the Commission, and one which would be aimed at arresting the downward trend of riding currently plaguing the system. This is a rather new reason for embarking on subway construction, but it cannot be denied that the subway, if built, would probably quite effectively serve this end. Winnipeg may yet be too small for subway construction to make sense, but the chairman's statement has definite significance insofar as it shows that rail rapid transit is very much in the running in current thinking, even on all-bus properties; this trend of thought, together with the lead given now and in the future by the T.T.C. can only lead to the adoption of rapid transit more generally by Canadian (and U.S.) cities in the future. (Did not a "trend of thought", plus examples set by certain properties, lead to the substitution of buses for street cars on such a universal scale?)

Montreal, of course, as a large city and one that definitely needs rapid transit, has been the centre already of much subway discussion. A fairly concrete proposal for a north-south and east-west line was put forward in 1954, after the tramway conversion program had got underway in earnest. However, conversion has continued virtually to completion and the subway plans gather dust, so that "Canada's Metropolis" (should it still be so called, with no street cars, let alone a subway?!) must get along as best it can with all transit on rubber tires.

Interest in the Montreal subway rekindles from time to time. The latest news on the subject concerns a large French financial firm which is considering backing a subway project for the city. Unfortunately, the Montreal Transportation Commission does not seem to have much to say about rapid transit at present, and it would appear that a profound change in management personnel and/or thinking will be required before this form of transport will catch on in this city. Eventually, however, it is believed that the high operating cost involved in heavy bus operations on two or three paralleling streets (e.g. St. Catherine and Dorchester) will force the consideration of a more economical form of mass transit.

To summarize, it is the feeling of this writer that the future could hold much of interest by way of electric railway expansion in this country. Progress will be undoubtedly slow and setbacks will be encountered, as in the present course being run by the Bloor Subway in Toronto. Nevertheless in the field of rapid transit there would seem to be shaping up a definite second phase to Canadian electric railway history, at least in Toronto and Montreal, and the extension of this to several of the other cities cannot be ruled out as a possibility.

- S.I.W.

C.P.R. NEW BRUNSWICK CONSTRUCTION PROGRAM

A two million dollar improvement program will see a considerable revamping of Canadian Pacific Railway facilities in the Province of New Brunswick, which, among other things, will signify the end of service for the 4-4-0 type locomotives on the Norton-Chipman line.

A new freight yard is to be established at Lancaster, near Saint John, to have an eventual capacity of 2000 cars. Grading on the 75 acres for this yard will commence in the spring of 1959. The finished facility will be 6000 feet long by 400 feet in width, and will contain 24 tracks, each of which will accommodate 100 cars. The railway's present piggyback facilities at the Mill St. freight sheds in Saint John will be transferred to the Lancaster yard.

Piggyback terminal facilities have recently been installed at Fredericton and will also be established at Aroostook, N.B. The extension of several sidings between Saint John and Megantic will be undertaken in order to capitalize on the economies of longer trains made possible by diesel motive power. A further improvement planned is the ballasting of the C.P.R.'s Moosehead Subdivision across the State of Maine. The laying of 100 lb. rail over $7\frac{1}{2}$ miles between Midland and Chipman on the Minto Subdivision will complete a heavy duty line through the area's coal field.

As a prelude to the end of 4-4-0's 29, 136 and 144, B. & B. crews will shortly commence the work of renewing steel and fortifying two bridges on the Minto Subdivision between Chipman and Norton, to allow diesel power to operate over this line.

A further installation of 100 lb. rail currently planned is on six miles of the Edmunston Subdivision into Grand Falls.

- - - - -

The Canadian Pacific Railway plans to construct a special repair shop for R.D.C. cars at Glen Yard in Montreal, costing an estimated \$300,000.

MOTIVE POWER NOTES

- Observations from the C.N.R.'s dieselized Atlantic Region: MLW switchers 8237-8245 have been transferred to the Atlantic Region from the Central Region. Switcher assignments at major points in the Maritimes are as follows:

| | | |
|---------|---|---|
| Moncton | : | 8124, 8144, 8146 |
| Truro | : | 8183, 8240, 8241, 8245 |
| Halifax | : | 8184, 8186, 8207, 8208, 8228-8233, 8237-8239, 8244. |

M.L.W. passenger diesels 6758-6766 and 6858-6866 are now all assigned to the Montreal-Halifax-Sydney service. Diesels 6768-6868 made their first round trip into Halifax on February 2nd on Trains 60 and 59. Many Central Region units of the 3600, 3700, 4200, 4300, 4400, 4500 and 9300 series are presently being used between Montreal and Moncton, a few of which proceed as far east as Truro upon occasion.

-- George Parks, Truro, N.S.

- The following power was observed at C.N.R. Hamilton roundhouse on February 21st, 1959:

| | | | | | |
|---------|-------|---------------|-------|------|--|
| 0-6-0 | 7442 | Stored inside | 2-8-0 | 2568 | Stored outside, rods removed |
| | 7511 | " " | | | |
| 0-8-0 | 8302 | " " | | 2663 | (a) In steam |
| | 8304 | In steam | 2-8-2 | 3431 | Stored inside |
| | 8343 | " " | | 3457 | " " |
| | 8347 | " " | | 3459 | (b) In steam |
| | 8385 | " " | 4-6-2 | 5296 | Stored inside |
| | 8395 | Stored inside | | 5607 | Stored outside, number plate and rods removed. |
| S.P.car | 15832 | " " | | | |

(a) - Erroneously reported as enroute for scrap in Newsletter 157.

(b) - This locomotive is one of a very few Mikados equipped with Vanderbilt tender.

All of the above locomotives are based at Hamilton.

-- John Freyseng

- The following locomotives were stored dead outside of Spadina roundhouse, as observed on February 28th, 1959:

| | |
|--------|------------------------------|
| 0-8-0: | 8352, 8364, 8398, 8421, 8448 |
| 4-6-2: | 5031, 5062, 5565 |

- The C.N.R. has converted 18 of the 20 4-8-2's of class U-1-f (6060 - 6079) to oil burners at Stratford shops, using tenders from scrapped 2-10-2's of the 4300 series. During the conversion program, the locomotives lost the distinctive conical smoke box front, which gave them a semi-streamlined appearance. The 18 converted locomotives have been sent to the Western Region where they will burn Alberta oil. The two locomotives of the class not so converted, one of which is 6071, are earmarked for scrapping.

- C.N.R. Pacific 5529 was delivered to the Museum of Transport in St. Louis, Missouri, on November 16th, 1958.

-C.N.R. Deliveries:

From Montreal Locomotive Works:

1800 H.P. Road-Switchers:

| | |
|------------|--------------|
| 3737, 3738 | Nov. 3, 1958 |
| 3739, 3740 | Nov. 7 |
| 3741, 3742 | Nov. 12 |
| 3743 | Nov. 17 |
| 3744, 3745 | Nov. 20 |

1800 H.P. Road Passenger units:

| "A" | "B" | |
|------|--------|--------------|
| 6767 | - 6867 | Jan. 5, 1959 |
| 6768 | - 6868 | Jan. 19 |
| 6769 | | Jan. 23 |
| 6770 | | Jan. 23 |
| 6771 | | Jan. 30 |
| 6772 | | Jan. 30 |

From General Motors Diesel Ltd:

1200 H.P. Road-Switchers
(Model GMD-1):

| | |
|------|---------------|
| 1030 | Jan. 16, 1959 |
| 1031 | Jan. 16 |
| 1032 | Jan. 16 |
| 1033 | Jan. 16 |
| 1034 | Jan. 30 |
| 1035 | Feb. 5 |
| 1036 | Feb. 11 |
| 1037 | Feb. 17 |
| 1038 | Feb. 18 |
| 1039 | Feb. 19 |
| 1040 | Feb. 20 |
| 1041 | Feb. 24 |
| 1042 | Feb. 28 |
| 1043 | Mar. 4 |
| 1044 | Mar. 4 |
| 1045 | Mar. 6 |
| 1046 | Mar. 10 |
| 1047 | Mar. 12 |
| 1048 | Mar. 20 |

1750 H.P. Road-Switchers:
(Model GP-9):

| | |
|------|---------------|
| 4271 | Jan. 13, 1959 |
| 4272 | Jan. 23 |
| 4273 | Jan. 26 |
| 4274 | Jan. 23 |
| 4275 | Jan. 26 |
| 4276 | Jan. 30 |
| 4277 | Jan. 30 |
| 4278 | Jan. 30 |
| 4279 | Jan. 30 |
| 4280 | Jan. 30 |
| 4281 | Jan. 30 |
| 4282 | Jan. 30 |
| 4283 | Feb. 5 |
| 4284 | Feb. 5 |
| 4285 | Feb. 9 |
| 4286 | Feb. 9 |
| 4287 | Feb. 13 |
| 4288 | Feb. 16 |
| 4289 | Feb. 19 |
| 4290 | Feb. 20 |
| 4291 | Feb. 24 |
| 4292 | Feb. 25 |
| 4293 | Feb. 27 |
| 4294 | Feb. 28 |
| 4295 | Mar. 6 |

-C.N.R. Scrappings:At London

| | | | |
|------|---------------|------|---------|
| 48 | Jan. 30, 1959 | 5572 | Jan. 9 |
| 83 | Jan. 23 | 5597 | Jan. 9 |
| 2469 | Jan. 30 | 6302 | Jan. 23 |
| 2662 | Jan. 16 | 7355 | Jan. 30 |
| 3519 | Jan. 9 | 7434 | Jan. 16 |
| 5055 | Jan. 9 | 7503 | Jan. 9 |
| 5110 | Jan. 23 | | |

At Stratford

| | | | |
|------|---------------|------|---------|
| 1396 | Jan. 23, 1959 | 6028 | Jan. 23 |
| 2526 | Jan. 16 | 6032 | Jan. 16 |
| 2587 | Jan. 30 | 6102 | Jan. 30 |
| 2629 | Jan. 19 | 7369 | Jan. 20 |
| 3292 | Jan. 22 | 7467 | Jan. 30 |
| 3466 | Jan. 29 | 7501 | Jan. 7 |
| 5105 | Jan. 28 | | |

- The C.N.R. has ordered 140 more diesel locomotives for late 1959 delivery, and it has been reported in connection with this that steam operation on the system will be confined to the Prairie Provinces and Ontario west of Fort William where all units have been received. It would thus appear that the summer of 1959 represents the last chance for steam photography in Southern Ontario, at least on the C.N.R. The order is broken down as follows:

| | |
|---------------------------------|---------------------------------|
| From Montreal Locomotive Works: | From General Motors Diesel Ltd: |
| -50 1800 H.P. road-switchers | -38 1200 H.P. road-switchers |
| -26 1000 H.P. switchers | -24 1750 H.P. road-switchers |
| | - 2 1200 H.P. switchers |

The 26 switchers from M.L.W. will be specially designed for hump yard operation and will be used at the yards now under construction at Montreal and Moncton.

MISCELLANY

- The Canadian Home Improvement Train, originally scheduled to start on a cross-country tour in January, will not set out until September of this year. Its tour will start from Toronto and extend over 42 days, involving 36 stops of about 10 hours' duration each.

- The C.N.R. will introduce R.D.C. cars on the Guelph-to-Owen Sound and Stratford-to-Southampton services effective June 21st.

- Further information has come to hand concerning the proposed Broken Ridge Tramway (see Newsletter 156, P. 10). This line, owned by the Garibaldi Development Co. of Vancouver, will be a six-mile aerial tramway starting at a point seven miles from Squamish, B.C. (on the Pacific Great Eastern), on which 100 electrically driven gondola cars will convey 600 passengers per hour to the Royal Alpine Hotel at an elevation of 6000 ft. Hagbery Construction Co. Ltd. of Vancouver will supervise construction of the tramway.

- The C.N.R. is offering for sale various surplus properties formerly used by the Montreal & Southern Counties Railway at St. Lambert, P.Q.

- A petition is being circulated among the residents of Matane, Gaspé and Rimouski counties in the Province of Quebec to press for the construction of a railway between Matane and the town of Gaspé, a 225-mile distance along the north coast of the Gaspé Peninsula. The circulators claim that the lack of a railway in the area "has a stifling effect on commerce, industry, communications, transportation and the cultural and social life of the region."

- The C.N.R. has ordered 400 46-ft. flat cars from National Steel Car Co., to be equipped for piggyback service. The delivery of this equipment is expected by August and will raise the C.N.R.'s piggyback car total to over 700.

ARNAUD RAILWAY CO. INCORPORATED

The Wabush Iron Ore Company Limited, owner of the Wabush Lake Railway Company (see Newsletter 157) plans a second railway to complete its mine-to-ship rail haul. This railway, the Arnaud Railway Co., the incorporation of which has already been approved by the Quebec provincial legislature, will extend 22.7 miles from Seven Islands (southerly terminus of the Quebec, North Shore and Labrador) to Point Noire, P.Q., where dockage facilities are to be established. Another subsidiary company, the Dominion Dock Company, will supervise these facilities.

Ore concentrate will thus be transported over the Wabush Lake Railway from the mine site to Emiril Siding, thence over the Q.N.S.&L. to Seven Islands, and finally over the Arnaud Railway to the Pointe Noire docks.

EXCHANGE SECTION

- Fred V. Stephens, P.O. Box 263, Moncton, N.B. wants to hear from parties having photos of the 4-4-0, 2-6-0 and 4-6-0 type locomotives of the C.N.R. and C.P.R. for sale or trade.

- A. H. Coverdale, 140 Hendon Drive, Calgary, Alta. has Northern Alberta Rys. steam and diesel power, passenger and work train equipment, size 616 to sell, as well as many C.N.R. and C.P.R. photos of the same size.

- Omer S. A. Lavallee, P.O. Box 22, Station "B", Montreal, Quebec has for sale at 50¢ per copy a 16 page offset bulletin covering the Quebec Railway Light & Power Company's Montmorency Division interurban line (latterly owned by the Canadian National Railways). Included are photos, car roster, history and map.

- The Vancouver Island Railway Historical Association has for sale at a price of 50¢ per copy an illustrated bulletin on the narrow gauge Kaslo & Slocan Railway of British Columbia. Orders for this bulletin should be sent to the association at 587 McKenzie Avenue, Victoria, British Columbia.

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The program for the April 17th meeting will be a talk by a C.N.R. representative on the proposed C.N.R. Toronto freight by-pass.  
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Upper Canada Railway Society

BOX 122 TERMINAL "A" TORONTO

Newsletter

EDITOR: STUART I. WESTLAND 16 SONORA TERRACE TORONTO 13

ASSISTANT EDITOR: J. A. MACLEAN

APRIL 1959

NUMBER 159

SOCIETY ACTIVITIES

The Society meets on the first and third Fridays of every month from September to June. First Friday meetings are "outside" or informal gatherings, while those held on third Fridays constitute a business meeting followed by a program of prepared entertainment in Room 486, Toronto Union Station.

Past Meetings

March 19th - 37 members and 5 guests were in attendance at this inside meeting and it is with pleasure that it is reported that all five guests filled out membership application forms. Entertainment was provided by a showing of films; a new film produced by the C.N.R. dealt with recent branch line construction projects such as the Kitchmat, Lynn Lake and Chibougamau branches, and this was followed by a film made on the property of the Winnipeg Electric Co. portraying the rigours of duty for a street railway switchman; finally some reels of steam operation taken by Society members in the Toronto area was shown.

April 3rd - Outdoor observation meeting at C.P.R. Leaside Station.

THE CANADIAN NATIONAL RAILWAYS' TORONTO BY-PASS AND HUMP YARD PROJECT

On March 11th, President Donald Gordon of the Canadian National Railways revealed to a gathering of elected representatives and officials of various municipalities in Metropolitan Toronto a \$90 million project for a new line across the northern fringes of the Toronto area. This new route, intended to divert freight traffic away from the congestion of the centre of the city, would extend some 32 miles from Dunbarton on the Oshawa Subdivision to Malton on the Brampton Subdivision. Main line freight traffic would thus be diverted away from the Oakville and Oshawa Subdivisions between Burlington and Dunbarton via the Milton Subdivision to Georgetown, the Brampton Subdivision to Malton, and the new line to Dunbarton.

The map which forms Page 3 of this issue shows the route planned for the by-pass line. It follows a course generally closely paralleling the north boundary of the Toronto Metropolitan area through the Townships of Markham and Vaughan, and dips somewhat southerly at each end to effect the connection with existing lines.

The new line will provide access for freight trains from the Brampton, Newmarket, Bala Uxbridge and Oshawa Subdivisions to a new $\frac{1}{2}$ -mile long, $\frac{1}{2}$ mile wide hump classification yard to be established in a north-south alignment along the west side of Keele St. in Vaughan Township, extending northerly from the by-pass, and in the location shown on the map.

The need for new facilities of this type for the C.N.R. in the Toronto area has been dictated by the changing proportions of local and through traffic (local traffic to and from Toronto terminals is

increasing nearly twice as fast as through traffic), and the industrial expansion in the outer suburbs, particularly to the west and north-west. The railway's thinking in this general regard is best summed up by the following extracts from a speech delivered by Mr. Gordon in December of 1957:

"The wheel-like rail network is particularly unsuited to the handling of the freight business in and around Toronto. So long as most freight transfers took place near the hub of the terminal network, the capacity of the terminal facilities was likely to be strained only to the extent that traffic was increasingly concentrated in the heart of the city. The centre of the city has had for some time a restricted capacity to generate more freight traffic. Now that the future pattern in Toronto is clearly one of peripheral expansion, the arrangement of our facilities is not in harmony with the requirements of traffic movements. Instead of Toronto being primarily a point on the main line of east-west traffic, it is rapidly becoming one where traffic originates or terminates, and more trains are made or broken up than are run through. Freight transfers, instead of being easily made from the hub of the terminal into a small industrial area nearby, are rapidly assuming a sort of "V"-shaped pattern. Freight moves in on one of the six radiating lines, and often has to be delivered to points on another subdivision. With our existing facilities it has to go into the centre and back out again - down one spoke of the wheel to the hub, and then back out another spoke to the perimeter. Transfer facilities between the subdivisions are just not good enough.

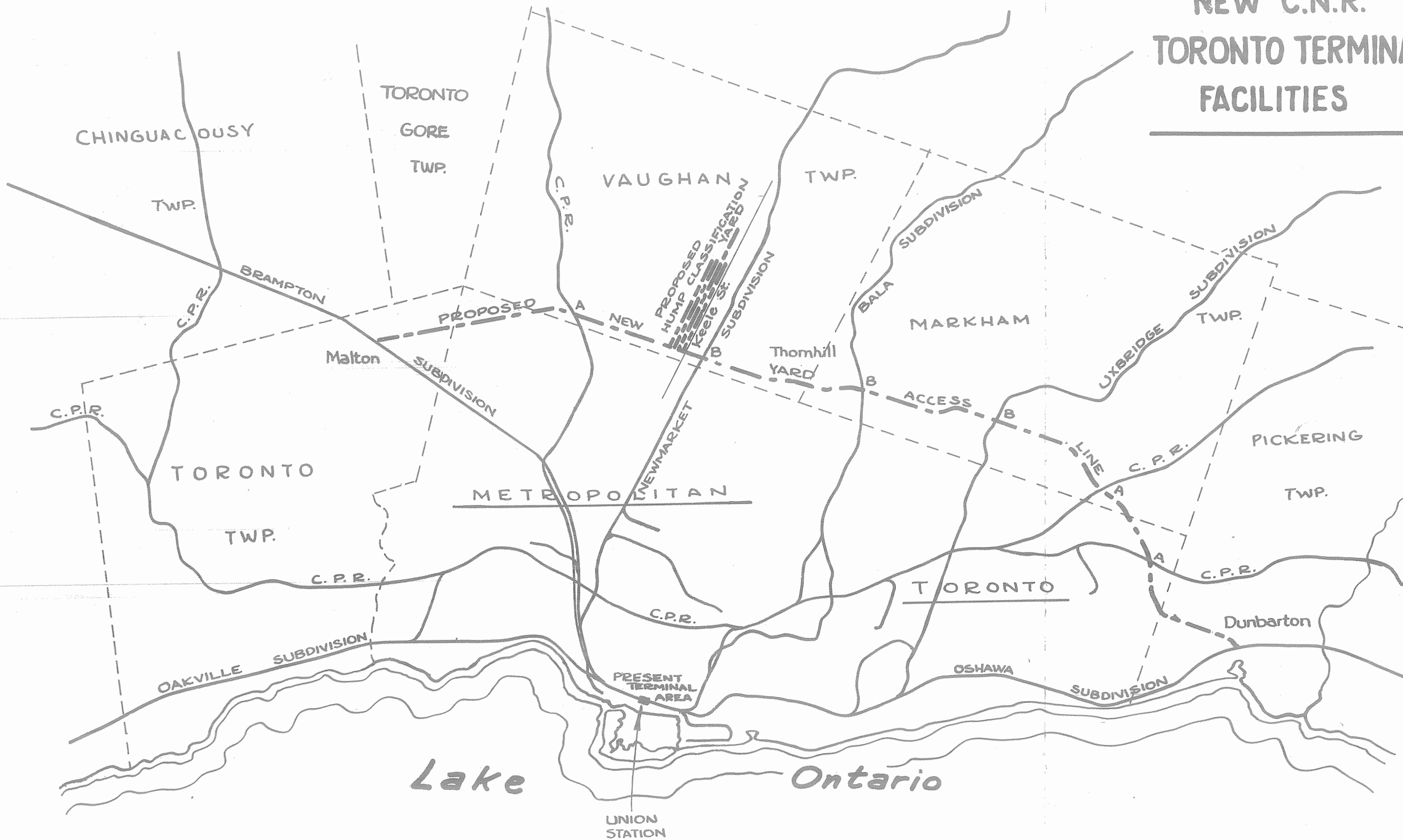
"Recent trends in the number of freight cars moved on the perimeter of the terminal indicate that the transfer problem is becoming more acute. The number of freight cars moved into, out of and between the new industrial districts outside the city has about doubled in the last five years, whereas car handling in the terminal area as a whole has increased by only 9 per cent. The problem is thus one of a changing geographical distribution of traffic, as much as it is of overall expansion. This means, however, that any further growth in the total traffic through the terminals will have to be somehow superimposed on facilities already strained to the limit.

"Nearly 90% of truck trips within the area are strictly local. The high concentration of truck traffic from point to point in Metropolitan Toronto highlights acutely the type of influences which are increasing the local terminal problems of the railway. High density traffic is spreading to the outlying points of the district. The growth trends in truck traffic point to still further expansion of both road and rail traffic in the fringe areas of the city; every outward movement of the railway's terminal radius multiplies the car handling business between zones. In other words, the further out on the spokes that you go, the further you are from the next spoke on the wheel, especially when you have to get there by way of the hub rather than the rim."

The C.N.R.'s expressed general objectives of the newly announced project are fourfold:

- (1) To improve freight service to existing firms.
- (2) To attain a terminal layout whereby suburban industry will be attracted and encouraged to expand.

NEW C.N.R. TORONTO TERMINAL FACILITIES



ONE MILE

A - GRADE SEPARATED CROSSING
B - LEVEL CROSSING

- (3) To reduce traffic in the present terminal area to the point where the railway would consider joining Metropolitan authorities in the evolution of plans for improved passenger commuter services, in conjunction with other agencies of public transportation.
- (4) To put the railway's operations on a more efficient and profitable basis through judicious investment of new capital funds.

The acquisition of the land necessary to execute the project is scheduled to begin shortly. Strong opposition from associations of property owners in developed residential areas adjacent or near to the new line is expected, and some considerable organization has occurred already in an effort to fight the C.N.R. plans. It is expected that the line would not be completed and in operation until some five years hence, during which time property acquisition and construction would take place.

The minimum width of right-of-way for the new line will be 100 feet, and on cut or fill up to 350 feet will be required. The hump yard, which will make extensive use of electronics in its operation, will take up 1185 acres of land. The maximum gradient on the by-pass is planned as 0.7%. Six major ravines must be bridged over the 32-mile extent of the line, and six crossings of other railway lines must be made; three of the latter would be with other C.N.R. lines, and three with lines of the C.P.R.

After detailed plans of the project have been finalized, the C.N. intends to engage in an operational study of the existing terminal facilities in downtown Toronto, with a view to determining how much of these might be abandoned, and to what extent the existing lines to the downtown area could be used for commuter passenger service, which would presumably materialize only after arrangements for municipal subsidy had been concluded.

Because of the greatly improved operating efficiency and economy that the access line and hump yard would permit, it is to be sincerely hoped that the C.N.R. will maintain the courage of its convictions and pursue this project through to completion. The objections being raised by the Markham, Vaughan and other local factions have little lasting validity and should soon die after just damages have been paid to the relatively few who will truly suffer hardship by virtue of the new construction. The period of construction of these new rail facilities in the immediate area will prove to be one of great interest to Toronto railfans.

National Railway Historical Society, Buffalo Chapter is operating an excursion on the Canadian National Railways from Fort Erie to London and return on Sunday, May 24th. Leave Fort Erie 9.30 A.M. Eastern Daylight Time, stop at Hamilton 11.30-12.00, through Guelph, stop at Stratford 2.40-3.30, at London 4.20-5.00, returning via Paris Jct., Brantford and Port Colborne, arriving at Fort Erie 7.30 P.M.

Fare \$7.00; children 5-12 years of age, \$3.50. Tickets obtainable from Buffalo Chapter, N.R.H.S. at 29 Alden Ave., Buffalo 23, N.Y. Please indicate whether you intend to use diner.

N.S. & T. RAIL PASSENGER SERVICE ENDS

by J.D. Knowlce

8

Saturday March 28th was the final day of scheduled passenger service on the Niagara, St. Catharines & Toronto Railway's Thorold-Welland-Port Colborne run, which was the last N.S. & T. rail passenger service and the last interurban electric railway passenger service in Canada.

With clear skies and a recent fall of snow, the many visiting trolley enthusiasts had an ideal opportunity to photograph this line under winter conditions, a new experience for many of the visitors from the U.S.A.

Of the four remaining passenger cars, 622 was unserviceable under a blanket of snow on a siding at St. Catharines shops; 620 spent the early part of the day on a charter by a Brooklyn group, and 83 left St. Catharines shops at 10:15 A.M. to handle the regular service on the Welland Subdivision, a considerable number of enthusiasts boarding right at the shops.

Car 623 replaced 83 after the second round trip. Local residents out for a last ride and visiting railfans overtaxed the capacity of 623, which dropped further and further behind schedule as the afternoon wore on, despite valiant efforts of the two-man crew to keep on time.

Car 83 was sent back to the barn to be swept out in preparation for its use in transporting a group of officials of the railway and the various municipalities to a dinner party in Port Colborne. Mr. H.J. MacIntyre, long connected with the C.N. electric lines in various capacities, had arranged to use 83 for the party because he had also used this car (then Toronto Suburban Ry. 107) for the last run on the Toronto-Guelph interurban line on August 15th, 1931.

The last scheduled southbound trip from Thorold (at 6:15 P.M.) ran in three sections: 83 in the lead as a private car, followed by 620 which was brought out for one trip to handle the overload of revenue passengers, and 623, also hauling revenue passengers. All cars were comfortably filled. A lady who detrained at Beaverdams had ridden the first car on the Welland line 52 years ago.

Upon reaching Port Colborne, car 83 turned into the electrified freight line along the north side of the C.N.R. leading to the Canada Cement plant to unload the officials and await their later return, while the other two cars set out on the last scheduled northbound run with 623 in the lead. Many of the enthusiasts rode right through to St. Catharines shops.

On Sunday March 29th the Upper Canada Railway Society operated a two-car outing with 83 and 623, which was to be the last use made of N.S. & T. passenger cars. From St. Catharines shops the cars travelled via the Grantham Subdivision to Merritton Transfer, under the catenary overhead suspended from steel latticework poles, to meet C.N.R. train 104. Locomotive 19 was working at the Transfer.

With more than 90 Canadian and U.S. enthusiasts on board, the cars set out for a run over the remarkable line to Thorold, past the mountains of pulp logs at the Merritton paper mills, past Hayes Steel over the bridges and high embankment where once there were twin shelters on opposite sides of the track, over the C.N.R. overpass, past the stagnant muddy ponds of various improbable colours, up the long

climb overlooking the Merritton wartime housing and within sight of the Twin Flight Locks of the Welland Canal, over the twisting high fill with its various bridges above a residential section of Thorold and across the very substantial through truss bridge which spans the main street of Thorold on an acute angle, finally to rumble along the trestle at second storey level a few feet away from the rear of the buildings on the west side of the main street and emerge at Thorold station, opposite an old stone mill building built in 1827 and located on the side of the old Welland Canal.

A run through the many miles of open country to Welland and Port Colborne followed, with a photo stop and movie runpast at Beaverdams, plus a side trip on the Commonwealth Electric spur at Welland. Locomotive 21 was tied up at Port Colborne station, and single truck sweeper 23, resplendent in a new orange paint job and C.N.R. circular crest, was at the Canada Cement crossing.

Returning northwards, the chartered cars took a siding at Font-hill to meet a southbound freight hauled by engine 19. The cars proceeded to St. Catharines and ground their way up Geneva Street to St. Paul for a lunch stop.

Following lunch the enthusiasts were reloaded at Geneva and St. Paul, and the cars picked their way back north along the left side of Geneva Street on the offset single track, the last time a railfan special would disorganize auto traffic on that street.

The cars then proceeded out the line which formerly terminated at Lakeside Park in Port Dalhousie. Photo stops and movie runpasts were provided at Martindale Creek trestle and the Swing Bridge.

Returning to St. Catharines, line cars 30 and 31 were noted in the spur at Welland & Court, the former temporarily fitted with a nose blow which was still covered with snow from its latest foray to open the lines. At this point a transfer of passengers was made to get all enthusiasts wishing to catch C.N.R. train 191 onto car 623, which then transported them to Merritton Transfer. At the same time car 83 proceeded out the Grantham Sub. as far as the Queen Elizabeth Way overpass, which was as far as that line had been plowed. The Lake Shore Sub. to Port Weller was not traversed, as it had not been plowed beyond the end of Facer Street.

Car 83 then returned to the shops, rolling into the building for the last time at 5:50 P.M. Car 623 arrived at the shop from Merritton Transfer 10 minutes later, thus ending the excursion. Cars 83, 620 and 623 were parked in the warmth of the shop just as on any other evening, but the morrow would see commencement of dismantling.

The north-west corner of the yard, traditional catch-all boneyard corner for perhaps 25 years, which normally held at least half a dozen weatherbeaten and cannibalized hulks, was strangely empty, with only the remains of express motors 41 and 82 therein. The well-painted locomotives and sweeper 22 were scattered about the yard as usual, and these vehicles at least will continue to see service for perhaps another two years until the system is de-electrified and diesels from the C.N.R. pool take over the freight service.

Thus came to an end the passenger service of the N.S. & T., which road had long been a favourite of Ontario trolley fans by virtue of diversified and colourful operation, the interesting area it served, and its great assortment of rebuilt and "hand-me-down" rolling stock.

QUEBEC RAILWAY MAKES LAST PASSENGER RUN

by Angus Joss

The abandonment by the C.N.R. of the interurban electric railway service between Quebec City and St. Joachim after the operation of Sunday, March 15th marked the end of passenger service on a line where such had begun in 1889, by the steam-operated Quebec, Montmorency and Charlevoix Railway. At 11:59 P.M., March 15th, the last outbound train left Quebec City, arriving at St. Joachim at 1:25 A.M., March 16th. It left St. Joachim on the return trip at 1:30 A.M., the trip officially ending at Ste. Anne station, and then continued as an extra into Quebec City. A bus operation on the paralleling highway took over service effective March 16th.

Abandonment followed a successful application to the Board of Transport Commissioners by the C.N.R., made originally during the summer of 1958, after a period of declining traffic. In the neighbourhood of 1000 daily passengers only were using the service in the last months of operation. A further factor inducing abandonment was the plan to erect a new post office on the site of the Quebec City terminal, which project is now being undertaken.

The line will be de-electrified and will lose all identity as an interurban. The passenger equipment will doubtless be scrapped, but the disposal of the electric locomotives formerly used in freight service (C.N.R. 225-230) is presently unknown. The C.N.R. is continuing to operate diesel hauled freight service over the former electric line and beyond to Nairn's Falls.

T.T.C. TO CONVERT OAKWOOD CARLINE

The Toronto Transit Commission has announced its intention to abandon street car operation on the OAKWOOD route on an as yet unspecified date late in 1959. The immediate reason for abandonment is the fact that special trackwork layouts on the route require renewal within the near future and it is deemed more economical to convert to free-wheeled operation than to replace the specialwork. The critical locations involved are the Gilbert Loop, the curves at Oakwood and Eglinton Aves. and the intersection at Oakwood Ave. and Rogers Road. The latter layout will be renewed simply as a pair of curves which will serve the Rogers Road carline, to continue with street cars into the indefinite future.

Both the Oakwood and Rogers carlines were originally constructed and operated for the Township of York as part of the "Township of York Railways" system. Both routes were inaugurated on November 19th, 1924 (Rogers only to Dufferin Street on that date), and throughout their history have operated as comparatively lightly travelled feeders to the main carline service on St. Clair Avenue. As a result of this type of traffic, the 1924 trackwork is still in good condition on the tangent sections.

Complete ownership of the routes was assumed by the T.T.C. on January 1st, 1954. Although the two lines were identical in nature and history up until recent times, they have lately grown apart in importance, with the Rogers route being extended to St. Clair Subway Station during rush hours effective May 16, 1955, taking over part of the function of the St. Clair Ave. carlines; in the meantime, the Eglinton West Express bus route was inaugurated on December 12, 1955, from Eglinton Subway Station to Gilbert Loop, diverting considerable traffic from the Oakwood route.

The replacement service for the Oakwood route will be a northerly and westerly extension of the Ossington trolley coach route to Gilbert Loop, providing a continuous crosstown service from Eglinton Ave. to King Street.

Conversion of the route will await completion of trolley coach overhead which in turn will await the completion of such work on another trolley coach extension to be undertaken this year, that being a northerly extension of the Weston route to Main Street and Blondin Ave. in the Township of North York. The use of motor buses on short turn runs on the Nortown route is expected to release sufficient trolley coaches that these extensions can be serviced with units from the existing 140-vehicle fleet.

C.N.R. LOCOMOTIVE ORDER

The following 140 diesel units were ordered recently by the CNR, all for use on Canadian lines:

| <u>Quantity</u> | <u>Type</u> | <u>Road Nos.</u> | <u>Classification</u> | <u>Note</u> |
|-----------------|--------------|------------------|-----------------------|-------------|
| 18 | GMD 1200 R-S | 1030-1057 | GR-12w | |
| 20 | GMD 1200 R-S | 1338-1357 | GR-12u | |
| 30 | MLW 1600 R-S | 3100-3129 | MR-18e | A |
| 20 | MLW 1800 R-S | 3830-3849 | MR-18f | B |
| 10 | GMD 1750 R-S | 4147-4156 | GR-17y | C |
| 14 | GMD 1750 P-S | 4340-4353 | GR-17z | |
| 26 | MLW 1000 SW | 8600-8625 | MS-10r | D |
| 2 | GMD 1200 SW | 7034, 7035 | GS-12g | |

Notes

- A - New number series a/c 80 M.P.H. gearing.
- B - New number series a/c light axles (series placed after MLW 1600 H.P. R-S (3800-3822))
- C - New number series a/c lighter weight than 4100-4139. (4100-4199 reserved for GM R-S with 83 M.P.H. gearing).
- D - New number series a/c new 251 series engine and GE-752 traction motors.

The C.N.R. and C.P.R. both inaugurated the haulage of moving vans loaded with household goods on flat cars during recent weeks. This service will be given, however, only in those locations where piggy-back services have already been established.

The Australian Electric Traction Association, Box 2266, G.P.O. Sydney, N.S.W., Australia, is currently offering to members of the U.C.R.S. a special concession rate for new subscriptions to ELECTRIC TRACTION, the Association's monthly magazine devoted to news and feature articles concerning electric railways in Australia and elsewhere. Subscriptions are offered to members of the Society at \$3.00 per annum, at a saving of \$1.00 over the normal \$4.00 price, during the months of June, July and August only.

Money orders should be made payable to the A.E.T.A. at Sydney and forwarded to the Subscription Editor at 22 Kitchener St., Caringbah, N.S.W., Australia, with a brief note advising the Association that advice of the special offer was obtained from the U.C.R.S. Newsletter.

REPORT FROM THE PETERBOROUGH AREA

C.N.R.: - During the winter months, the M.L.W. 1600 H.P. road-switchers (3000 series), which had taken over most of the Lindsay - Colleville freight operations were withdrawn for other duties, and 2-8-2's and 2-8-0's came back to swing the balance in favour of steam. Then during March G.M.D. 1200 H.P. road-switchers (singly and in multiple) took over again, with changes in freight schedules.

- On March 23rd, a large C.N. Transportation Ltd. orange semi-trailer took over the Toronto - Peterborough "express only" service, which had been operated since the demise of Trains 92 and 95 in the fall of 1958, (by a F.M. 1200 H.P. road-switcher, two express cars and a caboose), running via Lindsay roughly on the previous schedule of 92 and 95. Thus one less train now appears on C.N.R. rails. However, in the last month of operation of this train there was an interesting change of practice. The Toronto diesel was taken off at Lindsay and a Lindsay steam locomotive assigned to Peterborough and return. On the first day of this operation Mikado 3272 handled the train, followed on the next day by Consolidation 2649 and then for most of the next week by Mogul 91. After about 10 days the regular G.M.D. 1200 H.P. road-switcher took over the through run, until March 21st.

- Passenger trains 93 and 94 were dieselized on Monday evening, April 6th. Pacific 5292 made the last steam run (up Saturday on 94, and down Monday on 93); this is the locomotive that made the last run to Midland on Trains 603 and 604 last October. G.M.D. Road Passenger "A" units have taken over, 6527 making the first run on 94 on April 6th evening.

As of the present time the only C.N.R. steam operation through Peterborough is on one or two freights per day.

C.P.R.: - On March 3rd, the Havelock - Lindsay - Bobcaygeon way freight service (Trains 83 and 84) was dieselized with 660 H.P. switcher 6591 (which has been assigned regularly to date). During January and February D4 class 4-6-0 no. 434 was used only occasionally, with heavier D10's used, as long as the train operated only to Lindsay. In the final week of steam, 851 and 1088 were assigned, with the latter making the final steam run on March 1st.

- As of the present time, the only steam operation on the C.P.R. through Peterborough is on one of the Toronto - Havelock way freights (usually a G2 Pacific), and an occasional D10 4-6-0 on work extras. Also, on weekends, RDC run 382-381 is replaced by a train which is usually hauled by G5 Pacific 1271, but occasionally by an M.L.W. 1600 H.P. road-switcher.

EXCHANGE SECTION

- Kenneth S. MacDonald, 58 Walker St., Truro, N.S., has 616 size pix for sale @ 15¢ apiece of locomotives, trains and equipment of the Cumberland Railway and Coal Co., Dominion Atlantic, Sydney & Louisburg, Old Sydney Collieries, Dominion Steel and Coal and C.P.R. 4-4-0's.

PROGRAM FOR MAY 15TH MEETING

The meeting of May 15th will be held in Room 486, Toronto Union Station, commencing at 8:30 P.M. The entertainment planned for this meeting is a showing of movies of British railways taken by Mr. John Mills.

Upper Canada Railway Society

BOX 122 TERMINAL "A" - TORONTO

Newsletter

EDITOR: STUART I. WESTLAND 16 SONORA TERRACE TORONTO 13

ASSISTANT EDITOR: J. A. MACLEAN

MAY 1959

NUMBER 160

SOCIETY ACTIVITIES

The Society meets on the first and third Fridays of every month from September to June. The June outdoor meeting will be held on the evening of the 5th at Bathurst and Front Streets.

Past Meetings -- April 17th: An excellent evening's program was provided by the Canadian National Railways, with a four man delegation, headed by Project Director J.L. Cann, present to tell Society members the details on the recently announced Toronto Terminal Project. A film of a hump yard installation on the Pittsburgh and Lake Erie Railroad was shown. About 45 members and guests were present.

May 1st: Meeting at C.N.R. Scarboro station, followed by model rail-roading.

OTTAWA ABANDONS LAST STREET CAR LINE

The last Ottawa carline, the "A" (Britannia-George Loop) route, was abandoned at the close of operations for Thursday, April 30th, as the conclusion of an accelerated abandonment program. (There is one further phase to the abandonment of lesser interest to railfans, being the discontinuance of the Bronson trolley coach route, this being scheduled for a date later this year).

The conclusion of rail service was marked by a parade of street cars on Saturday, May 2nd, including a horse car body transported on a motor truck, various service cars and a few of the remaining passenger cars, being units of the workhorse 800 series. Following the conclusion of the parade, the Canadian Railroad Historical Association operated a farewell excursion with one car over the length of the Britannia line.

U.C.R.S. member Bruce Cole, who visited Ottawa a few days before the abandonment, reports that about 30 cars were still in active status, based at Cobourg barn, along with most of the remaining service cars. Two sweepers were, however, still located at Champagne Barn, where the work of filling inspection pits with sand and rip-rap was in progress preparatory to paving for buses.

Thus passes the electric street railway from a city which truly had a "street car tradition", stemming partially from the fact that the system, as electrified in 1891, was a pioneer system in Canada; partially from the fact that a local company once closely associated with the system had a long and distinguished record as a builder of electric railway rolling stock; and partially from the fact that the old O.E.R. management, in power until 1948, stoutly regarded the street car as a permanent feature in Ottawa, even to the point of placing new cars in service in the final year of its administration.

35 YONGE ST. - WHERE MUCH OF TORONTO'S TRANSIT
HISTORY WAS MADE

By S.I. Westland

In November, 1958 hoardings were erected around the seven-storey office building at the north-east corner of Front and Yonge Sts. in Toronto, and large signs affixed to these hoardings soon proclaimed that early demolition of the structure within would follow. By the middle of April, 1959, No. 35 Yonge St. had ceased physically to exist. This building, as most U.C.R.S. members are well aware, was for some 36 years the head office of the Toronto Transportation Commission and its successor (after January 1st, 1954) Toronto Transit Commission.

It is appropriate, therefore, to review at this time the history of this building in view of its having been the long-time "working home" of many famous names in Canadian transit history, and further as the location where many decisions having a far-reaching effect on Toronto's transit history were made.

The history of the building used by the T.T.C. goes back to 1889, at which time construction of the structure began on the site of the four storey American Hotel which had been demolished earlier in the year. (This hotel, one of Toronto's best at the time of its construction, dated back to 1840). 35 Yonge St. was built as the headquarters of the Toronto Board of Trade, and the name of this organization could still be seen in the stonework at the front of the building, below the sixth floor windows, right up until demolition. The Board of Trade used two floors and rented the others to various grain brokers and traders, as well as the offices of various railway, steamship and telegraph companies. It was thus in its early years a typical multi-purpose downtown office building, giving little hint that it would eventually be taken over by a single user who would occupy not only the entire building, but also various nearby buildings as annexes.

35 Yonge comprised originally seven storeys and a basement, being of "L" shape, with the arms along the Yonge and Front St. frontages. These frontages were 100'6" on Yonge St. and 110'6" on Front, while the depth of the sections were 52'0" and 47'6" respectively. The corner of the "L" at the intersection was rounded off at a radius of 28 feet, matching the curve of the sidewalk. The owned property, however, consisted of that portion of the public sidewalk enclosed by the production to an intersection of the east street line of Yonge St. and the north street line of Front St. An interesting point in connection with this was the practice of the T.T.C. and probably the Board of Trade before it, to barricade this area for one day (usually a Sunday) each year, in order that title to it could be retained. The building had rubble stone and concrete foundations, while the walls facing the streets had red sandstone bearing walls over the first and second storeys, with red face brick above. The rear walls were stock brick, and were covered with a stucco layer in later years, on those faces where adjacent buildings had been demolished.

A distinctive appearance was given to the building not only by its rounded corner, but also by the copper sheeting covered hip roof and the circular tower over the front corner, all serving to give the structure a certain monumental aspect. This tower was a difficult piece of construction, and the upper stories of the building collapsed under its weight at one point during the original erection. A large

room of circular shape lay directly under the base of the tower on the sixth floor, which room was equivalent to the sixth and seventh floors, plus a high domed ceiling, in height. The room, of elegant appointment, had a diameter of 56 feet and was known appropriately enough as the "Round Room" during T.T.C. days. A feature of this room was its elaborate wood panelling and carving, one principal element of the motif being the heads of bears and bulls, which gave hint of the building's intimate connection with the stock exchange in its earlier days.

Also distinctive were the elaborate portals around the entrance doors, one located on Yonge St. and one on Front. A view of one of these portals is included in the photo spread on page 8. The steel circular staircase, with marble treads, was located in a "stair tower" in the crotch of the "L" at the rear of the building. Two passenger elevators were provided, near the end of the Front St. wing. The building was of fire resisting construction, with interior partitions of brick and hollow tile, as well as steel columns and floor beams and hollow tile floors.

Shortly after the erection of 35 Yonge St. (the 1909 Goad's Atlas shows it as 31 Yonge St.), a seven storey third wing was constructed, extending northerly from the east end of the Front St. wing, and having an axis perpendicular to the line of Front St. The date of the construction of this annex is not known exactly, but the structure was in existence by 1894.

This newer wing gave the building a "U" shape, and as the two north-south wings butted against the building to the north ("Stanley Chambers", 37 Yonge St.), a small enclosed light well was formed, which extended from the top of the structure down to the level of the second floor. It did not go below this to the ground as the first floor of 35 Yonge St. was extended over the full area of the owned property. A connection between the ends of the "U" was available on the seventh floor, where a small covered passageway of about 4 feet in width and 12 feet in length extended between the Yonge St. wing and the annex. Windows faced on the light well in all wings as well as the stair tower, but the confined dimensions and height of the well made the aspect from these windows a rather dismal one.

The annex wing was narrower than the two original wings, having a width of 22 feet, which allowed room for a corridor and a single line of offices on one side only. The east wall of the annex was contiguous to a four storey building at 10 Front St. East. The boiler room was located partially under the light shaft and partially under the annex.

The Toronto Transportation Commission, formed in November, 1920 to succeed the Toronto Civic Railways and the Toronto Railway Company in the task of providing street railway service in Toronto following the expiration of the franchise of the latter after August 31st, 1921, was set up and appointed by the City of Toronto. Rather naturally, then, the Commission's first office space, used during those first few organizational months of its life, was located in the City Hall. Upon assumption of the operating systems at midnight of Aug. 31st-Sept. 1st, 1921, together with the operating staffs, larger quarters were necessary and were found, as a temporary measure, in the Ryrie Building at Yonge and Shuter Sts. The Treasurer's Department was, however, established in accommodation at the south-east corner of Yonge and Wellington Sts. and led the later general shift to the lower end of

Yonge St. that came with the purchase and occupancy by the Commission of the former Board of Trade Building.

No. 35 Yonge St. was purchased by the T.T.C. during 1921 after it had been determined that the Toronto Railway Company's head office building at the north-west corner of King and Church Sts. would not be among the assets to be taken over from the private company. Occupancy of the Board of Trade building by the T.T.C. did not occur until April 10th, 1922. At this time, and for a certain period thereafter, the Toronto Hydro-Electric System shared space in 35 Yonge St. and the brass plates carrying the names of the two Commissions housed within were placed on either side of the entrance doorways. The Commission used for a period of only about one year the east annex of the building, together with 10 Front St. East, which had also been included in the original property purchase. Intercommunicating doors had been cut through the walls between the latter building and the lower four floors of the annex. Only a few of the offices in each of these buildings was used by the T.T.C., however, and most were vacant during the last year of their existence. In 1923, the Commission demolished 10 Front St. East, together with most of the seven storey annex, leaving only the southerly 12 feet, more or less, of the latter, which became incorporated as a portion of the east wing. The passageway connecting the seventh floors of the annex and the west (Yonge St.) wing had been removed about 1920-21.

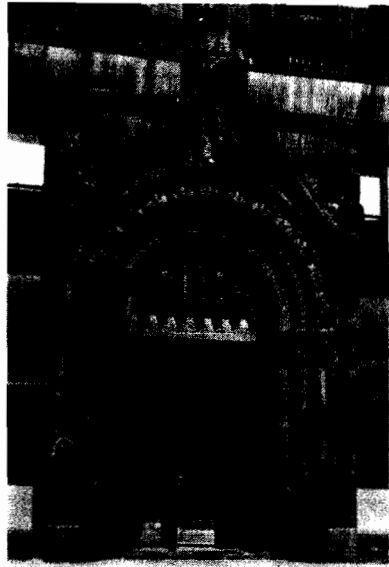
A one storey extension to the remaining portion of the Head Office building was made in 1923, following the demolitions, which covered the area of the light well and the seven-storey annex, this space being used by the Cashier's Department. The area which had been occupied by 10 Front St. East was turned into a parking lot for Head Office employees' cars but its narrow width, 30 feet, limited its utility in that function.

The Treasurer's Department moved into the Head Office building some time after April 10th, 1922. In October of 1923 a stub-end siding was built on the north side of Front St. adjacent to the southeast corner of the building; this spur track ran from a facing switch on the westbound track. The spur was used by Money Car 28, which gathered cash and ticket receipts from the fareboxes turned into the divisional carhouse offices, and brought them to Head Office for sorting by the Cashier's Department. The siding proved to be rather short-lived in this location.

By 1928 it had been decided that further space for future expansion should be acquired by the Commission adjacent to 35 Yonge St. This resulted in a program of property purchase during 1928 and 1929 which roughly doubled the amount of land owned in the Yonge-Front vicinity. The plan on Page 7 shows the various land parcels, numbered #2 through #9, which were acquired in this program.

The location of 35 Yonge St. was and is at a point where the office building complex of downtown Toronto ends and the warehouse district of Front St. East and Wellington St. East begins. Five of the buildings acquired by the T.T.C. in the expansion program were thus warehouse buildings, including a four-storey structure at 12 Front St. East, a five-storey building to the immediate east of this known as 14 and 16 Front St. East, and which was physically divided into two properties by a firewall; a four and three-storey warehouse at no. 41 Yonge St., and four-storey warehouses at 5 and 7 Wellington St. East.

Continued on page 8



ABOVE

The elaborate Romanesque style Yonge St. entrance door; this had a duplicate on the Front St. side of the building, which was blocked off latterly.



LEFT

One of the brass number plates affixed at each side of the Yonge St. entrance.



RIGHT

General view of 35 Yonge St. looking north-east. The "Stanley Chambers" Annex is visible at the extreme left. The "Round Room" was located on the 6th floor directly under the dome.



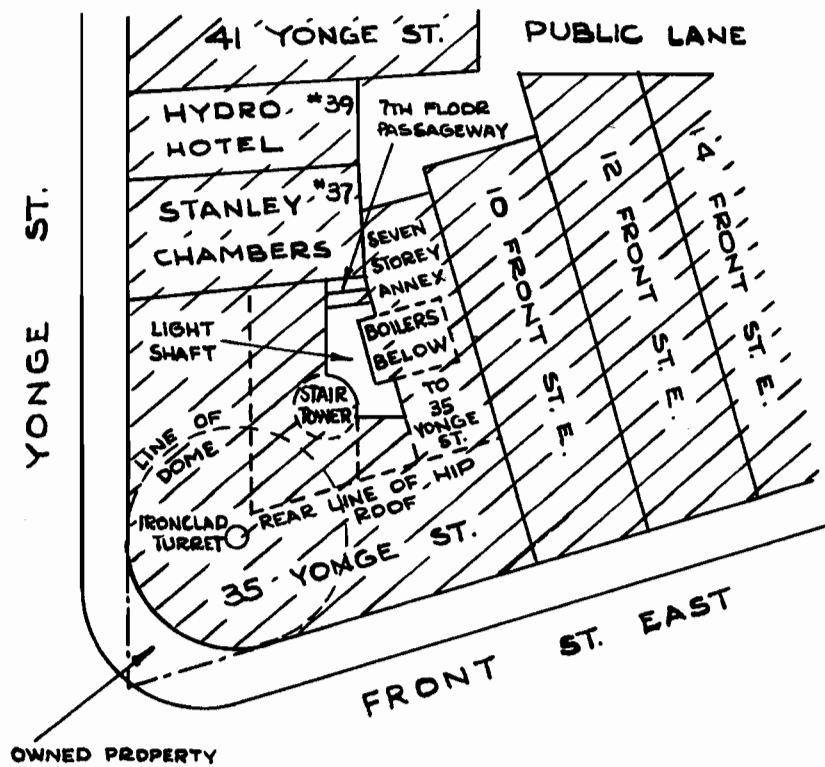
ABOVE

14 Front St. East, a building which was originally an additional two storeys in height; the elevator shaft was added by the T. T. C. in fairly recent times.

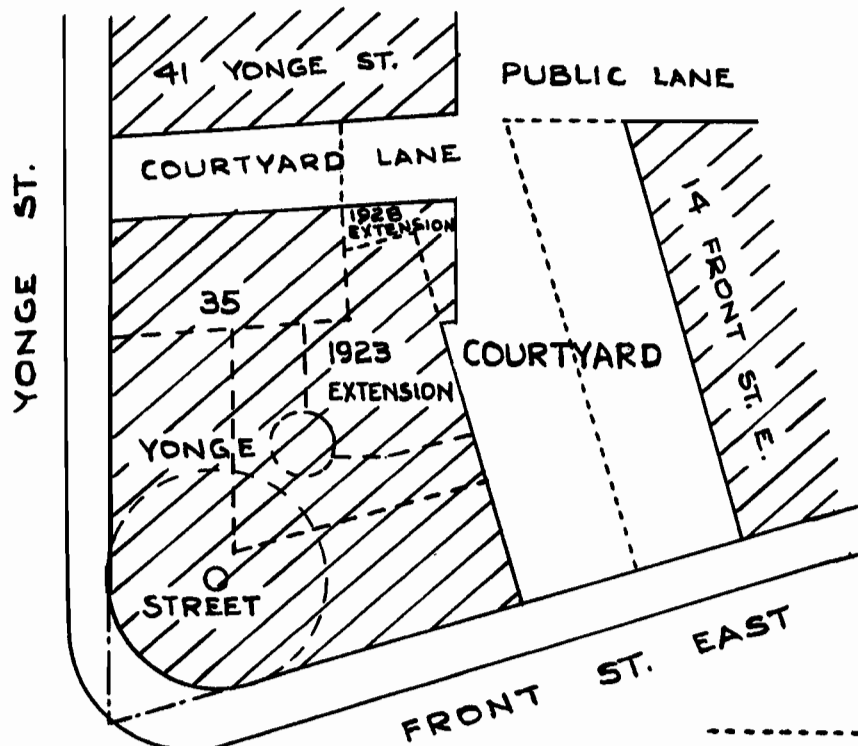


ABOVE

The Lost Articles Office, 41 Yonge St. only the bottom floor of this building was used during the period of T. T. C. ownership. Part of the one storey extension to Stanley Chambers built in 1953 is visible to the right.

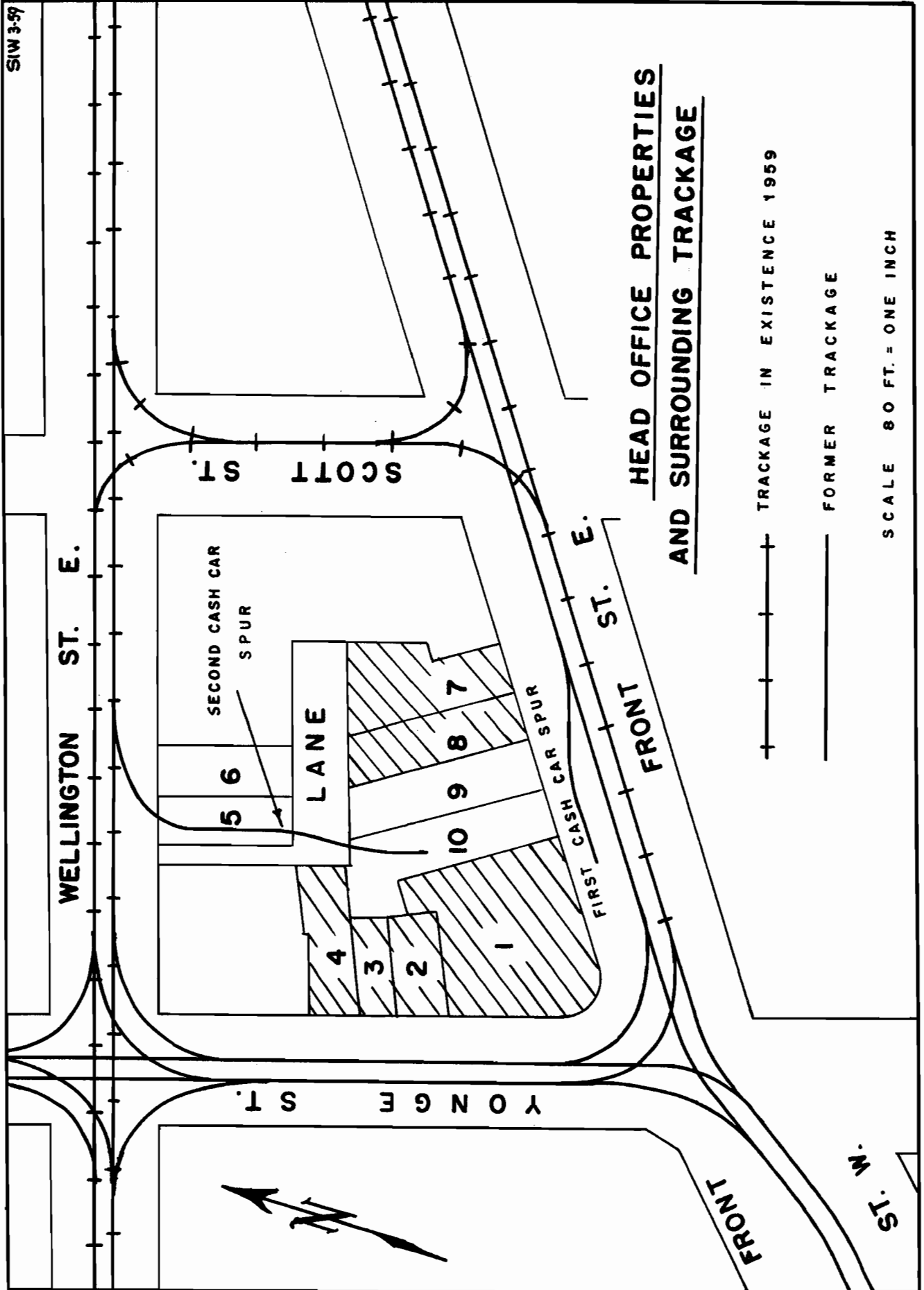
SIW
5-59

35 YONGE ST.
PRIOR TO 1923



35 YONGE ST.
AFTER 1928

----- INDICATES BUILDING
WALLS IN EXISTENCE
1923-1928



KEY TO PROPERTY PARCEL NUMBERS USED ON PLAN ON PAGE 7

(Hatched areas indicate locations of buildings used on a permanent basis by the T.T.C.)

- 1 - 35 Yonge St., including area of 1923 extension replacing previous annex and light shaft.
 - 2 - Stanley Chambers, originally 37 Yonge St.
 - 3 - Site of Hydro Hotel (39 Yonge St.); became part of courtyard, 1928; one storey annex to Stanley Chambers constructed in 1953.
 - 4 - 41 Yonge St.
 - 5 - Site of 5 Wellington St. East; became part of courtyard, 1928.
 - 6 - Site of 7 Wellington St. East; became part of courtyard, 1928.
 - 7 - 16 Front St. East (later part of 14 Front St. East).
 - 8 - 14 Front St. East (original area).
 - 9 - Site of 12 Front St. East; became part of courtyard, 1928.
 - 10 - Site of 10 Front St. East; demolished to form parking area, 1923; became part of courtyard, 1928.
- - - - -

Continued From Page 4

A four-storey office building known as STANLEY CHAMBERS, no. 37 Yonge St., and which lay directly north of and contiguous to the existing Head Office building was also acquired during 1928, as was the four-storey HYDRO HOTEL, no. 39 Yonge St., which lay directly north of and contiguous to Stanley Chambers.

The Wellington Street properties were physically separated from the remainder of the holdings, as enlarged by a 35 foot wide lane, which extended in an east-west direction behind the properties, although reaching neither Yonge St. nor Scott St. Its connection to the street system was a 10 foot wide extension northerly from its westerly end to Wellington St.

The T.T.C. proceeded to use only a limited amount of the extra floor space resulting from the 1928-29 expansion program for the Head Office; the upper two stories were lopped off of 14 and 16 Front St. East. The upper floor of the resulting three storey building was utilized as the Head Office employees' rifle range, while the first and second floors continued to be rented to other users, a situation which continued for many years thereafter. Some time later the basement of 14 - 16 Front East was put into T.T.C. use as an underground garage for Head Office officials; ramps from Front St. led down to the basement level. The reason for the removal of the top two stories of this building remains somewhat unclear. This structure, as the Gowans-Kent Building, a chinaware and crockery warehouse, suffered extensive damage in 1899 when fire ravaged the immediate area, and it is believed that the building, although rebuilt, remained physically weakened and that it was supported to some degree by 12 Front St. East, next door; the demolition of the latter building in 1928 would thus have necessitated the lowering in height of 14-16.

Only Stanley Chambers, of the various acquired buildings, was utilized immediately to its full extent, as an annex to the Head Office. Despite its completely dissimilar architecture to 35 Yonge St., even to differing floor heights, it was made over entirely as an extension to the main building, with doors cut through the contiguous walls and short flights of stairs constructed to connect the varying floor levels. The Yonge St. door of Stanley Chambers was removed.

A small piece of new construction was also undertaken in 1928-29, as the 1923 Cashier's Dept. extension to the main building was added to at its north-east corner, to bring the building into line with the north wall of Stanley Chambers, as well as moving outwards and changing the angle of a portion of the east wall. The extent of this extension can be seen in the lower diagram on Page 6.

The areas of the demolished buildings together with the public lane and the parking area where 10 Front St. East had been were all combined to form a "T"-shaped courtyard, the main portion of which extended from Wellington St. through to Front St. across the 35 foot lane, with a branch leading westerly to Yonge St. through the site of the former Hydro Hotel. Ornamental iron gates were erected at the Wellington and Yonge St. entrances. The yard was paved with smooth red brick, which remained in good condition and gave a good appearance throughout its lifetime. The two legs of the public lane were laid with the same material, but the differing direction of the courses of brickwork in the lane served to identify the T.T.C. and city-owned sections of the pavement. Barricades were erected on one day each year across the courtyard along the boundaries of the lane in similar manner and for a similar purpose as the barricading of the Yonge-Front corner, mentioned previously.

Although the courtyard was of value for Commission automobiles, etc., its original purpose at the time of its construction was to allow 35 Yonge St. to be utilized as an interurban bus terminal for the T.T.C.'s subsidiary Gray Coach Lines. The T.T.C. had been in the interurban bus field since 1926, and the gray vehicles were loaded and unloaded around the intersection of Bay and Dundas and on Front St. adjacent to the Head Office building for the first few years of operation. This unsatisfactory arrangement was terminated when the courtyard became available, and 35 Yonge St. became for a few years Toronto's principal bus depot. The ground floor was fitted as a waiting room and tickets were sold at the Cashier's Dept. wickets. A platform and canopy was built along the east side of the Head Office building, which facilities remained right up until demolition, although of little use in later years.

The operation of buses through the courtyard made continued use of the cash car spur on Front Street inadvisable, as buses turned on to the street right through the location where car 28 had been parked when visiting Head Office. This spur track was accordingly removed in 1928 and a new spur track of greater length was laid in the courtyard at the time of its paving. This second siding was connected to the eastbound tangent track on Wellington St. by a trailing switch, and made a reverse curve within the courtyard in order to bring the tail end close to the one-storey Cashier's Department extension of 35 Yonge St., where the valuable shipments within car 28 were unloaded. Overhead poles were not required within the courtyard, as the span wires were anchored to the flanking buildings. The second cash car

spur, extending as it did into an area which was being used as a bus terminal, probably caused more than one person not knowing its purpose to conclude that it was the remnant of some interurban electric railway service that had preceded the buses; at least this was the reaction of the author when he first witnessed the track about 1931.

The intensive use of 35 Yonge St. as a bus terminal lasted only until 1931, when the Bay and Dundas facility was opened. Certain routes to the west, notably the Hamilton service, however, continued to make 35 Yonge St. a "port of call" on the way out of Toronto until the practice was discontinued during World War II. Sightseeing service was dispatched from the courtyard, and this continued to be the case after all other regular bus services abandoned the Head Office stop. The downtown-Exhibition coach service also operated through the courtyard during the period that the C.N.E. was in operation, and this practice continued until the property was vacated.

The Head Office properties remained as they had been established in the 1928-29 expansion program for some 14 years before the necessity for further expansion was felt. During these years there was little change other than the abandonment of the cash car spur by car 28 when it was withdrawn from service in 1938 and placed in storage at Russell Division. From this time forward motor trucks took over the venerable car's task. The spur continued to be of some use as the P.C.C. era arrived, however, as the first units of various car series were taken to the courtyard for inspection by the Commissioners and top executives. It is believed that the last car exhibited on the spur was a car of the A5 (4275-4299) group in February of 1945. The double tangent track on Wellington Street was reconstructed during 1946 in preparation for its use by various diversions of the Yonge carline in association with the construction of the Yonge Subway; during this reconstruction the switch for the old courtyard spur was removed, and the rails were lifted back to the south street line of Wellington St. from the switch. From that time until removal in 1958 the rails stood unused in the courtyard brickwork, while the Commission inspected post-war P.C.C. cars as they stood on Front St., south of the Head Office building. The cars necessarily stood on the eastbound track, as the westbound track between Scott St. and Yonge St. was removed in November of 1947 in advance of a sewer construction project which was also associated with the construction of the Yonge Subway. The road was repaved without replacement of the track, and to the present time the eastbound track remains alone on Front St. between Yonge and Scott Sts., now without overhead and deadending at Yonge St.

The discontinuance of operation of G.C.L. interurban bus services through the courtyard during the war years freed certain space on the main floor of 35 Yonge St., as the extensive foyer area was no longer required as a coach terminal waiting room. Various offices were established along the Front St. windows, and in connection with this the Front St. entrance to the building was permanently sealed up. This entrance had only limited value in any case, as a door opened onto the courtyard near the south-east corner of the building.

In 1943 the Commission occupied fully the old warehouse building at 14-16 Front St. East, which became known simply as 14 Front East, as the building was then used as an integral unit. A shaft for a self-service elevator was built against the west wall of the building, in the courtyard. The floors in the two halves of the building were connected by firedoors.

14 Front East was needed at this time to house the extra staff taken on to form the new Rapid Transit Department, which was charged with the execution of the complete planning of the Yonge and Queen St. subways. The earliest planning on these projects, when location details were still of a confidential nature, was done elsewhere in the downtown area, the exact location of this temporary office being kept a rather well guarded secret. Eventually, when the detail planning stage got underway, all staff of this department was based at 14 Front St. East. A rapid transit display now was set up on the second floor of the building, where details of the rapid transit construction program were illustrated by maps, charts and photographs, and where civic officials and businessmen's groups, etc. could meet in order to be apprised of the details of the project. The U.C.R.S. February 1946 meeting was held in this room.

Ultimately the entire Engineering Department's Head Office staff was moved into 14 Front St. East in order to alleviate crowded conditions in 35 Yonge St. induced by the wartime traffic boom on the transit system. As the design of the Yonge Subway was completed and construction commenced, and further work on the Queen subway-surface project was abandoned, the Rapid Transit Department was reduced in size and finally abandoned altogether, its remaining personnel being absorbed by the Engineering Department. 14 Front East was to live to see preliminary plans for the Bloor-University subway executed within its walls prior to its demolition. This rather inauspicious looking building was truly the cradle of rapid transit in the Dominion of Canada, and the Editor firmly believes that the Society should exhort the Toronto Historical Board (a civic body appointed to maintain various historic buildings and to mark suitably historic sites within the city) to act when another building is erected on the site. It is suggested that a plaque should be affixed to such building proclaiming the spot to be that whereon Canada's First Subway was designed and the construction thereof supervised.

During latter years adjuncts to Head Office were maintained in rented quarters on the third floor of 6 Wellington St. East and the second floor of 184 Bay St. The former was a rapid transit construction office. The latter housed the G.C.L. Ticket Audit, which was moved to 35 Yonge St. when space became available following the first shift of Head Office staff to Hillcrest early in 1954, and also by virtue of the construction of a one storey extension to Stanley Chambers in 1953, utilizing a portion of the courtyard which extended westerly to Yonge St. It was on this area that the old Hydro Hotel had once stood. This short-lived extension was constructed of red brick and stone trim and stood out in strange contrast, both in height and newness, with the venerable structures on either side of it; it provided additional space for the Cashier's Department.

On January 1st, 1954, the three-man Toronto Transportation Commission was replaced by the five-man Toronto Transit Commission, and this was soon reflected on the face of 35 Yonge St. The large brass letters affixed to the wide course of stone between the second and third floor windows had for many years spelled out TORONTO TRANSPORTATION COMMISSION around the 28 foot radius curve of the front corner of the building. The word "TRANSPORTATION" was amended to "TRANSIT", but the old word was indelibly marked on the stonework, and could easily be read under "TRANSIT" over the last five years of the building's existence.

The generalized assignment of floor space in the buildings in January of 1954, just prior to the first moves to Hillcrest, was as follows:

35 Yonge St., Including Stanley Chambers

- 1st Floor - Foyer, Cashier's Dept., Transportation (Motor Traffic) Dept.
- 2nd Floor - Treasurer's Dept.
- 3rd Floor - Research Dept., Public Relations Section, Safety Section, Statistician's Dept., Canadian Transit Assoc., Accountants, (Price, Waterhouse & Co.) and certain offices of Treasurer's Dept.
- 4th Floor - Transportation Dept., Purchasing Dept.
- 5th Floor - Executive Dept., Commissioners Offices and Board Room.
- 6th Floor - Round Room, Cafeteria, Legal Library.
- 7th Floor - (Top of Round Room), Library, Legal Dept.

14 Front St. East

- Basement - Officials' Garage, (rented) snack bar.
- 1st Floor - Treasurer's Dept. (Tabulating Section, Passenger Guides)
- 2nd Floor - Engineering Dept. (Electrical Section)
- 3rd Floor - Engineering Dept. (Way and Structures Section)

41 Yonge St.

- 1st Floor - Lost Articles Office
- (2nd, 3rd and 4th floors were vacant and were never used by the T.T.C.)

In March of 1954 the departments on the fourth floor of the main building moved to the Hillcrest Administration Building on Bathurst St., which was being gradually fitted to take over those departments in 35 Yonge St. concerned with engineering and the operation of the system, as well as certain other departments, such as the Equipment Department, which had always been located at Hillcrest. This move allowed the remaining departments at 35 Yonge St. to "loosen their belts" somewhat. Extensive alterations were carried out on both the 3rd and 4th floors at this time, and among the changes was the establishment of a new Conference Room on the 4th Floor, which was fitted with a large and elegant coloured map of the T.T.C. system, and which room was used for various official meetings. Local members will recall that the Society's "farewell" tour of 35 Yonge St. on March 1st, 1957 was preceded and followed by a gathering in this Committee Room.

By 1955 the T.T.C. had decided to put the Head Office properties up for sale and to locate a new Head Office building somewhere on real estate already owned in conjunction with the Yonge Subway. This was a long term economy move, both as regards the better use of land, and as 35 Yonge St. was becoming increasingly unsuitable for modern office procedure. The Head Office properties were purchased in 1956 by the O'Keefe Brewing Company as part of a large land assembly scheme in the area, involving the construction of a civic centre on lands on the east side of Yonge St., on both sides of Front St. The T.T.C. was to continue to occupy the buildings until the new Head Office, which was

decided for siting at Davisville Subway Station, was ready for occupancy.

The Research Department moved to the Hillcrest Administration Building on February 9th, 1957, as did the Engineering Department from 14 Front St. East on November 8th, 1957. The other departments stayed on in the old quarters until February of 1958, when, in moves on three successive weekends ending with that of February 22nd, all personnel and office equipment was relocated in the new McBrien Building at 1900 Yonge St.

The new owners of 35 Yonge St. put the building up for rent, and it is understood that some space on the main floor was occupied for a few months. In the meantime, 14 Front St. East was demolished during the early spring of 1958, and the cleared area was turned into a parking lot.

Finally, in November of 1958, as related in the sentence which opened this narrative, demolition of the old Head Office building was commenced, and has since been completed. At the time of writing, ironically enough, only the decrepit structure at 41 Yonge St. remains of the various buildings in the area that were owned by the T.T.C.

By virtue of building demolitions and a gradual creeping away of the active portions of the downtown area, the Front and Yonge area has declined over the years. A comparison of the surface transit services operated past the corner in 1921, when the 35 Yonge St. property was purchased by the T.T.C., and in 1958, when the last Commission employees left the property, as shown on page 14, points up this fact.

The Editor wishes to acknowledge the assistance of Mr. L.H. Pursley in the preparation of the foregoing article.

DIESELIZATION ON THE DOMINION ATLANTIC RAILWAY

by Kenneth S. Macdonald, Truro, N.S.

"D.A.R. WILL SWITCH TO DIESELS", printed in red ink, formed the headline for the Halifax Chronicle-Herald on April 3, 1959, together with a photo of C.P.R. D10 4-6-0 1027, one of the locomotives used on the D.A.R. Ten diesels for freight service were expected on the system in the ensuing six weeks. Two steam locomotives will be retained on the Dominion Atlantic at least until the fall of this year as protection for the Dayliners on the Halifax-Yarmouth run.

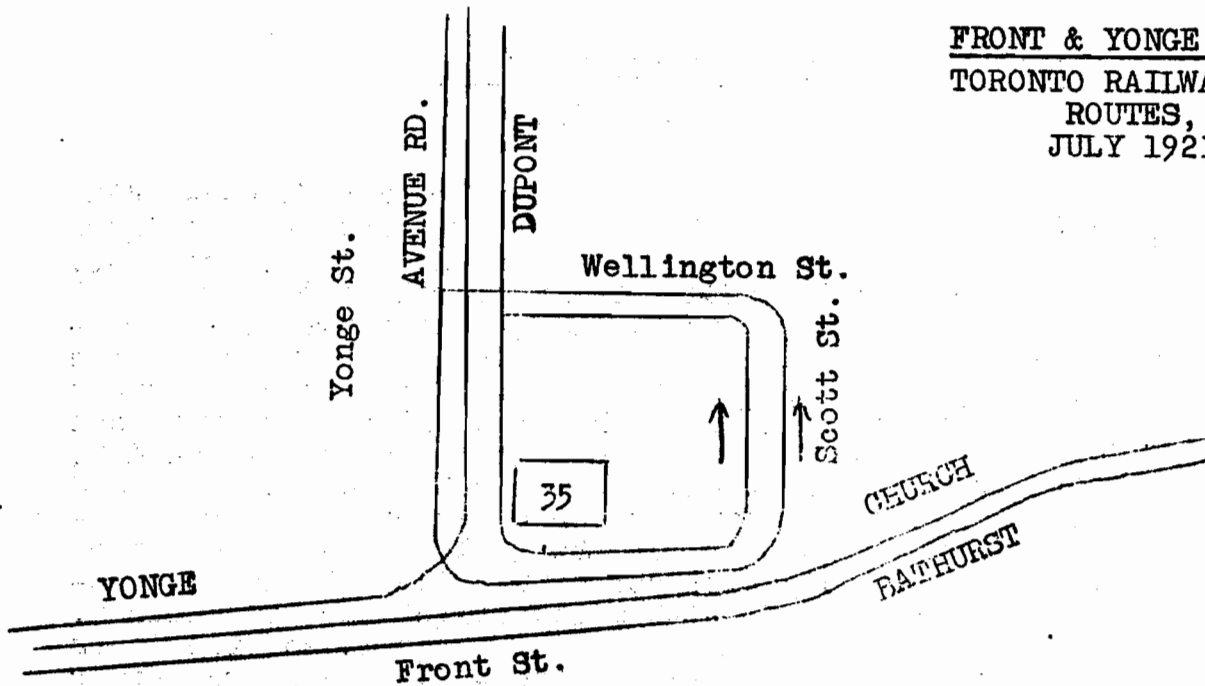
Up until this year the only other diesel operation on the D.A.R. has been the use of two M.L.W. 660 H.P. switchers (C.P.R. 6560 and 6561) hauling gypsum trains from near Windsor to Hantsport, N.S.

Lately C.P.R. Pacific 2627, with the colourful D.A.R. crest on the tender, has been used on the Midland Branch from Windsor to Truro.

MICHIGAN RAILROAD CLUB FANTRIP

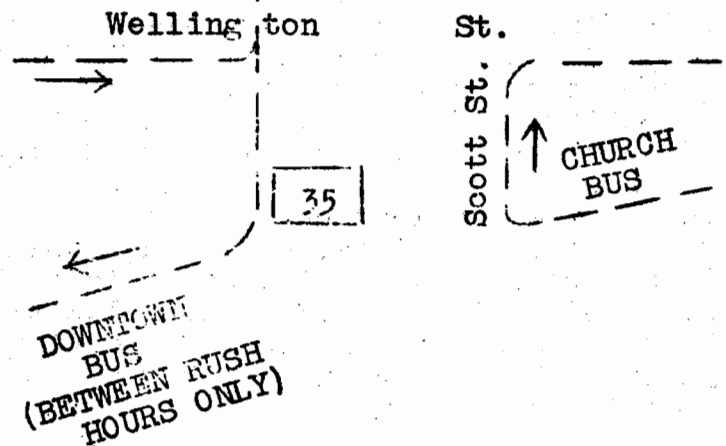
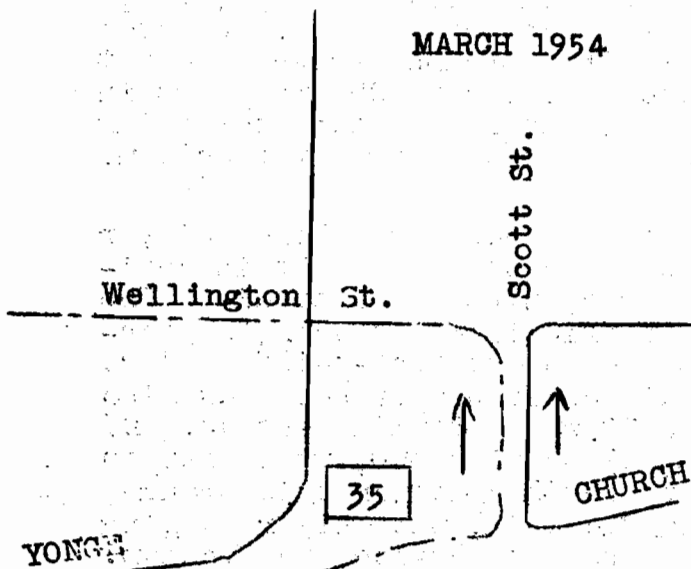
On Sunday June 14th the Michigan Railroad Club will operate a steam-powered excursion from Detroit to Jackson, Mich. and return. A further feature of the trip will be the use of open gondola cars on the train. Times of departure and arrival at Detroit are scheduled as 8:15 A.M. and 9:15 P.M., E.S.T. respectively. The fare is \$9.00, including a meal at Jackson. Tickets may be obtained from W. Rudduck, Box 2271, Dearborn, Mich, U.S.A.

**FRONT & YONGE STS:
TORONTO RAILWAY CO.
ROUTES,
JULY 1921**



MARCH 1954

FEBRUARY 1958



**BATHURST TRIPPER
(RUSH HOURS ONLY)**

**DOWNTOWN
BUS
(BETWEEN RUSH
HOURS ONLY)**

C.P.R. NEW BRUNSWICK STEAM REPORT

by T.F. McIlwraith Jr.

McAdam (April 1, 1959)

At 6:30 A.M., the only steam engine moving was V4 0-8-0 6928 which was switching in the yard, along with two regularly-assigned diesel switchers. D10 1044 was on the ready track by the roundhouse. Inside, 802, 6964, 2598, 2626, 5361, 2504 were all steaming. F1 4-4-4 2926, which had been running to St. Stephen throughout the winter, was in for a hydrostatic test. Gas car 9005, which used to run from Ottawa to Manawaki, was held as protection for the car between Fredericton Junction and Fredericton. M4 3429 and P2 5455 were out of service inside. Three locomotives were in the backshop - D4 453, which had its boiler front removed and was being worked on, 5357 and 2660, stored. About 7:00, 5330 came in on a westbound freight, uncoupled, and moved to the coaling tower. V5 6961 came in from Vanceboro, Maine, on a regular overnight transfer run with the Maine Central. Soon after this, 1044 left with a wayfreight for St. Stephen. 6964 came out and pushed 2926 farther into its stall so the doors could be closed behind. Just before the Boston - Saint John passenger train arrived, 2504 came out to make up a wayfreight for Aroostook.

Fredericton (April 1, 1959)

Gas car 9003 was running, making three round trips daily (except Sunday, when only one trip is made) between Fredericton and Fredericton Junction, where connections are made with the trains between Saint John and Montreal or Boston. Baggage and Buffet car 3051 was kept in Fredericton for use as a trailer for 9003, the lunch stand not being used. P1 5206 was moving in the yard, making up a freight for McAdam.

Bay Shore (Saint John) (April 1, 1959)

R2 2-10-0 5755 was standing outside the roundhouse while sister 5754 was switching. The latter was to be tied up that night in anticipation of a drop in traffic with shipping opening to Montreal. The 2-10-0's run only in winter when freight traffic in Saint John, a year-round port, is heaviest. N2 3719, with a short "bob-tail" tender, like those which some G2's had in Montreal suburban service, was also switching. Locomotives 5452, 3692 and 3700 were steaming inside. D4 492 had just returned from St. George. Along with 490, which sat on the next track, these locomotives are kept for service on this branch, being the heaviest engines usable. Pacific 2397, the only remaining G3 in the Maritimes, was being used in freight service to McAdam. This type of locomotive used to pull trains 41 and 42 between Saint John and Montreal before dieselization. Also in the roundhouse were 6932 and 2628, both out of service. N2 3641 was switching in the yards at Lancaster and 3682 was doing the same job at the Union Station in Saint John.

Norton-Chipman (April 2, 1959)

Motive power for mixed train 559 was Class A2m 4-4-0 136, the oldest of the remaining three C.P.R. 4-4-0's, built by Rogers in 1883. The train included box car 264264 and wooden combine 3363. Going north, a parcel was unloaded at Belleisle, water was taken at Perry, seventeen bales of wire were unloaded at Cody, and stops were made at Young's Cove Road, Cumberland Bay and Pennlyn, five passengers being picked up at the latter point. Switching of hoppers at a number of sidings between Coal Creek and Chipman delayed the train and arrival

at the northern terminus was an hour late. 136 was wyeed and coaled for the return trip. Inside the two-track engine house sat 29 and 144, the other two 4-4-0's. 144 and 136 had been used alternately during the winter, 144 having been running the day before. 29 is a less powerful engine and is not used in winter. However, with 136 due in McAdam the following week for a hydrostatic test, 29 was expected to take over. On the return trip, more switching was done between Chipman and Coal Creek. Two passengers were carried to Pennlyn and three more got on at Cumberland Bay to ride to Norton. Two unscheduled stops were made - one near Cody - to thaw frozen culverts so that the track would not be flooded during the spring melting. Using 136's steam, a long hose with a perforated nozzle on the end was fed through the culvert, melting the ice as it went. The 4-4-0 and combine arrived at Norton an hour late.

MISCELLANY

- The C.P.R.'s last 0-6-0 switcher in active service, 6275, has been replaced at Goderich by 660 H.P. diesel 6589. The 0-6-0 has been donated by the railway to the Huronia Museum at Goderich, and has already been moved on portable track lengths through the streets of the town to its place of preservation.

- Grand Trunk Western E.M.D. road-switcher 4541 is being rebuilt and regearred, following a wreck, to become G.T.W. 4139.

- Grand Trunk Western diesel switcher 8026 (Aloo, 1953) is being scrapped; G.T.W. 79 was scrapped on December 31, 1958.

- Thousand Islands Railway locomotive 500 has recently been given a classification (IS-3a) in the C.N.R. system, and appears in the C.N. official summary of diesel-electric locomotives, where its haulage rating is listed as 4%.

- Canadian Car Company (formerly C.C. & F.) 0-6-0 switchers 4 and 6 have been sold for scrap to the Steel Co. of Canada Ltd. During the trip from Montreal to Hamilton, one of the locomotives burned out a brass, and the engines were stored for some time on a siding at Gananoque Junction awaiting a replacement.

- On Thursday, April 16th, for the first time since dieselization began, there was no steam power in service on the Southern Ontario District of the C.N.R.

- The experimental T.T.C. subway train comprising the six cars 5110-5115 was used in revenue service for the first time on May 6th.

- The T.T.C. is presently renewing tangent track on Bloor Street West between Oakmount Road and Quebec Avenue, a short section not reconstructed when the remainder of the trackage between Indian Road and Burnhamthorpe Road was renewed in 1949; also taking place currently is the rebuilding of the track base on Lake Shore Road between 23rd St. and 32nd St. in Long Branch, as an extension of the work of a similar nature completed last year between Brown's Line and 32nd St. (see Newsletter 155, P.6).

Further trackwork planned for 1959 is the reconstruction of a lengthy tangent section of Queen Street West, viz., from Bathurst Street westerly to Shaw Street.

- Work is now in progress at the T.T.C. St. Clair carhouse in building a southerly extension to the divisional office. This extension is being erected across Tracks 1 and 2, which will of necessity be henceforth long stub end tracks.

STEAM POWER RECENTLY OBSERVED IN ONTARIO

As the operation of steam locomotives in Southern Ontario draws to a close, many local enthusiasts are following the movements of the remaining power more meticulously than ever before, and are keeping an equally close watch on those engines stored out of service at the various terminals. Recent lists arising from such efforts are as follows:

- Observed at Stratford, Ontario (C.N.R.) on April 11th -
T.F. McIlwraith Jr.

| | | | | | | |
|----------------|------|------|--------|--------|----------------|------------------------|
| 1520 (ex 1223) | 5066 | 6069 | 6151 | 6235 | 6264 | |
| 2335 | 5101 | 6070 | 6158 | 6237 | 6400 | |
| 2586 | 5144 | 6071 | 6170 | 6240 | 6401 | |
| 2650 | 5263 | 6078 | 6171 | 6241 | 6403 | |
| 2655 | 5264 | 6105 | 6185 | 6247 | 7312 (ex 7157) | |
| 3252 | 5279 | 6125 | 6188 | 6250 | Tender of 6166 | |
| 3299 | 5285 | 6131 | 6217 | 6253 * | | |
| 3366 | 5298 | 6140 | 6220 | 6256 | | |
| 3473 | 5568 | 6143 | 6223 | 6285 | | * - Many parts missing |
| 3492 | 5580 | 6145 | 6224 * | 6259 | | |
| 3501 | 5704 | 6147 | 6228 | 6262 | | |
| 3547 | 6027 | 6148 | 6229 | 6263 | | |

All of the above locomotives stored out of service.

- Observed at Mimico (C.N.R.) on April 18th - Wilfred Stallan:

In steam: 6201, 6204

Stored outside (rods on): 6167, 6251, 6137, 6236, 6244, 6182, 6126, 6178, 6112 (new paint), 6167, 8303.

Stored outside (rods off): 6246, 6207, 6245, 6034, 6254, 6168, 6261, 6100, 7471, 5077, 7379, 5071, 3407 (ex Joffre), 6127, 2435 (ex Joffre), 2527 (ex Limoilou).

- Observed at Ottawa (C.P.R.) in late April - Bruce Cole

In steam: 1270, 3408

Stored out of service: 424, 899, 1226, 1267, 2500, 5152.

C.N.R. - 8360, only steam locomotive left at Ottawa, put into storage on April 22nd. About half of the roundhouse was torn down, with the remaining half to follow in a few weeks.

- Observed at various points on May 9th and 10th - Alan Crompton:

Smiths Falls (C.P.R.), in service: 1231, 1255, 2219, 2811, 6933

for repairs: 1223, 2659

stored, stack capped: 840, 870, 964, 1087, 1106, 2224, 2514, 5416.

Brockville (C.N.R.), all stored: 3436, 4063, 5281, 6155

Trenton (C.P.R.), in service: 3507 Stored for protection: 815

Spadina Ave. (C.N.R.) (May 1st), all stored:

5031, 5267, 5565, 5701, 5702, 6007, 6021, 6211, 6213, 6214, 6215, 6219, 6230, 6233, 6234, 6402, 6404, 8352, 8364, 8398, 8421.

Upper Canada Railway Society

BOX 122 TERMINAL "A" TORONTO

Newsletter

EDITOR: STUART I. WESTLAND 16 SONORA TERRACE TORONTO 13

ASSISTANT EDITOR: J. A. MACLEAN

JUNE 1959

NUMBER 161

The Society meets on the first and third Fridays of every month from September to June, and on third Fridays only during July and August. The last indoor meeting until September will be held at 8:30 P.M. on June 19th in Room 486, Toronto Union Station, and will feature the program which was postponed from the May meeting, i.e., a showing of movies of British Railways taken by Mr. John Mills. We would suggest that every Toronto area member should make a special effort to attend this meeting having regard to its concluding the indoor season.

PAST MEETINGS - May 15th: Thirty members and two guests were present to view a selection of movies taken by Mr. John Freyseng covering steam activity in Southern Ontario and New Brunswick, and the last four years of passenger operations on the Niagara, St. Catharines and Toronto Railway, including scenes of the last day's operations. The varied selection of subjects and Mr. Freyseng's imaginative use of his camera made for a very interesting program.

June 5th: Six members gathered at one of Toronto's better railway-viewing vantage points, Bathurst and Front Sts., to watch the almost continuous activity at the westerly throat of the downtown yards.

ACTION AND REACTION ON THE C.N.R. TERMINAL

PROJECT OPPOSITION

In late April, a delegation comprising representatives of the Canadian National Railways together with municipal and ratepayers' representatives of the Township of Vaughan, planned location for the Toronto Hump Classification Yard, journeyed to Pittsburgh, Pa. to witness operation of the Pennsylvania Railroad's Conway Yard. This installation is the world's largest electronically controlled hump classification yard, having 99 tracks and handling 9000 cars a day. The party was led by J.L. Cann, Project Engineer for the C.N.R.'s Toronto Terminal Hump Yard and access line project (Newsletter 159).

The purpose of the trip was, of course, to enable the C.N.R. representatives to demonstrate to key personnel in the resistance movement in Vaughan Township how inoffensive a large facility of this type can be as far as surrounding residential areas are concerned, and at the same time, how it can act to the positive benefit of a municipality in attracting an industrial complex. The delegation expressed surprise at the limited amount of noise emanating from the yard operation, with its absence of flange squeal and its electronically controlled couplings. The railway officials pointed out, further, that the layout of the Vaughan Yard would have the humps and classification tracks in the centre, with storage tracks along the sides, in another effort to cut down the amount of noise finding its way to areas beyond the yard. The use of walkie-talkies in place of loudspeakers will again make for a more quiet operation.

In the meantime, Mr. W.H. Kyle, Vice-President, Canadian National Railways and a direct overseer of the Toronto Terminal Project, took issue early in May with the campaign of exaggerated criticism directed against the railway's proposals. He spoke of a "recital of distortions listed in a circular by the agent for a campaign of 'letters to the editor'".

Other significant excerpts from his address included: "To submit that we ignored local planners, or that we should have sought in advance the opinions of all and sundry throughout the townships is unrealistic. It is manifestly impossible to propose a project of this magnitude and receive universal approval, and out of sad experience we know the difficulties and penalties encountered when land speculations are prompted by premature announcements."

"In our deliberations we include the question of compensation which is not as complex as some of our detractors proclaim. Where the lines or yard physically infringe on property, the C.N.R. has said that the owner may elect to sell either the part that is needed or the entire property at a fair market value."

"There are other factors of a technical nature governing the selection of access routes, including the necessity of finding the lowest ruling gradient in relation to topography, grade separations for major streets and highways, and practical level connections with existing rail lines." Mr. Kyle attributed many of the false conclusions to the false promise that the proposed access routes were designed as a "bypass", that is to carry trains around the perimeter simply to avoid going through the downtown area. "It is incorrect to describe the plan as a by-pass in the sense that Highway 401 was planned; a basic consideration in our long-range thinking is the expectation that this project will be engulfed, and the sooner the better, by a fast growing metropolis."

"The plan seeks the least possible dislocation in human and economic terms."

BLOOR SUBWAY ACTIVITY IN HIGH GEAR

Following the quashing by the Ontario Municipal Board of the appeal of the Lakeshore municipalities (Mimico, New Toronto and Long Branch) against the participation of Metropolitan Toronto in the financing of 55% of the cost of the Toronto Transit Commission's proposed Bloor - University Subway, Metropolitan Council on April 8th finally gave full approval to the commencement of the project. The T.T.C. immediately followed with an announcement to the effect that tenders for various contracts in the initial construction period would be immediately called, and that actual construction of the subway would begin in September, 1959. Thus, ten years to the month after construction began on the Yonge Subway (September 8, 1949) will Toronto's second rapid transit project get under way.

Construction will occur in three phases, as follows:

1. UNION STATION TO ST. GEORGE ST: SEPT. 1959 TO JANUARY 1962
2. AVENUE ROAD (UNIVERSITY LINE JUNCTION) TO GREENWOOD AVE: JAN. 1962 to DEC. 1966 (INCLUDING GREENWOOD YARD & SHOP)
3. ST. GEORGE ST. TO KEELE ST. AND GREENWOOD AVE. TO WOODBINE AVE: JAN. 1967 TO JUNE 1969.

Construction types will involve:

- 1 $\frac{1}{2}$ miles of tunnelling (on University Ave. and on Bloor between Yonge and Sherbourne Sts).
- 8 miles of cut and cover, concrete box
- $\frac{1}{2}$ mile of open construction.

A boring shield will be utilized in the tunnelling work, avoiding disturbance of the surface in these locations.

Metropolitan Toronto will expropriate and purchase the lands necessary for the right-of-way and will own same outright, by virtue of an expropriation by-law passed in late April. The line will continue westerly from the bulkhead at the end of the Yonge Line, west of Union Station, along Front Street and north on University Avenue, tunnelling under the Ontario Provincial Parliament Buildings, then curve behind the Park Plaza Hotel, on the north side of Bloor St., to join the Bloor-Danforth alignment. The latter route will be located almost wholly north of Bloor St. and Danforth Ave. so as to avoid the necessity of closing these streets during construction and also to miss various large buildings enroute. In one critical area of large buildings, between Yonge and Sherbourne Streets, the subway will be tunnelled directly under Bloor St. and it will be located under the street also from Sherbourne St. to Broadview Ave., on a lower deck of the Prince Edward Viaduct and the smaller viaduct east of Parliament St., both of which were constructed in 1917-18, and in the piers and girderwork of which provision was wisely made for an eventual rapid transit line. The westerly half mile of line, to the Keele terminus, will be open, on a fill across the valley in which Keele St. and Indian Road are located, to an elevated terminal.

The Metropolitan Corporation has sent out notices of expropriation to the owners of 864 properties, including full expropriation, partial expropriation and subsurface rights. Two of the properties involved, the Park Plaza Hotel and the Medical Arts Building, require subsurface expropriation since the subway will run under the south-west corner of the former and immediately to the rear of the latter. Thirteen other sub-surface easements and 44 full or partial property acquisitions will be immediately required with construction of the University Ave. line scheduled to start in September, while the remaining acquisitions will be undertaken over a four-year period. Many owners will be permitted to remain in their premises on a rental basis until construction approaches their area. Every effort has been made to miss large buildings, and only three out of thirty churches along the route will be disturbed. One of the three is a newly completed structure at the south-west corner of Strathmore Blvd. and Cedarvale Ave., which will be at the easternmost extremity of the line's construction.

Four railway tracks will be underpassed, being the lines of the C.N.R.'s Newmarket and Brampton Subdivisions and the C.P.R.'s Toronto, Grey and Bruce line, all between Lansdowne Ave. and Dundas St. West. The routing pattern of trains on the T-shaped system is a matter that has not been finally determined, but it is clear that the University Avenue line, whether through-routed or stub-ended operationally at Bloor, will function to relieve the Yonge line of approximately half of the heavy Downtown-to-Bloor traffic.

The planned station list is as follows:

University Line

Union (existing)
St. Andrew (King St.)
Osgoode (Queen St.)
St. Patrick (Dundas St.)
Queen's Park (College St.)
Museum (South of Bloor St.)

Bloor West

Yorkville (west of Bay St.)
St. George
Walmer (Spadina Ave.)
Bathurst
Christie
Ossington
Dufferin
Lansdowne
Vincent (Dundas St.)
Keele

Bloor East-Danforth

Sherbourne
Castle Frank
Broadview
Chester
Pape
Donlands
Greenwood
Coxwell
Woodbine

A total of 280 new cars will be required to operate the new facility, and various changes are planned from the units now in service in the Yonge Subway. Minimum specifications call for a lighter and faster car having a top speed of up to 57 M.P.H., together with faster acceleration characteristics, and a weight of 60,000 lbs. The cars would be 57 feet long, 10 feet wide and have a capacity of 62 seated passengers and 162 standees.

Equipment changes on the Bloor cars would include fluorescent lighting, ceiling-mounted ventilating fans, vinyl floor covering and a public address system. In an effort to cut down on body maintenance, consideration is being given to the use of stainless steel or aluminum bodies, which would not require painting. Further weight reductions would be accomplished with the use of lighter trucks of an advanced design.

The cars will have fixed instead of drop window sash, in view of the forced air ventilation system. Doors are expected to be electrically, rather than pneumatically powered.

CANADIAN PACIFIC RAILWAYMOTIVE POWER SCRAPPED DURING 1958

A. At Angus Shops (101 locomotives)

| | | | | | | | | | | | |
|------|-----|----|------|-----|----|------|-----|----|------|-----|----|
| 437 | Feb | 5 | 2410 | Dec | 16 | 2855 | Jul | 4 | 5201 | Sep | 12 |
| 439 | Nov | 28 | 2413 | Nov | 17 | 3000 | Feb | 19 | 5204 | Apr | 9 |
| 452 | Jan | 22 | 2416 | Aug | 18 | 3004 | Nov | 26 | 5215 | Apr | 17 |
| 456 | Jan | 9 | 2425 | Nov | 24 | 3418 | Feb | 3 | 5217 | Nov | 5 |
| 484 | Dec | 4 | 2456 | Aug | 31 | 3428 | Mar | 18 | 5220 | Mar | 27 |
| 489 | Jul | 15 | 2458 | Apr | 10 | 3433 | Jun | 20 | 5223 | Jan | 28 |
| 837 | Jan | 28 | 2462 | Jul | 14 | 3437 | Mar | 28 | 5228 | Dec | 8 |
| 853 | Jul | 4 | 2463 | Aug | 18 | 3471 | Dec | 5 | 5239 | Oct | 24 |
| 879 | Nov | 17 | 2525 | Jul | 10 | 3473 | Jun | 23 | 5323 | Jan | 14 |
| 886 | Feb | 18 | 2539 | Jul | 15 | 3488 | Jan | 15 | 5347 | Apr | 18 |
| 887 | Aug | 15 | 2553 | Mar | 27 | 3490 | Nov | 26 | 5368 | Jan | 8 |
| 888 | Nov | 17 | 2584 | May | 27 | 3495 | Jul | 11 | 5419 | Jan | 2 |
| 1020 | Feb | 19 | 2617 | Mar | 20 | 3509 | Feb | 6 | 5424 | Sep | 22 |
| 1056 | Jan | 24 | 2657 | Oct | 23 | 3545 | Mar | 19 | 5425 | Jan | 9 |
| 1059 | Aug | 15 | 2665 | Oct | 16 | 3662 | Nov | 4 | 5426 | Jan | 22 |
| 1061 | Oct | 20 | 2800 | Apr | 8 | 3736 | Dec | 3 | 5447 | Sep | 30 |
| 1086 | Sep | 11 | 2801 | Nov | 10 | 3748 | Mar | 31 | 5750 | Oct | 31 |
| 1105 | Feb | 18 | 2806 | Oct | 15 | 3749 | Jan | 22 | 5751 | Sep | 15 |
| 2210 | Jun | 26 | 2807 | Jul | 17 | 3954 | Oct | 21 | 5752 | Sep | 15 |
| 2220 | Nov | 13 | 2809 | Feb | 6 | 5140 | Feb | 24 | 6280 | Jan | 22 |
| 2230 | Oct | 8 | 2810 | Apr | 15 | 5142 | Sep | 24 | 6295 | Dec | 15 |
| 2330 | Dec | 18 | 2813 | Dec | 31 | 5154 | Jan | 6 | 6298 | Oct | 8 |
| 2333 | Jun | 26 | 2818 | Oct | 15 | 5169 | Mar | 18 | 6301 | Jan | 15 |
| 2393 | Nov | 10 | 2828 | Oct | 10 | 5194 | Mar | 20 | 6925 | Dec | 26 |
| 2402 | Dec | 9 | 2842 | Nov | 25 | 5200 | Jul | 7 | 6936 | Jan | 2 |
| | | | | | | | | | 6960 | Jan | 31 |

E At Weston Shops (67 locomotives):

| | | | | | | | | | | | |
|------|-----|----|------|-----|----|------|-----|----|------|-----|----|
| 441 | Dec | 30 | 2312 | Aug | 27 | 2920 | Sep | 15 | 5385 | Sep | 9 |
| 672 | Jun | 20 | 2342 | May | 26 | 3657 | May | 30 | 5386 | Feb | 25 |
| 675 | Aug | 19 | 2346 | Sep | 22 | 3720 | Sep | 15 | 5389 | Jul | 31 |
| 846 | Jun | 5 | 2347 | Feb | 25 | 3721 | Oct | 30 | 5759 | Jan | 31 |
| 924 | Nov | 4 | 2348 | Jul | 8 | 3731 | Mar | 18 | 5771 | May | 7 |
| 925 | Apr | 23 | 2355 | Oct | 7 | 3742 | Oct | 15 | 5775 | Oct | 15 |
| 977 | Mar | 21 | 2431 | May | 20 | 5100 | Aug | 27 | 5776 | May | 4 |
| 985 | Jun | 20 | 2521 | Mar | 26 | 5109 | Apr | 30 | 5782 | Jan | 21 |
| 993 | Jun | 20 | 2523 | Apr | 11 | 5122 | Apr | 29 | 5786 | Mar | 31 |
| 1003 | Dec | 2 | 2534 | Aug | 19 | 5177 | May | 30 | 5801 | Aug | 19 |
| 1021 | Oct | 15 | 2548 | Dec | 30 | 5182 | Nov | 20 | 6290 | Feb | 25 |
| 1024 | Nov | 20 | 2572 | Mar | 14 | 5190 | Dec | 12 | 6908 | Feb | 25 |
| 1029 | Nov | 20 | 2592 | Dec | 30 | 5350 | Jan | 31 | 6940 | Feb | 25 |
| 1032 | Jun | 20 | 2593 | Jul | 14 | 5380 | Jul | 15 | 6942 | Sep | 22 |
| 1060 | Dec | 18 | 2594 | Apr | 11 | 5382 | Oct | 30 | 6946 | Aug | 19 |
| 1063 | Dec | 30 | 2705 | Jun | 30 | 5383 | Apr | 17 | | | |
| 2310 | Mar | 13 | 2910 | Jan | 29 | 5384 | Jul | 15 | SL-2 | Dec | 12 |

C. At Ogden Shops (29 locomotives):

| | | | | | | | |
|------|--------|------|--------|------|--------|------|--------|
| 597 | Jul 16 | 2533 | Dec 3 | 5101 | Apr 2 | 5157 | Mar 25 |
| 962 | Dec 23 | 2540 | Jul 16 | 5104 | Mar 18 | 5222 | Dec 30 |
| 978 | Mar 31 | 2575 | Dec 12 | 5110 | Oct 24 | 5235 | Feb 28 |
| 2313 | Feb 12 | 2701 | Jan 28 | 5120 | Jun 18 | 5249 | Dec 11 |
| 2350 | Feb 24 | 3499 | Apr 29 | 5121 | Nov 26 | 5800 | Jan 28 |
| 2751 | Jun 18 | 3601 | Sep 5 | 5126 | Mar 10 | | |
| 2388 | Nov 19 | 3639 | Nov 12 | 5127 | Oct 30 | | |
| 2386 | Dec 16 | 3723 | Jan 28 | 5155 | Aug 13 | | |

Grand Total: 197 locomotives (all steam)

WHITE FLAGS TO BANCROFT

by John Freyseng

Sunday May 10th dawned over the peaceful town of Belleville, Ont. in its usual silent manner. Only at the C.N.R. station was the tranquillity of the young day being shattered, for standing on track 3 was the joint C.R.H.A.-U.C.R.S. Spring Excursion for Bancroft. Belleville's atmosphere had contained only diesel fumes since March, but today was an exception as clouds of smoke and steam rolled up from engines 90 and 2649. The feeble early morning light did not bother railfans as they swarmed around the six car consist. The two engines literally shone, the white running boards and engine tires reflecting the pale sunlight.

The lead engine, class E-10-a Mogul no. 90, is one of the last two active 2-6-0's in Ontario. It was only a few years ago that E-10's covered many sections of southern Ontario on mixed trains and way freights. Number 90, a Belleville engine, has been used on a few work extras or the odd way freight northward from Belleville in the last year. Most of the time she was stored in the Belleville roundhouse. The second engine, class N-4-a Consolidation 2649, was a regular member of the locomotive pool for the Belleville-Lindsay-Midland line and has seen much operation during the winter months on extra freight. The men of the Belleville roundhouse always kept their power in good condition and numbers 90 and 2649 were no exception as they sat gleaming, patiently awaiting departure time. The rest of the train was also in good condition. Express car 9259, the most modern car in the consist, was fitted with barriers across its open doors. This car contained all the National Film Board equipment. Three spotless 5300 series non-air conditioned coaches were next in line followed by Lunch Counter car 15636 which had been deadheaded up from Montreal on train 5 the previous day. The "Hard-Boiled egg" lunch committee had spent an enjoyable but industrious Saturday evening manufacturing approximately 500 sandwiches and stocking the car. The sixth and final car was another 5300 series coach. The coaches had all been thoroughly cleaned and stocked for the trip, and were another credit to the Belleville yard crew.

At 6:45 A.M. E.S.T., amid much waving, hissing steam and two toots from 90, the Spring Excursion got under way, swung past the silent roundhouse on to the single track for Peterborough. The first run past was held just six miles out of Belleville over the Moira River at Foxboro. The usual procedure of unloading everyone, backing the train down the line, and then running past with as much speed and smoke

effect as possible was carried out at most of the photo stops. The engine crews worked hard to please the fans and some of the blackest smoke ever seen was produced on the run pasts. The train then proceeded on, past Madoc Jct. to Anson where a lengthy stop for registering was made. Here "Extra 90" swung off the Belleville-Lindsay line onto the heavy steel of the Picton-Trenton-Bancroft line. This line supports heavy ore traffic from the Marmora district down to Picton on Lake Ontario where the ore is transferred to waiting lake ships.

After leaving Anson, the engineers endeavoured to make up some lost time with some smart running. A brief stop was made at Bonarlaw before crossing the C.P.R. Toronto-Montreal via Peterborough line. After a water stop at Marmora Station, the train proceeded to a spot eight miles farther north for the next run past, through a section of hilly fields. Again the engines reversed and backed down the line as enthusiasts scrambled up the hillside for better view points. This run past was a little too much for the herd of Holstein cows grazing near the right of way. They were only used to the quiet metterings of the road switcher on the mixed train, so when no. 90 thundered past, headlight on, belching great quantities of cinders and smoke at them, followed by 2649 performing equally as well, the cows stampeded, trying to escape the terrifying "iron horses".

North of Bannockburn the country slowly changed from rolling farm fields to rocky bush land and another stop was held two miles north of Ormsby Jct. amidst several picturesque rock cuts. Again 90 and 2649 roared by, showering the countryside with soot and cinders, as the engineers "laced" both engines, their reverse gears "down in the corner" with throttles wide open.

A slight pause was made at Bancroft as about 20 children clambered aboard for the short ride up to York River. Here the train was wyeed and then posed with a magnificent cliff towering behind. Unfortunately the sun had disappeared, being replaced by a few showers. The southbound stop at Bancroft lasted for nearly an hour while the two engines were re-fuelled and duly photographed. The ancient coal-ing equipment was examined and then everyone was forced indoors due to a heavy shower. The lunch car crew took advantage of the stop to replenish soft drink supplies and prepare themselves for the southbound run after the brisk business experienced on the northbound run. The local children who had ridden to York River disembarked and were joined by a great number of the townspeople who had come down to the station to see the special depart. It was well into the afternoon by the time "Extra 90" cleared the Bancroft yard limit after much waving on behalf of the towns folk. By the time the train reached Spring Lake four miles north of Ormsby Jct., the sun was back out. The train was posed along this beautiful lake for still shots while three loons supervised the operation from their watery retreat. The first southbound run past was held at Ormsby Jct. where the Coe Hill branch joins the main line. The engine crews got into the act this time, the engineers and firemen leaning out of their cabs and waving as the engines pounded past the junction switch. Much to the delight of the movie enthusiasts, the engineer on 2649 blew down his engine just before reaching the junction, adding a veil of steam to the scene. The next stop was not for 30 miles and during the interlude as the special rambled southward through the fresh countryside, fans congregated in the lunch car and the express car, exchanged pictures and made new friends. Meanwhile the National Film Board crew interviewed people for their forthcoming movie on Canadian railways.

A water stop was made at Marmora Station and a short stop was also made at Bonarlaw for the C.P.R. crossing. The next photo stop was made at Anson while the conductor registered and then extra 90, southbound for Trenton, clumped across the Belleville-Lindsay line. Unfortunately, the threatening cloud closed in for good and the last run past across the raging Trent River at Glen Ross was good only for silhouette shots. The special then proceeded on down the twisting Trent River Valley, and finally ended up rumbling down the streets of Trenton to the Trenton Wye, one leg of which is on the old Canadian Northern bridge across the Trent River. As the train rolled under the C.N.R. Toronto - Montreal line at Trenton Jct. a westbound time freight roared by overhead behind five shrieking road switchers.

Extra 90 was only thirty minutes ahead of train 6 as the six cars swung on to the 130 pound rail of the main line, accompanied by a light drizzle. Hands reached for stop watches and speed charts as the engineers proceeded to "hook up" the two engines and "notch out" the throttles. Soon a commendable speed of 40 m.p.h. was obtained, and then the stubby little drivers became a blur and the exhausts from the stacks became a sustained roar as the special flew down the right-of-way at an astonishing 55 m.p.h. A few minutes off the advertised, the two engines rolled to a stop before the Belleville station, completing the 193.5 mile trip much to the sadness of the 150 dirty, weary, but satisfied rail fans. The two engines were quickly cut off and taken to the roundhouse as road switcher 1241 backed down and removed the empty cars leaving the eastbound main line cleared in time for the arrival of train 6's 21 cars and four diesel units.

All participants will agree that the trip was most enjoyable, thanks to the hard work of the Trip Committee and the crews. Certainly some 20 children up Bancroft way will remember May 10th as "the day the BIG train came to town".

MISCELLANY

- Canadian railfans visiting London, England may ride the entire London Transport system, including subway, bus and trolley bus on a weekly pass, obtainable for \$3.50 from travel agencies and railway ticket offices in Canada. This pass, known as a "Go As You Please" ticket, is offered to Canadians only, the regular patrons of the London underground not being able to take advantage of this typically North American Transit bargain.

- A three-year, \$14-million program has been adopted by Metropolitan Toronto for the elimination of most of the major level railway crossings remaining in the Metro area. The plan calls for the Dominion Government, through the Board of Transport Commissioners, to bear \$10,700,000 of the estimated cost.

- The T.T.C. has called tenders on the supply and delivery of approximately 22,000 tons of cast iron tunnel linings for the University Ave. subway, with tenders closing on June 22nd, 1959. These linings, a new device in subway building in Toronto, will be used on the sections of the Bloor-University Subway that are constructed by the tunneling method, to be placed as the boring shield advances. The iron linings will be manufactured in accordance with design and specifications laid down by W.S. Atkins & Associates of 33 Price St., one of the firms of consulting engineers retained by the T.T.C. on the Bloor subway project.

THE GRAND RAPIDS TRAMWAY

by J.M. Mills

A little known $3\frac{1}{2}$ -mile portage tramway built as part of a general scheme for improvements in internal communications in the North-West was the Grand Rapids Tramway. This line was built to avoid a rough and dangerous stretch of rapids on the Saskatchewan River just upstream from where it enters Lake Winnipeg, in Central Manitoba. (There is a small settlement on the west shore of Lake Winnipeg to-day known as Grand Rapids). The rapids follow the form of a crescent, but the tram road was cut directly through the brush, having practically a straight alignment.

At the time of building of this portage railway, about 1877, all freight for the western districts coming from England was transported to York Factory by vessels owned by the Hudson's Bay Co., thence by York boat from York Factory to Oxford House, thence by canoe and York boat via Norway House and Grand Rapids, and so up the Saskatchewan River to the western districts.

The tramway, which used horse-drawn flat cars, was built on Crown land, but a 50 foot wide strip along its alignment was granted to the Hudson's Bay Co. for an annual rental of ten dollars; the initial lease was for 21 years, renewable at will. The company estimated that the line cost \$15,000 to construct, a major portion of this being the purchase and supply of the 55 tons of iron rails used, which were brought from the United States to Winnipeg by steamer, thence to Grand Rapids on the Hudson's Bay Co. steamer COLVILLE. Walter Moberly, well known in Canadian railway history as a survey engineer for the Canadian Pacific Railway, was in charge of construction.

The Hudson's Bay Co. had five steamers on the Saskatchewan River operating west of the portage, which ran as far as Edmonton in regular service. A list of these, together with their disposition, follows:

| | |
|------------|--|
| LILLY ★ | Wrecked, 1883. |
| MANITOBA | Wrecked in spring breakup, 1885 |
| MARQUIS | Laid up 1889; later burnt. |
| NORTHCOTE | Laid up, 1886, scrap several years later |
| NORTH-WEST | Laid up, 1885 |

★ - Built in London for the Nile, but shipped out in pieces and carried to the Saskatchewan River on the tramway.

The COLVILLE, used on Lake Winnipeg, was destroyed by fire at Grand Rapids in 1894.

It is apparent that the whole system was largely superseded with the completion of the transcontinental line of the C.P.R. in 1885. As the last of the river boats, the MARQUIS, ended regular service in 1889 it can be perhaps assumed that the tramway ceased operation in this year; however, there is no date on record of its actual abandonment.

The author of an article in "The Beaver", magazine of the Hudson's Bay Company for June 1933, mentions that he walked the length of the tramway about 1930 at which time he found the track still intact, though completely overgrown.

C.N.R. LINDSAY DIESELIZATION

Dieselization of C.N.R. services in and around Lindsay, Ont. officially took place with the change of time, April 26, 1959. Early in April, M.L.W. 1600 H.P. "high hood" road-switchers appeared for the first time, and began to replace 2-8-2's and 2-8-0's between Belleville-Lindsay and Midland. By the end of April, G.M.D. 1200 H.P. and M.L.W. 1600 H.P. units had taken over almost all freight service, and G.M.D. 1750 H.P. passenger units had dieselized trains 93 and 94.

The last regular steam run out of Lindsay was fittingly made by Mogul 91, on a work train to Mariposa and return on Friday, April 24th. The locomotive was still under steam for a boiler test on April 25th and was photographed before being stored. Full diesel operations, including yard switching and extras, began on Monday the 27th. At Lindsay on Saturday the 25th were:

STEAM: 91 (2-6-0); 7460, 7461 (0-6-0) stored inside;
7509 (0-6-0) stored outside for scrap.
((3228 (2-8-2) was at Belleville for repairs)).

DIESEL: 1209, 1252, 1265 (G.M.D. 1200 R-S)
4404 (G.M.D. 1750 R-S)

-Probable future operations will be:

- 2 - 1200 G.M.D. R-S on Toronto-Lindsay-Peterborough freight (except Sunday, and to Lindsay only on Saturday).
- 1 - 1200 G.M.D. R-S on Lindsay-Belleville way freight
- 2 - 1600 M.L.W. R-S on 2 - 1750 G.M.D. R-S on Midland-Lindsay-Belleville freight.
- 1 - 1750 G.M.D. R-S on Toronto-Lindsay way freight

-91, one of 7460 or 7461 and 3228 will be stored at Lindsay as spare engines.

-Consolidation 2616 has been taken to Haliburton, preparatory to being put on display as a permanent exhibit in the town.

-The last "resident" engine at Cobourg, 0-6-0 switcher 7510, was withdrawn from service on Saturday, April 11th.

C.N.R. MONCTON YARD -- Modern Construction Ltd. and Abbey-Landry Ltd., both of Moncton, have been awarded contracts for the construction of a main yard and hump offices and retarder control tower, respectively, in the C.N.R. Moncton Hump Yard project. The main yard office will be a three-storey brick structure surmounted with a tower section containing two additional floors. The hump office is to be a two-storey brick building housing the console that controls the switches for the classification tracks. The retarder control tower will be a two-storey brick building with a tower having an additional three storeys.

EXCHANGE SECTION

Julian Bernard, 2096 Claremont Ave., Apt. 30, Montreal Que. has for sale TRAINS magazines, public and employees' timetables, a North Yonge Railways crossing sign, and a set of marker lights from North Yonge car 413.

Upper Canada Railway Society

BOX 122 TERMINAL "A" TORONTO

Newsletter

EDITOR: STUART I. WESTLAND 16 SONORA TERRACE TORONTO 13

ASSISTANT EDITOR: J. A. MACLEAN

JULY 1959

NUMBER 162

SOCIETY The Society will hold outdoor meetings on the third Friday
ACTIVITIES of July and August. The July meeting will be held accordingly on the evening of the 17th, and will take the form of an observation meeting at C.N.R. Port Credit station.

Past Meetings -- June 19th: The season in Room 486 ended in very gratifying fashion with 41 members and 3 guests present, for one of the best attendance totals of all time. A most interesting program of movies was presented by Mr. John Mills, featuring the various districts of British Railways, and a roll taken on the three Welsh narrow gauges, the Vale of Rheidol, the Talyllyn and the Festiniog. The program concluded with a showing of the classic STEAL OF EMPIRE, a parody of early Canadian railway history, produced, directed and acted by U.C.R.S. and C.R.H.A. members several years ago.

COMPREHENSIVE WINNIPEG SUBWAY PLAN

Toronto transit consultant Norman D. Wilson, retained by the Greater Winnipeg Transit Commission to survey that city's future public transportation needs, has recommended the construction of a comprehensive sub-surface electric railway system. His report to the commission calls for a 23.15 mile, three route subway system, the construction of which would entail the outlay of some \$449 million. He recommends the system as the only practical solution to the anticipated growth of the urban area, which, it is predicted, will contain 765,000 persons by 1981.

The cost estimate is based on established costs of subway construction in Toronto. At an average of \$11.5 million per mile, the 23-mile Winnipeg system would use some \$265 million in basic construction. As in the case of the Bloor subway, it is recommended that public authority should bear the cost of this. The balance of capital expenditures would include the cost of construction of maintenance shops, car equipment, signals, etc.

Mr. Wilson assured the Commission in his report that his recommended system was both practical and desirable. He used figures extensively from a 1957 report prepared by Wilbur Smith & Associates (which recommended an expressway system), and recommended the subway system in lieu of expressways as the estimated costs of construction were generally equal, with the subway giving a greater return in terms of passenger capacity made available.

The system would have six prongs extending outwards from the central core in all directions, and would include four crossings of the Red River, which creates a north-south barrier across the city. The system is recommended for construction in nine stages as follows:

| <u>STAGE</u> | <u>ROUTE</u> | <u>FROM</u> | <u>TO</u> | <u>MILEAGE</u> |
|---------------|-----------------|--------------------------|-------------------|----------------|
| 1 | PORTAGE-N.MAIN | QUEEN ST. (ST. JAMES) | REDWOOD AVE. | 4.55 |
| 2 | OSBORNE | ARNOLD AVE. | NOTRE DAME AVE. | 2.50 |
| 3 | OSBORNE | NOTRE DAME AVE. | KELVIN ST. | 2.40 |
| 4 | OSBORNE | ARNOLD AVE. | STE. ANNE'S RD. | 1.80 |
| 5 | OSBORNE | KELVIN ST. | NAIRN AVE. | 1.70 |
| 6 | PORTAGE-N.MAIN | MAIN & REDWOOD | McPHILLIPS ST. | 2.45 |
| 7 | PEMBINA-WILLIAM | ARNOLD & DALY | ISABEL ST. | 3.75 |
| 8 | PEMBINA-WILLIAM | DALY ST. | McGILLIVRAY BLVD. | 1.85 |
| 9 | PEMBINA-WILLIAM | ISABEL ST. | KEEWATIN & ELTIN | 2.15 |
| TOTAL MILEAGE | | | | 23.15 |

Station spacing is recommended as 5/16 of a mile, with platforms to be 500 feet long to allow for future increases in the length of trains. The stations would be designed so as to permit direct interchange with feeder buses without the use of paper transfers. Mr. Wilson observed that subway riders could move at twice the speed of surface transit, and that overall operation costs on the system would accordingly be lower. The average speed, including stops, on the subway is estimated at between 18 and 20 M.P.H.

The Greater Winnipeg Transit Commission received the Wilson report rather enthusiastically, as may be judged from the fact that the Commission is urging that a start be made on construction within five years, so as to have at least the Portage-North Main route in operation within ten years.

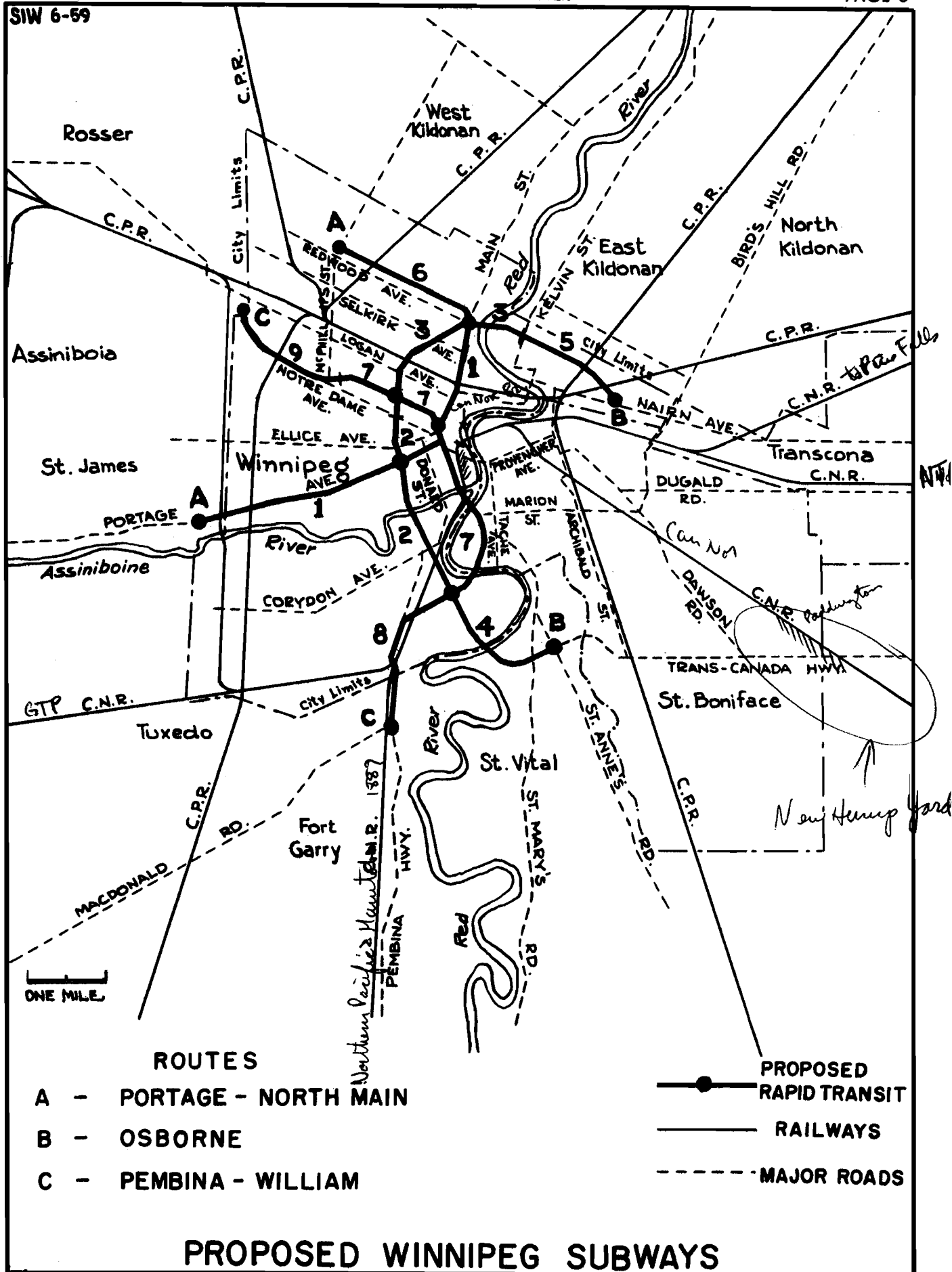
Provincial and municipal officials, who will play a vital part in the implementation of the Wilson recommendations, have yet to make known a formal reaction to the report, being possibly rather stunned by the sudden realization that expenditures of this magnitude are going to have to be made to combat a traffic stalemate, even in an urban organism which has yet to reach the "big city" stage. Perhaps the very fact that there was not an immediate cry of "outrage" at the suggestion of the use of public funds, rather than farebox receipts, for a great proportion of the total outlay, augurs well for the future of rapid transit in Winnipeg.

Canadian National Railways sold four steam locomotives to the Edaville Railroad museum at South Carver, Mass., during June. Included are 47 (4-6-4-T), 96 (2-6-0), 1395 (4-6-0) and 6039 (4-8-2). The first three named were sent from Turcot roundhouse, whereas 6039 went from Grand Trunk Western.

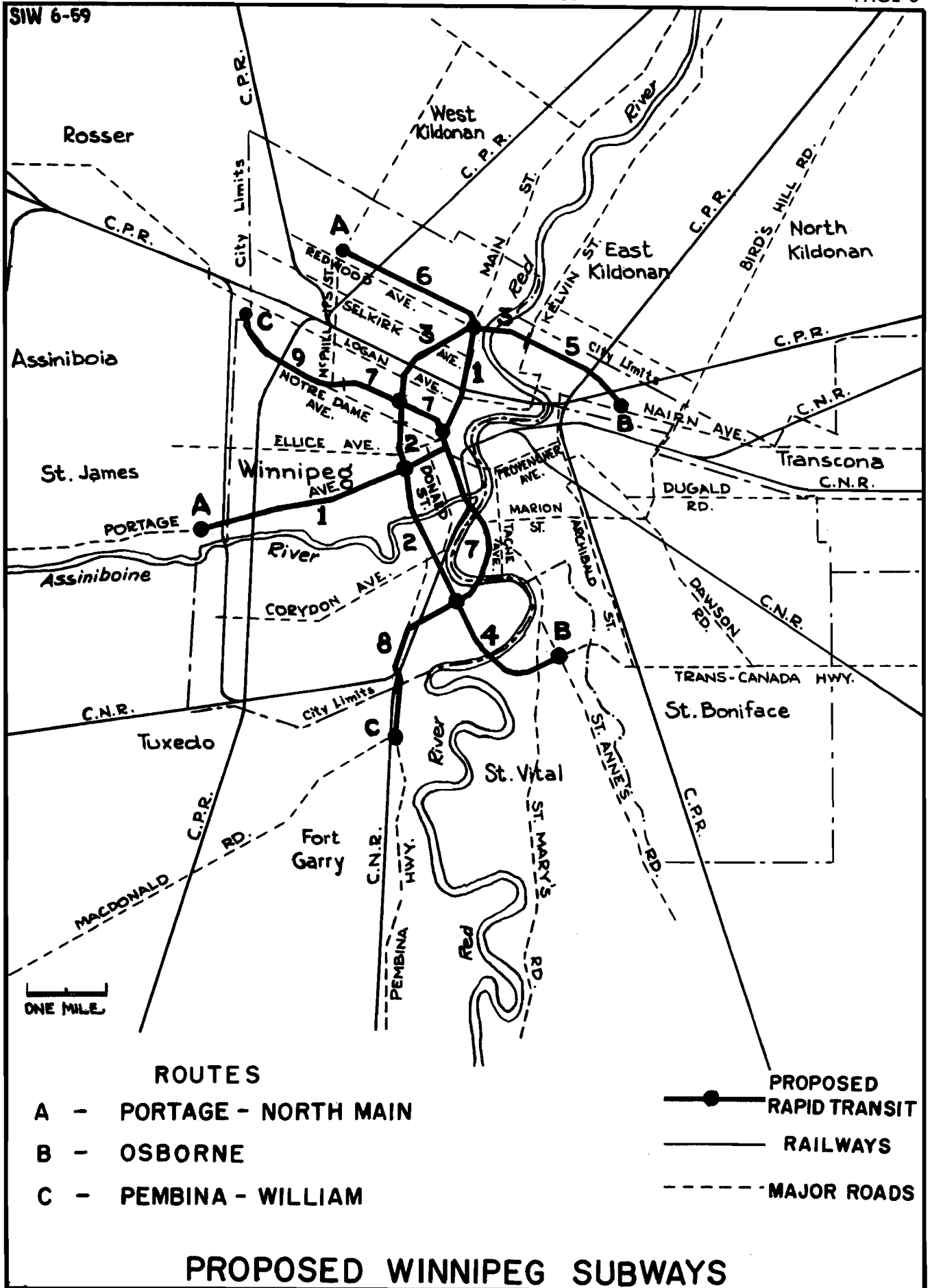
The Malagash Salt Co. recently offered for sale by tender a 44-ton General Electric diesel, along with the other equipment of the plant at Malagash, N.S.

Toronto Transit Commission track jobs currently in progress are the relaying of Bloor St. rail from Runnymede to Jane Loop, and the levelling of track on Lakeshore Road in the vicinity of Christie's bakery.

SIW 6-59



SIW 6-59



A NIGHT AND A DAY ABOARD C.N.R. 15636

by Thos. F. McIlwraith, Jr.

(Editor's Note: In somewhat lighter vein, and as an interesting aside to the Belleville - Bancroft C.N.R. excursion of last May 10th, there follows an account, written by a member of the U.C.R.S. "Hard Boiled Egg Committee", of the activities of said Committee both prior to and during the trip).

Undoubtedly the most popular car in the consist of the Belleville-Bancroft excursion of May 10th, 1959, was C.N.R. Lunch Counter car 15636. A report of how it got that way is submitted herewith.

Car 15636 arrived in Belleville, Ont. as part of Train 5 at 2:18 P.M., E.S.T., Saturday, May 9th, and was immediately removed to a position on the most northerly track in the coach yard. About 4:30 P.M., E.S.T., a small grey MG (Ontario registration 10-495) arrived with supplies, which included, in alphabetical order:

| <u>Item</u> | <u>Quantity</u> | <u>Price</u> |
|----------------------------------|-----------------|----------------|
| Bread, white, loaf | 38 | 2/25¢ |
| Butter, pound | 16 | 0.68 |
| Cheese slices, package | 13 | 0.27 |
| Coffee, instant, jar | 10 | 0.85 |
| Cup, dixie | | 7/55 |
| Egg, hardboiled, unshelled, doz. | 10 | |
| Freyseng, J. | 1 | Priceless |
| Ham, sliced | 150 | 13.00 |
| Mayonaise, bottle | | 0.69 |
| Milk, quart | 16 | 4.20 |
| Mustard, jar | 3 | 0.25 |
| Onion | 12 | 0.35 |
| Pepper, jar | | 0.49 |
| Sandusky, R.J. | 1 | Also priceless |
| Serviettes, box | 2 | 0.45 |
| Straws, box | 3 | 0.19 |
| Sugar, cube, box | 3 | |
| Wax paper, box | 4 | 0.31 |

All but two of the above items were carried across the yard to 15636, a sooty old wheelbarrow being of considerable use at this point. Four cases of soft drinks were also purchased.

Following dinner, an assembly line was set up on the counter, in which

- YOUR REPORTER slavishly waved a buttery knife over a piece of bread &
- MIKE JACKSON got hooked into doing this also, while
- GEOFF. MURPHY arduously opened loaves of bread, piling pairs of slices in precarious pyramids for the use of the aforementioned, who passed the buttered slices on to
- RON COOPER who slapped a slice of cheese or ham into position, stuck a piece of buttered bread on top and passed the completed sandwich on to
- JOHN MILLS who wrapped said sandwiches in waxed paper and piled them into cartons, while
- JOHN FREYSENG and
- BOB SANDUSKY swore at eggs whose shells stuck.

Duly shelled, the said eggs were trod upon and transformed into a golden mush. Weepy Murphy added the onions, poured in milk, and the whole thing skidded to a stop between two pieces of bread. Three members of the crew were forced to retire to the confines of a distant motel when overcome by the ever rising fumes of hydrogen sulphide. The rest, gas masks in place, continued valiantly on.

Four hours and 418 sandwiches later, the four remaining members of the dining crew turned porter, making up the bunks within 15636, then turned off the lights, turned in, turned over and fell asleep.

3:29 A.M., May 10th: A yard diesel banged on and 15636 began to move. John Freyseng got up, stumbled through the egg sandwiches to the end of the car, and greeted the brakeman. (Your reporter, on observing the dent in the roof, is led to believe that the salutation was not anticipated by the latter). Ice was brought aboard and dropped into the coolers. Very soon Bob Sandusky was up and painting posters, an example of which was:

CLOSED!

Shortly before the excursion train was due to depart at 6:45 A.M., E.S.T., a Montreal import whom we had (C.W.K.) Heard was adept at striking matches arrived to light the coal and wood stove.

Although the CLOSED! sign hung on the end wall for the first hour of the trip, business commenced at the start. Sandwich and soft drink sales picked up as word of the facilities spread throughout the train. The coffee was ready an hour after the trip commenced. No one complained that it wasn't hot enough! Cooks Freyseng and Heard kept the coffee coming, while your reporter, Mike Jackson, Geoff Murphy and John Mills efficiently got in each other's way behind the counter. Ron Cooper was the smartest of all as he sat on a garbage pail, out of the way, taking pictures out of the kitchen door.

By the time of arrival at Bancroft, the stock of soft drinks was dangerously depleted. Five more cases were purchased, but these did not last; the final bottle was sold an hour before the end of the trip. The supply of coffee and sandwiches lasted until the end, with very little being left over.

On arrival at Belleville, the empty bottles and other remains were loaded aboard a baggage wagon, a station platform runpast of which was provided for the benefit of movie fans. The wagon was hauled around to two local outlets where all but two cases of bottles were sold. These remaining bottles, of a strange Bancroft breed, were taken back to Toronto.

In closing, it is fair to report that many words of praise and commendation were heard for the efficiency of operation of the Dining Committee and the tastiness of the sandwiches. The presence of 15636 undoubtedly kept the morale of the fans high, and at the same time provided endless enjoyment and fun for those who faithfully served behind the counter.

DETROIT TO JACKSON VIA THE G.T.W.
by John Freyseng

There was a larger crowd than usual at the Grand Trunk Western Brush Street Station in Detroit on Sunday morning, June 14th, for this was the day for the Michigan Railroad Club's Spring Excursion to Jackson, Michigan via the G.T.W.'s freight only branch. Standing on the outside track of the stub end station was class S-3-c Mikado 3752, of the Detroit-Pontiac suburban service motive power pool, trailing a 12 car train consisting of one G.T.W. express car equipped with barriers across the open doors, eight G.T.W. coaches, all except one from the Detroit suburban service, two C.N.R. gondolas, each equipped with railings on the ends and bridges to connect with the rest of the train, and finally an orange G.T.W. caboose.

Shortly after 9:15 A.M., E.D.T., the strange consist started out of Brush Street Station for Milwaukee Jct., Royal Oak with its new station, and Birmingham with its car level platforms, where additional passengers were picked up. Northern 6323 with an extra freight for Detroit was passed just south of Royal Oak. The gondolas were well filled as the Special rolled into Pontiac Station where shining J-3-a Pacifics 5043 and 5038 were waiting to replace the large Mikado. After a lengthy delay caused by brake malfunction, three whistle blasts sounded from the head end and with a diesel yard switcher straining on the rear end, the long train proceeded to back out of the station towards Detroit for half a mile and then swing on to the Richmond, Mich. branch line, the other end of which leads to Jackson. The diesel was cut off (much to everyone's relief) and the two Pacifics clumped across the double track Pontiac-Detroit line, westbound for Jackson. Westbound stops were made at Orchard Lake, Wixom, South Lyon, where a run past across the C. & O. was held, Hamburg where both engines were watered from a nearby pond and Lakeland where an Ann Arbor time freight blocked the line. Shortly after 4:00 P.M., the 12 car consist rolled past the huge Michigan State Prison which marks the limits of Jackson. The two engines eased up to the freight station where everyone unloaded and retired to the Hays Hotel for a sumptuous dinner (included in the ticket). Everyone had returned to the station by 5:00 P.M. to watch the engines being turned on the small electric turntable which had probably not seen action since the roundhouse was closed a few years ago.

After a lengthy delay caused by tardy railfans, the two Pacifics coupled onto the express car, pilots first, and proceeded to push the special to the city limits where the engines were run around through a long, hidden (covered) siding, the G.T.W. yard in Jackson not being large enough for such a maneuver. The return trip over the 71 mile, rambling, weed covered line featured stops at Lakeland; Hamburg, where the engines were cut off to take water; South Lyon and Wixom. Several other unscheduled stops were made for reasons which remained a mystery. The two gondolas, now next to the engines, were liberally showered with cinders and many fans took refuge in the caboose which was literally bulging with humanity. Heads and arms were protruding from every possible opening and one could count at least six heads in the cupola throughout the evening. Dusk saw the arrival of the special in Pontiac, the reversing movement to the station accompanied

by the growling switcher being repeated. The two tired, venerable little Pacifics were cut off for the final time and the large, all welded tender of engine 3752 again locked couplers with the special. Thirty minutes later the husky Mikado was accelerating past 5038 and 5043, who were patiently waiting for a clear track back to the Pontiac roundhouse and a more peaceful life (way freight service on the Caseville branch).

The heavy drivers rolled southward, the green block signals marching past in quick procession. Stops were made again at Birmingham, Royal Oak and Milwaukee Junction where very dirty fans disembarked. By 11:00 P.M. the coupler of 3752 was nudging the bumping post on track 5 at Brush Street, the remainder of the weary enthusiasts filing past, taking a last look at the throbbing giant. The station was vacated quickly and only a knot of people remaining for the bus connection for C.N.R. train 10 witnessed the departure of 3752 for Milwaukee Jct., the sickly yellow headlight fading into the inky depths of the night. The group of six U.C.R.S. Toronto members slept soundly as C.N.R. sleeper car EXCELSIOR returned to Toronto and to dieseldom on the C.N.R.

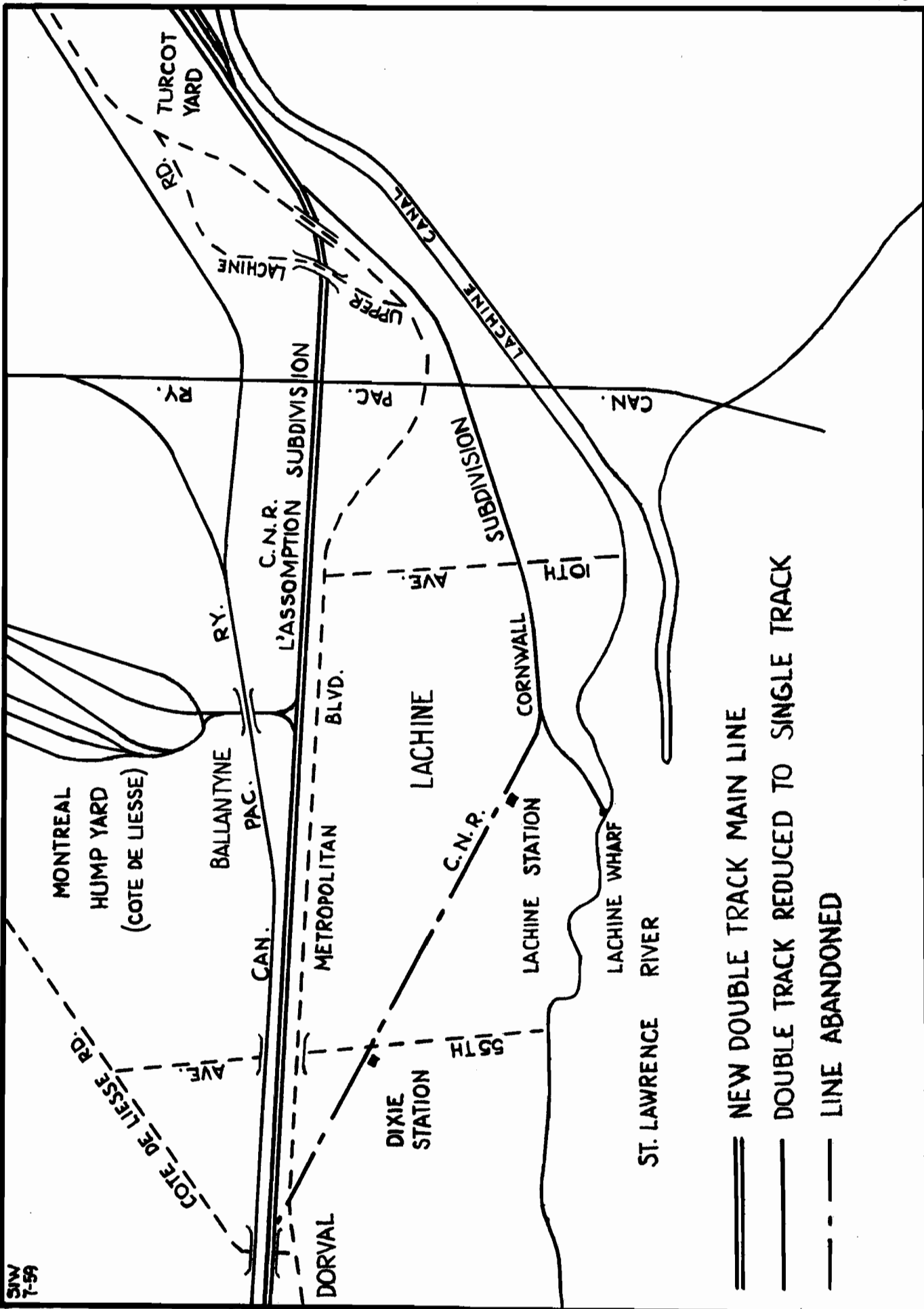
C.N.R. PLANS MAIN LINE RELOCATION AT MONTREAL

The Canadian National Railways has commenced work on the relocation of the double track main line of the Cornwall Subdivision from Dorval, P.Q. to the point of junction with the L'Assomption Subdivision, about half a mile west of Turcot Yard in Montreal. The length of line undergoing such relocation is approximately $4\frac{1}{2}$ miles. The main line will be established along the L'Assomption Subdivision to Ballantyne, from which point to Dorval the present C.P.R. right-of-way will be taken over.

The present line of the Cornwall Subdivision between Dorval and a point east of Lachine Station will be abandoned, eliminating four level crossings. That segment from this point easterly to the junction with the L'Assomption Subdivision will have one of the two tracks on the right-of-way removed, will be lowered to existing street levels, and will be relegated to the status of an industrial spur, as is presently the short segment from the Cornwall Subdivision to Lachine Wharf. This section is the alignment of the Montreal and Lachine Rail Road, the portage railway built in 1847 to by-pass the Lachine Rapids, and which was the first railway constructed into the City of Montreal proper.

In association with this project various other works and arrangements will be undertaken. The C.N.R. will construct for the Canadian Pacific Railway a new section of track between Dorval and Ballantyne, which will be located about 100 feet north of the present alignment to be taken over by the National system. Work on this relocation of the C.P.R. line has already begun. The section of the L'Assomption Subdivision east of Ballantyne being upgraded for main line use will be slightly relocated and will have a second track added.

A grade separation will be undertaken in Montreal West to carry Metropolitan Blvd. over the relocated main line, at the foot of Brock Ave. Another grade separation, a short distance west in Ville St. Pierre, will carry Upper Lachine Road over the new main line. The present grade crossing at Maple Ave. will be closed, save for the construction of a pedestrian underpass. A vehicular underpass will be



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built at 55th Street, Lachine, to separate the street from both the C.N.R. and the new C.P.R. lines.

Lachine and Dixie Stations, both located on the section of line to be abandoned, will be necessarily closed, and their immediate areas will thus lose commuter service. Stations at Grovehill and Summerlea Aves. on the relocated line will serve to replace the abandoned stations and pedestrian underpasses under the tracks will be constructed at these locations.

Reference to the map on Page 8 will enable members unfamiliar with the Montreal area to gain a clearer picture of the nature of this relocation project.

MISCELLANY

- The Canadian National Railways will continue its program of extension of Centralized Traffic Control on the Edmundston Division with the commencement of installation of the system this year between Pacific Junction (west of Moncton) and Napadogan, N.B. This section between Napadogan and Edmundston is already under conversion, while the Edmundston-Monk, P.Q. section saw installation during 1958.

A \$200,000 improvement and enlargement program for Edmundston yard is also to be undertaken this year.

- A British exhibition train comprising up to sixty cars is scheduled to make a cross-country tour of Canada during May and June of 1960 to display a comprehensive range of British engineering products. The tour is being arranged by the British Engineers' Association, and will be followed by similar tours of other countries.

- The C.N.R. has placed an order for 200 fifty-ton heated box cars with the Eastern Car Division of Dominion Steel and Coal Corporation Ltd., for delivery in September and October. The heated box cars will supplement the refrigerator car fleet in the movement of perishables and other goods which must be kept from freezing, and will have an advantage in that their capacity will be nearly double that of a standard reefer.

Prototypes of the heated box car were rigidly tested last winter, when it was found that a constant interior temperature of 40 degrees above zero could be maintained in weather as cold as 40 below. The car is designed to create a blanket of warm air around the load.

- Mr. D.C. MacPhail of the National Research Council in Ottawa told delegates to the 73rd Annual Meeting of the Engineering Institute of Canada that, despite the existence of some gas turbine locomotives today, certain further developments are required before there can be effective competition with the diesel-electric locomotive. On the positive side, he said that the torque speed characteristics of a turbine make it practicable to use a simple mechanical coupling to the wheels to facilitate starting of the locomotive and reduce maintenance costs. Further, because the gas turbine can use low grade fuels and because it can make use of waste heat, there is a possibility of very substantial savings in fuel costs.

However, to achieve this saving it will be necessary to provide the locomotive with an idling fuel consumption cost comparable with that of the diesel engine. It will also be necessary to ensure that rapid reliable starts can be made in order to take advantage of fuel savings.

end.

Upper Canada Railway Society

BOX 122 TERMINAL "A" TORONTO

Newsletter

EDITOR: STUART I. WESTLAND 16 SONORA TERRACE TORONTO 13

ASSISTANT EDITOR: J. A. MACLEAN

AUGUST 1959

NUMBER 163

The August meeting of the Society will be held on the evening of Friday the 21st at Scarborough Jct. station, which is reached by taking a Brimley bus from Luttrell Loop, alighting at Midland Ave. and walking south.

The first of the "first Friday" meetings for the season 1959-1960 will be held on September 4th and will consist of an evening of railway and transit observation at the Dufferin Gate of the C.N.E.

Past Meetings

July 17th - Eleven members gathered at Port Credit station to witness an evening of high speed operation supplied by trains of both the C.N.R. and C.P.R.

TORONTO TRAIN TRIP ASSOCIATION 1959 EXCURSION

The 1959 excursion of the Toronto Train Trip Association will be held on Saturday, September 26th on the Canadian National Railways to Picton, Ontario and return. The trip schedule is as follows, all times being Eastern DAYLIGHT:

| | | |
|-----|--------------------|------------|
| Lv | Toronto Union Stn. | 9:30 A.M. |
| Arr | Picton | 1:00 P.M. |
| Lv | Picton | 4:00 P.M. |
| Arr | Toronto Union Stn. | 10:30 P.M. |

The eastbound trip will use the main line to Trenton, whereas the return trip will be via Anson, Peterborough and Lindsay. During the layover at Picton there will be offered a side trip to the Sandbanks, the Lake on the Mountain and a tour of the rail-water transportation facilities.

Fare will be \$8.25 for adults and \$5.60 for children, this to include dinner at a hotel in Picton as well as soft drinks and ice cream on the train. Excursionists should bring a lunch for the evening meal.

END OF STREET CAR OPERATION IN MONTREAL

To observe the passing of streetcars from the Montreal scene, the Montreal Transportation Commission will hold a parade on Papineau Ave. and Rosemount Blvd. on Sunday afternoon August 30th. The procession is scheduled to leave Mount Royal car barn at 2:30 P.M. Cars from the historical collection, such as 350, 274, 8 and some of the observation cars and others are being brought from Youville Shops for the occasion. Any interested person may obtain a pass to ride the double truck cars by writing to the Canadian Railroad Historical Association at Box 22, Station B, Montreal 2, P.Q.

NORTHERN ONTARIO CIRCUIT
by R.J. Sandusky and J.D. Knowles

The following article consists primarily of a series of notes made by the authors on a four-day circle tour of Northern Ontario railways last May.

The trip started from Toronto on May 14th on C.N. train 49 "The Northland" which consisted of the usual heterogeneous collection of C.N. and Ontario Northland equipment. The next morning found train 49 at Porquis whence there are branches to Timmins and Iroquois Falls. The connection to the latter town was O.N.R. 100, a C-36 Brill bus which looked extremely odd with its side door, 20 seats and rear express compartment with door. The Cochrane cars were removed from train 49, which continued to Timmins, then they proceeded to their destination as train 149.

At Cochrane the large brick station is located between the C.N.R. and O.N.R. lines and here one has time for breakfast before catching C.N.R. train 649 for Kapuskasing. The train turned out to be motor car D-1 and passenger trailer C-2, both residents of Hamilton for many years previous to 1958. As 649 left town the O.N.R. yard was seen to contain a flatcar bearing a yellow Ontario Hydro 0-4-0 gasoline locomotive, reported to be going out in the Moosonee train.

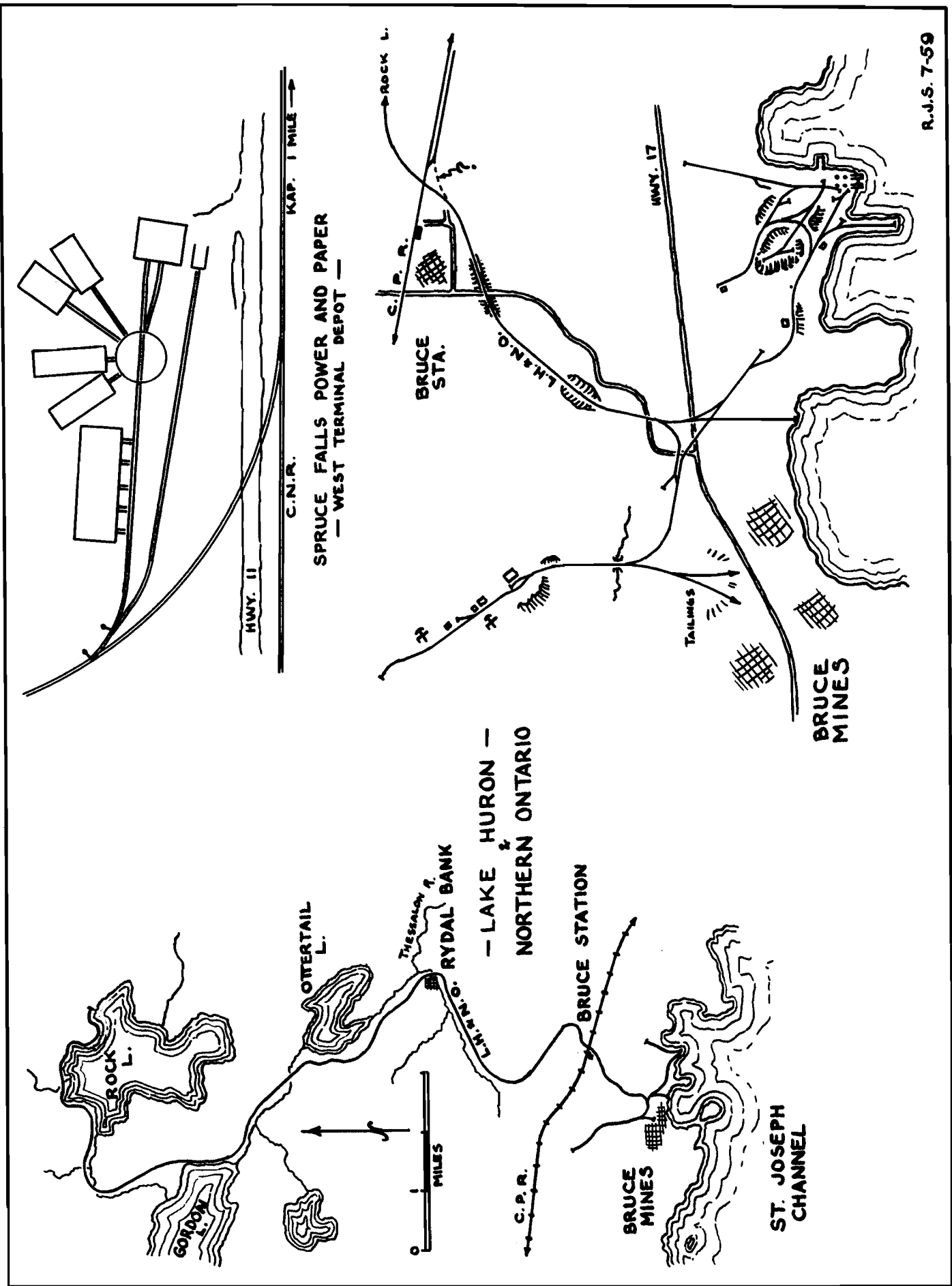
Train 146 was met at Hunt. It consisted of loco. 4230, steam generator car 15431 and the usual two express cars, mail car and coach. Some difficulty was encountered in fitting 146 into the siding but after the inside rear marker lamp was removed D-1 was allowed to pass.

At Smooth Rock a connection was made with the two-mile Mattagami Railroad whose train, on the other side of the station, was made up of several boxcars, a bright blue and yellow diesel loco. and Ontario Northland motor trailer 1002, in that order. The loco. (103) was a G.E. 50 ton switcher (#30790, 1950) and it is reported that 2-6-0 100 is the other, rather inactive half of the M.R.R.'s motive power.

Train 649 continued on through places with interesting names such as "Moonbeam" and "Mile 61" and finally terminated its brisk run at Kapuskasing, a well-kept town located on the Kapuskasing River. (The name is supposed to mean "bend in the river".) This turbulent water-course supplies power to the town and the mill of the Spruce Falls Power and Paper Co. This company has extensive operations in the area which include a 50-odd mile railway running north to Smoky Falls, on the Mattagami River.

Motive power consists of a pair of 70-ton G.E. diesels. One, numbered 106 (G.E. 30387, 1950), works around the mill and carried the word "SWITCHER" along the upper edge of its hood. The other was not observed at close quarters. The last S.F.P. & P. steam loco was observed in the mill yard, awaiting shipment to a scrap yard. It was a 2-8-0 numbered 102, formerly Canadian National no. 1936. Assorted equipment in the yard included van 201, flanger 553, wooden boxcars 302-4, spreader 551 and several 100-series pulp racks.

The woods railway terminates about one mile west of town, where it connects with the C.N.R. mainline. The yard there consists of two sidings, one of which ends at a light turntable with spurs to several assorted garages (see map). About 2:30 P.M. there was a noise from the north and S.F.P. & P. Chevrolet truck no. 230 came down the woods line. It had a four-wheel truck under the front end while the rear, rubber tires were held on the rails by an inside flange. A few



passengers came out of a compartment on the back of the railtruck, the vehicle was turned, then backed into one of the garages. About one hour later, the running mate to "SWITCHER" was seen to come down the woods line with a few assorted freight cars and a van. It used the C.N. tracks to cross the river and enter the mill yard. Trains and railtrucks run to Smoky Falls on an "as and when" basis. The settlement of Smoky Falls consists of about a dozen houses, a power dam and a control dam.

Other S.F.P. & P. rolling stock is reported to consist of a 1952 Chev. rail truck, a 1953 Chev. track auto, a 1954 Ford track auto, an International rail bus and a 1935 Ford rail bus which pulls a trailer. Former steam power included 4-6-0's 103 and 104, formerly Toronto, Hamilton & Buffalo 25 and 27, and some ex-C.P.R. 3200 2-8-0's.

Later in the afternoon the C.N.R. westbound way-freight came into town behind MR-16f 3810 and several hours later train 147 arrived with GR-12r 1309 and a connection was made to Hearst, northern terminus of the Algoma Central and Hudson Bay Railway.

Many articles have been written about this line and one can only echo the odes that have been sung to its scenic attractions.

A brisk run was made over the fairly level line from Hearst to Oba on which two points of interest were noted: At Mead (mile 275) there was a standard gauge bush tramway running from the lumber mill east into the woods. Rail used appeared to be 20-25 lb. per yard and the only equipment observed was a row of closed-in motorized section cars. A few miles further south the abandoned camp of the Hansen Lumber Co. was passed. At one time 500 men were employed here and a rail spur ran eight or more miles into the woods. It is now cut back to the A.C.R. main line.

At Oba the C.N.R.'s "Super Continental" was met and passengers were exchanged. The A.C.R. coal tower had been long gone and the water tower appeared to be used for a purpose other than its original one.

At Hawk Jct. train 4 from Hearst was combined with train 2 from Michipicoten Harbour. The resulting train consisted of coaches 403 and 404, cafe car 501, express car 206, baggage-express 202 (converted troop sleeper), steam generator 75 and GP-7 170 (from train 2). According to lettering on certain truck castings the coaches appear to have come from the Western Pacific while the cafe and express car are from the Denver & Rio Grande Western. Passenger stock is now painted maroon below the letterboard and light grey above.

At Agawa train 2 crossed train 1 and exchanged cafe car crews and some provisions. On this particular Saturday the northbound train had four coaches, each with a good complement of passengers. The spectacular Agawa Canyon was then threaded. The Agawa River had been on a rampage a week earlier and there were many signs of recent grading. Spring freshets were still cascading down the walls of the canyon at mile 113.

As Sault Ste. Marie shops were passed many unused passenger cars were noted. All appeared to be of wooden construction, including an open-platform business car no. 11, and were assumed to be awaiting conversion to boarding cars. The station, located a few blocks south of Queen Street, is a large, three-storey stone structure containing the general offices upstairs. Here, all the hunting trophies from the north were unloaded, including one sizeable black bear which was last seen being loaded into a station wagon.

Previous to this weekend reports had been received by your correspondents that some equipment of a long-abandoned local railway was still located in the woods north of Bruce Mines. Accordingly, an expedition of two set out next day to explore the right of way.

At Bruce many abandoned spurs were found running to mining or dumping areas and a large rock quarry with adjacent loading docks was found at the waterfront, east of town. The extreme north end of the railway at Rock Lake was reached with some difficulty and no equipment was found, aside from an old stationary boiler lying some 15 feet out in the lake. There were no sidings visible in the area, just the mainline ending at an ore loader and the apparent remains of an ore tramway leading back into the bush. Time did not allow a more detailed exploration.

The line was incorporated in 1899 as the Bruce Mines & Algoma Railway with rights to build from Bruce Mines to Rock Lake copper mine and north. In 1913 the name was changed to Lake Huron & Northern Ontario Railway Co. 'A Statutory History of the Steam and Electric Railways of Canada' states that in 1917 a regular freight service was operated between Bruce Mines and Bruce (2 miles), and irregular service north of Bruce to Rock Lake, beyond which point the rails were never extended. The same source says that operations were suspended in 1921, although a copy of the Official Guide issued during 1923 says, beside the entry for the railway, 'Service suspended until April 1, 1923'.

The management must have been optimistic though, because an Official Guide for early 1932 lists the railway with its stations as follows:-

| | <u>Mile</u> | <u>Station</u> |
|-------------|-------------|------------------------------|
| | 0 | Bruce Mines |
| | 2 | Bruce Station |
| | 6 | Rydal Bank |
| | 8 | West's |
| | 12 | Gordon Lake |
| | 13 | Cold Springs |
| Service | 14 | Campbell's Siding |
| Temporarily | 15 | Leeburn |
| Suspended | 17 | Rock Lake |
| | 76 | Aubury Falls |
| | 137 | Wakimi (Connection with CPR) |
| | 226 | Foley (" " CNR) |
| | 323 | Alexandra (" " ") |

The map accompanying the timetable shows a solid line from Bruce Mines to Alexandra, and a broken line continuing all the way to Moosonee.

Dismantling of the line reportedly took place in the early 1930's. Information on locomotives and rolling stock has not come to light and awaits further investigation.

On the way back to Toronto C.P.R. 2398 was observed, dead, at Webbwood (a division terminal) along with 8588. A freight headed by 4-6-2 2421 was passed at McKarrow. At Sudbury locos 2423 and 5396 were observed dead while 5367 and 5149 were in steam.

T.T.C. SUBWAY NOTES

- A contract has been awarded to Canada Iron Foundries Ltd., a Toronto firm, for the supply of the 22,000 tons of cast iron tunnel linings required for the tunnel sections of the University Avenue subway.

- Tenders for construction contracts on the three sections of the University leg of the Bloor Subway project were asked in advertisements by the T.T.C. during July. The sections are designated thus,

Contract U-1: Union Station to Osgoode St. (cut and cover)

Contract U-2: Osgoode St. to the north end of Queen's Park (tunnel).

Contract U-3: North end of Queen's Park to Huron St. (cut and cover)

(End of first stage of construction).

- The Commission made the statement recently that all of the 25 stations on the Bloor-Danforth-University subway will be equipped with at least one escalator, with two being installed at the heavily used stations. All escalators will be reversible. It was noted that there are 17 escalators now in use on the Yonge Subway, the only stations not having them being Rosedale and Summerhill.

- A spray paint booth for subway cars has been completed on Track 11 at the south-west corner of the Davisville shop building. The T.T.C. has decided not to transport car bodies to Hillcrest for painting, as had been the original plan. The inner (north) end of the stub-ended track 11 within the shop building has been made inaccessible by the construction of the masonry wall for the paint booth across it; this section of the track is accordingly now devoted to truck and wheel storage.

- The T.T.C. and Metropolitan Toronto Planning Board have discussed in recent weeks a new plan for a full third rail subway on Queen Street, where various surface car subway proposals have been propounded and later dropped over the past 17 years. The latest project would be considerably more ambitious than these earlier schemes, involving a subway from Roncesvalles Ave. easterly on Queen Street to Pape Ave., and thence north to O'Connor Drive in East York, a distance of some 7.9 miles. A subway on Queen Street was not mentioned in the long-term subway plans made public by the T.T.C. last February (see Newsletter 158). This newly proposed line has high priority in the construction schedule, as it would be commenced in 1968-69 following completion of the Bloor project.

Also divulged has been the route of the southerly portion of the Spadina Expressway line, which would be started at the same time. Although earlier thinking had been that the first section would be a continuation of the University line directly north on Avenue Road, the current plan is to run northerly from the Bloor line under St. George Street and into the Nordheimer Ravine, to come onto the centre mall of the Spadina Expressway at Spadina Road, and so continue to the ultimate terminal for this line at Wilson Ave.

- Recent concern of Toronto traffic authorities over the inadequate parking and access situation at the Canadian National Exhibition grounds for football games has led the T.T.C. to propose an underground carline into the grounds directly to the grandstand, recently converted to a stadium. The likelihood of this materializing depends probably in no small measure upon the success, or lack thereof, of plans for expanded parking facilities also current.

Dallas Railway & Terminal Co. P.C.C. cars are visiting Canada on their way east to the Metropolitan Transit Authority of Boston, Mass. The Editor observed cars 610 and 618 aboard flat cars in a New York Central freight passing through Niagara Falls, Ontario on August 2nd. These are double end cars built by Pullman-Standard in 1945.

As of midnight, July 5th, all rail services, except for special services (e.g., Martyrs' Shrine excursions), were discontinued by the C.N.R. between Midland and Lindsay. Freight, including grain traffic, and express are now being routed through Toronto.

The Ontario Northland Railway recently purchased three stainless steel coaches second hand from the Bangor & Aroostook. These cars were built by Pullman-Standard in 1949. As of August 1st, one coach was already in service as no. 811.

MOTIVE POWER NOTES

The Canadian National Railways' London scrap yard is receiving, at the rate of five per week, 34 steam locomotives from the railway's U.S. subsidiaries, as follows:

From St. Albans, Vt:

C.V. 450, 451, 452, 454, 461, 464, 465, 466, 467, 468, 469, 470,
471, 472, 501, 504, 507, 602, 707.

C.N. or G.T.W. 2576, 3703, 3709, 3716

From G.T. or G.T.W: 2611, 2612, 3406, 3411, 3432, 3445, 3704, 7475,
7527, 7530, 7531.

The 23 locomotives at St. Albans were placed in storage in 1957 and have been held since then awaiting a buyer, but the price of scrap has been poor in the U.S.A. The other 11 locomotives were retired in 1959.

There are 11 other U.S. subsidiary locomotives retired in 1957 still being held, as follows:

Island Pond, Vt. - 2574

West Duluth - 2464

G.T.W. - 2681, 2684, 5048, 5631, 7522, 7538, 8317, 8324, 8344

The remaining C.N.R. T-4 class 2-10-2's were renumbered early this year from the 4300 series to the corresponding numbers of the 4700 series, only the second digit being changed. The locomotives involved and dates of renumberings are as follows:

| | | | |
|------|---------------|------|---|
| 4302 | Mar. 23, 1959 | 4315 | Feb. 28 |
| 4303 | Mar. 26 | 4320 | Mar. 5 |
| 4304 | Mar. 26 | 4321 | Mar. 7 |
| 4308 | Mar. 15 | 4322 | (Not renumbered since removed from service) |
| 4311 | Mar. 16 | | |
| 4312 | Mar. 23 | 4329 | Mar. 4 |
| | | 4332 | Mar. 16 |

C.N.R. E-10-a Mogul 91, recently of Lindsay, has been purchased by Charles Matthews of Langstaffe. The locomotive is now located in his yard adjacent to the C.N.R. Bala Subdivision, where it is to be held as a display relic.

Upper Canada Railway Society

BOX 122 TERMINAL "A" TORONTO

Newsletter

EDITOR: STUART I. WESTLAND 16 SONORA TERRACE TORONTO 13

ASSISTANT EDITOR: J. A. MACLEAN

SEPTEMBER 1959

NUMBER 164

Effective this month, and running through to June 1960, the Society will resume its normal meeting schedule, i.e., "outdoor" meetings on first Fridays and indoor general meetings in Room 486, Toronto Union Station on third Fridays. The first general meeting for 1959-60 was held on September 18th commencing at 8:30 P.M.

Past Meetings --- August 21st: Observation meeting at C.N.R. Scarborough Station.

September 4th - members were present at the T.T.C. Dufferin Loop to watch heavy street railway activity in connection with the Canadian National Exhibition, in addition to that provided by the C.N.R. on the four-track main passing nearby.

Canadian Transportation Magazine for August, 1959 contains an excellent 16-page review of the piggyback situation in Canada, well illustrated, with considerable factual material and opinions from railway men and truckers. Members particularly interested in this subject would do well to endeavour to obtain a copy of the issue in question.

C.P.R. AGINCOURT YARD ENTERS APPROVAL STAGE

For some years past the Canadian Pacific Railway has been preparing plans for a 400-acre classification yard east of Agincourt, Ont. and lying in the fork formed by the diverging Lake Shore and Peterborough lines. This yard is intended to replace the Lambton Yard because of the increasing inability of the latter to cope with the C.P.R.'s present-day freight traffic picture in the Toronto area, with double the 1939 volume of Toronto freight now being handled, and a "very considerable increase" still expected.

During the past summer the Board of Transport Commissioners sat at Toronto to hear the railway's representations in regard to the urgent need for the early construction of the yard, together with certain other representations made by the Township of Scarborough, the Agincourt Ratepayers' Association and certain other private citizens who reside in the vicinity of the project.

As in the case of the C.N.R.'s Vaughan Township Hump Classification yard and access line project, the Agincourt Yard is a vital facility required to enable the railway to maintain adequate service and a competitive position, but one that is destined to be beset by much opposition from local groups who quite understandably fail to see the broad picture because they personally stand to be adversely affected to some considerable degree.

The approval of the Board of Transport Commissioners to the construction of the yard in its planned location appears probable, in view of the fact that alternative locations in the Toronto area are now virtually non-existent.

NOVA SCOTIA BY TRAIN

by John F. Due,
Urbana, Illinois

I had the good fortune in June of this year to travel on the great majority of the rail lines in Nova Scotia, in the course of a business trip that took me to all major cities and towns in the province. A brief account may be of interest to members of the Society.

I went down to Nova Scotia on the C.P.R.'s Atlantic Limited, one of the less well known of the road's passenger trains, but but a very good train, with modern equipment and an excellent diner. Three Saint John sleepers are normally carried, with a fourth in the summer, plus one for McAdam, where a train connection is made for Edmunston, and a bus connection for St. Stephen and St. Andrews. The Atlantic leaves Windsor Station at 6:15, with an embarrassingly close connection with Pool 14, which of course arrives at Central. Running nearly an hour late, we met Dayliner 101 (with two well filled RDC's) on a siding near Harvey; 101 becomes 123 at McAdam and goes north to Edmunston. We discharged a dozen passengers at Fredericton Jct., and these, together with those who had come up from Saint John on 101, filled the old motor train currently used on the Fredericton run to capacity. Incidentally, a note to the C.P.R. - why not show the Fredericton - Saint John service in a more intelligible fashion in the timetables, especially in the Official Guide?

The great bulk of the Atlantic's business is for Saint John, and only a half dozen passengers made the taxi transfer the few blocks to the Princess Helene's dock. The C.P.R., of course, cannot compete with the Ocean Limited for the through Halifax traffic, and only a few stray tourists or railfans will take the Bay of Fundy route enroute to Halifax. But the Helene itself had a good crowd on this Saturday morning, unfortunately one so foggy that little was seen of what can be a beautiful crossing.

Because the steamer had been held for the Atlantic Limited, it was behind schedule into Digby, and thus the Dominion Atlantic's train came down onto the wharf within a few minutes of the landing. The single RDC1 was filled to absolute capacity by the crowd ferry, plus the 20 or so passengers coming from points to the south. This was my first experience with the D.A.R., but a very pleasant one. The line has some interurban characteristics - the narrow right of way close to buildings on the Digby wharf spur, the street operation in Windsor, and the apparently unnecessarily high degree of curvature. It is an extremely scenic route, running for a time close to the Bay of Fundy, then climbing inland and crossing a deep estuary on a spidery bridge (trains come to a complete stop before crossing several of these). RDCs now handle all regular passenger traffic except on the Windsor - Truro line, without any head end business. Baggage and express are handled by way freight (timetables unfortunately imply that baggage is not handled at all), and mail goes by highway. The introduction of the RDCs allowed a great speeding up of service, and no longer is the road referred to as "our toy railroad". I stopped over in Wolfville, and on Sunday afternoon took no. 12 into Halifax; this originates in Kentville (the centre of the road's operations), since there is no morning Sunday train out of Yarmouth. No. 12's traffic

was very sparse; apparently it is run primarily to get the car back to Halifax for the Sunday evening run to Kentville. The D.A.R.'s timetable leaves much to be desired for clarity as to Sunday and Holiday schedules.

After a week in Halifax I headed down the south shore, on the C.N.R.'s M285, on a route that rivals and perhaps exceeds the D.A.R. for scenery. 285 is a mixed train, but of a peculiar variety; it handles primarily carload traffic, rather than the LCL business of the typical Canadian mixed train, the unloading of which can drive the most devoted railfan slowly crazy. As a consequence 285 holds reasonably well to its schedule, picking up a freight car or express refrigerator here and there, often dropping one that it had picked up at another intermediate stop. But this is done with surprising expedition. Because of stopovers in Bridgewater and Shelburne I travelled this train three successive days; our consist varied from no freight cars to 15, plus three head end cars and a relatively modern coach. Passenger traffic is not heavy, in part because the D.A.R. makes far better time on the through trip to Yarmouth, but it is not negligible. Numbers varied from four to a dozen, the bulk north of Shelburne. The freight traffic is largely in fish and fish products, lumber, paper (from Bowaters Mersey plant at Liverpool), and the like. Only a small portion of the total freight traffic is handled by the mixed trains; we met several freights in the course of the trip. The hub of operations for this long line was Bridgewater, also terminus of the cross-country line from Bridgetown, but dieselization brought an end to this. The south shore line follows the coast very closely in sections, then cuts inland over the base of peninsulas, through rocky, wooded country. Unfortunately there is no longer passenger connection to the picturesque old town of Lunenburg, at the end of a seven mile branch from Mahone Bay. The timetable still carries a Friday-only mixed train on the branch; since it leaves Mahone a half hour before 285 arrives, it is of no conceivable use, at least southbound.

After a night and day in Yarmouth (be sure to stay in the Grand Hotel, great monument to the tourist trade of a half century ago, but still well maintained), I took the D.A.R. northbound. As on the previous occasion, no. 12 was filled to capacity north of Digby, and well populated - 20 to 30 passengers - south of Digby. I stopped over at the D.A.R.'s very attractive Cornwallis Inn in Kentville (unfortunately less profitable than it is attractive; the C.P.R. is seeking again to dispose of its three hotels in Nova Scotia), and in the morning took no. 14, the morning train to Halifax, one which originates in Kentville, and allows business men virtually a full day in Halifax. This train likewise does a substantial business. I stopped off at Windsor, and later in the day saw M22 come in from Truro, with a light diesel (8135), a caboose, and an unbelievably sway backed old wooden C.P.R. combine. Surprisingly there were 10 or so passengers aboard. Before leaving Kentville that morning I had the pleasure of seeing one of the last D.A.R. steam locomotives in operation, 1046, a ten wheeler, taking a work train out.

The next and last trip out of Halifax took me north. Meanwhile, however, I took a brief trip on the ferry across the harbour to Dart-

mouth one afternoon, and by accident rather than design saw the thrice-weekly mixed train from Upper Musquodoboit coming in, with 20 freight cars and an old steel combine that gave the appearance of carrying a passenger only on rare occasions. On a Thursday night I took the night train out of Halifax for Sydney. The night train to Sydney has lost its old prestige; it no longer picks up a Montreal sleeper at Truro, and with a fast Railliner out of Halifax for Sydney at 3 o'clock in the afternoon, it has lost much of its old traffic. It still carries a lone sleeper - which was about half filled, and a coach with a handful of people aboard. When it pulled out of Halifax at 8:30 it carried in addition a couple of head end cars - but when I woke up the next morning and looked out to watch the train running along the shores of the Bras d'Or Lakes, I was amazed to count 22 head end cars, the additions having been picked up at Truro. A number of them were dropped at North Sydney, but we still had a substantial train, so far as number of cars was concerned, when we drew into Sydney's ancient brick station. The next day I had to go to Glace Bay by bus; in the process I saw much of the old interurban right of way running across the moor-like country side, and in Glace Bay there were several Sydney and Louisburg steam locomotives putting out black smoke - the only steam power I saw in the Maritimes outside of the D.A.R. engine.

I went south from Sydney on a Sunday morning, taking the Railliner at 7:30. The Sydney passenger service was materially altered a few years ago; the establishment of Railliner connections in both directions with greatly speeded up schedules allowing the elimination of one night from the Montreal-Sydney time. On the other hand, through sleeper service came to an end. Two RDC cars are normally used as far as Truro, when one is cut off before the remaining one goes on to Halifax. While the cars were by no means full, the traffic was substantial. The scenery is far superior to that on the highway to Sydney, the track winding for miles along Bras d'Or Lake, then cutting through heavily wooded country. South of the new causeway across the Straits of Canso the country is much more open. The RDCs pull into Truro at one in the afternoon, and the Montreal-bound Ocean Limited arrives five minutes later. The Truro station, with its high tower and the name INTERCOLONIAL carved in the stone, is a real monstrosity of the last century.

I went back to Montreal on the Ocean, one of Canada's best (and most profitable) trains, stopping off at Moncton en route. Moncton remains one of the points of greatest interest to railfans in Canada, and the layout of the station is such as to facilitate observation. The Ocean left the next afternoon on schedule, and was in Montreal a few minutes early; the addition of coaches, while resulting in considerable downgrading of the Scotian, has not reduced the quality of the Ocean itself.

And in Montreal's Windsor Station, waiting for the C.P.R.'s Peterborough - Toronto train, I saw the only steam powered nonsuburban passenger train of the entire trip, when 232 came in from Ottawa behind 2825.

C.N.R. LOCOMOTIVES RETIRED DURING 1958

(With Location and Date Dismantled or Sold)

| | | | |
|-------------------|----------------|----------------|-----------------|
| 86 Donated to | 2498 T Dec. 26 | 3430 T Apr. 30 | 4326 T Dec. 26 |
| City of London | 2510 T Sep. 30 | 3434 L Mar. 21 | 4327 T May 16 |
| July 6, 1958 | 2515 T July 15 | 3438 L Apr. 18 | 4328 T June 18 |
| 1166 M Mar. 21 | 2523 M July 11 | 3442 L May 9 | 4331 T June 6 |
| 1167 M July 18 | 2548 L July 4 | 3448 L May 23 | 5000 T Nov. 21 |
| 1334 T May 16 | 2556 T Dec. 26 | 3449 L May 9 | 5002 T Dec. 26 |
| 1339 M Feb. 21 | 2560 M Mar. 21 | 3462 L Apr. 4 | 5044 T Sep. 30 |
| 1359 T July 15 | 2564 T Nov. 28 | 3467 L Apr. 11 | 5064 L Apr. 4 |
| 1367 T Nov. 14 | 2573 L July 18 | 3469 T Dec. 26 | 5068 L Dec. 26 |
| 1372 T Dec. 26 | 2579 L June 27 | 3472 L May 2 | 5076 L Dec. 26 |
| 1376 T July 31 | 2582 T May 16 | 3482 L Apr. 4 | 5081 T Nov. 28 |
| 1378 T Sep. 30 | 2585 T May 16 | 3499 L June 20 | 5085 T Oct. 30 |
| 1381 T July 31 | 2592 M Feb. 28 | 3500 L May 2 | 5088 T Sep. 30 |
| 1382 T Nov. 14 | 2598 T July 15 | 3505 L May 30 | 5092 T Dec. 26 |
| 1392 Donated to | 2602 L Aug. 15 | 3510 L Apr. 18 | 5096 T Sep. 30 |
| City of Edmonton, | 2604 T July 15 | 3560 T Nov. 21 | 5099 T Dec. 26 |
| | 2622 L Aug. 29 | 3567 T Oct. 30 | 5108 L June 20 |
| 1408 T July 31 | 2634 M Feb. 7 | 3572 T July 31 | 5113 L May 9 |
| 1523 T July 31 | 2646 L June 6 | 3573 T Nov. 28 | 5116 T June 6 |
| 1574 L Aug. 29 | 2657 L Apr. 11 | 3576 T Nov. 14 | 5124 T Nov. 21 |
| 2104 T Sep. 30 | 2673 T July 31 | 3580 T Oct. 30 | 5132 L July 18 |
| 2120 T July 15 | 2675 T Dec. 26 | 3585 T May 16 | 5138 M July 1 |
| 2125 T Dec. 26 | 2687 T July 31 | 3710 L Apr. 18 | 5139 T Nov. 14 |
| 2126 T Nov. 28 | 2713 T June 6 | 3714 L May 30 | 5141 T June 18 |
| 2127 T July 31 | 2717 T June 18 | 3720 L Mar. 21 | 5146 T Oct. 30 |
| 2130 T Nov. 21 | 2718 T July 15 | 3728 L May 2 | 5147 T Oct. 30 |
| 2131 T Apr. 30 | 2722 T Nov. 21 | 3729 L Apr. 25 | 5153 T Dec. 26 |
| 2133 T Nov. 14 | 2726 T Nov. 21 | 3730 L Apr. 18 | 5250 L June 20 |
| 2143 T Dec. 26 | 2730 T Oct. 30 | 3738 L July 11 | 5277 L June 20 |
| 2151 T July 31 | 2731 T June 18 | 3739 L Apr. 18 | 5529 Donated to |
| 2158 T Nov. 28 | 2733 T Oct. 30 | 4045 L Apr. 11 | Museum of |
| 2159 T Oct. 30 | 2739 T June 18 | 4073 L Sep. 5 | Transport, |
| 2169 T Oct. 30 | 2744 T June 6 | 4010 T Dec. 26 | Nov. 16, 1958 |
| 2172 T June 6 | 2748 T Dec. 26 | 4012 T Dec. 26 | 5545 M Mar. 28 |
| 2175 T June 6 | 2762 T Dec. 26 | 4017 L May 2 | 5557 M July 1 |
| 2176 T July 15 | 2764 T Sep. 30 | 4037 T Apr. 30 | 5563 L May 9 |
| 2343 M June 6 | 2820 T Dec. 26 | 4044 T Apr. 30 | 5564 L Mar. 21 |
| 2366 L May 9 | 2824 T July 31 | 4191 L Apr. 25 | 5566 L Mar. 28 |
| 2380 L Dec. 26 | 2830 T Dec. 26 | 4192 L May 2 | 5567 L May 23 |
| 2381 L Mar. 28 | 3205 L May 16 | 4300 T Dec. 26 | 5586 L Apr. 25 |
| 2390 M July 1 | 3249 T Dec. 26 | 4301 T Dec. 26 | 5593 T May 16 |
| 2402 L Apr. 11 | 3258 L June 27 | 4305 T June 18 | 5596 L Apr. 25 |
| 2422 L Apr. 4 | 3277 T Dec. 26 | 4306 T June 18 | 5604 L July 4 |
| 2429 L Dec. 26 | 3289 T Dec. 26 | 4313 T June 18 | 5608 L Apr. 25 |
| 2453 M July 1 | 3339 T Sep. 30 | 4316 T Oct. 30 | 5618 T Oct. 30 |
| 2483 T June 6 | 3349 T Apr. 30 | 4318 T July 15 | 6003 L May 23 |
| 2485 T Nov. 28 | 3367 T May 16 | 4319 T Nov. 28 | 6008 L May 16 |
| 2491 T Nov. 14 | 3374 T Sep. 30 | 4323 T May 16 | 6011 T Oct. 30 |
| 2492 T Nov. 28 | 3381 T Dec. 26 | 4324 T June 18 | 6013 T Dec. 26 |
| 2495 M Oct. 24 | 3401 L May 16 | 4325 T Nov. 14 | 6018 L July 4 |

| | | | |
|----------------|----------------|----------------|-----------------|
| 6036 L July 11 | 7321 M Feb. 7 | 7411 L Aug. 18 | 8408 T July 15 |
| 6107 L June 13 | 7340 T Dec. 26 | 7439 sold to | 8413 T Nov. 28 |
| 6111 L June 6 | 7342 T Nov. 28 | International | |
| 6114 L May 30 | 7346 T Nov. 28 | Harvester Co., | <u>G. T. W.</u> |
| 6120 L June 20 | 7350 L Dec. 19 | June 6, 1958. | |
| 6141 L June 13 | 7373 L July 18 | 7535 T Nov. 28 | 79 G Dec. 31 |
| 6149 L Mar. 28 | 7384 T Nov. 21 | 7536 T Nov. 28 | 4067 L June 13 |
| 6157 L June 27 | 7385 T Dec. 26 | 7540 T Nov. 28 | 7476 M May 16 |
| 7250 T May 13 | 7391 T Oct. 30 | 8382 T Dec. 26 | 7496 M May 16 |
| 7304 T Apr. 30 | 7393 M June 6 | 8390 T Oct. 30 | |
| 7308 L May 16 | 7408 M Mar. 28 | 8405 T July 15 | |

Total locomotives - 231 (230 steam, 1 diesel)

Scrapped:

| | | | |
|--------------|---|-----|-----|
| At Transcona | - | 129 | (T) |
| At Moncton | - | 21 | (M) |
| At London | - | 76 | (L) |
| On G.T.W. | - | 1 | (G) |

Sold for further
use or preservation - 4

231

- C.N.R. Locomotives Scrapped During 1959

At Stratford:

| | | | |
|--------------|--------------|-------------|--------------|
| 2454 Mar. 3 | 2691 Apr. 21 | 2191 May 8 | 2543 May 22 |
| 5253 Mar. 5 | 3348 Apr. 28 | 2650 May 21 | 1527 June 24 |
| 5299 Mar. 2 | 3373 Apr. 21 | 3299 May 22 | 2655 June 5 |
| 5607 Mar. 20 | 3578 Apr. 14 | 3582 May 5 | 3473 June 11 |
| 6023 Mar. 20 | 6031 Apr. 30 | 5077 May 15 | 5101 June 2 |
| 6136 Mar. 12 | 6115 Apr. 6 | 5142 May 15 | 7471 June 15 |
| 6142 Mar. 25 | 6181 Apr. 14 | 5144 May 12 | 2586 July 7 |
| 6046 Mar. 9 | 6300 Apr. 29 | 5302 May 6 | 6125 July 17 |
| 2347 Apr. 1 | 1135 May 13 | 3366 May 29 | 8448 July 21 |

At London:

| | | | |
|--------------|--------------|--------------|--------------|
| 1340 Mar. 13 | 1152 Apr. 10 | 7379 May 15 | 1348 July 17 |
| 1393 Mar. 20 | 1153 Apr. 30 | 1525 June 26 | 3594 July 3 |
| 2533 Mar. 20 | 1154 Apr. 30 | 2527 June 12 | 5271 July 31 |
| 2648 Mar. 6 | 1155 Apr. 3 | 3241 June 26 | 5286 July 10 |
| 5257 Mar. 20 | 1156 Apr. 3 | 3407 June 12 | 8368 July 24 |
| 5589 Mar. 13 | 1175 Apr. 24 | 5062 June 5 | |
| 1150 Apr. 30 | 1176 Apr. 24 | 5071 June 18 | |
| 1151 Apr. 10 | 2580 May 29 | 674 July 10 | |

* - St.Clair Tunnel Co. electric locomotives

- C.N.R. locomotives 47, 96 and 1395 were sold to the Edaville Railroad on June 15; locomotive 91 was sold to Chas. Matthews on June 22nd.

UPPER CANADA RAILWAY SOCIETY

NEWSLETTER

Box 122, Terminal "A", Toronto, Ont.

OCTOBER 1959

NUMBER 165

The Society meets on the first and third Fridays of every month from September to June. The October indoor meeting will be called to order on the 16th at 8:30 P.M., in Room 486, Toronto Union Station. For the evening's entertainment all members who take 35 mm. colour slides of rail subjects are requested to bring not more than 10 slides taken during the summer of 1959 for showing at the meeting.

Past Meetings --- September 18th: Approximately 30 members present; tape recordings of steam action in Southern Ontario.

BOARD OF TRANSPORT COMMISSIONERS APPROVES

C.P.R. AGINCOURT HUMP YARD

On September 11th, 1959, the Board of Transport Commissioners handed down its decision approving the application of the Canadian Pacific Railway to construct a main hump classification yard for the Toronto area east of Agincourt in the Township of Scarborough. This decision was taken after careful consideration of the opposition of surrounding property owners to the location of the yard in this area, which opposition has been organized and vocal for some years past.

The text of the Board's approval is reproduced in full hereunder, as it is felt that the reasons behind the judgment will be of interest to Society members and because they are felt to be significant in not only this particular instance, but as they might apply generally to projects of this type undertaken by either of the major railways.

Decision

The area concerned was viewed on the ground by the Commissioners who heard the application and we subsequently had, in determining it, the advantages given by an actual view of the proposed site of the yard and effected lands, residential areas and highways.

I have already stated that I am convinced that Canadian Pacific needs additional facilities in the nature of a hump yard somewhere in the Toronto area. I have also reached the conclusion that the Company has made out a good case for the proposed yard on the site chosen at Agincourt. It is the site in the Toronto area that meets hump yard requirements to the greatest extent. Comparing the Company's proposal and the alternative put forward by the Agincourt Ratepayers' Association and their respective advantages and disadvantages to the Company and to Scarborough and its residents, I have concluded that the Company's project should not be rejected by this Board in favour of the alternative proposed by the Association.

Construction and operation of the yard will inevitably cause a measure of noise and fumes, and increase the volume of railway traffic within Scarborough and across highways there, as well as other disturbances and disadvantages normally caused by a hump yard operation. But because of the distances (approximately 4,000 feet) between the hump and the nearest home within the Glen Watford residential area, the distance (607 feet) from Canadian Pacific's main line tracks to the nearest residence in Glen Watford, the rise of the land from Glen Watford to the hump (which puts the yard proper out of sight from the homes in Glen Watford, with the yard proper beyond the hump and still more distant from Glen Watford), the manner in which the yard will be operated with diesel engines and a minimum of engine whistling, and provision of grade separation and automatic protection at crossings where required, it is my view that the yard will not be unduly close to residential homes nor unduly disturb or endanger the people of Scarborough nor depreciate the value or attractiveness of their homes and residential areas to such an extent as to warrant rejection of Canadian Pacific's application. I am not unsympathetic to the objections and fears expressed on behalf of the home owners represented by the Association, but one must face the facts that industrial expansion, increase of population, which are so desirable and sought after, bring with them a need for transportation facilities; that there is such a need in the Toronto area, which has a concentration of industry and population and a great volume of railway traffic; and that such railway facilities have some disadvantages to the community in which they are located, including noise, fumes and increase in railway traffic within the community and across its highways. Notwithstanding certain disadvantages to the community that may accompany the yard, I think it is in the public interest to authorize it.

I would also reserve for future determination questions as to who shall bear the costs of grade separations and protection at highway crossings, the cost of constructing the diversion of Bellamy Road and relocating public utility lines, and as to possible grants from the Railway Grade Crossing Fund. It appears to me at this time, however, that the yard is a major new capital project essentially for the greater convenience and improved facility of the Company in serving the traffic needs of a large area of Canada, and consequently, subject to the following reservation, the entire cost of the yard and all such works should be borne by Canadian Pacific, but I would reserve decision on those questions, as above stated, pending submission of plans, estimates of cost and any further submissions the parties may make in that respect. The reservation is that to the extent that such works are or will be necessary within the next few years, even if the yard were not established, they may qualify for grants from the Fund and justify an apportionment of their cost of construction, maintenance and operation between Canadian Pacific and other interested parties.

Order to go accordingly.

Dated at Ottawa, this eleventh day
of September, 1959.

(Signed) ROD. KERR

I concur:

(Signed) J.M. Woodard

(Signed) A. Sylvestre.

C.N.R. TO INSTITUTE NEW HERALD AND MAJOR
COLOUR CHANGES ON ROLLING STOCK

The Canadian National Railways has engaged an American industrial designer, James Valkus, as the first step in a major program of changing the appearance of those things which the public sees most—station buildings, rolling stock, advertising material and uniformed employees. In a move to impress upon the Canadian Public that the railway is a dynamic organism, changing to keep abreast of the times, a modernization program less costly but probably far more impressive to the man-in-the-street than dieselization, C.T.C. and electronic hump yards is being designed to rid the railway of much of the atmosphere of changelessness, and unprogressiveness that continues to haunt most railways in spite of vast sums spent on technological improvements. It is hoped that a changed public attitude resultant upon the altered dress of many of the things which the public associates with the railway will eventually reflect on the balance sheet. The program is also designed to boost employee morale and to induce the public to regard the C.N.R. organization as more than just a railway, but a multi-service organization dealing in communications, hotel accommodations and other forms of transportation.

The first step in the "facelifting" constitutes the designing and selection of a new herald for use on locomotives, car equipment and advertising material, one that will combine eye-catching appeal with a dramatic effect. The industrial design consultant has been given full rein in this respect. During 1960, further steps which will be generally geared to routine maintenance programs will see changed colours on passenger and freight rolling stock including the disappearance of one of railroading's most entrenched traditions, the tuscan red box car. Station and yard buildings, generally painted also in "box car red" on the C.N.R., will be progressively repainted in new and brighter colours.

A more elaborate program of modernizing those areas with which the public comes into most frequent contact, the interiors of passenger rolling stock and hotels, is to be undertaken, although details as to the extent of this are not available at this time. Finally, the traditional conservative garb of uniformed employees is to be restyled in order to present a smarter and more modern appearance and to be more comfortable for the wearers.

It is estimated that this program of modernizing the outward aspects of the C.N.R.'s physical plant, printed literature and employee dress will take four years to accomplish in full. It is hoped that the completion of this program, coupled with the service improvements made possible by technological progress, will cause the C.N.R. to impress itself on the public-at-large by the mid-1960's as a progressive and dynamic organization, as is the management's hope in instituting this forward thinking step.

C.P.R. OPERATING DEPARTMENT REORGANIZED

As of July 1st, 1959, the three operating Regions and eight operating Districts of the Canadian Pacific Railway were reorganized into four operating regions, each of which reports directly to the system headquarters at Montreal. These Divisions of the railway and those subsidiary operations which fall within each of the four Regions are listed herewith.

ATLANTIC REGION
(Headquarters-Montreal)

Brownville Division (headquarters at Saint John, N.B.)
Woodstock Division
Farnham Division
Montreal Terminals Division
Laurentian Division (includes M. & O. Subdivision from Hurdman East and the Winchester Subdivision from Grovehill to Vaudreuil)
Dominion Atlantic Railway
Bay of Fundy Steamship Service
Quebec Central Railway

EASTERN REGION
(Headquarters-Toronto)

Smiths Falls Division (excludes the M. & O. Subdivision from Hurdman East and the Winchester Subdivision from Grovehill to Vaudreuil)
Trenton Division
London Division
Bruce Division
Toronto Terminals Division
Sudbury Division
Schreiber Division
Canadian Pacific Electric Lines
Great Lakes Steamships

PRAIRIE REGION
(Headquarters-Winnipeg)

Fort William Terminals Division
Kenora Division
Winnipeg Terminals Division
Portage Division
Brandon Division
Regina Division
Moose Jaw Division (includes the Altawan and Notukeu Subdivisions)
Saskatoon Division

PACIFIC REGION
(Headquarters-Vancouver)

Medicine Hat Division
Lethbridge Division (excludes the Altawan and Notukeu Subdivisions)
Calgary Division
Edmonton Division
Revelstone Division
Vancouver Division
Kootenay Division
Kettle Valley Division
Esquimalt & Nanaimo Railway
B.C. Lake & River Service
B.C. Coast Steamship Service

4-4-0 POWERED MONTREAL EXCURSIONS

The Canadian Railroad Historical Association will operate excursions on Saturday November 21st and Sunday November 22nd hauled by C.P. 4-4-0 no. 144, late of Chipman, New Brunswick. This engine is 73 years old. The Saturday trip, which leaves Windsor Station at 8:45 A.M. E.S.T. will be a Mystery Tour in the Montreal area, and will include a lunch stop. The Sunday trip will leave Windsor Station for Cornwall at 9:00 A.M. E.S.T. Fares are \$6.00 per trip, or \$11.00 for both trips. Children under 5 years free, children 5-12 years $\frac{1}{2}$ fare. RESERVATIONS MUST BE MADE IN ADVANCE. Write Passenger Agent, C.R.H.A., P.O. Box 22, Station "B", Montreal 2, P.Q.

T.T.C. NOTES

- Large Witt car 2414 is in storage at Russell Division with certain parts removed; this car will presumably not see further service.

- Track reconstruction on Queen Street West from Shaw Street to Bathurst Street is currently in progress, the work having commenced at Shaw Street and moved easterly. In this work, 122 lb. rails laid in 1922 are being replaced with new 104 lb. girder rail; the sheet asphalt paving which marked this stretch of trackage is being reinstated in the renewal program. The durability of the methods of track construction adopted by the T.T.C. in the early 1920's in rebuilding work out trackage inherited from the Toronto Railway Company was attested to by the condition of the trackage just before reconstruction began. Although 37 years of heavy traffic had worn the rail heads sufficiently thin as to require replacement, the trackage had generally maintained a good alignment and foundation failures were few or absent; indeed, to the eye of the layman, this track did not appear to require replacement.

New rail was stored and welded along the south side of the street, requiring closing of sections of same to eastbound vehicular traffic; westbound traffic was unaffected. The ties and foundation laid in 1922 were continued in use, new wood shims being used as required to support the new rail.

- The first visible step in subway construction has been the laying of a new gas main in the Bloor-Avenue Road vicinity out of the way of the future subway structure. Neat yellow signs carrying the T.T.C. insignia informed passers-by that the work in progress was preparatory work to full scale subway construction.

The Provincial Government expressed certain concern over the fact as recently revealed to it that the heads of three ventilation shafts for the University Ave. subway were required for placement in Queen's Park. After some discussion as to requiring their relocation, it was decided to allow the shafts to remain in the planned positions, as the T.T.C. has agreed to camouflage the shaft heads in such manner that they will blend with the park surroundings. The Province has also started a move to have a direct underground passageway from the Parliament Buildings to Queen's Park Station included in construction plans.

- Moving away from rails for a moment, as many members take an interest in trolley coaches, it is reported that the T.T.C. has purchased five of the 10 trolley coaches owned by the Ottawa Transportation Commission and operated on the Bronson route from 1951 until earlier this year. The five vehicles involved are 48 passenger Canadian Car & Foundry coaches, numbered 2006-2010 by the O.T.C., and to be renumbered 9140-9144 in Toronto. The other five in the series, nos. 2001-2005, have been sold to the Kitchener Public Utilities Commission.

The Ottawa operation was Canada's newest trolley coach installation, and becomes the first of the modern systems to be abandoned.

MOTIVE POWER NOTES

- Active in Prescott, Ont. during May was C.P.R. 2-8-0 3546; at Smiths Falls on June 6, 1959 were the following:

In steam: 1227, 1255, 2326, 2334 (all 4-6-2)

Stored in roundhouse: (4-6-2's): 1223, 1228, 1231, 2218, 2224, 2514; (2-8-0): 3528; (2-8-2): 5416; (0-8-0): 6933 (reported steamed up as reserve power occasionally).

Stored outside: 840, 870, 964, 1087, 1106 (all 4-6-0).

- C.N.R. 3432, 4063, 5281 and 6155 were stored in Brockville until mid-July at which time they were moved to Turcot Yard to clear the way for dismantling of the Brockville engine servicing facilities to make way for a proposed overpass on William Street. As of August 25th, 0-8-0 8445 and 4-6-0 1402 had been stored for several weeks in Brockville although actually in transit through the town.

All above notes from Donald R. McQueen,
Brockville, Ont.

- A summary of steam power observed in Northern Ontario by member Allen Crompton in late August and September follows hereunder:

C.N.R. (Aug. 22-29, 1959)

Bracebridge - no steam power; one diesel switcher (1324) in engine shed.

North Bay - no steam power; various diesels operating from O.N.R. roundhouse.

Sudbury - no steam power; about six 1200 series diesels.

Capreol - no steam power; about 24 diesels of all types in house.

Allandale (Sept. 12, 1959) - 66 steam locomotives, all stored, as follows:

| | | | | | | | |
|------|------|------|------|------|------|------|------|
| 1315 | 2467 | 3216 | 3257 | 3306 | 3386 | 5125 | 6154 |
| 1350 | 2476 | 3222 | 3262 | 3315 | 3388 | 6033 | 6159 |
| 1383 | 2659 | 3223 | 3285 | 3325 | 3390 | 6035 | 6174 |
| 1397 | 2685 | 3227 | 3290 | 3334 | 3391 | 6121 | 6176 |
| 1531 | 3200 | 3229 | 3291 | 3340 | 3395 | 6124 | 6179 |
| 1533 | 3206 | 3242 | 3296 | 3372 | 3396 | 6130 | 6186 |
| 1541 | 3209 | 3244 | 3301 | 3375 | 3398 | 6135 | 7429 |
| 1551 | 3215 | 3254 | 3304 | 3385 | 5112 | 6152 | 7458 |
| 2375 | | | | | | | 8359 |

C.P.R.

| | | | | | | |
|-------------|------|------|------|------|------|------|
| North Bay - | 894 | 1201 | 2398 | 2421 | 2424 | 2454 |
| | 2471 | 3491 | 5160 | 5168 | 5175 | 5183 |
| | 5362 | 5401 | 5411 | 5418 | | |

All of the above were live and working during the week of Aug. 22-29th except 3491, which was being readied for movement to Angus for scrapping, and 5160 and 5175, which were dead but in apparent operating condition. 2421, 2424 and 5401 had been out of service for a short time, but were steamed up during the week and sent to John Street, Toronto. More freight was behind steam power than diesel through North Bay during the week. Freight trains were reportedly working between North Bay and Sault Ste. Marie by steam.

Temiskaming - 814 (switching), 1010 (on way freight to Angliers).
 Mattawa - 5225 (on way freight from Mattawa to Gendreau).
 Sudbury - 2471, 3696, 5149, 5325, 5367, all dead but in operating condition, stored in roundhouse. 3696 was into Sudbury for a washout and light overhaul prior to being returned to Little Current. Steam was working in from North Bay nearly every day, being serviced at the Sudbury roundhouse, while three locomotives come in from sub-depots for overhaul once a month, being replaced if necessary by one of the Sudbury engines while the overhaul is in progress.
 Espanola - 3607 (switching).
 Little Current - 1085 (substituting for 3696 on switching).
 Britt - No steam power, local switching diesel.
 Parry Sound - 3462 (switching)

Ontario Northland Railway (Aug. 22-29, 1959)

North Bay - 200 (4-6-0) 503 (2-8-0), both stored in roundhouse, apparently serviceable. 503 has connecting rods removed.
 Englehart - 701, on display, small railing around engine. Illuminated at night.

- C.N.R. Deliveries:

(a) from General Motors Diesel Ltd:

| | | | |
|--------------|--------------|--------------|--------------|
| 4296 Mar. 12 | 4307 Mar. 31 | 4318 Apr. 30 | 4329 May 30 |
| 4297 Mar. 12 | 4308 Apr. 3 | 4319 Apr. 30 | 4330 June 3 |
| 4298 Mar. 16 | 4309 Apr. 7 | 4320 May 11 | 4331 June 5 |
| 4299 Mar. 25 | 4310 Apr. 14 | 4321 May 12 | 4332 June 17 |
| 4300 Mar. 25 | 4311 Apr. 17 | 4322 May 19 | 4333 June 17 |
| 4301 Mar. 24 | 4312 Apr. 23 | 4323 May 22 | 4334 June 19 |
| 4302 Mar. 25 | 4313 Apr. 23 | 4324 May 22 | 4335 June 23 |
| 4303 Mar. 30 | 4314 Apr. 23 | 4325 May 26 | (See page 8) |
| 4304 Mar. 31 | 4315 Apr. 28 | 4326 May 28 | 4336 June 23 |
| 4305 Mar. 30 | 4316 Apr. 28 | 4327 May 29 | 4337 June 29 |
| 4306 Mar. 31 | 4317 Apr. 30 | 4328 May 30 | 4338 June 29 |
| | | | 4339 July 9 |
| 1099 Mar. 31 | 7034 July 22 | 7035 July 22 | |

(b) from Montreal Locomotive Works:

| | | | |
|--------------|--------------|--------------|--------------|
| 6871 Mar. 9 | | 1800 Mar. 30 | 1802 Apr. 29 |
| | | 1801 Mar. 30 | 1803 Apr. 29 |
| 6777 Mar. 9 | 6782 Mar. 31 | 6786 Apr. 20 | 6790 Apr. 30 |
| 6778 Mar. 13 | 6783 Mar. 31 | 6787 Apr. 20 | 6791 Apr. 30 |
| 6779 Mar. 13 | 6784 Apr. 8 | 6788 Apr. 24 | 6792 May 13 |
| 6780 Mar. 23 | 6785 Apr. 8 | 6789 Apr. 24 | 6793 May 13 |
| 6781 Mar. 23 | | | |
| 8506 Mar. 5 | 8511 Apr. 9 | 8515 May 7 | 8519 May 7 |
| 8507 Mar. 6 | 8512 Apr. 10 | 8516 May 19 | 8520 June 3 |
| 8508 Mar. 16 | 8513 Apr. 21 | 8517 May 22 | 8521 June 9 |
| 8509 Mar. 24 | 8514 Apr. 29 | 8518 May 25 | 8522 June 16 |
| 8510 Apr. 1 | | | |

| | | | |
|-------------|--------------|--------------|--------------|
| 3830 May 19 | 3835 May 26 | 3840 June 11 | 3845 July 17 |
| 3831 May 19 | 3836 May 29 | 3841 June 11 | 3846 July 13 |
| 3832 May 21 | 3837 May 29 | 3842 June 25 | 3847 July 13 |
| 3833 May 21 | 3838 June 5 | 3843 June 25 | 3848 July 16 |
| 3834 May 26 | 3839 June 5 | 3844 July 7 | 3849 July 16 |
| 3100 July 7 | 3101 June 19 | | |

- C.N.R. diesels 2208 and 9310 pulling a northbound freight train were in collision with 4335, on Train 56, at Udney, Ont. on August 1st. It is understood that all three units are beyond repair and will be scrapped.

- The City of Calgary has purchased ten-year old Selkirk type locomotive 5934 from the Canadian Pacific Railway as a permanent exhibit, now located near the Stadium, between 6th and 9th Aves. S.W. Nearby will be constructed a replica of an old-time C.P.R. station, which will serve as the headquarters of the Calgary Tourist and Convention Association. Tenders for the construction of the station building, estimated to cost \$7,000, have already been called.

MISCELLANY

- The C.P.R. has replaced the 72-year old swing span railway bridge linking Sault Ste. Marie, Ontario with Sault Ste. Marie, Michigan by a new lift span, 369 feet long. Work on the abutments for the new bridge began in December, 1957, and erection of the lift span and its two 153-foot supporting towers got underway in the fall of 1958. The lift span was erected over the old swing span, still in operation, and over the period of a weekend, the latter was cut away in the centre and the new span dropped 65 feet into place over it. The old span and the island on which it rested are now being removed.

- The C.N.R. opened its new 300 acre classification yard at Sarnia, Ontario on August 13th. This yard, which was three years in construction and cost \$5 million is reputed to be the second largest in Canada.

- The Northern Alberta Railways is offering for sale as surplus buildings a four-stall engine shed, an oil house (a McKeen car body), a locomotive foreman's office, sand shed, sand bin, supply shed and coal shed, all at Rycroft, Alta.

- A study is to be undertaken to determine the desirability of routing the C.N.R.'s proposed Toronto hump yard by-pass line across the top of a projected flood control dam to be erected at Claireville, in the north-west extremity of the Township of Etobicoke.

- All rails have now been lifted on the old Canada Atlantic line of the C.N.R. easterly from ~~Seetia Junction~~ ^{Kearney} to Algonquin Park Station. This line is now totally dismantled west of ~~the park~~ ^{Kearney}.

- The Grand River Railway and Kitchener City Council jointly are planning the removal of the section of the railway which runs along the centre of King Street East to a new right-of-way further south, which would pass through a new industrial area. The abandoned right-of-way would be used in the development of a dual highway.

- A three-man commission has been appointed to study and decide upon the route for the controversial northerly extension of the Northern Alberta Railways to Pine Point, N.W.T., on the south shore of Great Slave Lake (see Newsletter 150, "The Pine Point Controversy").

Upper Canada Railway Society

BOX 122 TERMINAL "A" TORONTO

Newsletter

EDITOR: STUART I. WESTLAND

16 SONORA TERRACE

TORONTO 13

ASSISTANT EDITOR: J. A. MACLEAN

NOVEMBER 1959

NUMBER 166

SOCIETY ACTIVITIES The Society meets on the first and third Friday of every month. The next indoor meeting will be held in Room 486, Toronto Union Station on November 20th, commencing at 8:30 P.M. The entertainment for the evening will consist of a movie of C.N.R. interest.

The December 4th meeting will be an outdoor observation session at Sunnyside Station.

Past Meetings: October 16th - About 37 members were present to enjoy an excellent program of 35 mm. colour slides taken by various members during the summer of 1959 including such varied subjects as the Manitou and Pikes Peak Railway, the Greater Winnipeg Water District Railway and the Johnstown Traction Co.

Associate Member L.H. Pursley has still a limited number of copies of his book **STREET RAILWAYS OF TORONTO 1861-1921** for sale at \$3.00 per copy. This monumental work, copiously illustrated, describes in detail all car series (with individual histories), properties, routes and operations of the Toronto Street Railway and the Toronto Railway Company over the first sixty years of street railway operation in Toronto. This book is truly worth many times its price.

POLICY STATEMENT WITH RESPECT TO EDITORIALS

The Editor of this publication recently penned an editorial on a timely but somewhat controversial subject; wherein an attempt was made to analyse a certain situation and to make predictions based on this analysis. It was his feeling that this editorial, despite its controversial nature, would be accepted with equanimity by most members of the Society and certainly by Toronto area members. Although this editorial was written and was fully intended for publication, it did in fact not appear.

The details of how this anachronistic situation came to pass are not of importance.

What is of importance is that it was made known to the Editor at this time that a substantial segment of the Society's membership, at least in the local Toronto area, regards it as essentially unwise for amateur railway enthusiasts to pass judgment on a situation involving company management policies, however unpalatable those policies may be to the said railway enthusiasts. This feeling appears to be based on the premise, and probably a quite correct one, that even the most devoted railway amateur cannot pass informed judgment on the actions and policies of railway management because of lack of knowledge of the

complete picture surrounding each official decision. It was also made known to the editor at this time that an opinion expressed in an editorial which appeared in the Newsletter some time ago substantially weakened the Society's position not only with certain transit officials whose policy was being criticized, but also, unhappily, with a group of members of the Society.

In general, the factual articles and news reporting carried by the Newsletter have been well received over the 14 years of publication. By contrast, there have been rumblings of discontent both as to the policy of printing editorials per se and as to their content in certain instances. In these days of increased difficulty in carrying on the operation of a railway enthusiasts' group, it is singularly important that nothing be done to alienate railway management officials against the Society, nor to alienate the members themselves.

After due and careful consideration the Editor has accordingly decided to discontinue permanently the publication of editorials in the U.C.R.S. Newsletter. It is appreciated that certain members strongly favour the appearance of editorials in the Newsletter and have communicated such approval to the Editor; however, the events of the past few weeks, and the facts made known to the Editor during the same period have both amply demonstrated the dangers inherent even in what was intended to be a mild and constructive editorial policy.

The publications policy of the Society henceforth will be of a passive and strictly neutral nature, and will be restricted to the reporting of factual data observed or gathered from authentic sources.

-- S.I.W.

T.T.C. NOTES

- Platform Maintenance Car RT.6 used on the Yonge Subway (formerly Large Witt passenger car 2528) has had its side windows covered with masonite sheeting during recent months, although the sash is still visible.

- Commencing Friday, October 16th, 1959, the T.T.C. introduced new rolled coloured protected paper stock in the Subway Transfer Issuing Machines to identify downtown Stations of issue. Colours are as follows: Union - orange, King - blue, Queen - pink, Dundas - yellow, College - green, all other stations Wellesley to Eglinton - white. The stock has the T.T.C. "flying keystone" monogram repeated about 30 times on the face of each transfer, usually in a deeper shade of the same colour as the paper stock. The transfer regulations are printed on the back, an innovation on rolled transfer stock. The station name, year, month, date and time of issue are still stamped by the issuing machines.

- General Manager of Subway Construction W.E.P. Duncan announced on October 15th that the commencement of construction on the University Ave. Subway is seven weeks behind schedule, as the Commission is still studying alternative construction techniques submitted by contractors.

- The first of the former Ottawa trolley coaches was released by Hillcrest in late October, as 9140.

- It is now expected that the Oakwood carline will be replaced by an extension of the Ossington trolley coach route in January, 1960.

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and no more

A MODERN HUMP YARD TAKES SHAPE

Construction has moved into high gear during the past summer on the Canadian National Railways' \$15 million hump retarder classification yard which will occupy some 830 acres on the western outskirts of Moncton, New Brunswick. Completion of the project in 1960 will mean acceleration of rail shipments in and out of the Maritimes and will provide a big boost for the economy of the entire Atlantic Region. Capable of handling about 4300 cars, the new yard will replace three present classification yards in Moncton having a combined capacity of about 3000 cars.

Clearing and grubbing of the heavily wooded site got underway by Atlas Construction Co. of Fredericton in January of 1957, and the site was ready for excavation in May of that year. Modern Construction Ltd. of Moncton performed the next phase, the moving of 3.2 million cubic yards of earth, required to level the 830 acres, which operation was carried on into the summer of 1959, having been delayed to a considerable extent by weather conditions.

Sandstone for fill purposes, amounting to about 77,000 tons, had to be hauled in highway trucks for a distance of about six miles, along with some 25,000 tons of ballast material. Hauls for the majority of the earthwork were about a mile in length. Pile driving was proceeded with during the winter of 1958-59, railway forces performing this work. Piles have been driven for the foundations of the various buildings that will be required both for the operation of the yard and for equipment servicing.

Some tracklaying commenced late in 1958 and will continue through to the summer of next year to complete the total of 72 miles of track involved in the yard and ancillary facilities. A C.N.R. crew has been stationed at the yard site turning out 504-foot sections of steel rail, which will be used in about 50 miles of the trackage. The sections of "ribbon-rail" are fabricated from standard 39-foot lengths produced by Dominion Steel and Coal Co. at its Sydney, N.S. plant. The rail welding rig, consisting of three specially designed box cars, employs a 45-ton hydraulic ram to forge the heated ends into a solid connection. Heretofore, welded rail lengths have been used in only one other location on the C.N.R. system, the Gananoque Subdivision of the Central Region.

After all trackage is in place, the next step will be the assembly and positioning of the extensive remote control equipment which will be used in the operation of the yard. The capacity of this control equipment will be the classification of some 2000 freight cars daily, although the yard will have track storage capacity for 4300 cars.

The hump will be located at the east end of the yard, and the electronic control centre will be a room in the control tower on top of the hump. Cars will be weighed automatically and will pass through the master retarder, which will slow them to the exact speed that will be needed to carry them to an easy coupling with the last previous car on the track to which they are directed. To accomplish this with precision, a great many operations are necessary as each car passes over the hump. An analog computer will consider the weight of the car, the number of cars on its assigned track and thus the distance that it will have to travel, wind speed, rollability of the car, etc.

The computer will instantly give the required brake force to the retarders as needed to allow each car to attain its required position at the proper speed. The only manual operation in the entire process will be track selection by the hump conductor.

Closed circuit television, radar and radio will be used to operate various stages of the yard movement. The planners of the yard have incorporated the most advanced features of modern U.S. hump classification yard practice.

Buildings completed or under construction in association with the yard are the retarder control tower, a tower at the west (departure) end of the yard, the main yard and hump offices, a diesel locomotive repair shop, a car repair shop and a rest house. The west tower will be a five-storey structure housing signal and communication equipment, the latter being tied in with the general yard system, giving the yardmaster direct contact with the shunter foreman and yard crews. A pneumatic tube system will provide connection with the main yard office and by this means the yardmaster will receive waybills, train orders and other documents to be passed on to the conductors of departing trains.

The yardmaster's office, on the top floor of the west tower, 40 feet above ground, will be glazed on all four sides giving a clear view of the yard for maximum efficiency in supervision. The ground floor will house lunch room and lavatory facilities as well as offices for the engine foreman and car checker. The second and third floors will be devoted respectively to communications and signal equipment, while the fourth floor, added to give the required tower height, is uncommitted.

The car repair shop will be a prefabricated steel building having dimensions of 170 feet by 360 feet, with a concrete block extension housing working areas, office, stores, washroom, lunch room and locker space. This facility will be used for running repairs only, as major car repairs will continue to be performed in the present Moncton car shops.

A general plan of the layout of the yard is included in this issue, and will serve to convey a diagrammatic interpretation of the basic arrangement of facilities.

The three present Moncton classification yards will be vacated when the new yard enters service, leaving about 2½ square miles for industrial expansion in the city.

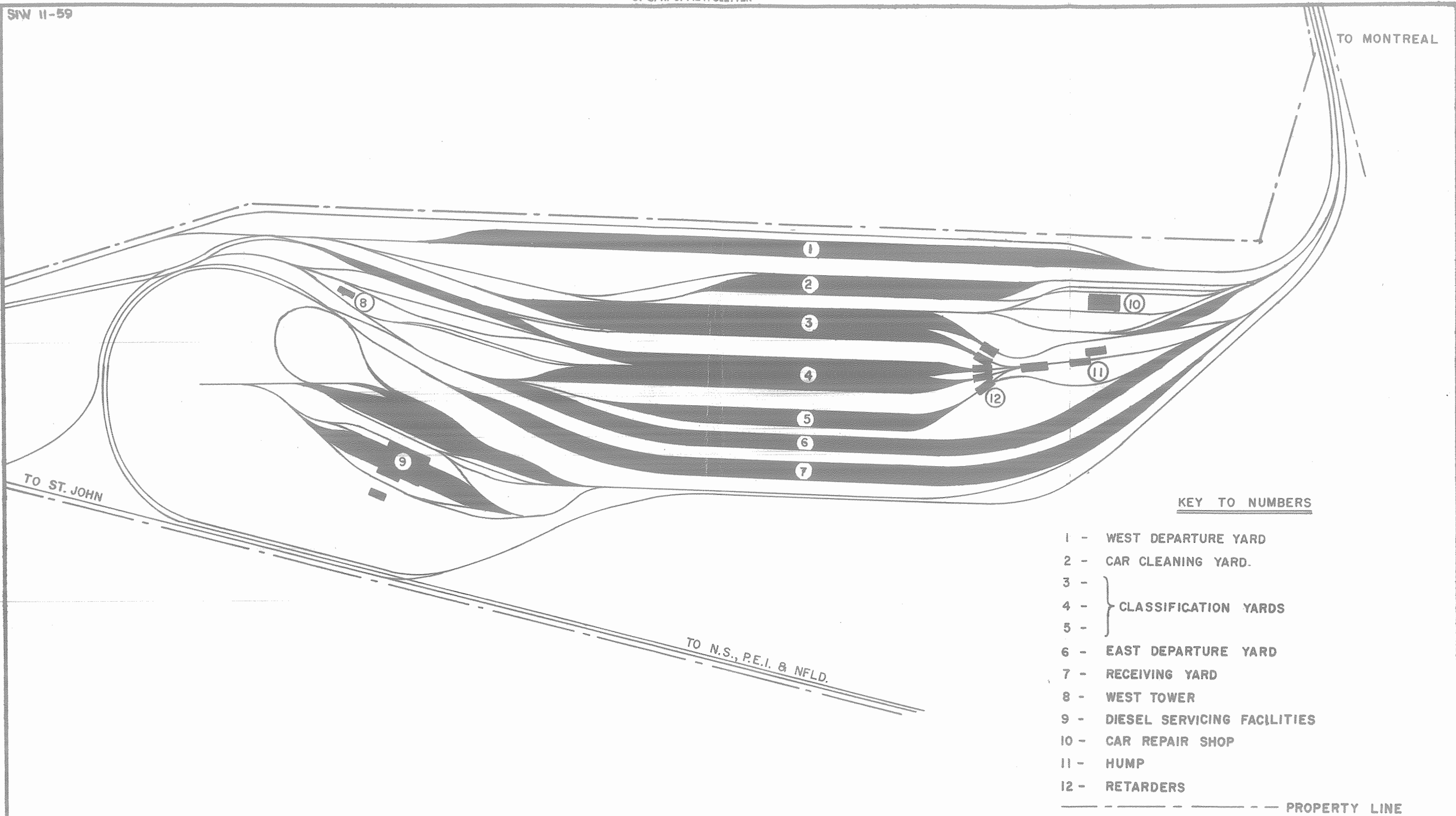
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C.N.R. President Donald Gordon opened the new 133 mile line from Chibougamau Jct., P.Q. to St. Felicien on October 28th, representing completion of the entire new loop line from Beattyville to St. Felicien together with the short spur to Chibougamau townsite. The new system of lines brings the Chibougamau mining area some 200 miles closer to deep-water shipping at Montreal and is also expected to aid in the development of the forest industry in the portion of the province in which it is located.

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Contrary to a report in Newsletter 165, the rail on the Scotia - Algonquin Park line of the C.N.R. has been removed as far west as Kearney, Ont. only. A short branch line from Scotia Junction (mileage 41.6) to Kearney (mileage 47.1) is to be retained, as considerable business originates at Kearney.

SIW 11-59



GENERAL PLAN OF C.N.R. MONCTON YARD

END OF MONTREAL STREET CAR OPERATION

Sunday August 30th was the last day of operation of the last segment of what was once Canada's largest street railway system, that of the Montreal Transportation Commission.

The last trolley routes remaining were 45-Papineau and 54-Rosemont. The former was a straight route, running on Papineau Ave. from Craig to Belanger. Points of interest included the grades as it climbed away from the river, the underpasses of the C.P.R. and a street, and the on-street "Y" or "T" at the Belanger terminus, which was negotiated against the stream of free wheel traffic by means of a rear auxiliary control.

Route 54-Rosemont was "L" shaped and duplicated much of route 45, as it ran from Craig via Papineau and Rosemont to an on-street loop at Fullum. Thus the last remaining tramway routes in Montreal did not reach the heart of the city.

These two routes were operated from the back shed of Mont Royal carhouse. A visit to this property on the day preceding the abandonment revealed only two units of equipment, both to be used in the parade the following day: P.C.C. 3517 (the last street car purchased by Montreal, which was placarded accordingly), and one-man car 1959, chosen for use mainly because of its number. All other spare equipment had been removed, and the other units for the parade were not yet on hand; the remaining 1900 series cars at Mont Royal were all out in service on the two routes at the time of the visit. Road repaving had proceeded rapidly following previous abandonments, so that all movements of cars to and from Youville Shops had to be done by float.

While considerable disused street car trolley wire was still in place on roads which had been repaved, the only disused trackage seen (and which still had overhead) was on the Delorimier route, which had been discontinued temporarily for gas main construction, but was not restored because the replacement bus service had become well established.

The parade left Mont Royal carhouse at 2:30 P.M., and regular street car service was provided on both routes prior to the parade. Equipment used was as follows: cars 1 and 2, open sightseeing (with latter day windcreens removed); 2222 low-floor two-man; 1959 one-man; 1339, arch roof high-floor two man; 1317 and 997, Montreal roof high-floor two man; 3 open sightseeing; 200 Birney; C.R.H.A. car 8, single truck open bench (ex Gillies Bros. and Toronto Suburban Ry. no. 8); 274 single truck closed; no. 7 omnibus (on float); no. 20 sleigh (on float); 350 single truck closed (the first electric tram in Montreal); P.C.C. 3517; G.M. bus 2365; Mack bus 3319; Can.Car bus 4606 and Bus Div. Mack heavy duty breakdown truck B46. Each unit carried a sign stating the era it represented. The cars also had signs stating the names and years of service of the motormen and conductors.

All the rail units listed except 1959 and 3517 were brought from Youville to Mont Royal carhouse for the parade on floats.

The parade was routed from the carhouse to Craig, then out Rosemont and back to the barn. The line on Papineau to Belanger was not traversed due to the obvious difficulties of turning such a parade on the "Y". The streets were filled with humanity, and the second and third floor house balconies peculiar to Montreal all held several spectators.

The cars were frequently spread out several hundred feet apart, and proceeded little faster than a walking pace, with the spectators surging out onto the track following the passing of each car to snap pictures of the next one in line. As open bench car no. 8 is a relatively new arrival on the Montreal scene and was previously unknown to most spectators, it came in for a great deal of attention and finger pointing. Its beautiful varnished woodwork is a great credit to those who arranged and worked on its preservation and restoration.

The spectators were very orderly, and greeted each unit of the parade with handclapping or interested comments. The only untoward occurrences observed were two open switch incidents, which presumably will be forgiven on this now all rubber tire system.

As the cars rounded the terminal loop on the Rosemont route and started the last trek to the carhouse, nature shed a tear, and in fact provided a considerable downpour which lasted for most of the remainder of the trip, and caused the sightseeing cars to be vacated in favour of the closed cars.

At the carhouse an imitation brick gateway had been constructed through which the parade passed, and after the last unit had been driven through, imitation wood doors with the legend "The End of an Era" were swung shut. The parade finished at 5:30 P.M.

The last service car to leave Craig was 1983, bound for the carhouse, while the last service car out Rosemont was 1985. Inspection of the carhouse following the parade revealed the following service cars: 1969, 1976, 1977, 1980, 1982, 1983, 1984, 1985, 1991, 1995, 1996, 1999, 2000.

Two of the sightseeing bus companies have attempted this year to replace the Golden Chariot sightseeing cars by cutting down old buses to the belt rail. Oddly enough, four of the units involved are former Gray Coach Lines Twins which ran many a mile in Toronto sightseeing service before being sold to Montreal's Murray Hill Coach Lines in 1956.

Thus came to an end Canada's largest street railway system, which was noted not only for its Golden Chariots but also for its many multiple unit cars, its two man "muzzle loaders from the rear", its two paint jobs which distinguished one man front entrance cars from two man rear entrance ones, for its long suburban lines on private right of way, its "Mountain" line climbing up through the woods and the tunnel to the famous views from Mount Royal, its remarkably close rush hour headways on St. Catherine St., in short, a system which was unusual in many ways and always full of interest. R.I.P.

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A group of private citizens have made a proposal to Outremont (P.Q.) City Council for the operation of rapid transit shuttle trains, by virtue of an operating agreement with the C.N.R., from a terminal to be built near Portal Station to Central Station, Montreal. A 5000-car parking lot would be established near Portal Station to enable a park-ride system to be put into effect. The promoters point out that existing C.N.R. electric services utilize only a small fraction of the capacity of the tunnel, and that the proposed "park and ride", with its four-minute train trip would save much time for present drivers and relieve downtown congestion.

- - Bruce Holcomb

CORNWALL EQUIPMENT NOTES

The Cornwall St. Ry. Light & Power Co.'s motive power now consists of seven second-hand Baldwin-Westinghouse trolley locomotives. One of these, no. 6, is at present rented to Courtaulds' rayon mill for plant switching, as Courtaulds' own ancient steeple cab engine no. 7 has a broken frame. Courtaulds' wooden box motor no. 26 is still in service.

The C.S.R.L. & P.Co. is once more relying on single truck sweepers, having bought two from the Ottawa Transportation Commission recently. Double truck steeple cab sweeper no. 1 (ex Hull Elec. 106) was scrapped during the summer of 1959, while the express type double truck sweeper E-10 (ex Boston El. and Eastern Mass. St. Ry.) was reportedly scrapped in 1957. Old locomotive type plow P-8 was scrapped in 1958, having been replaced by a unit purchased from Montreal.

The present roster of equipment is as follows:

1. Baldwin-Westinghouse trolley locomotives

| <u>Fleet Numbers</u> | <u>Builder's Numbers</u> | <u>Date Built</u> | <u>Notes</u> |
|----------------------|--------------------------|-------------------|---------------------------------------|
| 6 | 52703 | 12-1919 | ex Kansas City-Kaw Valley 502, 1944 |
| 7 * | 57557 | 12-1923 | ex Springfield Terminal 15, 1956 |
| 8 | 58023 | 10-1924 | ex Aroostook Valley 54, 1946 |
| 9 | 39866 | 5-1913 | ex Niagara Junction 4, 1952 |
| 10 | 54704 | 4-1921 | ex Washington & Old Dominion 51, 1943 |
| 11 | ? | ? | ex Omaha Lincoln & Beatrice 2, 1950 |
| 12 | 45657 | 5-1917 | ex Utah Idaho Central 904, 1946 |
| 14 | 60701 | 1-1929 | ex Springfield Terminal 20, 1956 |

2. Work Cars, etc.

| <u>Fleet Numbers</u> | <u>Description</u> | <u>Notes</u> |
|----------------------|---|--|
| (2 cars) * | Single truck, double end wood body sweepers | ex Ottawa Transportation Commission B-1 & B-2, 1959 |
| - | Double truck, single end plow with one end cab and one centre cab | ex Montreal Transportation Commission 3152, 1958 |
| 4 | Double truck, double end, arch roof, track maintenance car | ex passenger car 31, shortened by removal of both vestibules. (ex Northern Texas Traction Co., 1939) |
| 5 | Double truck, flat body with one end cab and centre line tower | Built from salvage of car 29 (ex N.T.T.Co.) |

* - Denotes units still painted in former owners' colours as of August 31st, 1959. * Nov 12/59 when observed as Courtaulds' switcher

? - Denotes builder's plate removed.

One additional locomotive was purchased from Niagara Junction Ry., but was scrapped for parts, the trucks going to locomotive no. 6. This was N.J.Ry. 11, Baldwin-Westinghouse 57716, built 4-1924, which was formerly Chicago, South Shore & South Bend 1005.

LOCOMOTIVE ON EXHIBIT IN ALGONQUIN PARK

A saddle tank logging locomotive, originally used in Northern Ontario has been salvaged by the Province of Ontario Department of Lands & Forests and set up for permanent display at the Early Logging Exhibit located just inside the new East Gate of Algonquin Provincial Park. This locomotive, of 0-4-0-T wheel arrangement, was built by Montreal Locomotive Works in 1911 for the P. & J. Shannon Lumber Company of Biscotasing, Ont., and was operated in this company's mill yard. The business was sold in 1923 to the Pratt and Shancy Company, which did not go into operation. All assets were liquidated and the locomotive abandoned until 1958, when it was acquired by the Department of Lands & Forests.

The principal specifications of this locomotive are as follows:

| | |
|-------------------------|-----------------------|
| Road Number | - 6 |
| Cylinders | - 13" x 18" |
| Drivers | - 36" |
| Boiler Pressure | - 165 lbs. |
| Weight in Working Order | - 52,200 lbs. |
| Max. Tractive Effort | - 11,850 lbs. |
| Factor of Adhesion | - 4.4 |
| Boiler Diameter | - 41 11/16" |
| Firebox | - 47 11/16" x 36 3/8" |
| Tubes | - (100) 2" x 10" |
| Wheelbase | - 6'-3" |
| Total Heating Surface | - 577 square feet |
| Grate Area | - 11.9 square feet |
| Length Overall | - 25'-9" |
| Width " | - 10'-7" |
| Height " | - 8'-6" |
| Capacity, Water | - 1000 gals. |
| " Fuel | - 900 lbs. |

MOTIVE POWER NOTES

- C.N.R. M.L.W. 1800 H.P. road passenger unit 6793 was in collision with a gasoline tank truck at 8:18 A.M. on October 21st, at a grade crossing five blocks south of the C.N.R. station in Peterborough, Ont., while hauling Train 93. The locomotive was badly damaged in the ensuing fire, which was not extinguished until just before 10 A.M. The train blocked the diamond crossing of the C.P.R. main line until a mobile crane towed two express cars, then two coaches and express car from the train, leaving only the sixth car (mail and express) attached to the locomotive. The front end of this car was damaged, although the fire was confined to the locomotive. 6793 and the six cars of the train were moved by switcher 1245 to Lindsay at 1:30 P.M.

A member of the Society was one of the first 10 people on the scene of the accident and made these detailed observations.

- C.N.R. deliveries from Montreal Locomotive Works: 3102, 3103 on Aug 18; 3104, 3105 on Aug 21; 3106, 3107 on Aug. 28.

- C.N.R. scrappings (Stratford Shop): 2435 on June 5; 3547 on Aug. 27; 6034 on Aug. 28.

- Yet another C.N.R. E-10-a Mogul has been earmarked for preservation; No. 92 was sold to Mr. Thomas C. Marshall of Wilmington, Delaware on August 1st.

- Corrections to deliveries and scrapping lists in Newsletters 164 and 165:

- 6146 (not 6046) scrapped Mar. 9th
- 1049 (not 1099) delivered Mar. 31st
- 8519 delivered May 27th (not May 7th)
- 3845 delivered July 7th (not July 17th)
- 3100 delivered June 19th (not July 7th)

- The Montreal Locomotive Works' demonstrator Model DL624 2400 H.P. road switcher which spent test periods on the C.N.R. as 3899, on the C.P.R. as 7007 and on the Pacific Great Eastern Railway as 624, has been sold to the C.P.R. and assigned permanent road number 8921.

- The C.N.R. has ordered nine 1200 H.P. road switchers from General Motors Diesel Ltd. to augment the fleet of similar locomotives in service on the 3'-6" gauge Newfoundland Lines. The locomotives in this group will be numbered 938-946.

- Quebec Cartier Mining has ordered eight 1800 H.P. road switchers, to be numbered 101-108, from Montreal Locomotive Works to initiate service on the new line under construction between Shelter Bay and Lac Jeannine, Quebec (See Newsletter 157, P. 6).

- The Dominion Sugar Co., with plants located at Chatham and Wallaceburg, Ont., has recently purchased C.N.R. six-coupled switchers 7440 and 7456 for duty at these locations. --Wm. Weighill

- C.P.R.: 1085, 5149, 5325, 5367 and 3607 all stored out of service at Sudbury as of recent date, 5174 in same status at Fort William (since December, 1958); Switcher 6509 has taken over from diesel-hydraulic switcher 18 at Goderich, the latter locomotive having been sent to Chipman, N.B. --Wm. Weighill

- On Friday and Saturday evenings, October 9th and 10th, C.P.R. 2414 handled Train 382 to Havelock, returning on 381 on October 10th and 12th respectively. This was the first use of steam on these trains for over three months. These trains are normally operated by an RDC car on weekdays and a road-switcher hauled train on weekends.

- Since late October, Royal Hudsons have frequently hauled C.P.R. trains 329-322/324.

MISCELLANY

- The C.N.R. has called for tenders for the construction of a new four mile branch line at Saskatoon, Sask. to the west bank of the site of the South Saskatchewan River dam.

- The Greater Winnipeg Transit Commission has asked tenders on the sale of the site of the Fort Rouge Carhouse on Osborne Street.

- The C.N.R.'s contemplated new passenger station for Kingston, Ontario will be involved in the forthcoming municipal election in that city, when ratepayers will vote on whether or not to finance sewer and water service extensions to serve the new facility.

EXCHANGE SECTION

Are those railroad files of yours getting sloppy? Can't find that material? May I suggest that with 3-cut dividers equipped with a metal mounting and 5-cut subdividers, your worries are over. A good supply is available, selling at 3 for 10¢ and 5 for 12¢. Call RO9-0561 (8 AM-5PM) or HU.5-6792 (7 PM - 10 PM). - William Weighill, 95 Keewatin Ave., Toronto 12.

end

Upper Canada Railway Society

BOX 122 TERMINAL "A" TORONTO

Newsletter

EDITOR: STUART I. WESTLAND

16 SONORA TERRACE

TORONTO 13

ASSISTANT EDITOR: J. A. MACLEAN

DECEMBER 1959

NUMBER 167

SOCIETY ACTIVITIES

The Society meets on the first and third Fridays of every month from September to June. The next meeting will be held in Room 486, Toronto Union Station commencing at 8:30 P.M. on the evening of December 18th, at which time the evening's program will consist of professional movies of steam interest.

Notice is hereby given that the Annual Meeting of the Society will be held on Friday, January 15, 1960 at 8:30 P.M. in Room 486, Toronto Union Station.

Past Meetings --

November 6 - About 10 members present at C.P.R. West Toronto Station for an observation period.

November 15 - Thirty nine members and three guests saw a program of movies taken by members John Freyseng and John Mills of steam action in Southern Ontario and electric railway activity in the Montreal area in recent years. Although generally lately taken, most of the film covered subjects already in the "historical record" category.

December 4 - Seven members at an observation meeting at Sunnyside Station.

U.C.R.S. MARINE DIVISION UNDER CONSIDERATION

Although not as yet officially adopted as policy by the Directorate of the Society, consideration is being given to expanding the field of interest and activity of the Society to include water transport. A "show of hands" vote taken at the November 15th meeting demonstrated that an overwhelming majority of members present were in favour of the formation of a marine interest section within the Society. Although the scope of this interest has not been defined, it is expected that it would include steamship services on the Great Lakes-St. Lawrence River system, the other navigable rivers and lakes of Canada, and the Canadian coastal steamship services. Certain meeting programs would be devoted at least partially to marine matters and eventually a marine section may be added to the Newsletter.

Such a step would appear logical for a Toronto railway society to take; both of Canada's major railways, and the Toronto transit system are marine operators, and railway and steamship operations have long been closely associated in the Great Lakes area. In addition to this, several members of the Society have long been interested in steamship matters and have accumulated collections of marine material hardly less impressive than their railway collections.

It is expected that this new branch of interest for the Society, while remaining subsidiary to the principal purpose for the existence of the organization, will enable members eventually to have greater appreciation of another form of transportation which has had a long and interesting history in this country.

O.N.R. AERIAL SURVEY

The Ontario Northland Railway Commission expects to carry out an aerial survey during the present winter of various routes for the planned southerly extension of the main line of the railway from North Bay to Parry Sound. The actual construction of this major extension will not be undertaken until the Moosonee Harbour Development project, now in the planning stage, is also under way.

The plan of the O.N.R. Commission is to establish the railway as a link in what would be otherwise a water route for iron ore from the Belcher Island development in James Bay to Sault Ste. Marie, Hamilton and Cleveland, with water-rail and rail-water transshipping facilities at Moosonee and Parry Sound respectively.

A rate study has already been carried out by the Commission which will permit the handling of iron ore from the Belcher Islands and other northern ore developments via the Ontario Northland Railway on a competitive basis.

SUBWAY NEWS ON TWO FRONTS:1. T.T.C. BLOOR-UNIVERSITY SUBWAY
CONSTRUCTION STARTS

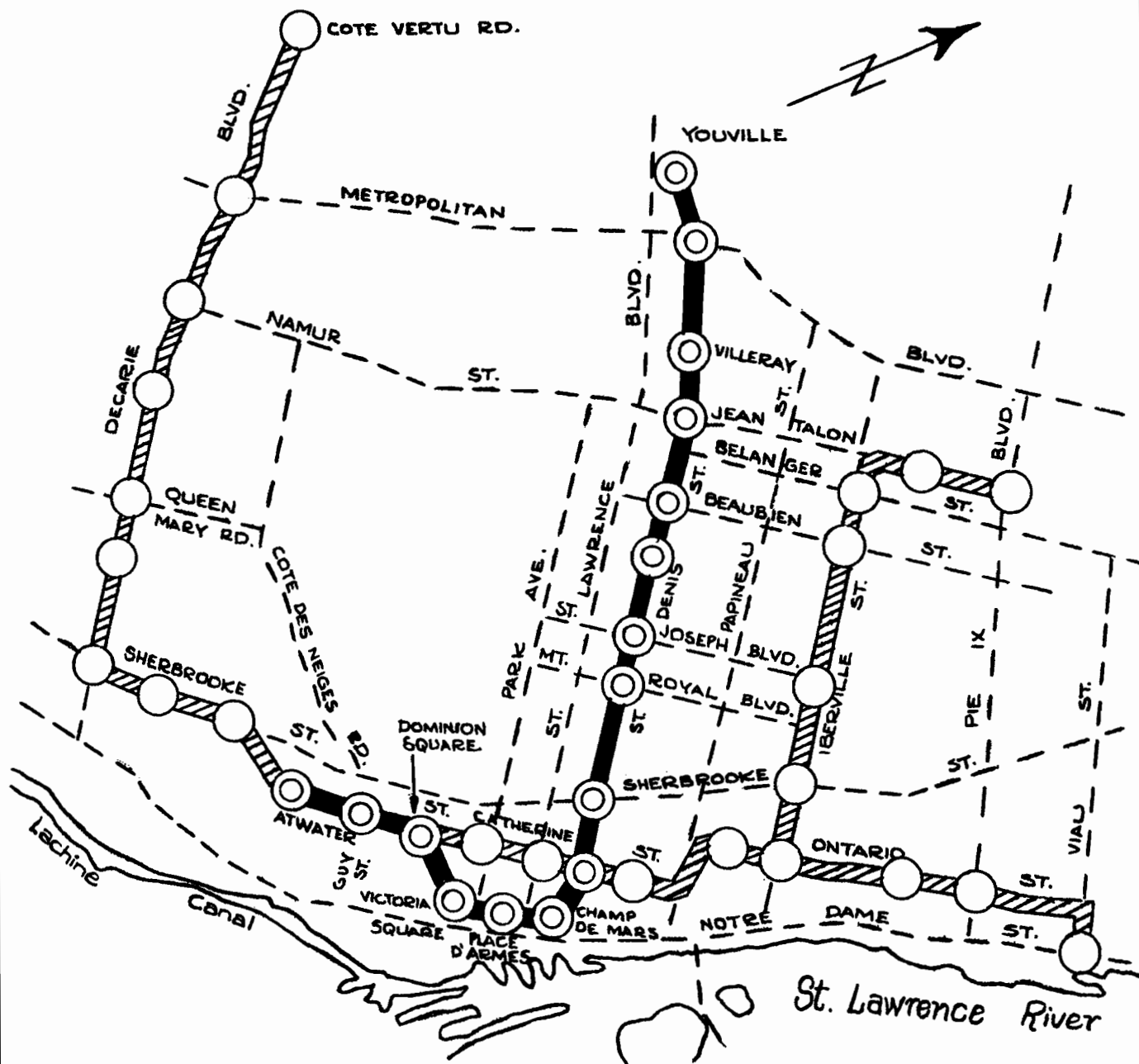
The long-awaited commencement of actual construction on the Bloor-Danforth-University subway project of the Toronto Transit Commission was made rather quietly on November 3rd. On this date excavation in connection with Contract U-2, the Osgoode-Queen's Park tunnel section, was commenced on University Ave. near Edward St. The contractor on this section is Robert McAlpine Ltd. Contract U-3, for the cut-and-cover section from Queen's Park to Huron St. has also been awarded, this to McNamara Construction Co. and Raymond International Co. Ltd.

Contract U-2 involves the construction of twin tunnels with cast iron linings. It also includes structural work required for St. Patrick and Queen's Park Stations, but not finish, which will be covered by a subsequent contract. The length of line under Contract U-2 is 5300 feet.

Contract U-3 includes structural work but not finish for the Museum and St. George Stations. The total length of this contract is 3255 feet, of which about 1500 feet will be a two-level structure. About 170 feet of subway north of Bloor St. and west of Avenue Road is already under construction by Icanda Ltd. using the "ICOS" (Bentonite-filled trench) method. This section is deleted from Contract U-3.

Contract U-1, for the cut-and-cover construction for the most southerly section of the University Subway, that from Union Station to Osgoode, has yet to be awarded.

The formal commencement ceremony occurred on Monday, November 16th, when a gathering of transit, construction and civic officials watched Ontario Premier Leslie Frost operate a power shovel to excavate the symbolic "first shovelful" on the new project at the University-Edward location. At least one Toronto newspaper commented on the irony of this situation, having regard to the fact that the Premier had officially announced that no Provincial financial assistance will be made to the multi-million 10-year project.

SIW
12-59

Montreal Subway System

AS PROPOSED ORIGINALLY IN 1953
AND AS AGAIN PROPOSED IN 1959

Not to scale.

Considerable agitation is occurring to persuade Metro to speed up the construction financing schedule so that the entire project can be completed in 5½ years instead of the ten-year period heretofore planned, and which is required by the limitation imposed by Metro's present schedule. It is understood that the T.T.C. is preparing a detailed program of construction stages geared to the shortened period should Metro decide to adopt same.

The construction of a two-level underground parking garage on University Avenue south of King Street coincident with the building of the subway has been proposed. This facility, handling about 300 cars, would be established in the space between the road surface of University Avenue and the roof of the subway structure.

In a recent meeting with Metro Council, the T.T.C. outlined the rapid transit extensions which it feels should be completed and in operation by 1980:

- Extension of the Bloor Subway for two miles at either end, to Royal York Road in the west and Warden Ave. in the east;
- Construction of the entire Spadina rapid transit line from Bloor St. to Wilson Ave;
- Extension of the Yonge Subway northerly to Sheppard Ave;
- Construction of the entire Queen Subway, as recently proposed, from Roncesvalles and Queen to Pape and O'Connor.

2. MONTREAL SUBWAY PLANS AGAIN ACTIVE

from Bruce Holcomb et al

Hard on the heels of the final abandonment of street car operation and the conversion of the Montreal transit system to an all-bus property (with still a token amount of trolley coach operation), came the announcement early in November of revived hope for the financing of Montreal's subway system as originally proposed in 1953.

A new enterprise, "La Societe d' Expansion Metropolitaine", backed by a powerful financial syndicate, offered on November 5th to construct the first 7.5 mile link in Montreal's projected 23-mile subway system within four years (See Map, Page 3). This first line is estimated to cost \$163 million and would generally form a route under St. Denis Street from Youville Shops to the downtown area, together with a shorter westerly extension via Victoria Square and Dominion Square to St. Catherine and Atwater. Stations on the St. Denis section would be located at Cremazie, Villeray, Jean Talon, Beaubien, de Fleurimont, St. Joseph Blvd., Mont Royal Ave., Sherbrooke, St. Catherine, Champ de Mars and Place d'Armes. Stations on the westerly extension would be located at Victoria Square, Dominion Square, Guy St. and the Atwater Terminus.

The promoters indicate that they would plan to use rubber-tired subway cars similar to those now used on a portion of the Paris "Metro" and also on a newly opened line in Haifa, Israel. The subway would be financed by the sale of debentures in four issues and refinanced in 20 to 25 years. The loans would be repaid over a 50-year period by a yearly contribution of \$7,400,000 of tax revenue from the City of Montreal and the immediate suburban municipalities, in addition to a ~~2~~³/₄ boost in M.T.C. fares. \$117 million would be required for actual

construction costs, while \$46 million would be spent on rolling stock. The tax revenue would finance the former and the fare increase revenue the latter. Although neither the Montreal Transportation Commission, the City of Montreal nor the Montreal Metropolitan Corporation has the power to build a rapid transit system, the municipalities are now seeking power to participate from the Quebec Provincial government.

This announcement came only a few days after the M.T.C. had gone before Montreal City Council with a brief urging the highest priority for the construction of a subway. This brief pointed out that a specific instruction issued to the M.T.C. at the time of its creation by City Council on August 24, 1950 was that a definite plan for the establishment of a rapid transit system be presented to the city within a reasonable time. The M.T.C. lived up to this with the presentation of a 103-page report in 1953 containing "general plans of the initial subway system", "estimates of costs for the initial subway system" and "subsurface investigations for the initial subway". The brief went on to say that the bus substitution program, recently completed, has not permanently and definitely solved the mass transit problem in Montreal and that the bus system alone will not be able, because of increasing street congestion, to satisfy in any reasonable manner the additional demands created by the constant increase in the number of persons entering and leaving the city centre. The brief further stated that the events since 1953 and foreseen for the future not only confirmed but reinforce the view taken in 1953 that the construction of a subway in Montreal was the only effective solution to providing rapid transportation facilities for the populace.

The reception of civic officials to the M.T.C. brief was reportedly rather cool. The Executive Committee Chairman commented that the plan "will require more extensive study as far as costs are concerned, and as to who will pay for it and to what degree". The announcement by La Societe d'Expansion Metropolitaine a few days later has answered this, at least to some degree.

"RAILFANS UNLIMITED"

The above is the title of a recently formed railway enthusiasts' group in the Toronto area which has as its principal aim the creation of a railway museum at a location within a forty-mile radius of the city. It is the intention of the group to acquire and preserve steam locomotives and old railway rolling stock in addition to other historical items associated with steam railways.

The present plan is to purchase property adjacent to a railway right-of-way in order to secure a physical track connection to the museum trackage; the group is currently looking at farm properties for sale within the specified radius. Items will be sought from Canadian roads only and it is hoped that the museum will be eventually representative of the steam era in Canadian railroading generally.

Members who would like more information on this project are invited to contact the President of Railfans Unlimited, Mr. R.L. Kennedy, at 1A Pritchard Avenue, Toronto 9.

FURTHER DATA ON DISPOSITION OF C.P. ELECTRIC LINES'STEEL PASSENGER EQUIPMENT

Further official information has been made available on the negotiations for the sale, and the ultimate disposition, of the steel passenger cars of the Grand River and Lake Erie & Northern Railways. Following the abandonment of all passenger and express services on the Canadian Pacific Electric Lines on April 23, 1955, the eleven steel cars which had been used in these services were stored in operating condition at Preston and Brantford carhouses, while attempts were made to dispose of the equipment as operating units to other electric railways. Bids were solicited from the following railways using 1500 Volt D.C. power:

- London & Port Stanley Railway
- British Columbia Electric Railway
- Canadian National Railways, (Montmorency Subdivision)
- Illinois Central Railroad
- Chicago, South Shore and South Bend Railroad.

The L. & P.S., B.C.E.R. and I.C. expressed no interest in the equipment, while the C.N.R. and C.S.S. & S.B. sent representatives to Preston to inspect it. Test trips were operated on August 30th, 1956 for South Shore Line officials, using car 864.

It was found during the course of these trips that the speed characteristics of the G.R.R.-L.E. & N. equipment were not satisfactory insofar as operating the cars in trains with the South Shore Line's existing equipment was concerned, and that their use would be necessarily restricted to rush hour service on slower schedules. The C.S.S. & S.B. nevertheless submitted a bid for the purchase of the 11 cars, but the bid was too low to be considered a sale and was not accepted.

A Toronto railway equipment dealer was interested in purchasing the cars for export purposes, wherein the cars would have been demotorized and used as trailers. This prospective sale unfortunately also failed to materialize. Although C.N.R. officials inspected the cars, no bid was received from that railway.

By late September of 1956, the C.P.R. management decided that the cars were unsaleable and made the decision to scrap them, securing such salvage parts as would be of further use to the railway. At this time it was planned to convert cars 622 (all baggage and express) and 626 (combination passenger-baggage-express, built in 1948) for maintenance of way service on the C.P. Electric Lines, as had cars 826 and 828 been converted upon their retirement some years before. Accordingly only nine of the 11 cars were immediately disposed of, as follows:

| | | | | | |
|-----|-----------|-----|---------|-----|---------|
| 844 | Oct. 4/56 | 842 | Oct. 15 | 848 | Oct. 24 |
| 973 | Oct. 5 | 975 | Oct. 17 | 862 | Oct. 26 |
| 864 | Oct. 11 | 846 | Oct. 19 | 624 | Oct. 29 |

All of these cars had salvage equipment and materials removed and the bodies were then fired in order to burn out all woodwork and other combustible material. The remaining steel bodies were cut into sections and then loaded into C.P.R. 52-foot gondola cars for shipment. Each gondola was devoted to the scrap from one passenger car. This work was performed on all cars in the yard outside of the Preston shop building.

Salvage from the cars, of use in the maintenance of the electric locomotives, was as follows:

- Twenty-eight Westinghouse 562D5 125 H.P. traction motors
- Forty-eight 38-inch rolled steel wheels
- Four 5½" x 10" axles.

During the winter of 1956-57, the management decided not to proceed with the earlier plans for the conversion of cars 622 and 626, and to dispose of these last two units also. In February of 1957 the Warwick Railway of Lakewood, Rhode Island requested full particulars on these cars, but upon being advised of their specifications found that length and weight limitations on its property precluded the use of the Grand River cars. 622 and 626 were disposed of in the same manner as the other nine cars, their dates of scrapping being May 22 and May 21, 1957 respectively.

MOTIVE POWER NOTES

- C.P.R.'s Lambton Roundhouse in Toronto was officially dieselized effective November 20th. Steam power movements since that time have represented locomotive transfers or reserve power called out for traffic surges. Although the plan at the moment is to keep a small stud of steam locomotives at Lambton Yard through to 1961, it is reported that the roundhouse will be demolished during 1960.

- The C.N.R. has placed orders for the following groups of diesel locomotives:

| <u>No. Units</u> | <u>Road Nos.</u> | <u>Class</u> | <u>TYPE</u> | <u>Builder</u> |
|------------------|------------------|--------------|-------------|----------------|
| For C.N. Lines: | | | | |
| 44 | 3850-3893 | MR-18g | 1800 RS | MLW |
| 10 | 1068-1077 | GR-12z | 1200 RS | GMD |
| 40 | 1358-1397 | GR-12y | 1200 RS | GMD |
| For G.T.W: | | | | |
| 8 | 4700-4707 | GR-18a | 1800 RS | EMD ★ |
| 3 | 4950-4952 | GRG-18b | 1800 RS | EMD ★ |
| 9 | 1511-1519 | GR-12za ★★ | 1200 RS | EMD |

Notes

★ 4700-4707 and 4950-4952 are the first 1800 H.P. road-switchers of EMD, GMD manufacture; both groups accordingly start new numbering series.

★★ 1511-1519 indicate the practice that will be followed when sub-class letters reach the end of the alphabet - sub-classes will continue as za, zb, etc.

- C.P.R. deliveries (1000 H.P. MEW road-switchers):

| | | | | | | | |
|------|---------|------|---------|------|----------|------|----------|
| 8013 | Aug. 25 | 8018 | Sept. 1 | 8023 | Sept. 8 | 8027 | Sept. 21 |
| 8014 | " " | 8019 | Aug. 31 | 8024 | Sept. 16 | 8028 | Sept. 24 |
| 8015 | Aug. 26 | 8020 | Sept. 3 | 8025 | " " | 8029 | " " |
| 8016 | " " | 8021 | " " | 8026 | Sept. 21 | 8030 | Sept. 28 |
| 8017 | Sept. 1 | 8022 | Sept. 8 | | | | |

- C.N.R. deliveries (MILW 1800 H.P. R-S):
3108, 3109, Sept. 15 3110, 3111, Sept. 18 3112, 3113, Sept. 29

- C.N.R. scrappings
6151, Stratford, Sept. 28 2574, Island Pond, Sept. 17

Diesels 2208, 4335 and 9310, involved in the wreck at Udney, Ont. on August 1st, were all officially written off on October 5th. Diesel 6793, involved in a wreck and fire at Peterborough on October 21st (see last issue) is to be repaired and returned to service.

- Grand Trunk Western 0-6-0 switcher 7528 was sold to the Louisiana Eastern Railway on September 21st.

- C.N.R. Railiner (RDC) car D-303 has been renumbered D-353

- C.N.R. switchers 7456 and 7470 were sold to the Dominion Sugar Co. at Chatham, Ont. on September 16th.

- C.P.R. steam power observed in the Province of Quebec; October and November:

At Glen Yard:

2408s, 2816, 2822, 2825s, 2841s

At St. Luc Shops:

424s, 1080, 1228s, 1263, 1264s, 2229, 2237, 2326s, 2328, 2334s,
2426s, 2508, 2811, 2819, 3440s, 3610, 3638s, 3642s, 3694, 3759s,
5114, 5145s, 5146, 5162s, 5163, 5170, 5171s, 5330, 5343s, 5374,
5449s, 6929, 6941.

At Farnham:

946s, 1041, 1217, 2541, 3514

at Ottawa West, Ont.

425, 899, 1226, 1227s, 1262, 1267, 1270, 2500, 5152

"s" indicates locomotive in steam at time of observation.

---Ed Jordan

-London, Ont. Report (Oct. 28, 1959):

At C.P.R. Quebec Street Roundhouse:

882, 2827, 5102, 5118, 5135, 5370, 5405 (on the road), 5147s,
986, 1095, 2599, 2409, 5214, 2200, 5187, 3504 for minor repairs
or stored serviceable.

at C.N.R. Roundhouse:

5079, 5548, 5576, 5578, 5588, 5594, 5600, 5601, 5605, 5606, 5609,
5700, 6200, 6205, 6226, 6301, 6304, 6317, 6336, 8361 stored in-
side; 6068, 6076, 6163, 6238, 6239, 6308 stored outside in poor
apparent condition; 15836 stored inside out of service since
October 24th.

London & Port Stanley Railway:

Five crews are called every day of the week except Sunday. Two express runs are operated to St. Thomas using one of the passenger cars (departing London about 8:45 A.M. and 1:15 P.M.) Talk is again heard in terms of the sale of the railway to the C.N.R. or a private American group.

---Brian Coleman

- Nova Scotia Report (Summer, 1959):

Sydney & Louisburg Railway:

at Glace Bay, in service: 45, 71, 73, 74, 77, 82, 85, 87, 90, 93, 94, 101, 103.

at New Waterford, in service: 86, 92

at Whitney Pier, in service: 31, 32, 76, 80, 81, 89, 91, 105, 106

at Glace Bay, under minor repairs: 15, 84

" " " heavy " : 70, 95, 104

" " " stored : 88, 102

at Caledonia Yard, stored for scrap: 57

Old Sydney Collieries:

at Sydney Mines, in service: 31, 32, 33

" " " in back shop: 30

" " " stored in roundhouse, out of service for several years: 17, 25, 26, 27.

Cumberland Railway & Coal Co:

The only locomotive still in service on this railway is 52, which is used occasionally to haul a car of coal from the C.N.R. main line at Springhill Junction to Springhill. In the engine shed on October 10th were 52, 53, 541 and 545; 10(0-6-0-T) and 43 (2-6-0) were stored outside. It is reported that all railway and mine equipment has been sold to a Sydney firm for scrap; the locomotives are expected to be scrapped at Springhill along with open end coaches 601 and 602, cabooses 500 and 501 and four side dump cars. Double end snowplow 10 is destined for the Sydney & Louisburg Railway.

C.N.R.

The following locomotives, stored at Truro for a year and a half, have been moved to Moncton for scrap, leaving Truro's huge roundhouse vacant: 2376, 3288, 6006, 6101, 6106, 6164, 6177, 6180, 7504. This was the last steam power on the C.N.R. in Nova Scotia.

---George Parks

EXCHANGE SECTION

- M. Victor Buffam, 101 Roncesvalles Ave., Toronto 3, has thirty assorted issues of the Locomotive Engineers' Journal and the same number of issues of the Brotherhood of Firemen and Enginemen's Magazine between 1956 and 1959, also a few issues of Railroad Magazine and Trains, which he will give free to the first takers. The magazines must, however, be picked up at his residence.

- Thomas Marsh, 2 Kimbolton Road, Higham Ferrers, Wellingborough, Northants, England has E.R.A. Headlights for the years 1950-1954 inclusive and C.E.R.A. Bulletins 88 and 90-95 for sale, and is open to offers.

RE THE ABANDONMENT OF EDITORIALS

To The Editor:

Without knowledge of the particular matters to which you refer, I am rather distressed by the "Policy Statement with respect to Editorials" in the November Newsletter. For my own part I am not at all in agreement with the argument therein set forth and believe that very often the judgement can be at least as good as that of transit management. In fact management decisions are usually in the hands of those who are far from experts. It also seems to me a dangerous dogma in any field to leave decisions entirely to the experts.

However, my own opinion aside, I would agree that the Society may, if it so wishes, decide not to use the Newsletter for the propagation of unsigned editorial opinion which can presumably be interpreted by outsiders as the view of the Upper Canada Railway Society. The last paragraph of your editorial goes far beyond that, however, and appears to exclude the expression of any kind of opinion even in signed contributions to the Newsletter. It would, for example, exclude the few articles I have contributed to the Newsletter over the past ten years. As a scientist I am well aware that the line between fact and opinion is fantastically narrow. I see no reason why you should exclude comments expressed by signed correspondents. If this is in fact your decision, I shall have no choice but to make any future contributions to our contemporaries in Montreal who have remained on excellent terms with three managements without any such policy. I had intended to write for you some impressions of a Canadian railfan in Mexico, but can hardly justify the effort involved if in fact the Newsletter is henceforth restricted to the "reporting of factual data observed or gathered from authentic sources".

-- William T. Sharp

(Editor's Note: The policy statement printed in the last issue of the Newsletter, wherein the discontinuance of editorials was announced, has resulted in a considerable volume of correspondence. The correspondents have universally condemned the announced policy, and the above letter from Mr. Sharp has been reproduced as it best expounds and summarizes the viewpoint evidently held by many members on this subject. It should be emphasized at this point that the new policy is definitely not intended to exclude opinions expressed by signed correspondents in articles submitted for publication, provided, of course, that such comments are, in the opinion of the Editor, reasonable and within the limits of good taste. All that in truth is being excluded by the new policy is the editorializing of this Editor, owing to the fact that it is apparently his writings alone that have raised criticism and caused at least one delicate situation in recent times).

The Toronto Transit Commission is currently experimenting with cones for P.C.C. wheels cast of nodular iron. The first such wheel cone was recently applied to car 4030 on no. 4 axle, open side. The cone is unusual in appearance, having 12 radial ribs for added strength, and 16 small holes to reduce weight. Fifteen additional such wheel cones are on order.

Car 4060 has been equipped with six solid steel wheels similar to those already fitted to cars 4010, 4018 and 4044. No. 4 axle of 4060 still has resilient wheels.

ONTARIO ELECTRIC RAILWAY HISTORICAL ASSOCIATIONPROGRESS REPORT

by John M. Mills

This season's work programme on the Halton County Radial Railway has been a lesson in the effects of weather on such undertakings. An abnormally hot, humid summer was succeeded by an abnormally cold, rainy autumn, and there is no doubt that the equivalent of many man-days was lost as a result. Apart from the usual and never-ending work of routine maintenance, almost all efforts were directed to the completion of the carhouse roof and the moving of the cars inside. For this purpose a large quantity of fill was obtained and spread over the area of the carhouse as it will be at its fullest extent, when six double-truck cars will be accommodated. Using this as a manoeuvring area, 1326 was moved into the south bay of the present two-car structure, and 107 started on its way into the north bay. Owing to the nature of this movement, both cars had to be moved by the laborious process of laying track, levering the car forward and tearing up the track behind for re-laying ahead. A large amount of rail now under negotiation will, we hope, render such time-consuming expedients unnecessary in future.

Only those who have had experience with this type of operation will understand the large amount of labour which must be invested in car moving under these circumstances, but which is necessary for proper protection of the cars from the weather. We have felt from the outset that our existence as a museum can only be justified by the adequate maintenance of our equipment, and this season's accomplishments mark a decided step forward in this regard.

1959 might be termed a year of consolidation; 1960 will, we hope, be a year of expansion, for a varied programme of activities is expected. If negotiations and preparations now under way are successful, it should be possible to have limited operation of our cars at the end of the 1960 season. This will fulfill our original intention of being an operating museum. Construction of a combined storage building, display museum and station will be undertaken if circumstances permit, and several other projects are under consideration, depending largely on the availability of finances. It is also expected that the incorporation of the Ontario Electric Railway Historical Association as a non-profit Provincial corporation will be accomplished during 1960.

Plans are also being prepared for a repair shop building in which the cars can be stripped down for major structural repairs. The space available indicates that the building will be of a length of about 55 feet, and a maximum width overall of 26 feet, accommodating one central track. All readers are invited to suggest designs which will best combine economy of construction with the maximum of useable floor space, and abundance of natural light. It is not expected that construction of this building can be begun until 1961.

UPPER CANADA RAILWAY SOCIETY

PRESIDENT'S REPORT FOR THE YEAR 1959

This is my final report as President of your Society, as I have decided not to stand for re-election. I find myself with insufficient time to properly perform the duties of office, and am unable to foresee any improvement in this situation in the coming year. It has been a privilege and a pleasure to serve you, and I would like at this time to thank the other officers and the members at large for their loyalty and co-operation. May I also offer my best wishes to the executive to be elected tonight, in their carrying on of the Society's affairs in the coming year.

During the year 1959 interest in our activities has continued at an encouraging level. Attendance at meetings has been high, at times threatening to strain the capacity of our meeting room, and we have been pleased to welcome a goodly number of guests, many of whom, I am glad to say, have become members of the Society.

In 1959 we operated a "Farewell to Passenger Service" excursion on the N.S. & T. Railway, and participated, in co-operation with the Canadian Railroad Historical Association, in a steam-powered outing on the C.N.R. from Belleville to Bancroft. Both of these trips were much enjoyed by those who went along, and returned a welcome profit to our Treasury.

The very favourable financial position reflected in the Treasurer's report is due in part to the Society's continuing growth, in part to the fantrip profits already mentioned, and in part to the fact that no issues of the Bulletin appeared during the year, thus greatly reducing our printing bill, which is normally one of our largest items of expenditure. This absence of Bulletins is not the result of any

change in policy, and it is hoped that some of the work which has been going on during the past year will bear fruit in 1960 in the form of more and larger issues of the Bulletin.

A short time ago the suggestion was made that, as many members are known to be interested in marine matters as well as railways, the scope of the Society's operations might well be extended to cover that field. A preliminary straw vote by show of hands indicated that an overwhelming majority of those present at the time favoured the suggestion, and the necessary steps to implement this program will no doubt be taken by the executive during the coming year.

In closing, let me express my sincere appreciation of the work done by the members of the executive and the various committees in carrying on the Society's affairs. As I have pointed out previously, a surprisingly large amount of work is entailed in the day-to-day operation of an organization of this type, and much of it is done under difficulties, due to our not having the use of any sort of centrally located office, committee meetings and other work sessions having to be held at the very widely scattered homes of various members, supplemented between times by telephone conversations. I feel that great credit is due to those who have successfully carried on the Society's operations under these far from ideal conditions.

January 15, 1960

John A. Maclean

UPPER CANADA RAILWAY SOCIETY
(INCORPORATED)

Treasurer's Report for 1959

Here follows your Honorary Treasurer's Report for the past calendar year 1959. For purposes of comparison the 1958 and 1957 figures are bracketed in the right hand columns.

RECEIPTS

| | <u>1959</u> | <u>1958</u> | <u>1957</u> |
|---------------------------|---------------|-----------------|-----------------|
| Membership Fees 1957 | - - - | (- - -) | (209.43) |
| Membership Fees 1958 | - - - | (207.50) | (139.50) |
| Membership Fees 1959 | 234.98 | (110.93) | (8.00) |
| Membership Fees 1960 | 97.21 | (5.00) | (- - -) |
| Membership Fees 1961+ | 2.85 | (- - -) | (- - -) |
| Publication Sales | 74.13 | (83.60) | (29.77) |
| Fan Trips (net) | 140.59 | (31.00) | (37.50) |
| Auction - Club Meeting | - - - | (7.00) | (6.38) |
| Donations - postage | - - - | (2.11) | (- - -) |
| BALANCE, Dec. 31st., 1959 | <u>201.75</u> | <u>(266.08)</u> | <u>(221.85)</u> |
| | \$752.21 | (\$713.22) | (\$652.43) |

DISBURSEMENTS

| | | | |
|--------------------------------------|---------------|-----------------|-----------------|
| Newsletters, supplies, etc. | 219.56 | (149.70) | (191.00) |
| Bulletins | 31.46 | (287.76) | (117.25) |
| Postage - Newsletters & Bulletins | 50.00 | (29.00) | (65.00) |
| Postage - Corresponding Secretary | - - - | (3.00) | (.50) |
| Annual Post Box Rental | 6.00 | (6.00) | (6.00) |
| Provincial Government Return | 1.00 | (1.00) | (2.00) |
| Magazine Subscriptions | - - - | (18.01) | (3.00) |
| Entertainment Committee Expense | 11.45 | (13.35) | (- - -) |
| Bank charges, exchange, excise, etc. | 1.36 | (3.65) | (1.60) |
| BALANCE, December 31st., 1959 | <u>431.38</u> | <u>(201.75)</u> | <u>(266.08)</u> |
| | \$752.21 | (\$713.22) | (\$652.43) |

BALANCE SHEET - December 31st.

ASSETS

| | | | |
|---------------------------------------|--------------|-----------------|-----------------|
| Bank (Ledger) | \$431.38 | (201.75) | (266.08) |
| Duplicator - less 20% annual writeoff | <u>71.50</u> | <u>(107.25)</u> | <u>(143.00)</u> |
| | \$502.88 | (309.00) | (409.08) |

LIABILITIES

| | | | |
|-----------------|---------------|-----------------|-----------------|
| Prepaid Members | 100.76 | (115.93) | (147.50) |
| Capital | <u>402.12</u> | <u>(193.07)</u> | <u>(261.58)</u> |
| | 502.88 | 309.00 | 409.08 |

A.S. Olver,
January 1960.

UPPER CANADA RAILWAY SOCIETY

(INCORPORATED)

Again this year I have the privilege of presenting the Financial Statement of your Society, and of touching on some of the highlights for your information.

Your Society's income was \$103.32 higher than for the previous year, and the expenditures were lower, so we start the new year with a substantial bank balance of \$431.38, which is almost double that of last year.

The considerably larger income was due mainly to the exceptionally large attendance on the Fan Trip that closed the passenger service of the N.S. & T. Rwy. There should be more cheerful ways to make money.

Mention should also be made that our income was helpfully increased by a dedicated sandwich making crew in the commissary car on the joint CRHA-UCRS Belleville-Bancroft trip. I believe the complete crew, alphabetically, were Ron Cooper-John Freyseng-Michael Jackson-Tom McIlwraith-John Mills-Geoff. Murphy-Bob Sandusky.

The total income from membership fees increased by \$12.31 although prepaid memberships for the same period was down \$15.17.

There was a net decrease in publication expenditures, but Newsletter costs were up due to a considerable increase in the number of illustrations and drawings.

The postage was higher, but there is always a fluctuation in this item due to the varying weight of material mailed from year to year, and to the carry over in stamp inventory.

In summation, your Society continues in good financial condition, and I respectfully submit this report, and move its adoption by the meeting.

(A.S. Olver)
Honorary Treasurer,
Upper Canada Railway Society.

UPPER CANADA RAILWAY SOCIETY

Report of the Secretaries - 1959

| | 1957 | 1958 | 1959 |
|-------------------------|------|------|------|
| General Meetings | | | |
| Number held | 10 | 10 | 10 |
| Total attendance | - | 332 | 369 |
| Average attendance | - | 33 | 37 |
| Directors' Meetings | 2 | 2 | 1 |
| Total attendance | 18 | 16 | 6 |
| Average attendance | 9 | 8 | 6 |
| Membership | | | |
| Associate | 121 | 128 | 127 |
| Resident | 58 | 67 | 66 |
| Total | 179 | 195 | 193 |
| Change in membership | -33 | +16 | -2 |
| Dropped from membership | 41 | 17 | 27 |
| New members | - | - | 25 |

Informal Meetings:- Twelve outdoor meetings were held. Two were summer meetings while the remaining ten others were held on the first Friday of the month and occurred at various points of interest in Metropolitan Toronto. The February meeting consisted of a guided tour through the T.T.C. Davisville Control Tower and Subway Car Shops.

Activities:- Only one fan trip was held this year. To mark the end of passenger service on the Niagara St. Catharines and Toronto Railway, the U.C.R.S. chartered cars 83 and 623 for an eight hour excursion over various segments of the system, this was one of the Society's most successful trips, there being over ninety people aboard the two cars.

On May 10th, the U.C.R.S. participated in the C.R.H.A.'s Spring Excursion to Bancroft from Belleville on the C.N.R. The Society operated a successful meal service in Lunch Counter car 15636.

Programmes at General Meetings

Movies were shown at five of the meetings, coloured slides at two others and two sessions of steam tape recordings were heard. At the April meeting, Mr. J.L. Cann of the C.N.R. spoke on the C.N.R.'s new Toronto Terminal Project.

Publications:- Twelve editions of the Newsletter were published along with one supplement concerning the C.N.R.'s outlook on passenger service. Eight of the Newsletters contained maps while the May issue contained pictures. Each issue of the T.T.C. pamphlet "Headlight" was distributed with the Newsletter, also one edition of the Hamilton Street Railway's "Transit News".

No bulletins were produced in 1959.

John Freyseng
Recording Secretary

R.J. Sandusky
Corresponding Secretary