

Upper Canada Railway Society

BOX 122 TERMINAL "A" TORONTO

Newsletter

EDITOR: STUART I. WESTLAND 16 SONORA TERRACE TORONTO 13

ASSISTANT EDITOR: J. A. MACLEAN

JANUARY 1960

NUMBER 168

A CHANGE IN EDITORS

After almost 15 years of editing the Upper Canada Railway Society Newsletter, from the small single sheet issue No. 1 published in September, 1945 to the recent 10 page-plus issues, I now find it necessary to resign from the post of Editor. This step is taken with considerable regret and only because my efficiency in producing the publication has, over the past few months, been increasingly hampered by a number of unfortunate factors which have conspired to cut down severely the amount of time available to me for the necessary research and writing. I believe that it is in the best interests of the Society and of all readers of the Newsletter for the position to be turned over to another better able to give it the time and undivided attention so necessary for the execution of a successful publication.

I would hope to be able to continue to take some part in the Society's publications program, and to be of assistance to the new Newsletter Editor, Mr. Robert J. Sandusky. This point would also be an appropriate one at which to express my appreciation to all of those members who have contributed news and articles, typed stencils and assisted in the printing and mailing sessions over the 14½ years that the Newsletter has been my responsibility. The team effort which has always been put into the publication of this journal has been the principal ingredient in its success.

Mr. Sandusky, who will take over with the February issue, is a U.C.R.S. veteran and well known to most of our members as a devoted "all round" rail enthusiast, active in most phases of the movement. His record of service in other posts on behalf of the Society would indicate that the Newsletter will be in good hands.

--S.I.W.

T.T.C. OAKWOOD CARLINE ABANDONED

The Oakwood street car route of the Toronto Transit Commission operated for the last time on Saturday, January 2nd, with the last run occurring actually in the early hours of Sunday the 3rd. A one-day motor bus operation gave service over the same route that the street cars had followed for the day operation on the 3rd, while certain adjustments were made to overhead layouts. In this work, certain sections of street car overhead at Gilbert Loop and at Eglinton and Oakwood were cut out and the trolley coach overhead (which had been erected over the street car wire) was lowered into place. Regular T.C. operation, as a northerly extension of the Ossington route, began on January 4th.

The last run was made by PCC car 4562 (ex Cincinnati Street Railway 1162, which has now survived two abandonments) on run no. 1, leaving Oakwood Loop (at St. Clair Ave.) at 2:05 A.M. The car made the last departure from Gilbert Loop at 2:16 A.M. for the final operation of a street car along Eglinton Avenue, and arrived at St. Clair and Oakwood at 2:29 A.M., finishing the final run, and then proceeded to St. Clair carhouse.

A contingent of four railfans was aboard for this last run, including Ronald Cooper, Geoff Murphy and the Editor as U.C.R.S. members, and Mr. Peter Lambert of Ottawa.

The immediate cause for abandonment of the street car operation, as mentioned previously, was the fact that various specialwork along the route had reached the end of its useful life. There had, however, been a plan formulated for some years to combine the Ossington and Oakwood routes in order to provide a through crosstown service in the middle west end from Eglinton Ave. to King St. The Rogers Road route now remains as the last of the four carlines which once comprised the Township of York Railways system. The other routes were the single track Lambton line on Dundas Street west of Runnymede Road (abandoned in 1928), and the Weston Road route, which was converted to trolley coach operation in 1948.

The Oakwood route was unique in that it operated for its entire life of 35 years without any change in routing. The line started at the Oakwood Loop (via Oakwood Ave., St. Clair Ave., Robina Ave. and a private right-of-way between Robina and Oakwood), and followed Oakwood Ave. northerly, then Eglinton Ave. westerly to terminate at the Gilbert Loop, at the south-west corner of Eglinton and Gilbert Aves. It described thus a simple L-shape. Mileage of the route was 4.89 round trip.

CHRONOLOGY OF THE OAKWOOD CARLINE

October 1912 -- B.V. Arnold, Electric Railway Consulting Engineer, recommended, in a report on "Toronto Traction Improvement" that street car service be extended northerly from St. Clair Ave. to Eglinton Ave. on Lakeview Ave. (later Oakwood Ave.).

February 28, 1922 -- Representatives of York Township, the Ontario Railway and Municipal Board and the T.T.C. meet to discuss the provision of car lines in the Township of York to replace the jitney services then operating.

January 1, 1924 -- York Township voters approve in the municipal election (1877 to 1878) the construction by the Township of a line on Oakwood Avenue with "an intersecting line on one of the cross streets", the cost of construction of these lines to be levied against a "street car zone" rather than the entire Township.

August, 1924 -- Agreement covering operation of Township carlines for 21 years drawn up between T.T.C. and York Township, mentioning specifically "The Oakwood line, extending (a) northerly on Oakwood Ave. to a point at or near Gilbert Avenue, and (b) from Oakwood Avenue to the right-of-way of the C.P.R. via Rogers Road, the extension of Hillary Avenue and Weston Road".

September 17, 1924 -- York Township Council accepted offer of T.T.C. to construct trackwork and overhead for the Township carlines, and instructed the T.T.C. to proceed immediately.

November 19, 1924 -- Oakwood and Rogers (to Dufferin) carlines opened for service, Oakwood route using converted one man pay enter Toronto Railway cars, and Rogers route using Birney Safety cars. Formal opening ceremony held on Oakwood Ave. north of St. Clair (at City-Township boundary), where a decorated arch was erected over the street.

August 29, 1925 -- Hillary Avenue subway opened. (Although this affected the Rogers Rd. route, a plaque affixed to the subway wall at this time commemorated the opening of both the Oakwood and Rogers routes with an inscription which reads in part: "This tablet marks the completion of the Oakwood-Rogers Road Car Line and the opening of Hillary Avenue Subway".)

1930 -- Fischer bow trolleys applied to Toronto Railway type cars 1764-1782 (10 cars) for experimental operation on the Oakwood route.

September 14, 1939 -- Free transfer privilege on Township of York car and bus lines inaugurated.

January, 1945 -- First Necessity Action switch installation by T.T.C. made at the northbound facing switch at Oakwood and Rogers Rd. One man Toronto Railway cars 2058-2092 (15 cars) then operated on Township lines equipped to operate this switch.

August 1, 1947 -- Small Witt (2700-2898 series) cars replaced Toronto Railway cars on the Township of York Railways operation.

May 30, 1948 -- New loading platform and shelter in Oakwood Loop entered service; loading on Oakwood Ave. at St. Clair discontinued.

May 1, 1952 -- First basic fare increase on Township of York Railways system. 5¢ cash fare, 11 tickets/50¢ replaced by 10¢ cash fare, 4 tickets/25¢.

September 7, 1952 -- PCC cars (group 4550-4574) commenced operation on the Oakwood and Rogers routes, replacing Small Witt cars used up until this date.

January 1, 1954 -- Toronto Transit Commission takes office and assumes the assets and full financial responsibility for the Township of York Railways system.

July 1, 1954 -- Zone fare system placed in effect, whereunder Oakwood route included entirely within Central Zone; transfers issued to and from St. Clair carline for first time.

December 12, 1955 -- Eglinton West Express bus service extended to Gilbert Loop, duplicating the Eglinton Ave. portion of the Oakwood carline, and causing considerable diversion of traffic from the latter.

April, 1959 -- T.T.C. announces intention of converting Oakwood route to trolley coach operation and combining same with the Ossington route.

January 2, 1960 -- Last day of street car operation on the Oakwood route; car 4562 on Run #1 made final round trip to conclude that day's service early on January 3rd.

January 3, 1960 -- Last day of operation of the Oakwood route as such. Motor buses supplied service for this one day's operation while adjustments to overhead made to permit trolley coach operation.

January 4, 1960 -- Oakwood route disappeared as Ossington trolley coach route extended over the full length of the former to Gilbert Loop.

MOTIVE POWER NOTES

---- C.N.R. six-coupled switcher 7312 was sold to the Strasburg Railway of Pennsylvania on October 9, 1959.

---- C.N.R. 4-8-4 6143 was scrapped at Stratford on October 13th.

---- C.N.R. diesels 2208, 4335 and 9310 and steam generator car 15479 were scrapped at Montreal on October 2nd.

---- C.N.R. deliveries (from Montreal Locomotive Works):

3114, 3115	Oct. 7	8600, 8601	Oct. 8
3116, 3117	Oct. 19	8602, 8603	Oct. 16
		8604, 8605	Oct. 20
		8606, 8607	Oct. 26
		8608, 8609	Oct. 28

---- G.T. 0-6-0 s 7475, 7527, 7530 and 7531 were moved to Buffalo, N.Y. for scrap during November and December.

---- G.T. locomotives 2576, 2611 and (2-8-0) and 3406, 3411, 3432, 3445, 3703, 3704, 3709 and 3716 (2-8-2) were moved to Hedgewick, Ill. during November and December; Central Vermont 467, 470, 471, 472, 501, 504, 507, 602 and 707 were moved to the same point for scrap, during the same period. An interesting point in connection with these movements was that Mikados 3704 and 3716 passed C.N.R. diesel units 3704 and 3716 while in Toronto.

---- C.P.R. Jubilee 2929 is now preserved at the "Pleasure Island" museum at Wakefield, Mass., an adjunct of the Edaville Railroad operation, along with the four C.N.R. locomotives acquired during 1959 (see Newsletter 162, P.2).

---- C.P.R. Mikado 5411 pulled a schedule freight from Lambton Yard to Montreal on December 31st, and the movement was reported by local press and radio as the last for a steam locomotive in the Toronto area. However, there has been steam activity since, including the use of Pacific 2414 and Hudson 2839 on helper service on several trains from Lambton Yard to Agincourt and to Orr's Lake; also the movement of D10 class 4-6-0's between Lambton roundhouse and Trenton and Havelock.

---- About January 10th the C.N.R. took Northern 6245 from storage at Mimico, cleaned it up, and sent it to Sudbury for stationary boiler service at the International Nickel Company plant. -- Chas. Bridges

---- Ottawa report; Half of the C.N.R. roundhouse has been torn down and the remaining half is in a decrepit condition. Steam locomotives stored are 2609, 5251, 5559, 5562, 5583 and 8360. The C.P.R. roundhouse is in good condition, but half of its area has been rented to a lumber company. Steam locomotives in evidence (all live) were 1226, 1227 and 2398. --Bruce Cole

EXCHANGE SECTION

D.A. Lewis, 101 Blacon Avenue, Blacon, Chester, England wishes to trade railway uniform buttons with North American collectors; has a large number available for exchange.

Robert E. Wagner, 209 East 66th St., New York 21, N.Y., wishes to contact Canadian railfans interested in collecting car builders' plates from street railway and interurban cars and steam railroad coaches; also wishes to contact collectors of locomotive paperweights.

Upper Canada Railway Society

BOX 122 TERMINAL "A" TORONTO

Newsletter

EDITOR: ROBERT J. SANDUSKY

R. R. #6

BRAMPTON

FEBRUARY 1960

NUMBER 169

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., February 19th, at which time the evening's program will consist of movies of steam interest taken around Montreal and Toronto.

Past Meetings January 15th: Forty-four members were present for the Annual Meeting at which the Officers' Reports for 1959 were read and the election of nine directors for 1960 was held. After the business meeting the Program Chairman conducted a quiz on railway subjects which was won by Mr. Knowles.

1960 DIRECTORS, OFFICERS AND COMMITTEE CHAIRMEN

In accordance with the Society's by-laws, an election was held at the Annual Meeting of January 15th, to choose nine Directors from eleven candidates who had agreed to stand for election. As a result the following nine persons were named Directors of the Society for 1960:

Ronald A. Cooper	Edward Jordan	Albert S. Olver
E. John Freyseng	George A. Meek	Robert J. Sandusky
Robert H. Johns	John M. Mills	Stuart I. Westland

This will be the first term in office for the three new Directors, Messrs. Cooper, Johns and Jordan.

Only two of the committee chairmen continued in their 1959 posts; the Curator and the Chairman of the Production Committee.

Production and Mailing Committee:	John M. Mills
	Ronald D. Cooper
Excursion and Programme Committee:	E. John Freyseng
	Ed. Jordan
Publications Committee:	Robert H. Johns
Editorial Committee:	Robert J. Sandusky
Curator:	Stuart I. Westland

The Chairmen of the Publications and Editorial Committees will each choose two other persons to serve with them.

Have you paid your 1960 dues? This is the last mailing for those who have not yet renewed; we hope that you will want to continue receiving the Newsletter through 1960. Associate dues are \$1.50 and resident dues are \$2.50.

As 'fledgling' Editor of the Newsletter, I would like to pay tribute here to the work done by Mr. Stuart Westland during his 14½ years in this post. Producing the Newsletter has been no easy task and in addition to collating the information and articles received from correspondents, Stu has contributed from his own wealth of knowledge and information on railway and transit matters. It is through his efforts that the publication has improved to its present quality and we will endeavour to maintain this status in the future. We are pleased to note that Stu will continue with us as a 'special feature' editor and will be a particularly valued member of the Editorial Committee.

--R.J.S.

TO THE MEMBERS OF THE U.C.R.S.

As you will observe elsewhere in this Newsletter, an almost entirely new slate of officers has been selected from the nine Directors elected at the Annual Meeting on January 15th. The new Directorate wishes to inform the members of its plans for the year 1960.

1. A vigorous plan of Bulletin production will be initiated. Three Bulletins are now in preparation, and the Publications Committee will solicit the assistance of the members in the preparation of further issues.

2. Production of the Newsletter will be reorganized and every effort will be made to have the Newsletter in the hands of the members before the meeting. Please note the new address for all Newsletter correspondence, which appears at the top of Page 1

3. Excursions will be held by the Society. Preliminary negotiations have already been entered into concerning a special steam trip in the early summer, details of which will be published as soon as possible. Another joint excursion with the Canadian Railroad Historical Association is under consideration, and a series of T.T.C. trips will be held.

4. An attempt will be made to provide a wider variety of programmes at meetings. This is one of the most difficult aspects of the Society's operations, and suggestions from those who can provide part or all of an evening's entertainment will be welcome.

5. An Annual Banquet will be instituted, to be held in the Fall.

6. In view of the number of persons who are members of both organizations, close relations will be maintained with the museum activities of the Ontario Electric Railway Historical Association.

7. More frequent and regular Directors' Meetings will ensure that this programme of activities will not "bog down" during 1960, especially during the time that will be required for these plans to take effect.

J.M. Mills

President

R.J. Sandusky

Vice-President

E. Jordan

Corresponding Secretary

E.J. Freyseng

Recording Secretary

A.S. Olver

Treasurer

SYMINGTON, a New Hump Yard
For Canadian National Railways

Preliminary construction is now proceeding, despite the winter's icy blasts, on the proposed \$24,000,000 Symington Yard for Canadian National Railways at Winnipeg. Grading work, which has involved the movement of 750,000 cubic yards of earth, is 40% complete, while track laying in the East Receiving and Departure Yards should have been completed by the end of last month. Excavating and pile-driving operations are under way for the foundations of a 316 x 340 foot, 20-track diesel repair shop and tenders have been called for construction of the superstructure.

The new yard will be located in the City of St. Boniface, on a site partially occupied at present by Paddington Yards, and will extend $2\frac{1}{2}$ miles south-east into the municipality of Springfield. The area covered will be 628 acres encompassing five separate yards, the Main Classification section and on each side of this the Receiving and Departure Yards; a set each for eastern and western traffic. The 'heart' of the new yard will be the hump with its two tracks fanning out into 62 which form part of a total of 96 operating tracks. An additional 60 tracks are to be provided for other purposes, bringing the total to 156, with an overall length of 102 track miles. Standing capacity will be 6,900 cars with provision for future expansion to 10,800. Daily sorting capacity should be 7,000 cars.

To better appreciate the reasons for building this yard we might look at a resume of the history of C.N.R. facilities around Winnipeg. The first of the railways into Winnipeg that later became part of the Canadian National system was the Northern Pacific & Manitoba Railway, built under the sponsorship of the Provincial Government of Manitoba and operated as a subsidiary of the Northern Pacific Railway. It began operating into Winnipeg in 1889 and established its freight yards on the west bank of the Red River, north of the confluence of the Red and Assiniboine Rivers. After a little over a decade of difficulties the line was leased to the province and then to the newly incorporated Canadian Northern Railway. The C.N. had already acquired the Manitoba & Southeastern Railway, which had commenced operating from Winnipeg to Marchand in 1898. The M. & S.E. used the C.P.R.'s terminal facilities for awhile but later developed its own freight terminal on the site of the present Paddington Yard.

The Canadian Northern ran its first train from Winnipeg to Port Arthur in 1902 and upon acquisition of the N.P. & M. constructed a bridge across the Red River and began to make use of the N.P. & M.'s Water Street yard. It soon became apparent that these facilities had been outgrown and by 1909 the C.N. had moved its main shops and yards to Fort Rouge. Shortly thereafter the freight sheds were completed and became known as the Fort Garry Terminal.

In 1904 work was commenced on the National Transcontinental Railway between Winnipeg and Moncton and by 1906 the Grand Trunk Pacific began constructing its line west from Winnipeg. In 1912 the Winnipeg Joint Terminal Company was formed to handle all switching operations in the area around the former N.P. & M. yard and this arrangement gave the G.T.P. access to industrial districts from which it had been previously excluded. In 1913 the N.T.R. opened extensive motive power and car shops at Transcona, whereupon the G.T.P. transferred its repair work, formerly done at Rivers, to the new facilities. Both N.T.R. and G.T.P. equipment were maintained there until amalgamation

By 1923, the G.T.P., N.T.R. and C.N.R. had been absorbed by the Canadian National Railways and after that time only minor changes were made to terminal arrangements. A connecting line was built which linked Transcona with the N.T.R.'s high-level bridge over the Red River and led to the dismantling of the former Canadian Northern bridge. Minor alterations were made to allow Paddington Yard to cope with grain traffic. Transcona and Fort Rouge continued as separate establishments, though the advent of diesel motive power on the Western Region has allowed some rearrangement of work in the two shops.

Here, as in most other parts of Canada, there has been a tremendous increase in traffic volume over the last 30-40 years. Car handlings for Winnipeg terminals totalled 269,339 cars dispatched in 1936 compared with 623,545 in 1956, representing an increase of over 100%. If the present rate continues, it is estimated that the practical capacity of the present facilities will be reached by 1962, the year designated for completion of the Symington project.

At present the freight trains operating over the former G.T.P.-N.T.R. lines generally originate and terminate at Transcona, while those following former Canadian Northern routes usually use the Fort Rouge terminal. There is considerable transfer traffic between the two yards and during the grain rush many cars of grain are transferred to Paddington whence they are taken to the Lakehead via Fort Frances. In addition there are the usual transfers to surrounding industrial centres. To minimize yard congestion there must be a certain amount of preliminary marshalling of cars at outlying points such as Melville and Sioux Lookout. A Centralized Traffic Control installation to expedite terminal movements is nearing completion but the full benefits of this system will not be realized until it is integrated with the overall terminal plan.

Yard consolidation should, to a large extent, eliminate transfer movements between yards, cut terminal time of through traffic by 30% and reduce time required to place cars for loading by 50%. To effect an efficient operation will require the use of all the electronic refinements usually associated with hump yards. Incoming trains will be examined by closed-circuit TV, the hump conductor will receive, by teletype, lists showing to which of 62 tracks each car will be sent and will direct them with his control panel or else feed a perforated tape into a teletype recorder which will do the directing automatically. An extensive communication system will link all operations. The yard offices, hump control office and retarder tower will be connected by both teletype and telephone while talkback speakers will be located throughout the yard. Waybills and other train information will be delivered by pneumatic tube; supervisors, car inspectors and checkers will carry portable radios while yard locomotives will contain two-way radios. About 700 employees will be required to operate the yard and an additional 500 men in switching and road service will use it as their terminal.

Regular locomotive inspections will be carried out in the diesel shop while Transcona will be the main 'back shop' for the Western Region. Most of the yard trackage will be retained for storage and support. It is planned to abandon Fort Rouge Shops aside from a section to be reserved for work equipment repairs. The passenger coach service facilities will be retained and modernized, but a large part of the yard trackage is scheduled for removal, making about 250 acres of land available for other uses.

The yard is named after Rt.Hon.H.J. Symington, noted for his pioneer work in western railways after 1905.

MOTIVE POWER NOTES

C.P.R. Motive Power Notes

December 29th -- Steam locomotives used at Smiths Falls in way freight service: 1226, 1227, 1255, 1267, 2219, 2238, Out of service: 2332, 2398, 2399, 3546, 5411. Transferred to Cote St. Luc: 870, 964, 1221, 1223, 2224, 2514, 2659, 6933.

January 1st -- All steam power had been removed from the following points: Fort William, Sudbury, North Bay, Sault Ste. Marie, Mac Tier, Little Current, Owen Sound, Orangeville, Goderich, London and Windsor.

February 1st -- The following locomotives are providing steam heat at John Street, Toronto: 2421, 2424, 5375, 5401. The first two were formerly at North Bay. Similar duties are being performed by 1057 at Havelock, 815 at Trenton and 1087 at Lambton. No. 1087 should go to Trenton about February 9th.

The following diesel switchers are being readied for MU service on main lines:

6551 at Smiths Falls
6552 at Ottawa
6621 at Prescott
6702, 6703, 6704, 6705,
6708, 6617, 6618 at London.

W.E. Weighill

December 28th -- Observations around Mc Adam, New Brunswick:

Locomotives in service: 3701, 6964 (formerly 6605), 6941.

Nos. 2504, 2644 and 2660 running to Aroostook, 2926 on St. Andrews way-freight and 1038 at St. Stephen way-freight.

Out of service: outside - 1015, 2550, 2629, 5206, 5361.

inside - 29 (rod, pin and hydro), 1027, 1077, 1104,
3725, 3750, 5400, 5452, 6929.

Also on hand were gas-electric cars 9003 and 9005.

--Jim Brown

Contrary to reports of C.P.R. 5411 being the last steam locomotive to leave Toronto, engines 2414 and 2839 have been observed in night helper service to Orr's Lake or to Agincourt on January 22nd and 29th.

C.N.R. Motive Power Notes

---- C.N.R. 0-6-0 7509 was observed dead in a southbound way-freight on the Uxbridge Subdivision on January 28th after a long period of storage at Lindsay.

---- C.N.R. is currently using its one and only 2400 H. P. road-switcher, no. 2900, on commuter trains 76 and 79 between Toronto and Hamilton.

---- The latest group of G.M.D. 1200 H.P. narrow gauge road switchers for the Newfoundland Lines, nos. 938-946 class GR-12-x, passed through Toronto recently enroute from London. Due to the high clearance of the bodies mounted on flatcars, they could not pass the bridge construction work at Birchmount Road on the Oshawa Subdivision, and had to be routed via the Geco Loop Line (see Newsletter 87, P.1) to reach the Uxbridge Subdivision, rejoining the Oshawa Subdivision at Scarborough Junction. This movement was made on February 4th, a train being operated exclusively for the purpose. It consisted of road switchers 4462 and 4522 trailing 18 flat cars and a caboose. Alternate flats carried engine bodies and pairs of the six-wheel trucks.

I.B. & O. TO BE ABANDONED

The Board of Transport Commissioners has given the Canadian National Railways permission to abandon all operations on the Irondale Subdivision, extending 51 miles from Howland to York River, Ontario. This branch line is familiarly known as the "I.B. & O.", these being the initials of Irondale, Bancroft and Ottawa, the name of the company which operated the line prior to its being taken over by the Canadian Northern Railway.

Abandonment of the mixed train service of one round trip per week will take effect after March 31st. Highway improvements and a reduction in timber cutting in the area have reduced the usefulness of the line to the point where "the burden of continued operation imposed upon the C.N.R. would greatly outweigh the loss and inconvenience to the public that would result from abandonment," in the words of one of the Commissioners.

oO000o

Upper Canada Railway Society

BOX 122 TERMINAL "A" TORONTO

Newsletter

EDITOR: ROBERT J. SANDUSKY

R. R. #6

BRAMPTON

MARCH 1960

NUMBER 170

The Society meets on the first and third Fridays of every month from September to June. The next meeting will be in Room 486, Toronto Union Station, commencing at 8:30 P.M., March 18th. It is planned to have, at that time, an auction of railway material, to be conducted by Mr. Omer Lavallee of Montreal. We would suggest that members should search their files and closets for any articles they would like to dispose of and bring them along. Commissions on sales can be arranged individually according to the wishes of the contributors. We expect to see some interesting material appear and a limit may be placed on the number of items purchased by one person.

The meeting of Friday, April 1st will consist of a visit to the C.N.R. Spadina Ave. roundhouse. Members will meet at the head of the stairs at 8:30 P.M.

Past Meetings February 19th - Thirty-eight members were present to observe a selection of 8mm movies taken by Messrs. Jordan and Freyseng in the Toronto-Montreal area. Both gentlemen are to be complimented on the dramatic photographic effects which they have achieved (even under blizzard conditions).

March 4th - Fifteen members turned out for a 1½ hour tour of the Toronto Transit Commission's Danforth carhouse, conducted by Mr. S. Hewitt. They were given a working demonstration of the operation of a car hoist and also took turns inspecting the under-floor controls of a P.C.C.

U.C.R.S. EXCURSIONS

On Saturday June 4th we are planning a six-hour T.T.C. excursion, using Peter Witts and M.U. P.C.C.'s, number as yet unknown.

On Sunday, June 5th the U.C.R.S. and the Toronto Train Trip Association will run a joint steam trip over the C.P.R. to Port McNicoll. We hope to have a Royal Hudson on the train and are planning to pad the timetable to allow for some good runpasts for the photographers. At Port McNicoll it is planned to have buses meet the train and take passengers to Midland for a hotel meal. A circular giving further details is under preparation and will be enclosed with a future Newsletter.

AN OPEN LETTER TO THE U.C.R.S. NEWSLETTER EDITOR

Dear Sir,

I have watched with interest the efforts of individuals, municipalities and museum groups to preserve steam locomotives. In the Ontario Electric Railway Historical Association and the Canadian Railroad Historical Association we have seen what has been done along these lines in the electric railway field, and their efforts deserve every support. C.R.H.A. is also active - perhaps very ambitious is

the correct term - in the expansion of their museum activities into all phases of the field of rail transportation. More recently we have seen a member of Toronto City Council proposing the preservation of a steam locomotive in the Totonto area, and a group known as "Railfans Unlimited" has sprung into existence with museum aims.

All this is happening, and yet there is no sign of any activity on the part of the Upper Canada Railway Society in this field. Does our Society sit back and feel that activity is not for us? Can we not show some signs of interest, assistance or even organization? Has the original spirit of the Society died so that we are now no more than armchair philosophers and observers?

This is not to be construed as criticism of the Society's Directorate, nor of individuals; it is intended as "food for thought". The past Editor of the Newsletter once reflected editorially on Canada's drastically changing railway scene, the necessity for the Society to recognize this, and the further necessity of a sincere and strong effort to maintain the organization's vitality and position as a respected association in the general field of railway enthusiast groups.

If we fail to adopt an active interest in these and other similar opportunities for the expression of our enthusiasm for railways, there is a very real danger of decay, or even paralysis, setting in.

I see the trends in museum activity elsewhere as a sign that the membership of our Society needs to reactivate itself. What is the answer? Each member must contribute to the strength of the Society; a few cannot indefinitely carry the burden nor provide the energy for all.

-- Raymond F. Corley

(Editor's Note:

Mr. Corley's points are well taken, and it is urgent that every member reflect on the increasing importance of bolstering the vitality of railway enthusiast associations as the passing years reduce the appeal of the current railway and transit situation.

However, the railfan societies seem now to have moved on into the era of specialization - some are primarily excursion operators, some emphasize publications, while others devote the major portion of their energies to museum activities. For some years past, the U.C.R.S. has followed a policy of concentrating its resources on publications and has studiously avoided tying up any sizeable portion of its assets in any other form of endeavour. (Admittedly the recent hiatus in the publication schedule of the Bulletin would appear to belie this policy, but rectification of this situation is expected very shortly). For the U.C.R.S. to embark heavily on a museum project at this time would, we feel, not be justified by the Society's financial position, not by the fact that many of the persons who might conceivably be active in this sphere of activity are now so engaged in any case, with the Ontario Electric Railway Historical Association trolley museum.

A railway museum of truly national proportions is about to take form on the Island of Montreal under the sponsorship of the Canadian Railroad Historical Association, and it seems that the most logical role for the U.C.R.S., and its members individually, to play is to support this project, and the O.E.R.H.A., to the utmost extent. A railway museum established by the U.C.R.S. would appear to be redundant, and might well involve the organization beyond its financial depth to the permanent detriment of the publications program.

-- S.I.W.)

Events will prove whether these criticisms are justified. --Editor

STEAM ACTIVITY IN REGINA AND MOOSE JAW, SASK.

On December 16th, 1959, the writer left Toronto for Winnipeg and Regina on the C.N.R.'s "Super Continental". The only steam locomotives seen on the entire westward trip were two dead Mikados standing in the yard at Sioux Lookout, Ont.

An hour lost en route in northern Ontario was regained and Winnipeg was reached on time at 9:40 P.M. on December 17th. Five minutes later I was aboard C.N.R. train no. 5, Winnipeg to Regina, consisting of numerous head-end cars, one coach and one sleeper with 12 sections, one bedroom and buffet. No. 5 arrived in Regina on time, at 8:00 A.M., on December 18th.

On December 23rd a visit to the Canadian Pacific roundhouse at Regina was unproductive. I was informed that no steam power was based in Regina, although passenger trains 43-44 (Winnipeg-Regina-Moose Jaw) and the odd freight were occasionally steam-drawn. December 24th found a different situation at the C.N.R.'s North Regina roundhouse. Inside were Consolidations 2745 and 2760, six-wheel switcher 7383, and Mikado 3534, all dead and stored serviceable. Pacific 5093 was steamed up, but I was told that this engine was kept on stand-by only and that beginning in recent weeks no runs were handled by steam. Outside in the yard Mikado 3551 and Consolidations 2539, 2565 and 2761 formed a mournful scrap-line, with stacks capped and boiler jackets scarred by rust.

More activity was observed at the C.P.R.'s large Moose Jaw roundhouse on December 30th. Since my last visit in December, 1958, half of the roundhouse had been converted into carshops. I discovered Pacific 2352 waiting in the yard with a small eastbound way freight and watched her departure - the first steam run seen in several months. A few minutes later Pacific 2367 moved out of the roundhouse for fueling and then returned. Inside the roundhouse Pacific 2314 was also in steam. Pacifics 1279 (listed "Weston" on the order board), 2343, 2358 and 2634, and Decapod 5762 (listed "yard") stood cold. Lined up dead in the yard outside were Mikados 5128, 5205, 5241 and 5392. All the outside engines and no. 2634 were listed on the order board as "stored serviceable". I was told that C.P.R. was running no steam power west of Swift Current, Sask.

The steam activity in Regina and Moose Jaw, particularly the latter, showed a sharp drop from the same time in 1958, and if representative of the west in general shows the rapidity of steam's decline there.

I left Regina at 7:30 P.M., January 2nd, on C.N.R. train no. 6, arriving on time in Winnipeg at 7:30 A.M. January 3rd. The "Super Continental" however, was delayed by a faulty steam generator in its diesels near Saskatoon and consequent frozen steam lines, and limped into Winnipeg at 5:30 P.M., nearly nine hours late. After departure from Winnipeg at 7:30 P.M., continual trouble was experienced with the steam supply (the temperature in one sleeping car dropped to 25° above zero), more time was lost at each stop, and Toronto was not reached finally until 7:30 A.M. on January 5th, 16½ hours late. It is interesting to note that train no. 4, the "Continental", scheduled about 12 hours later, caught up with its superior at both Winnipeg and Nakina, Ont., and had to be restrained from passing at these stops!

Michael Jackson

PROGRESS REPORT OF THE LOCOMOTIVE PRESERVATION COMMITTEE

As a result of correspondence with City of Toronto Controller William Dennison regarding the Canadian National locomotive donation to the City of Toronto, a "Locomotive Preservation Committee" of the U.C.R.S. has been established. It is expected that this committee will be in charge of maintaining the locomotive, so that it will continue to be a credit to the city, the railway and the Society. Members interested in working with this committee should contact the Chairman, Jim Brown, or the Vice-Chairman, John Freyseng, at the next meeting.

With the approval of Controller Dennison and the C.N.R., Society committee members Mills, Sandusky, Jordan, Johnson, McIlwraith, Page and Brown visited Canadian National's Spadina Roundhouse on Saturday, February 27th, 1960 to select the locomotive. After much deliberation, in which each engine was examined critically, U-2-g 4-8-4 no. 6213 was chosen as being in the best condition for display purposes. This engine has a minimum of rust and missing parts, etc. (However, for safe-keeping, 6213's number plate has been removed and is being stored in a safe at Spadina Shop). Ironically enough, 6213 has been stripped of its main rods and was slated to be sent to London for scrapping early the following week. Arrangements have been made to have 6213 stored in the roundhouse, and there it will be reconditioned by the railway. At the present, chalk inscriptions: "Held for display ---- Do not remove parts" adorn the cylinders.

At a Parks Committee meeting on Thursday, March 3rd, 1960 at the City Hall, Controller Dennison and the Society committee chairman presented proposals regarding site, fencing, etc., and also a letter from the Society committee offering to maintain 6213. The Parks Committee suggested that the engine be installed at the Canadian National Exhibition, passed a motion recommending that \$6200 (a most appropriate sum) be allocated for a concrete base, iron picket fence six feet high and a surrounding sidewalk, and agreed to refer the Society letter to the Exhibition directors for official approval of the offer.

On Tuesday, March 8th, 1960, City Council approved the expenditure, thus clearing the way for an official request for 6213 to be made to the railway. Although C.N.R. has given verbal approval of the donation, no action can be taken towards restoring the engine until this request is received by the railway.

It is expected that the locomotive will be placed in position near Stanley Barracks in the early summer. Further progress reports will keep members informed of new developments concerning the project.

STEAM ACTIVITY AT SMITHS FALLS, ONT.

On March 5th, 1960 the following active C.P.R. steam engines were observed at Smiths Falls: 2816, 2811, 2399, 2409, 1227, 2398, 1267, 2219, 2858, 2332, 3546, 1226.

At 4:30 P.M., passenger train no. 36 from Toronto to Montreal arrived headed by Pacific 1255. This engine had replaced diesels at Havelock. At 5:15 P.M. Royal Hudson 2858 headed a long freight for Montreal. Roundhouse employees informed us that this exceptional activity of steam power was made necessary by recent heavy snow conditions.

-- Norman E. Newson

OBSERVERS' REPORTS ON C.P.R. STEAM ACTIVITY
AT SMITHS FALLS AND MONTREAL

On December 28th, 1959, steam power was regularly assigned to way-freights in and out of Smiths Falls as follows:

1255 to Havelock
2219 to Ottawa
1264 to St. Luc, but was replaced by a
road-switcher at the last moment
through an injector failure.
2238 ~~to~~ Havelock
1267 ~~to~~ ^{from} Ottawa

Pacifics 2332 and 2399 were steaming inside. The latter was having a wrinkled running-board skirt ironed out after having run through an enginehouse door. The damaged door was subsequently replaced by one removed from the apparently abandoned six-stall section of the two-piece roundhouse. Consolidation 3546 and Pacific 1231 were held as standby power in the house, while Ten-Wheelers 870 and 964, along with Pacifics 2224 and 2514 were moved outside in preparation for shipment to St. Luc yard in Montreal.

Commuter service in Montreal was being handled chiefly by Hudsons and Pacifics. The morning trains hauled by steam on December 29th were as follows: Train 213 from Farnham with 1258, train 270 from Vaudreuil with 2461, train 272 from Vaudreuil with 2459, train 181 from St. Therese with 2426, train 274 from Vaudreuil with 2412 and train 246 from Rigaud with 2820. On December 30th the same trains were pulled by engines 1258, 2461, 2408, 2426, 2412 and a diesel, respectively.

The following steam locomotives were at Glen roundhouse for use when business warranted: Pacific 1224, Hudsons 2816, 2822, 2825, 2841, 2856. Consolidation 3642, the last steam switcher, has been assigned to the Glen for over 35 years!

At Angus Shops on December 30th, the following engines were seen: D4 424 switching, and looking as clean as when used on the 1959 excursions; 425, 445, 851, 894, 999, 1081, 1220, 1222, 1268, 2228, 2231, 2323, 2403, 2464, 2468, 2469, 2838, 2840, 2928, 3544, 3633, 3696, 5362, 5367, 5460, 6271, 6932, 6961.

On Thursday, December 31st, Glen roundhouse was busier than usual with steam power because of the extra New Year's weekend traffic. G5 1258 and G3's 2408, 2426, 2412 came in on trains 213, 272, 180 and 274 respectively, the morning commuter trains.

Train 154, the Frontenac for Quebec City, left in three sections, the second section being handled by Royal Hudson 2825.

Train 234, the 12:15 P.M. Dayliner for Rigaud, was replaced with G3 2426 and fourteen 800 series commuter coaches to handle the heavy traffic, since most offices closed at noon. The train returned in the afternoon running as an extra from Rigaud to Westmount (not to Windsor Station), arriving in the coach yard at 4:15 P.M.

At about two o'clock, the following steam engines, required for Thursday evening's traffic, were moved outside and steamed up: H1's 2820 and 2841, G3's 2408, 2412 and 2461, followed by P1 5175 and G5's 1224 and 1258.

Because of the extra passenger equipment being used, N2 3642 was working a double shift, the morning shift in Glen Yard and the afternoon shift at Windsor Station moving head end equipment.

The first afternoon commuter, train 247 to Rigaud, went out behind 2841 while the three G3's were assigned to the Vaudreuil trains. G5 1258 was assigned to its regular run, train 214 to Farnham, while H1 2820 was assigned to train 249 to Rigaud. The most spectacular show was train 169, the Friday only (Thursday in this case due to the holiday weekend) Ski Special to St. Agathe. It left Windsor Station behind G5 1224 and P1 5175 with great gusto, bringing back to mind the days when double headed passenger trains from Windsor Station were a regular occurrence.

E.J., J.B., J.F., T.M.

MOTIVE POWER NOTES

---- The Sydney & Louisburg Railway in Cape Breton, heretofore a 100% steam operation, is reported to have ordered four diesels for 1960 delivery.

---- C.N.R. Locomotives Scrapped:

at Stratford 3252 on Nov. 16th, 2577 on Dec. 7th.

at London 227 & 228 on Nov. 6th, 225 & 230 on Nov. 13th.

---- C.N.R. Mogul 81 was donated to the town of Palmerston in July, 1959.

---- C.N.R. six-coupled switchers 7460 and 7461 were removed from Lindsay after February 13th. It is reported that the town of Lindsay would like to obtain a 4-6-0 for preservation.

---- C.N.R. Diesel Deliveries from M.L.W:

3118-3119	Nov. 4th	8610-8611	Nov. 5th
3120-3121	Nov. 17th	8612-8613	Nov. 11th
3122-3123	Nov. 20th	8614-8615	Nov. 13th
3124-3125	Nov. 25th	8616-8617	Nov. 27th
3126-3127	Dec. 8th	8618-8619	Dec. 3rd
3128-3129	Dec. 22nd	8620-8621	Dec. 15th
		8622-8623	Dec. 22nd
		8624-8625	Dec. 28th

---- C.N.R. Diesel Deliveries from G.M.D.

938-939	Jan. 19th	4701-4702	Feb. 24th
940-942	Dec. 21, 25, 30th		
943-944	Jan. 29th	1062-1063	Dec. 29th
945-946	Jan. 30th	1067	Dec. 24th

---- C.N.R. diesels involved in the head-on collision at Owasin, Ont., were nos. 6517 and 6608 on train no. 1 and 4564 and 4583 on train 404. Diesels in head-on collision at Pomquet, N.S. were 3014 and 3027 and 3028 and 3030. It is understood that these eight units are a total loss and will be scrapped this year.

---- C.P.R. diesel deliveries expected during 1960 are as follows:

15 M.L.W. 1000 H.P. Road Switchers, DRS-10d	8032-8046
25 G.M.D. 1200 H.P. Road Switchers, DRS-12c	8147-8171
5 C.L.C. 44 ton Switchers (hydraulic), HS-5d	19-23

NIAGARA ST. CATHARINES & TORONTO RY. CHANGES

The only electric locomotives still in use on the N S & T. are 19 and 21. One of these is sent out only when an early crew fails to finish in time to make its diesel available to a later crew.

Locomotives 16, 17 and 18 left St. Catharines for Oshawa on March 7th. Locomotives 8, 14, 15 and 20 are lined up in the boneyard corner at St. Catharines Shops with trolley ropes removed, but are otherwise intact.

As of March 11th, overhead had been dismantled from Port Colborne to Barrick's Substation, and line car 31 was parked on the main track at the latter point, where work had evidently come to a halt some time ago. The Welland Subdivision had not been plowed recently from the Robin Hood spur (at the north end of Humberstone) to the Commonwealth Electric spur at Welland.

Line car 30 is equipped with plows on both ends this year. Both 30 and sweeper 22 showed signs of much use in recent storms, the latter unit having its exposed broom motors buried by high piles of snow. Single truck sweeper 23 is now at Thorold rather than Port Colborne.

Caboose 34 is freshly repainted orange and still carries the "N.S.T." reporting marks. It is used in the de-electrified Port Colborne area.

MISCELLANY

---- The C.P.R. has recently offered for sale the following water tanks: London (Quebec St.), Chatham (East End), Chatham, Tilbury, Goderich, Ingersoll, Tillsonburg, Orangeville, Shelburne, Saugeen, Markdale and Durham. All are 40,000 gal. units except those at London and Shelburne which hold 60,000 gal. (We wonder if the one at Markdale is the only one in this area to utilize a windmill in maintaining its water level. -Ed.)

---- Further information has come to light on structural changes to be made to the C.P.R. Lambton roundhouse (Newsletter 157). The only portion to be demolished is stalls 21 to 37, which area will later be used for 'parking' diesel units. A new roof was built over stalls 1 to 20 and this section will be retained for servicing facilities.

---- The C.N.R.'s spring change of timetable should bring about the cancellation of the following mixed trains in Southern Ontario:

324-325, 323-326 between Lindsay and Bancroft.

313-314 between Belleville and Bancroft.

217-220, 218-219 between Fort Erie and Stratford.

355-356 between St. Thomas and Jarvis.

It is also reported that trains 92 and 95 between Toronto and Lindsay will not operate this year.

---- On February 27th C.N.R. trains 138-140 and 139-137 between Montreal and Victoriaville ran for the last time. This train was known as the "Shad Flyer" because of its route along the south shore of the St. Lawrence River, an area heavily populated by Shad Flies in May.

---- A snowfall, followed by heavy drifting on February 19th announced itself to railroads in this vicinity in no uncertain terms. A C.N.R. plow cleared the line from Barrie to Bradford, then returned to Allandale, but the next southbound freight became snowbound at Maple, thus holding up northbound trains 53 and 47. Also, for the first time since 1944 a double-track plow was run from Belleville to Toronto for use between Whitby and Scarboro Jct. A plow made two trips in eight hours between Lindsay and Scarboro Jct., encountering 12 foot drifts between Stouffville and Uxbridge. Similar drifting two weeks later

resulted in a passenger train becoming snowbound on this same line, while the C.P.R.'s Owen Sound - Toronto Dayliner was stopped by snow near Snelgrove.

C.P.R. STEAM EXCURSIONS FROM MONTREAL. On April 16th G5 Pacific no. 1201 will run via Farnham and Foster to Mount Orford and return. Departure and arrival times at Windsor Station are 9:00 A.M. and 6:00 P.M. On April 17th H1b Hudson no. 2811 will run over the Winchester Subdivision to Smiths Falls and return. Departure and arrival times 9:00 A.M. and 6:30 P.M., E.S.T., subject to change. Fares \$7.25 and \$8.75 respectively, or \$15.00 for both. Contact Passenger Agent, Canadian Railroad Historical Association, Box 22, Station "B", Montreal 2.

C.P.R. STEAM EXCURSION TO PORT McNICOLL. On Sunday, March 27th. Leave Toronto at 9:30 A.M., E.S.T., return 5:45 P.M. Fare \$6.00. Sponsored by Neil D. McNish, 75 Eglinton Ave. East, Toronto 12.

TWO C.P.R. STEAM EXCURSIONS. Saturday, April 30th will see a tour in the Toronto area leaving the Union Station at 11:00 A.M., E.S.T.

Sunday, May 1st. Double-headed D10's to Orangeville and return. If sufficient funds are raised it is hoped to use 4-4-0 136 on this train also. A connecting train may leave Niagara Falls, Ont., at 8:30 A.M. E.S.T. and arrive Toronto Union at 10:15. The C.P.R. train is due to leave at 10:45 A.M. and return by 6:30 P.M. The C.N. train if operated will then leave at 6:45 P.M. and arrive at Niagara Falls by 8:30 P.M. Fares \$3.75 Saturday, \$8.55 or \$5.00 for Niagara Falls or Toronto to Orangeville and return. Sponsored by R.L. Kennedy, 1A Pritchard Ave., Toronto 9.

Upper Canada Railway Society

BOX 122 TERMINAL "A" TORONTO

Newsletter

EDITOR: ROBERT J. SANDUSKY

R. R. #6

BRAMPTON

APRIL 1960

NUMBER 171

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., April 14th. Please note that the meeting has been advanced to Thursday rather than the regular Friday session. The programme will be in a different vein than usual, consisting of a showing of colour slides of marine interest.

The location of the outdoor meeting of Friday, May 6th will be announced at the April 14th meeting.

Past Meetings: March 18th - The 52 members who attended this meeting will long remember the auction conducted by Omer Iavallee, whose many humorous anecdotes and comments made the meeting a lively one. The auction was a success in every way and almost every conceivable type of collector's item was disposed of, from movie film and assorted old Hull Electric Railway letterhead, to some locomotive boiler plugs. A long round of applause went to the auctioneer, who had travelled from Montreal for the meeting.

April 1st - Twenty-nine persons appeared for a tour of Spadina Avenue roundhouse, conducted by Mr. Embury of the C.N.R. It had been $3\frac{1}{2}$ years since the Society's last tour there and the many changes made during that time were visible, as well as audible. The coal tower and ash pits had not seen service for almost a year, while inside the roundhouse new colours, such as light green and aluminum, had brightened the walls. The tour ended beside 4-8-4 no. 6213 which was thoroughly inspected by all. It was being prepared for exhibition and had been cleaned and given a coat of base paint.

Coming Events: Don't forget the June 4th and 5th weekend, with a TTC trip followed by a C.P.R. steam-powered excursion. A circular giving full details is enclosed with this Newsletter.

Here is more front page news. Our Excursion Committee is currently negotiating with the Canadian National Railways for a steam excursion on July 10th, using either of 4-8-4's 6167 or 6245. This would be the first C.N.R. steam passenger train to run out of Toronto for 13 months. We hope to make it another "excursion weekend" with a T.T.C. trip also being run on July 9th. Further details will come with the next Newsletter.

— — — — —

We are pleased to announce that we will have, once more, a limited number of U.C.R.S. lapel pins for sale. It has been quite a few years since these were made available and we hope that there will be many among our newer members who will wish to order some. They are $\frac{1}{2}$ inch diameter and take the form of the U.C.R.S. crest with the Society name on a blue belt and the "Josephine" on a white background.

These attractive pins are available to members (resident and non-resident) for \$3.00 each.

SUBWAY PROPOSAL AT HAMILTON

by Stuart I. Westland

For some years past, particularly since the establishment of Toronto's Yonge Street Subway made persons in this part of the world subway-conscious, ribald remarks have been made about the "Hamilton Subway". The butt of these remarks have been the two underground lavatories in downtown Gore Park, the stairway entrances of which are quite reminiscent of subway station entrances.

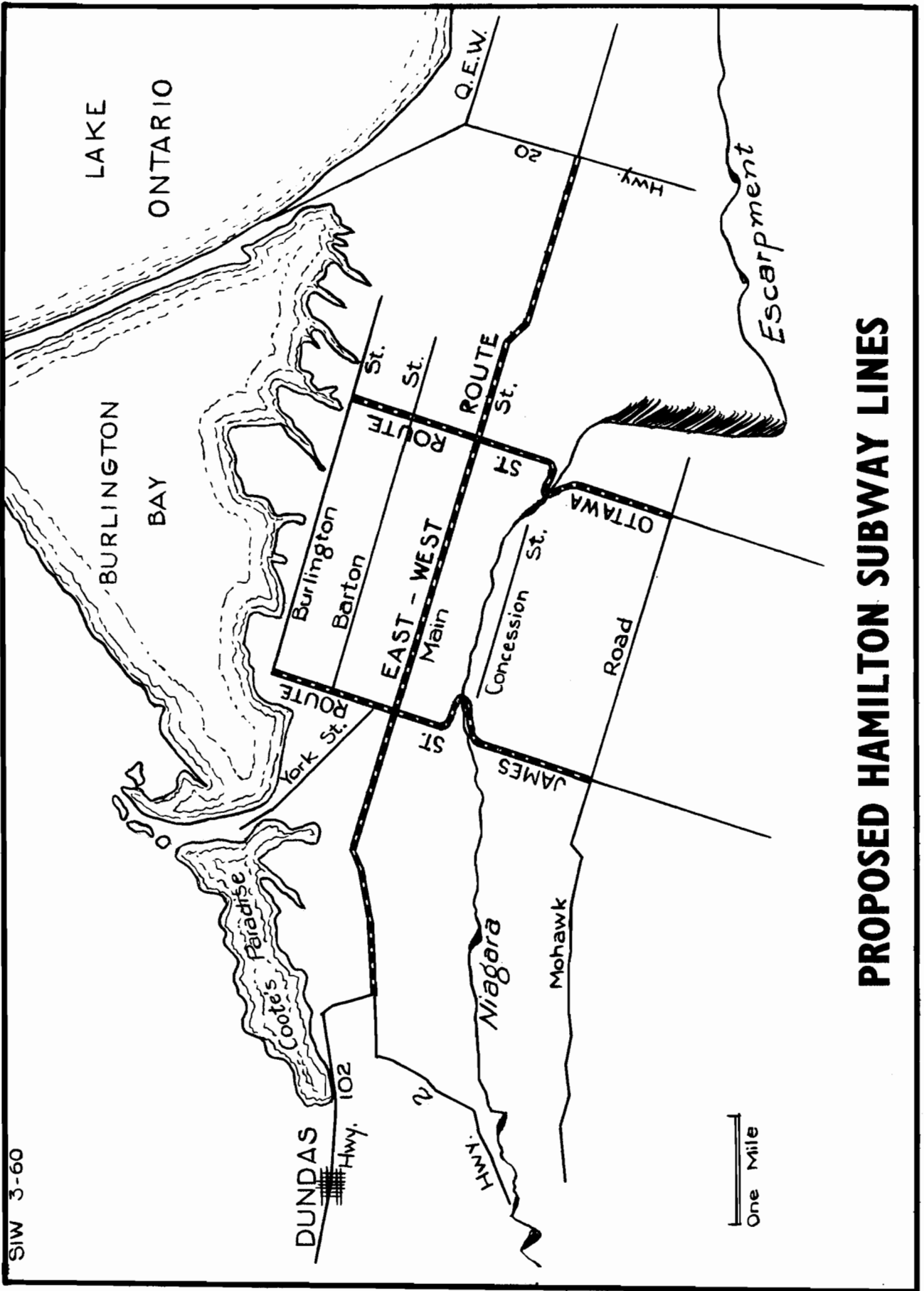
Much of the humour in these jokes was derived from the fact that Hamilton obviously could not really have a subway and probably never would. It now seems that Gore Park may one day see stairway entrances to a real subway system, in view of a recent report made to the City of Hamilton by a team of three consulting engineers headed by long-time transit expert Norman D. Wilson of Toronto. In order to make the construction of rapid transit facilities in Hamilton much more likely, the report recommended the purchase by the city of the privately-owned Hamilton Street Railway Company, a step which is already about to become a fait accompli, as the Hamilton City Council voted during February in favour of buying out the system following an approach by the present owners.

The consultants envisage three lines - there would be a main east-west line under or adjacent to Main Street, extending some eight miles from Stoney Creek to the vicinity of Mc Master University, following the traditional line of heavy transit passenger movement within the city. However, as a community of 265,000 persons is estimated for the "mountain" by 1980, it is felt that there will be urgent need for rapid transit facilities connecting the upper and lower portions of the City, particularly as the industrial-commercial complex is expected to remain almost entirely on the lower level and will lead to a heavy commuter flow from the residential community on the mountain.

The second and third suggested rapid transit lines would be designed to serve this commuter movement, both extending the 3.3 mile distance from Burlington Street, near the bay front, to Mohawk Road, well back on the "mountain". One of these would be on James Street, passing through the city's downtown commercial and business core, while the other would be on east-end Ottawa Street, and would serve primarily the movement to the large industrial plants near its northerly end. A rapid transit system of nearly 15 miles in extent is thus envisaged as being required by the Hamilton of twenty years hence.

The consultants see the limitations imposed by the old street network in the lower city and the few access roads to the mountain as providing sufficient justification for the consideration of transit facilities on separate rights-of-way. None of Hamilton's streets are particularly wide - many in the downtown area are decidedly narrow - and a program of expressway construction through the centre of the city does not appear overly likely. Hamilton would therefore appear to be fertile ground for electric railway transit to make a comeback after being absent since April, 1951 when street cars last operated on the Belt Line.

The map on Page 3 shows the general location of the three rapid transit lines recommended in the recent consultants' report.



PROPOSED HAMILTON SUBWAY LINES

CANADIAN PACIFIC RAILWAY STEAM LOCOMOTIVESRETIRED DURING 1959

January	847, 927, 942, 2415, 2420, 2460, 2466, 2585, 2802, 3475, 3558, 3636, 5116, 5366, 5369.
February	806, 844, 992, 2223, 2226, 2516, 2555, 2588, 2610, 2611, 2622, 3472, 5125, 5130, 5349, 5459, 6947 (note a), SI-6.
March	858, 909, 1036, 1067, 1111, 2233, 2236, 2356, 2503, 2520, 2597, 2658, 3426, 3427, 3438, 3484, 3666, 5218, 5250, 5365, 5390, 5788, 5930, 5932, 6944.
April	434, 855, 1019, 2316, 2803, 2804, 2815, 3690, 3695, 3734, 5138, 5243, 5246, 5262, 5403, 5404, 5409, 5414, 5422, 5423, 5808, 6963, 6966.
May	776, 918, 937, 973, 976, 996, 2365, 2814, 2823, 5219, 5251, 5252, 5461, 5464, 5466, 6275 (note b), 6967.
June	827, 913, 915, 923, 931, 981, 984, 2929 (note c), 3647, 5226, 5247, 5257.
July	833, 939, 991, 1102, 1109, 2558, 2582, 5357, 5364,
August	914, 956, 971, 2207, 2586, 3686, 3688, 5148, 5259, 5415, 5421, 5448, 5454, 5455, 5456, 5934 (note e).
September	852, 861, 1018, 1068, 2595, 2700, 3408, 3519, 3614, 3637, 3649, 3747, 5132, 5209, 5261, 5397, 5785, 5933.
October	417, 802, 961, 1012, 2505, 2536, 2581, 2604, 2627, 2702, 2707, 2714, 2833, 3415, 3602, 3660, 3678, 3713, 3740, 5113, 5212, 5264, 5354, 5462, 5931 (note e).
November	144 (note d), 892, 983, 1035, 1050, 1075 , 1082, 1106, 2662, 2703, 2826, 2836, 3489, 3505, 3528, 3714, 5237, 5416, 5430, 5465, 5761, 1073(a.c.)
December	840, 866, 891, 893, 903, 933, 936, 945, 1022, 1071, 1078, 1232, 1241, 2551, 2821, 2859, 3675, 3724, 5108, 5112, 5153, 5208, 5224, 5407.

Total retired during 1959 = ²²⁴225

Total for 1958 = 196

- Notes (a) 6947 sold February 12th to Manitoba & Saskatchewan Coal Co., Bienfaite, Sask.
 (b) 6275 sold May 7th to Huron County Pioneer Museum, Goderich.
 (c) 2929 sold June 4th to Edaville R.R., South Carver, Mass.
 (d) 144 donated November 22nd to Canadian Railroad Historical Association, Montreal, Que.
 (e) 5934 sold August 10th to City of Calgary, Alberta. While it may be noted that officially 5934 was sold to Calgary, a Calgary correspondent reports that the locomotive presently enshrined in Newata Park is actually 5931, renumbered to 5934. It appears that Calgary wanted 5934 but as it needed repairs, and 5931 was in better condition, the latter became II 5934 while the former merely had all numbers removed and was scrapped as 5931. If this is the case, then the builders number on Calgary's exhibit should be 76222 if anyone cares to check. -Ed.)

Sorry, but it's 76223 and it is 5931

MOTIVE POWER NOTES

---- Further orders placed with M.L.W. for 1960:

Roberval & Saguenay	1800 H.P. R-S	Road No. 24	1 unit
Sydney & Louisburg	1000 H.P. R-S	" "	200-202 3 units
Pacific Great Eastern	1800 H.P. R-S	" "	591-594 4 units

---- Canadian National is at present operating only 21 steam locomotives on the Western Region, as follows:

2-8-0 (under 40%)	2150, 2152, 2160, 2167
2-8-0 (over 40%)	2490, 2721
2-8-2	3536, 3543, 3557, 3564, 3566, 3587, 3596
0-6-0	7343

The above locomotives are in wayfreight and through freight service, and are to be retired before the end of June.

4-6-2	5043, 5090, 5118
4-8-2	6062, 6064, 6977, 6079

These locomotives are in passenger service, and will be retired before the end of April.

---- All steam locomotives have now been removed from Spadina Avenue roundhouse in Toronto except 6213, and only 5292 remains outside in the yard. No. 6245 has returned to Mimico from heating service at Sudbury. 6245 and 6167 should be the last steam power to leave Mimico. Other locomotives still there are 6201, 6244 and 6137 inside, and 6236, 6244, 6267 and 6268 outside. In March, only the following steam locomotives remained at Stuart Street, Hamilton: 7442, 7511, 2663, 5134 and 5296. London is now dismantling three locomotives per day, and is expected to handle 500 during 1960.

---- Corrections to Newsletter 170, page 5, C.P.R. Notes: For 5470 read 5480, for December 20th read December 30th. Nos. 2238 and 1267 came from (not to) Havelock and Ottawa.

MISCELLANY

---- The entire 73-mile St. Clair branch of the N.Y.C., from St. Clair Jct. to Courtwright, Ont. will be abandoned on April 30th, approval having been granted by the Board of Transport Commissioners. This branch is in poor physical condition, requiring a capital expenditure of approximately a million dollars for proper rehabilitation. The line lost \$144,000 in its operations during 1959.

The N.Y.C. has also applied for permission to abandon the branch line from Stamford to Niagara-on-the-Lake (10½ miles in length) but approval to this has been deferred by the B.T.C. for an 18-month period, until recent financial results on the line have been studied.

-- S.I.W.

---- A well-known electric railway landmark is being dismantled at Oakville, Ont., namely the Rebecca Street bridge. This was formerly the Hamilton Radial Electric Railway's bridge over Sixteen Mile Creek and saw service as such until August 3rd, 1925. It was constructed to double-track standards but only the south side was used by the H.R.E.R. and, after abandonment, was decked over and used as a pedestrian bridge. A yard limit sign decorated the structure during all its years as a footpath.

---- The Canadian National Railways is proposing to abandon passenger service over the former Hamilton & Northwestern Railway from Hamilton to Allandale, and the former Northern Railway line from Allandale to Meaford. Passenger trains have been operating there for 83 years and service is presently provided by self-propelled car 15832 which makes one round trip each weekday to Meaford.

Protests against the proposal are being made by Caledon Township but the C.N.R. reports that lack of patronage has been responsible for annual loss of \$40,300 on this service. If permission to abandon is granted, it seems likely to come by about June.

The line itself will continue as a valuable link in freight operations and we note that a new overpass is under construction to replace the present level crossing with Highway 400, east of Thornton. We remember when this level crossing was installed and an official of the Department of Highways announced that the new highway would be the downfall of the rail line within a few years, thus making an overpass unnecessary.

---- A double track shoofly is now in use on the C.P.R.'s Montreal main line some 2000 feet west of the Victoria Park Ave. overpass in the Township of North York, with the usual slow orders in effect.

This track diversion, to the north of the main line alignment, by-passes the site of construction of a road underpass for the new location of Lawrence Ave., now under construction by the Municipality of Metropolitan Toronto.

-- S.I.W.

---- A new exit is being constructed from the southbound platform of the T.T.C.'s Queen Street subway station. It is about 150 feet north of the present Queen Street exit, and leads into the basement of Eaton's department store.

For those who appreciate the lighter side of railway history, the book "Rapidly Round the Bend" recently published by Max Parrish, London, can be unreservedly recommended. Written by the well-known British railway author, C. Hamilton Ellis, it treats the development of railways and locomotives in a most amusing light-hearted fashion which nevertheless does not stray too far from the basic facts. While British railways are fully covered by the author, much space is given to other parts of the world. Canadian railways receive their share of attention: "It was left to Lord Strathcona (Dreadful Donald) to finance, and the celebrated Dutchmen Sir. Wm. Van Horn and Mr. Onderdonck to build, the largest Scottish railway, the Canadian Pacific. This went through Craigellachie, Banff, several Selkirks and the Frazer country to the glorious lochs and bens of the magical West Coast..... So, and this was very important, British Columbia remained part of Nova Scotia instead of becoming the Forty-ninth State".

EXCHANGE SECTION

Kenneth MacDonald, 58 Walker Street, Truro, Nova Scotia, buys steam engine and train negatives size 616, Algoma Central, A. & J., C.N.R., C.P.R., D.A.R., Ontario Northland, R & S., Spruce Falls P. & P., T.H. & B., etc. and pix of old time Canadian locomotives and trains.

end.

BRAMPTON

NUMBER 172

The Directors of the Society have under consideration the points raised in the "Open Letter to the Newsletter Editor" which appeared in the March issue. A committee of Directors is now studying the relationship of the Society to museum activities.

ABANDONMENT OF THE I.B. & O. LINE OF THE C.N.R.

The following article appeared in the Lindsay (Ont.) Daily Post for March 26th, 1960. It is of considerable interest since much of it was written by a member of the Society.

The final chapter in the colourful history of the old Irondale Bancroft and Ottawa Railroad track will be written on March 31st when the last train - a scheduled "mixed run" - will travel from Bancroft to Lindsay.

The train will have its regular passenger car, freight cars and a special coach for officials.

The train will leave Bancroft at 9 A.M. on the morning of March 31st and will arrive here at approximately 1:05 P.M.

One of those expected to be on the train for the historic last run is J.M. Howland who is a grandson of the man who founded the I.B. & O. 80 years ago.

Work crews are expected to commence work early in April lifting the old track. The work is expected to take some ten weeks, during which time bridges and other structures will be removed.

Incorporated in 1880 as the "Toronto and Nipissing Eastern Extension Railway Company" then renamed in 1884 as the more familiar "Iron-dale Bancroft and Ottawa Railway Company".

Actual construction was commenced in 1887 when the line was built from Howland on the Midland Railway (formerly the Victoria Railway) to Irondale. Then in 1896 the line was extended to Bancroft. In 1910 the Canadian Northern Railway acquired the I.B. & O. to gain an access to the prosperous Lindsay area already served by the Grand Trunk and Canadian Pacific Railroad and also as a portion of a proposed line connecting Orillia with Belleville. Finally in 1918 the Canadian Northern became the Canadian National Railways as we know it today.

The I.B. & O. served a prosperous lumber industry, hauling out timber and carrying in the necessary supplies for the various lumbering operations and communities enroute. But, unfortunately the same lack of conservation and planned lumber operations which have caused the demise of many a railroad (and towns as well) coupled with the advent of good roads are now sounding the end for the picturesque I.B. & O.

In recent years only the lightest of C.N.R. locomotives have been allowed over this branch which was accorded the lowest grade of track construction classification. Now finally service has deteriorated to one mixed train per week in each direction. Soon one will never again be able to ride the mixed up Victoria Ave. to Howland and then through some of the most scenic countryside in Southern Ontario to Bancroft.

- - - - -

Tenders were called April 28th for improvements to the C.N.R. yard facilities at London, Ont., involving several new buildings, including a "control tower". At the same time, plans were announced for a \$500,000 freight car servicing plant in connection with the C.N.R.'s new yard at Moncton, N.B. The new facilities are intended to reduce delays involved in minor repairs to freight cars, and will operate in conjunction with the existing shop facilities at that point.

NEW C.P.R. FREIGHT TERMINAL IN VANCOUVER

The C.P.R. has taken another step forward in meeting the competition of private trucking companies with the opening of its new combined rail and truck terminal in Vancouver. This is the first of its kind in Canada and involves the integration of the C.P.R.'s express, truck and l.c.l. rail operations.

The terminal has 80 loading docks for trucks and 40 for express and box cars. A 'towveyor' system has been installed to transport various articles of freight to their respective destination doors in the terminal. It consists of a 1,132 foot long chain moving in a recessed channel under the floor, and to which freight carts may be attached.

These operations will be controlled by one department called 'Merchandise Services' and it is expected that this centralization will lead to the elimination of overlapping services, in addition to possible weather delays. Shippers can now be offered alternative forms of transport by the same company and can have a complete package goods service using any combination of highway and rail facilities.

LAST PASSENGER TRAIN MAKES FINAL RUN
TO UPPER MUSQUIDOBOIT

by Kenneth MacDonald

The last passenger train on the Dartmouth - Upper Musquidoboit line slipped quietly into the station at Upper Musquidoboit at about 9:00 A.M. on Saturday, January 23rd, another victim of declining passenger patronage. For the "Blueberry Special" as it was known to many, the end of 44 years of service had come. On January 3rd, 1916, the first passenger train arrived at Stewart's Station (as it was then called), while in August 1957, Mikado 3409 arrived with the last regular steam train.

Express is now handled by truck while a freight train runs semi-weekly (or more often when necessary). There was strong opposition from shippers on the line to the new freight schedules, as they were accustomed to having daily service during part of the year. A substantial volume of freight has been handled over the line in recent years. For example, in 1956, about four million feet of lumber and 10,000 cords of wood were shipped out (2,000 cords for local use and 8,000 for U.S. markets). During one busy month, 322 carloads of limestone and crushed rock were dispatched.

---- The C.N.R. is planning to build a new 55-mile branch line to link the Chibougamau mining area with Lac Mattagami where new zinc mining activities will be started.

---- The C.N.R. has ordered two of its first aluminum hopper cars (part of an eventual order of 50) from Marine Industries, Montreal. The cars will have a capacity of 90 tons and will be used for hauling cement, alumina and powdered rock.

NEWS FROM OUR PETERBOROUGH CORRESPONDENT

---- Pool trains 35 and 36, between Montreal and Toronto via Peterborough, made their last runs on Saturday, April 23rd. Train 36 consisted of G.M.D. "A" unit 1414, two head-end cars and two coaches. Train 35 had M.L.W. 1600 H.P. 8466, two head-end cars, two coaches and two R.D.C.'s deadheading to start the new Toronto-Peterborough service inaugurated in partial replacement of the discontinued trains. These were cars 9049 (R.D.C.-1, ex D.S.S. & A.) and 9194 (R.D.C.-2). The first run of new Train 380 on Sunday used 8558, one head-end car and three coaches. An interesting note is that the turntable at Peterborough, out of service since the demise of steam, is now once more in use to turn the R.D.C.-2.

---- The C.N.R. Marmora - Anson Jct. - Peterborough - Toronto ore trains (hailed by two G.M.D. 1750 H.P. road-switchers, occasionally two M.L.W. 1800 H.P. units), which commenced running Nov. 30, 1959, made their last runs on April 6, 1960. The trains consisted of 30-35 loaded cars (which is the tonnage limit westbound for two units) and had to take the grade and curve leaving the north-west end of Peterborough on momentum. Occasionally the trains stalled and had to be backed through the city to the C.N.R. station and then another run attempted, in order to avoid doubling to "Jones Siding".

---- Effective April 24th, the C.N.R. dispatchers at Lindsay were moved to Belleville and the Lindsay dispatching office closed.

---- The last steam engine through Peterborough was C.P.R. 2219 on the Lindsay - Havelock freight (Trains 83-84) on March 7th, 1960. These trains were dieselized on March 1, 1959 with 660 H.P. switchers, and this was the first occasion on which steam had been used on them since that date.

MISCELLANY

---- Press reports from Cochrane indicate that the Ontario Northland Railway may build a branch from Foxville, 86 miles north of Cochrane, to Otter Rapids mining and hydro-electric development area. Three large generating stations are to be built there by the Ontario Hydro Electric Power Commission at a cost of about \$80 million. Some doubt is cast on this report by the fact that the area is already served by the Smoky Falls Railway, a private railway owned by Spruce Falls Power & Paper Co., which connects with the C.N.R. main transcontinental line just west of Kapuskasing (see Newsletter 163, page 2).

---- Construction is being considered of a 14-mile private railway from Chibougamau to Bear Bay, Quebec, in connection with another new mining development in Northern Quebec. Tenders for the project are to be called in June.

---- Nine Therrien Construction Co. boarding cars, well known to local fans, were moved from the company's siding at Mount Dennis to the C.P.R.'s Malvern ballast pit for scrapping during April. Seven of these cars, nos. 201, 203-205, 208, 209 and 211, are former Illinois Central open platform wooden suburban cars, and belonged to Defence Industries Ltd.'s Cherrier, P.Q. plant during World War II. Cars 210 and 212 are former Canadian National wooden express cars.

MOTIVE POWER NOTES

---- C.N.R. Diesels received from Montreal Locomotive Works:

3850-3851	Jan. 25th	3858-3859	Feb. 16th
3852-3853	Jan. 29th	3860-8361	Feb. 19th
3854-3855	Feb. 2nd	3862-3863	Feb. 25th
3856-3857	Feb. 10th	3864-3865	Feb. 29th

---- C.N.R. engines moved through Toronto during March, enroute to London Scrap Yard: 50, 1565, 2630, 2636, 3228, 3286, 3382, 3429, 3450, 3458, 3461, 3464, 4059, 5031, 5293, 5579, 6112, 6126, 6137, 6182, 6201, 6203, 6206, 6208, 6219, 6221, 6230, 6244, 6251, 6252, 6255, 6257, 6404, 7370, 7419, 7444, 7448, 7449, 7460, 7461, 7464, 7469, 7474, 7482, 7485, 7510, 8298, 8326, 8336, 8350, 8371, 8398, 8446 and Central Vermont 450, 451, 452, 454, 466.

---- The following engines were at London for scrapping on April 20th: 2630, 3431, 3436, 3457, 3464, 5293, 6131, 6148, 6155, 6202, 6209, 6215, 6225, 7427, 7436, 7441, 7499. On the same date, scrapping operations were actually under way on 2458, 5135, 6145 and 6147.

---- All steam locomotives have now been removed from Mimico except for 6167 and 6245, one of which is expected to be used on the July 10th excursion now under negotiation by the U.C.R.S.

---- The Gravenhurst Board of Trade has made representations to the C.N.R. to secure a steam locomotive for public display.

---- C.N.R. locomotives dismantled at Transcona between January 1st and March 31st, 1960: 1362, 1389, 1535 (ex 1328), 1536 (ex 1330), 1538 (ex 1333), 1553 (ex 1357), 2142, 2166, 2177, 2472, 2473, 2477, 2500, 2504, 2507, 2607, 2707, 2716, 2766, 2814, 2816, 3259, 3281, 3284, 3289, 3318, 3320, 3323, 3329, 3335, 3351, 3394, 3471, 3532, 3555, 3556, 3558, 3559, 3569, 3575, 3577, 4000, 4007, 4019, 4023, 4025, 4039, 4092 (ex 3800), 4094 (ex 3802), 4097 (ex 3805), 4712 (ex 4312), 4721 (ex 4321), 5094, 5122, 5133, 5254, 5274, 5301, 5614, 5616, 6002, 6010, 6017, 6047, 6056, 6061, 6065, 6067, 6074, 6138, 6139, 7333, 7378, 7401, 7414, 8330, 8362, 8387, 8407.

---- C.N.R. locomotives sold to a scrap metal firm at Regina: 1373, 1374, 1384, 1451, 2140, 2153, 2178, 2537, 2561, 2583, 2614, 2632, 2688, 2698, 2699, 2705, 2735, 2737, 2741, 2749, 2755, 2760, 2761, 2765, 2812, 2813, 2815, 2819, 3225, 3240, 3273, 5082, 5148, 5276, 5617, 5624, 5625, 7395.

The Quebec-Cartier Mining Co. recently took delivery of the first of 17 diesels it is purchasing from Montreal Locomotive Works. The blue, grey and yellow locomotives will be used in groups of four on 125-car ore trains. Canadian Car Co. has already delivered 500 ore cars to the company. At present, almost 7,000 men are at work on the railway north of Port Cartier, Quebec. Fifteen miles of track and about half of the 17 bridges and 5 tunnels have been completed.

ELECTRIC LINE NOTES

---- The ticket rate for fares on the T.T.C. system was increased on May 1st from 12 $\frac{1}{2}$ ¢ (4 for 50¢) to 15¢ (5 for 75¢). The \$3.00 book now contains 20 instead of 24 tickets. Tokens, dyed red, are sold at 4 for 60¢. There is in addition a new two-coupon ticket valid for a continuous ride through Zones 1 and 2, sold at 4 for \$1.10. The cash fare remains at 15¢.

---- The former Toronto Transit Commission Lost Articles Building at 41 Yonge Street was demolished during May, having outlasted the Head Office Building at 35 Yonge Street by 13 months (see Newsletter 160, page 2).

---- The Oshawa Railway's two G.E. steeple-cab locomotives, 325 and 327, have been retired, still in the black livery rather than the new uniform of C.N.R. green. The light Baldwin-Westinghouse locomotive 300 currently sees very little use, while ex-N.S. & T. 16, 17 and 18 have not yet been placed in service.

---- N.S. & T. double-truck sweeper 22 is expected to be sent to Oshawa to replace O.R. 46, which is in poor condition. Interestingly enough, 22 now rides on a pair of trucks obtained originally from Oshawa Railway's old centre-cab flat motor plow 47.

---- Overhead removal on the N.S. & T. Port Colborne line is proceeding apace, and has now reached from Port Colborne to Welland.

---- C.N.R. electric locomotives 226 and 229 (ex Q.R.L. & P. Co.) were scrapped at London on January 9th.

C.P.R. PASSENGER TRAIN CARS CONVERTED TO SERVICE CARS

The following cars are to be converted to service rolling stock during 1960:

Buffet-Solarium-Compartment-Parlor: James Bay

Buffet-Solarium-Parlor: Trinidad

Cafe-Sleeper; 1 D.B.R., 6 sec: Dean, Duncan

Cafe-Sleeper; 1 B.D., 6 sec: Missanabie, Metagama

Sleepers, 4 D.B.R., 8 sec: Vanceboro, Vancouver, Val David, Valois, Venosta, Verdun

Sleepers, 14 single rooms: Grand Bay, Grand'More, ~~Chenille~~ Pointe, Grande Prairie, Grand Pre, Grand Coulee

Sleepers, 14 sec: Jackman, Jaffray

Sleepers, 12 sec., 1 D.R: Nemegos, North Troy

Tourist Sleepers, 13 sec: Fleet, Farley, Finns

Tourist Sleepers, 14 sec: Gerald, Glass, Globe, Grassy, Gronlid, Gilpin, Gander, Gaines, Game, Grange.

Buffet-Parlor: 6675, 6676

Cafe-Parlor: 6591

--- Wm. Weighill

A firm of architects has been retained to prepare plans for the proposed new Ottawa Union Station at Hurdman's Bridge. The structure is expected to be completed about four years hence, at which time the present Union Station and yards will make way for the inevitable highway. The new station is the main feature of the \$12,000,000 railway relocation programme for the capital city.

Upper Canada Railway Society

BOX 122 TERMINAL "A" TORONTO

Newsletter

EDITOR: ROBERT J. SANDUSKY

R. R. #6

BRAMPTON

NUMBER 173

JUNE 1960

The Society meets on the first and third Fridays of every month, except during the summer months when the first-Friday meetings are suspended. The season's last indoor meeting will be held on Friday, June 17th, in Room 486, Toronto Union Station, at 8:30 P.M.

Past Meetings: May 20th: 45 members present to hear an extremely interesting address by Mr. Ross Kelly of the T.T.C. concerning planning and progress on the Bloor-Danforth-University Subway.

Coming Excursions: July 9th: Tour of T.T.C. trackage using Small Witt type cars.

July 10th: C.N.R. steam-powered excursion to Niagara Falls via Caledonia and Port Colborne. See circular enclosed with this Newsletter. (Special fare from Hamilton \$6.50)

NEW CANADIAN NATIONAL RAILWAYS HEAD OFFICE BUILDING

"Friday the 13th" was a significant day for the Canadian National Railways, as May 13th, 1960, marked the completion of steel-work construction on its new 17-floor head office building, which will form part of the development plan for the area surrounding Central Station in Montreal.

The new building is constructed over several of the station tracks (a number of which will be curved), producing severe complications in its design. The necessary provision for station tracks, together with platforms and baggage ramps, necessitated a very irregular pattern in the location of the building's lower supporting columns, resulting in much heavy girder and truss work at first and second-floor level. In addition, special precautions had to be taken to ensure that train vibration is not transmitted through the building framework. The steel framework contains 7,800 tons of steel and is assembled by welding rather than rivetting.

The new head office building is expected to be completed in the spring of 1961. It will be completely air conditioned, will have eight automatic elevators, a large staff cafeteria, an 800-car parking garage, and a complete inter-office pneumatic tube system for exchanging paper work.

MONTREAL'S SUBWAY -- STILL IN THE FUTURE

Montreal's present building boom, in particular the proposed Dorchester Street skyscrapers, will confront local planners with almost insoluble traffic problems. It is expected 40,000 to 60,000 more people will work in the downtown area within the next three years.

Citizens from every walk of life have therefore been adamant in their demands for a subway system. The history of Montreal's subway has been a long story of much talk and little action.

The first plan for the building of an underground transportation system was in 1912. In July of that year an organization calling themselves Le Comptoir Financiere Franco-Canadien, wrote the mayor and proposed that they: (1) build a system similar to Paris; (2) borrow the necessary funds from French banks, (3) form a proper company to carry out the project, (4) retain French engineers, and (5) arrange a 50 year contract with the city. The first class fare would be 8¢. For reasons unknown the whole idea faded away.

Two years later the Montreal Tramways Company submitted another project. Included was a route which would run from Place Viger via Craig Street to Dominion Square, and thence to Peel and Burnside Sts. The cost was \$20,600,000 and the passenger capacity would exceed 600,000 daily. The city made no reply.

Fifteen years elapsed before another concrete suggestion was brought forth. A 20 line system totalling 202 miles was called for with the principal routes to run under St. Catherine, Sherbrooke, Bleury, Park Ave. and St. Lawrence Blvd.

The company would demand a 99-year charter from the city and charge a 10¢ fare until 6% net profit had been realized on the capital investment. The fare would then drop to 7¢. Again negotiations petered out.

The following year, Paul Serout, a Montreal Tramways Company engineer, prepared a complete set of plans for a subway system and R.N. Watt, assistant to the president of the same company, urged that it be adopted immediately. Mayor Houde demonstrated little enthusiasm for the scheme, despite favourable comment in the local press.

In 1944, Watt, now president, forwarded a plan suggesting that two main lines be constructed, the first from St. Lawrence and Jean Talon south to Craig, west to St. Antoine and up to St. Catherine and Peel, the other to run under St. Catherine Street between Visitation and Chomedey. The cost of \$22,866,000 was to be provided by public funds.

A Chicago consulting engineering firm, De Leuw Cather and Company, was invited by the Tramways Company the following year to study Montreal's overall traffic system. A subway plan was recommended and the city council went on record as favouring it. The plan was unanimously adopted, but no funds were voted, with the result that the public works department were unable to proceed.

The next summer an encouraging step was taken when the city executive council granted a soil test boring contract to an Ontario firm. These tests, necessary for preliminary work on a subway, were taken on St. Catherine, St. Antoine and Craig Streets. Analysts' reports were returned in 1951 and showed that an underground system was feasible. The stage was now set.

The Montreal Transportation Commission, which had meanwhile taken over the old Tramways company, was given authority by the Provincial Legislature to proceed with a preliminary plan. They were not empowered to build the system, however, but had to submit a workable scheme to the city executive council within two years. The decision as to who should undertake actual construction would be made then.

Newspaper comment continued and a comparison with Toronto was a favorite point. Civic, labor, and business leaders of the community came forth in increasing numbers to demand an improvement in the city's worsening traffic situation.

In June, 1953, the M.T.C. was due to submit to the city executive council, the "definite plan and program for the establishment of a system of rapid mass transportation", which of course included the subway. A delay in its submission caused much civic unrest, with the press accusing the city of unnecessary stalling. Finally, in October, the M.T.C. unfolded the plans for a \$117,000,000, 7.78 mile long underground system.

The proposed route was to "start in the north end just north of Cremazie Blvd., going south under St. Denis Street to Champ de Mars and then west in a curve taking in Place d'Armes, Victoria Square and Dominion Square. From that point the line will follow St. Catherine St. west to Atwater Avenue". Construction would take five years. Eleven stations would be built.

Both members of the M.T.C. and the city council argued about the cost of the new system, problems that would arise with surrounding municipalities, the matter of property values, and proposed routes and fares. The future of the existing bus system was also discussed.

In February, 1955, the City Executive Council announced that the possibility of building a subway in the near future was unlikely. Thus the issue was dropped for the time being, and the grandiose plan sent to the archives.

For the next three years, the city discussed the matter of financing a system with the aid of the Federal and Provincial governments. City councillors spoke at length at various service club meetings, some supporting a subway and some not. The press continued to be active, and suggestions for city hall reforms were popular.

The latest and most elaborate scheme to date was brought forth late in 1959. At a regular Chamber of Commerce meeting in November, Marcel Piche, prominent Montreal business man and president of a new firm called "La Societe d'Expansion Metropolitaine", revealed plans for a rubber-wheeled subway system. They offered to build it for the city in four years at a cost of \$163,000,000.

The quoted figure of \$163,000,000 would be for the first 7.75 mile section of an eventual 23 mile network. \$117,000,000 would be the cost of the subway proper with the remaining figure earmarked for rolling stock.

The question now arose as to the legality of the offer. As yet neither the Montreal Metropolitan Commission, the Montreal Transportation Commission, nor the city executive council had provincial legislative power to build or operate a subway system. Certain elements of the press and public were of the opinion that the firm should undertake construction with the city eventually taking over full operation. This could more easily be brought about with drastic changes in the whole set-up of the system of city government. Approval from Quebec could then be easily obtained.

As expected, surrounding municipalities objected strenuously to the new firm's scheme.

In late November, the Executive Council voted down any amendments which would give the city power to handle any proposals. They said "further study" was needed.

As the year drew to a close, the company offered to build a system and pay for it, provided it could take over the present surface system and raise fares by 4¢ per ticket. At the same time, Mr. Piche scorned the City vacillation and lack of leadership.

Once again the subway seemed to die a natural death.

MISCELLANY*No! still standing in 1974*

---- C.P.R. coal and water towers at Guelph Jct., Chatham and Windsor were recently dismantled for scrap. Tenders have been called for demolition of the engine house at Goderich.

---- An unusual shipment was made by the Canadian National Railways recently, when a 70-foot totem pole was shipped from Victoria, B.C., to Ottawa for the national headquarters of the Boy Scouts Association. The pole was shipped by barge to Burnaby, B.C., where the butt was creosoted, and the pole lifted by two large cranes onto two railway cars. The pole was wrapped in plastic and burlap for shipment.

---- The C.N.R. line between Lorneville and Atherley, Ont., derelict for almost a year, was used during the week of May 15-22 for shipment of stone from Kirkfield, Ont., to assist in rebuilding of washouts caused by spring flooding at Foleyet and Peterbell, Ont. During the period of the washouts, passenger trains were diverted from Austin (near Sudbury) over the Canadian Pacific lines to Franz, and the Algoma Central to Oba; freight trains were diverted from North Bay via Ontario Northland to Cochrane, thence west via Hearst to Nakina. Emergency conditions developed at Peterbell on May 17th when the town was suddenly inundated; the inhabitants were evacuated by a train consisting of a privately-owned diesel (owned by Pineland Timber Co.) and a small number of boxcars; the train operated from Peterbell to Oba with the station agent acting as conductor.

---- The efforts of the Society in assisting the City of Toronto in preparations for the preservation of C.N.R. locomotive 6213, received laudatory comment in a Toronto newspaper column recently. The columnist, Bruce West, begins the column "Hurrah!" and goes on to say, "It's very good news to hear that some people with a little sentiment and imagination can get together to carry off a project like this."

---- The C.N.R. plans to spend about \$40,000,000 on new signalling and C.T.C. over the next six or seven years.

---- It is reported that the Canadian National's last mixed service in Southern Ontario, that between Lindsay and Haliburton, may be discontinued in October. The railway reported that during a recent nine-day period the trains carried only 18 northbound and 11 southbound passengers. It was also stated that the remaining passenger services on the Toronto-Lindsay-Belleveille line were "under close study".

---- The C.N.R. has established a "Freight Sales Development" section of the freight traffic department. The new section will study rate-making techniques, traffic forecasting etc., and will attempt to shape equipment and service to meet customer requirements.

---- The C.N.R. is interested in leasing 10 acres of land in downtown Moncton for creation of a development resembling that of the Montreal Central Station area, but on a smaller scale. Offers are being invited on two bases: A, development of the area excluding the present C.T.C. building, station and express buildings; B, development of the entire area except for the C.T.C. building, and provide station and office space in the new building to be erected. It is interesting to note that the advertisement begins, "Offers are invited by the Canadian National Railway Company, as manager and operator of the Canadian Government Railways....."

MOTIVE POWER NOTES

---- Additions to list of steam locomotives sold to a private firm at Regina (see Newsletter 172): 1377, 2693, 5621, 5623, 7376, 7407. The firm concerned is the Interprovincial Steel Co., not "a scrap metal firm".

---- Correction to Newsletter 172, page 5: Only eight of the Quebec-Cartier Mining Co.'s new diesels are being built by Montreal Locomotive Works; the remaining nine are from General Motors Diesel Ltd. and delivery of these units has now commenced also.

---- Engines passing through Toronto en route London for scrapping: 1522, 2468, 2521, 2554, 3199, 3231, 3248, 3338, 3359, 3436, 5103, 5135, 5259, 5281, 5289, 5561, 6007, 6155, 6202, 6209, 6215, 6225, 6233, 6236, 6252, 7441, 8356, 8365, 8399, 8435.

---- The Canadian Pacific has equipped all switchers assigned to Lambton (Toronto) with radios.

---- The C.P.R. has received three of the five new diesel-hydraulic switchers being built by Canadian Locomotive Co., Kingston. No. 19 has been assigned to Angus Shops (Montreal), replacing 4-6-0 424 as shop switcher; 20 is assigned to Britt, Ont., and 21 has been sent to Weston Shops (Winnipeg).

---- The C.P.R.'s last stronghold of steam power in Ontario fell victim of advancing dieselization on May 1st, when the three 2-8-0's assigned to Port McNicoll (3632, 3722 and 3422 as spare) were replaced by diesel locomotives. Certain members of the U.C.R.S. directorate will now have to stay home on weekends.

---- All parts held for servicing steam locomotives at Port McNicoll, Havelock, Trenton and Smiths Falls have been sent to Montreal, and 4-6-0 1087 previously at Trenton has been sent to the same destination. It thus appears that the only point from which steam locomotives can normally be operated is Montreal, since this step was taken previously for other points in Ontario.

---- C.P.R. diesels 1433 and 1434 have been regearred and renumbered 4039 and 4040.

---- C.N.R. 4-8-4 6167, being held for use on the U.C.R.S. excursion to Niagara Falls, may see limited use previous to that time. It is unofficially reported that it may be used on one or two occasions in freight service to Hamilton, in order to "run in" the bearings.

---- C.N.R. 4-8-4 6213, presented by the railway to the City of Toronto, has been completely rehabilitated and repainted and, except for firebox brickwork, is in first-class physical condition. It will be moved to a site in Exhibition Park as soon as the location has been prepared for it.

T.T.C. NOTES

---- Toronto Transit Commission has called tenders for "40 to 50" subway cars for the University Subway, the number to be ordered depending on the length (60 ft. or 72 ft.). The contract will be awarded in the early autumn.

---- Single truck track grinder RT.5 for the Yonge Subway was moved by float from Davisville Carhouse to Hillcrest Shops on June 6th to receive a body overhaul and paint job. It thus becomes the first piece of subway rolling stock to appear at Hillcrest since 1954.

CANADIAN NATIONAL ANNOUNCES COMPLETE DIESELIZATION

The C.N.R. in a public statement on May 30th announced the completion of its conversion from steam to diesel power. The original target date, June 30th, was exceeded by over a month. The Canadian National's large and diversified roster of steam locomotives was replaced by 2,144 diesel units and 23 RDC cars, representing an investment of \$397,000,000.

Dieselization was completed in Eastern Canada earlier than in the west, the last steam locomotive in regular service in the East having been operated April 17, 1959; however steam locomotives were used on at least two occasions for railfan excursions subsequent to that time, one being the joint U.C.R.S.-C.R.H.A. Belleville-Bancroft excursion on May 10th, 1959. The last steam-hauled passenger train on the C.N.R. system was on April 25th, 1960, when 4-8-2 6043 hauled Train 76 from The Pas to Winnipeg, Manitoba. (The City of Winnipeg is reportedly interested in preserving this engine).

THE OLD AND THE NEW

(The following editorial, under this heading, appeared in the "Toronto Globe & Mail" on Saturday, June 4th. While Society members may not agree with every statement made, it shows excellent appreciation of the part played by the steam locomotive in national development).

For all its significance of a revolution in motive power, mixed emotions must have greeted the announcement that the Canadian National Railways system is now completely diesel-powered, and the Canadian Pacific Railway nearly so. Figuratively speaking, engineers have turned in their overalls and peaked caps for business suits, but many a senior among them, with only a windshield between him and the on-rushing world ahead, thinks nostalgically of the old cab, snuggled behind the big, friendly steam engine.

In various tales, our grandfathers told us how the neighbors would turn out to give the trains a push over the Dufferin and Simcoe hills. The clanking little engines in those days burned wood; then they grew bigger and turned to coal, and finally to oil. Their one-time soprano whistles ripened into the orchestral harmonics of the modern monsters—by comparison the diesel sirens seem unromantic and flatulent.

A sobering thought is that the steam locomotive was well into its second century of service when it was dismissed. In an age of obsolescence, how long will diesels survive as we know them? Will they give way in turn to nuclear power, to hydrogen engines drawing their fuel from sea water? Will our grandchildren look puzzled when we tell them of oil ignition, just as our children are already remote from the old steam boilers?

The diesel is immensely and arrogantly superior to its flailing, coughing forerunner; it hauls longer trains and starts them on taut couplings, without the shuddering jars of former days. For all that, the diesels ride the known ways; the steam engines were trail blazers ---- they not only served civilization, they created it. Without them our continent would have been incurably balkanized instead of homogenized, we would have no Confederation in the measure and manner we enjoy. Sleep well, Iron Horse. History and museums will cheat only themselves if they forget.

U.C.R.S. EXCURSIONS ON JUNE 4TH AND 5TH

The first of Toronto's "Railfan Weekends" planned for 1960 was very successful and was enjoyed by all concerned. The first event was the T.T.C. excursion held on June 4th. A diverse routing was employed which took the 70 participants to such widely separated locations as Humber Loop, Bicknell Loop, and Danforth & Main. As an experiment, one car followed a routing that was the "mirror-image" of the other, so that the same points were included, but were visited in precisely the reverse order. The intention of this was to reduce traffic interference and to have smaller numbers of photographers at each stop. The cars used were 2420 and 2424, both freshly painted and cleaned for the occasion; since the weather was excellent, many excellent photographs were obtained, including a "triple run-past" at the Eastern Entrance loop by one of the cars. The O.E.R.H.A. collection of sign linens was substituted for the usual T.T.C. signs, with the result that at various times the cars bore sundry mysterious indications, such as "ASHBRIDGE-MOUNTAIN" or "WOODWARD-SUSSEX & JOHN". The effects of these sign indications on the operators of oncoming cars were most interesting.

The second event comprised the C.P.R. trip to Port McNicoll. This was the most ambitious excursion yet undertaken by the Society, and it is with great pleasure that we record the fact that it was a far greater success than the most optimistic estimate had predicted. Preliminary planning had assumed a passenger load of approximately 200, but when the tickets had been collected they numbered 404.

The train consisted of Hudson 2857, a baggage car, combine 3052 (with buffet section) both with baggage doors open and blocked off by barricades, and seven 2200-series coaches. Departing at 8:35 A.M. E.D.T., passenger stops were made at West Toronto and Weston, and the first run-past took place at the Humber River bridge at Woodbridge. A second run-past was held at Alliston; in both cases the standard technique was employed whereby after all photographers had disembarked, the train backed half a mile down the line and came forward past the photographers at speed, returning then to pick them up again. As one passenger remarked, an excellent way to "have your cake and eat it too". Water was taken at Midhurst. Owing to the fact that less time was taken at stops than was anticipated, the train was by this time running so far ahead of schedule that another, unplanned runpast was added on the Port McNicoll branch, despite which the train arrived at the end of the line at 1:10 P.M., 20 minutes early.

Many of the passengers transferred to waiting buses for transport to Midland where an excellent turkey dinner had been arranged by the Toronto Train Trip Association. For those rugged types who preferred to rely on the U.C.R.S. Lunch Service, the train was serviced and turned, and the engine fuelled. During this interval a few drops of rain fell, but did not dampen anyone's enthusiasm.

As the buses returned from Midland with well-fed passengers, they were loaded with photographers, and transported them to the south end of the long trestle over Hog Bay; at this point they were joined by other photographers who had come direct from Midland. By prior arrangement the train crossed the trestle and back again for photographs, and the buses brought everyone back to Port McNicoll (Dock) and the train finally departed about 15 minutes late.

On the southbound trip, the finest photograph opportunity of the day occurred during the water stop at Midhurst, when all conditions were ideal. A short time later, the "Canadian" was met at Tottenham, the spectacle attracting a considerable number of townspeople; this also became a "runpast" when many photographers snapped the train as it pulled out of the siding. The last runpast of the day occurred at Cedar Mills; light conditions involved in the late-afternoon sun made this one an interesting exposure problem for the faithful. After the same passenger stops as before, the train arrived at Toronto Union Station at 8:43 P.M.

The Society wishes to express its appreciation of the co-operation extended by the railway staff, in particular the train crew and railway representatives who rode the train. To them is due in large measure the smooth operation of the trip.

U. C. R. S.
NEWSLETTER

PHOTO SUPPLEMENT

a selection of views
from the U. C. R. S.
excursion to Pt. McNicoll
on June 5, and featuring
the Canadian Pacific's
"Royal" Hudson 2857

Right: Southbound near High-
way 50 at Cedar Mills.
Below: A "run-past" at Wood-
bridge, northbound.

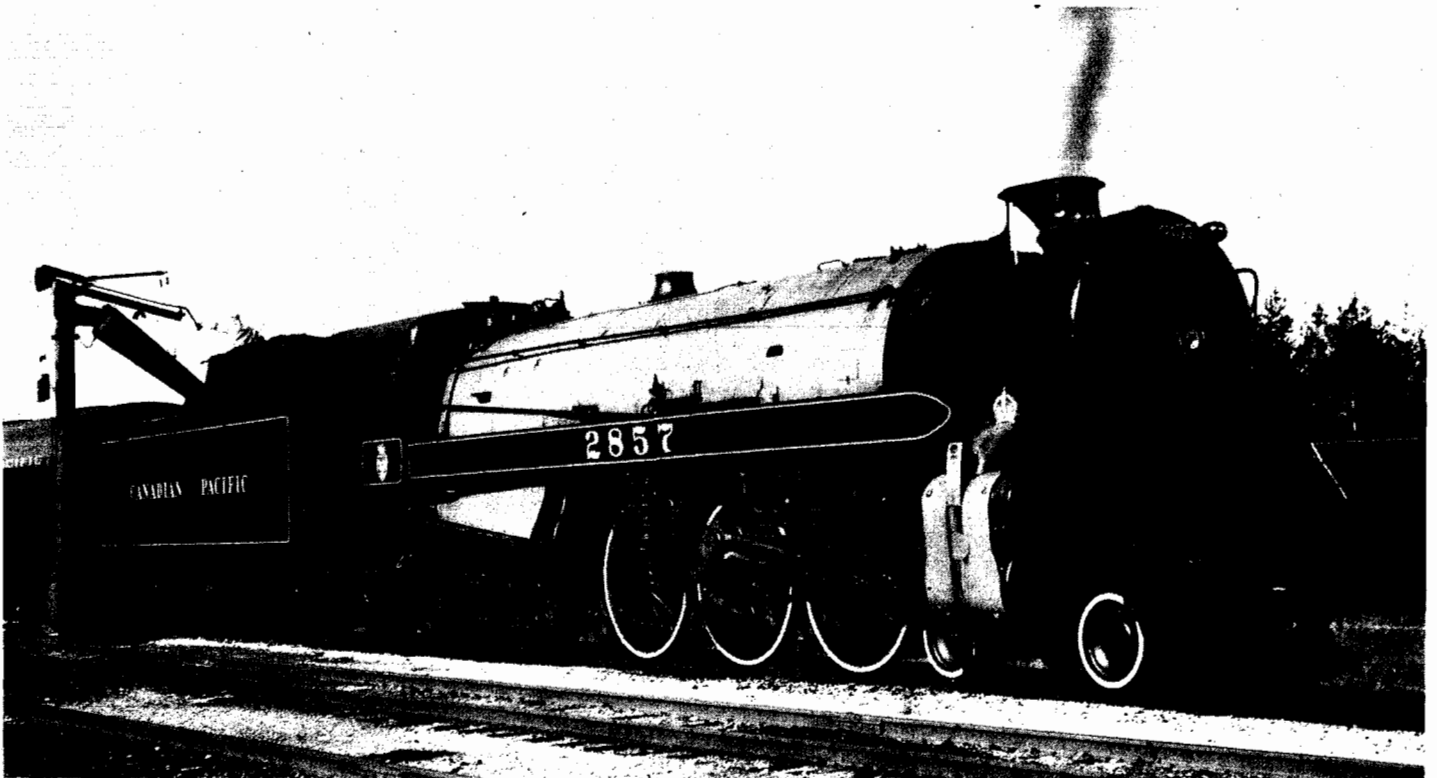
PHOTOS: J. Brown





Crossing the Hog Bay trestle, at Port McNicoll

Photos on this page: B. Headford



Upper Canada Railway Society

BOX 122 TERMINAL "A" TORONTO

Newsletter

EDITOR: ROBERT J. SANDUSKY

R. R. #6

BRAMPTON

JULY 1960

NUMBER 174

The Society meets on the third Friday of every month. During the summer months, indoor meetings are suspended and replaced by outdoor meetings at points of railway interest. The next meeting will be held on July 15th and will consist of a visit to Scott Street Tower for a tour of the Union Station interlocking equipment. Scott Street Tower is immediately east of Yonge Street, south of the yard tracks. Members will please assemble BEFORE 8:00 P.M.

Past Meetings: June 17th: About 45 members and guests present for an interesting showing of slides of steam activity, mostly in Western Canada.

Society Activities: By the time this Newsletter is read, the Society's excursions of July 9th and 10th will have been held. A report on them will appear in next month's issue.

The Excursion Committee has been attempting to arrange an excursion on a Canadian National gas-electric car, to be held in the month of September. Unfortunately we have now been informed by the C.N.R. that such equipment is not available for charter, and it has therefore been necessary to suspend consideration of this excursion.

RAILWAY CLASSIFICATION YARDS

by G.W. Miller

(Asst.Gen.Mgr., Eastern Region, Canadian Pacific Ry.)

(Reprinted and condensed from "The Professional Engineer", April 1960)

As the name implies, a classification yard is one where freight cars received from many sources are sorted and made up into trains which depart in various directions. A classification yard is often referred to as "Marshalling Yard", "Hump Yard" or "Assembly Yard".

The term "Classification Yard" is generally used to describe the specific yard where freight cars are sorted into their various destination classifications. Trains arrive in a "Receiving Yard" and are then pushed over a "hump" 15 feet above the surrounding tracks and, under accurate control, allowed to run downhill into various tracks in the "Classification Yard". This yard, depending on local requirements, may comprise 12 to 72 tracks, each track being designed to handle up to 50 or 60 cars for a particular destination. These yards have been compared to a post-office because cars and letters are received and sent to every community in the country.

When a classification track is full, the cars are pulled out and placed in another yard known as the "Departure Yard". Quite often there are more than one "Departure Yard"; these yards are generally designed by the direction they serve and are located so as to be readily accessible to the main track going in that direction.

In addition to the three major yards mentioned in the foregoing, a Classification Yard comprises many other facilities which are needed to accommodate the train and engine crews, as well as maintenance and

operating staffs, and for the repair and servicing of cars and locomotives. The average yard requires a land area of about 400 acres, reasonably level, up to 2,000 feet wide and two miles long. A modern yard usually costing 15 to 20 million dollars will classify over 3,000 cars in 24 hours.

The use of diesel locomotives and other railway improvements have permitted longer trains to be hauled and it has therefore been necessary for the railways to improve their plant and equipment. Many scientific discoveries and new techniques make it possible for the railway to offer a service favourably competitive with other forms of transportation. The Classification Yard is but one of the modern devices now used to achieve rapid and efficient movement of the country's manufactured products and raw materials.

Where should a Classification Yard be built? Each city has certain inherent transportation problems and the railways serving industry in that community must locate their facilities so as to serve their customers speedily and economically. The older railway flat switching yards in practically every city have become surrounded by industry, homes and roads, making it very difficult to expand. When a railway must build several yards, it is usually possible to keep them 300 to 400 miles apart and constructed close to the heart of an important industrial and distributing area, such as Montreal, Toronto or Winnipeg.

Arrangement of Yards

In 1953 the American Railway Engineering Assn. Committee produced a very complete report on arrangement of tracks in a Hump Classification Yard. They suggested that the following major factors must be considered when selecting a site and designing a yard:

1. Volume of traffic: If the volume of traffic exceeds that which can be handled over one hump, two-hump classification yards are required.
2. "Consist" of the trains received: If trains consist of cars which move through the yard continuing in the same direction, a hump in each general direction of movement is practical. If trains consist of cars which are likely to move out of the yard in any direction, a single hump classification yard is preferable.
3. "Consist" of trains dispatched: Whether made up of one or more classifications, long or short trains, a road-freight train, or transfer to connecting lines, or delivery to industries.
4. Division of Traffic: Volume received from each direction with relation to the classification yard and direction of humping, and volume dispatched in each direction with relation to the same factors.
5. Type of Terminal: Whether intermediate or terminal, and whether all cars are humped or part of each train is "blocked through".
6. Time required in which to receive and dispatch cars.

A Trip Through a Classification Yard

Let us assume that we are on a freight car in a long freight train arriving in Toronto from Montreal and about to pass through a classification yard where the cars of our train will be inspected, classified and divided into those which must remain in Toronto, and others which will proceed north, west and south. Previous to our arrival, through a system of Data Processing involving the use of

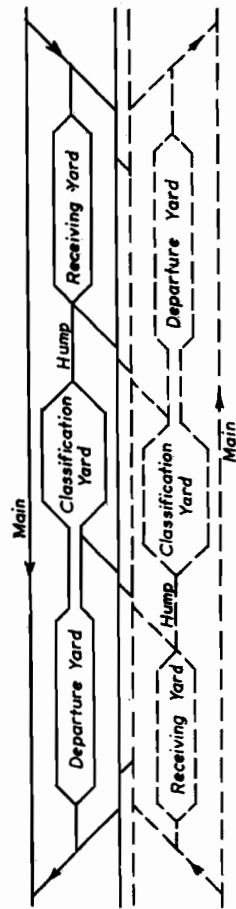


FIG. 1

Fig. 1 shows in solid lines the receiving, hump classification and departure yards located end to end for handling one direction of traffic. A similar arrangement shown in dash lines, can be provided for traffic in the opposite direction.

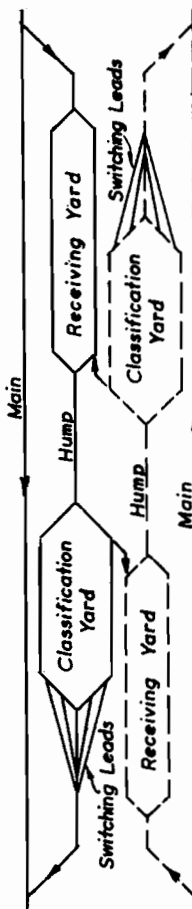


FIG. 2

Fig. 2 shows in solid lines the receiving and hump classification yards located end to end for handling one direction of traffic. Trains depart from the classification yard. A similar arrangement, shown in dash lines, can be provided for traffic in the opposite direction.

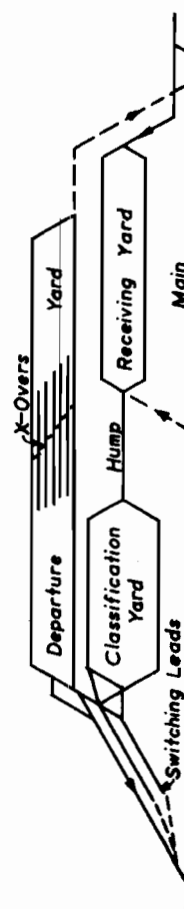


FIG. 3

Fig. 3 shows a single hump for handling one or both directions of traffic, with receiving and classification yards end to end. The departure yard is parallel to the classification yard, with the classification end nearly matching, and connected by crossovers and switching leads.



FIG. 4

Fig. 4 shows a single hump for handling one or both directions of traffic, with receiving and classification yards located end to end, but with departure yards made a part of the classification yard. Crossovers or slip switches separate the long tracks into two parts, the part nearest the hump being used initially for classification and finally for departure; the other part being used exclusively for departure. Short tracks are used for classifications to be assembled into trains on the long tracks, or may be used to assemble short trains for departure.

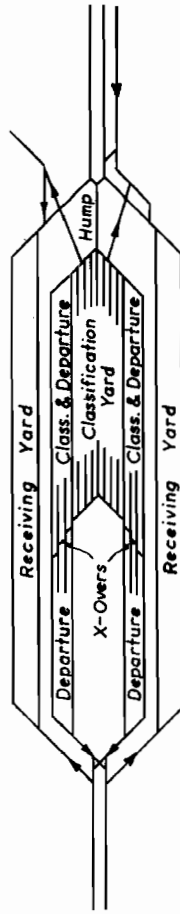


FIG. 5

Fig. 5 shows a single hump for handling traffic received from several directions and dispatched in several directions, with receiving yards located one on each side, with switching lead tracks for humping purposes, and with departure tracks made a part of the classification yard. Crossovers or slips divide the departure tracks in two parts, one for classification and departure, and the other for departure only. Pull-out tracks are provided at the hump end of the classification yard for departure. This constitutes a flat yard arrangement with gravity or hump operation.

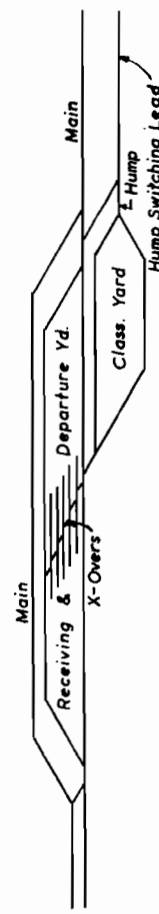


FIG. 6

Fig. 6 shows a single hump for handling both directions of traffic with a combination receiving and departure yard adjacent to the classification yard. Crossovers or slip switches divide the receiving and departure yard into two parts and connect with the ladder at the end of the classification yard farthest from the hump. This arrangement is sometimes called a relay yard.

punched cards, tape and teletype, the yard office at the Classification Yard has been provided with a list showing the car numbers, destination, contents and weight of each car in our train. This list is an "Advance Consist".

Our train leaves the main line some distance east of the city and enters the yard on what is known as the inbound freight main line. This track is parallel to the main track and connected to the Receiving Yard. As we enter the Receiving Yard, a television camera scans the train and an employee in the yard office a mile away watching a TV screen, checks each car in our train against the "Advance Consist". After making necessary corrections to the Consist for cars which may have been set out or picked up en route, a new "Hump List" is prepared, indicating the classification track number to which each car is destined, and this is teletyped to the Hump Foreman and retarder operator.

A switcher now takes over and moves the train to the Hump, half a mile or so away. This hump is the very heart of the operation where it is possible automatically to weigh and switch out cars to some 60 directions or destinations. As the switcher pushes our cars to the hump, we run over an electronic detector device which indicates to the Hump Foreman if there are any defects such as brake beams hanging down, broken flanges or dragging equipment. We then pass over an under-track inspection pit, from which a car inspector carefully examines the underside of all cars for any defects, while an automatic device squirts a measured quantity of lubricating oil into the car's journal boxes, which were opened in the receiving yard.

We are now at the hump itself, the point at which gravity takes over, where an employee known as a "pin puller" is stationed. This man's sole function is to uncouple cars as they go over the hump. Of course, not all of the cars have to be separated from each other; if two are headed toward the same direction and destination, they may move as a unit. Generally speaking, not more than two cars are humped at a time. The Foreman sits at a push-button console in an office near the hump and, as he instructs the pin-puller, he also pushes a button corresponding to the track number to which that car is destined and all necessary switches are automatically thrown in front of the car. In some yards even this push-button feature is dispensed with, the necessary information for throwing the switches being either cut on a tape or stored in a core memory at the time the hump list was made.

Our cars have now been separated from the rest of the train and we have begun to roll free down the hump. Our cars first roll by a Hump Clerk in the Weigh-Master's office. This clerk watches the cars as they pass and places the waybill for each in the proper rack so that it may later be sent along with the train in which the car will move. For cars that require weighing, there is an electronically or mechanically operated scale which weighs the car while it is in motion and automatically stamps the weight on a card.

Beyond the weigh scale, we come to the master retarder, which is actuated by an electronic computer located in a nearby retarder tower. In earlier hump yards, an individual had to ride each car and apply the brake manually, but in modern yards a mechanical retarder grips the sides of the wheels of each car and slows it down at a pre-determined speed.

While we were approaching the master retarder, our cars passed through a series of test sections utilizing radar, photo-electric cells and treadles to determine our weight and acceleration. The computer

took these factors, combined them with other factors involving wind resistance, weather conditions and track grade, and made a calculation to determine tangent track rolling resistance and the speed at which we should leave the master retarder, to pass through the approaching switches at a safe speed.

We have now passed through a switch and are going around a curve headed toward a group retarder. As we take the curve, more test equipment measures our curve rolling resistance. The computer makes another calculation combining this information and that previously taken, with factors involving the distance we have to travel to our classification track, and the running qualities of that track. It comes up with the speed at which we should leave the retarder and couple with the cars already on our classification track at not more than four miles per hour. The group retarder is the last slowing device at the hump and usually controls a group of eight or nine classification tracks.

Even in this age of automation, there are factors that cannot be fitted into the general pattern and very probably there may be some cars in our train such as explosives or passenger cars which have "no hump" cards. Such cars are placed in the "no hump" track and are later switched into their proper classification tracks.

Let us assume that our freight train had some 80 cars. It has been moved through the retarders and its cars assigned to the proper classification tracks. Our cars are now pulled out of the classification track and taken to the Departure Yard where they are coupled to others already there. Soon there is a sufficient number of cars for our new train, an engine and van are attached and we leave the yard some three hours after arriving at the terminal.

Ancillary services include a repair yard where 150 to 200 freight cars may be repaired daily. Diesel servicing facilities are located between the receiving and departure yards. Long under-track inspection pits are provided to check the engines at the end of their runs. Yard buildings include a general yard office building, a retarder tower building, a bunkhouse or hotel with restaurant, and many other smaller offices and shelters. Facilities must be available to supply ice to cars carrying perishables. Other facilities include wash and locker rooms, lunch rooms, access roads, signal systems, lighting systems and IBM punch-card machines, with a host of other devices for handling records and office work, permitting the railway to deliver cars faster and with less possibility of damage to contents.

This concludes a brief description of Railway Classification Yards. The heavy expenditure incurred clearly indicates that the railways are prepared to meet today's competition and have faith in the future of rail transportation.

PUBLICATION

The Vancouver Island Railway Historical Assn. has published a bulletin on the large logging-railway operations of Canadian Forest Products Ltd., located in an inaccessible part of northern Vancouver Island. This Bulletin, illustrated and with maps and roster, deals with the remarkably diverse motive power of this operation which includes such wonders as dieselized Shays and Canada's only Mallet. Price \$1.00 (no cheques) from the Association, 587 McKenzie Ave., Victoria, B.C.

MOTIVE POWER NOTES

---- C.N.R. engines in storage at Brockville, Ont., early in June: 2437, 2552, 3253, 3282, 4048, 4072, 5251, 5295, 5559, 5562, 5583, 6216, 6227, 8329, 8348, 8355, 8414, 8416.

---- C.N.R. 4-8-4 6167 was in use in transfer service in the Toronto area on June 27th and 28th, on test for the Society's July 10th excursion to Niagara Falls.

---- The following diesel locomotives, severely damaged in wrecks as noted, have been written off and scrapped by the C.N.R. 6517, 6608, 4564, 4583 (all wrecked in collision at Osawin, Ont., Feb. 13, 1960); 3014, 3017, 3028, 3030 (all wrecked in collision at Pomquet, N.S., Feb. 18, 1960); 9090 (details of wreck unavailable).

---- C.N.R. Diesel locomotive deliveries:

1068	April 14	1362	May 5	1377	June 14	1518	April 1
1069	April 8	1363	May 10	1378	June 14	1519	April 1
1070	April 8	1364	May 10	1379	June 14		
1071	April 14	1365	May 10	1380	June 17	4700	Feb. 28
1072	April 22	1366	May 13	1381	June 17	4701	Feb. 24
1073	April 22	1367	May 13	1382	June 22	4702	Feb. 24
1074	April 26	1368	May 17	1383	June 22	4703	Feb. 26
1075	April 26	1369	May 17			4704	Feb. 28
1076	April 29	1370	May 24	1511	March 25	4705	March 1
1077	April 29	1371	May 25	1512	March 25	4706	March 1
		1372	May 31	1513	March 25	4707	March 9
1358	April 20	1373	June 3	1514	March 26		
1359	April 20	1374	June 3	1515	March 26	4950	March 12
1360	April 29	1375	June 9	1516	March 29	4951	March 15
1361	May 5	1376	June 9	1517	March 30	4952	March 15

ADDENDUM TO BULLETIN 53

The following interesting letter has been received from Member F.H. Howard of London, Ont., commenting on Bulletin 53 on C.P.R. 3100-series 4-8-4s:

It was interesting to read your bulletin 53, on the Canadian Pacific 3100 class locomotive.

You mentioned that in the summer of 1947 it was believed that a number of locomotives of this kind were to have been ordered for service between Toronto and Fort William. That is quite correct, although I cannot remember whether the number was 12 or not, but I do recall that other wheel arrangements were thought about. I believe a 2-8-4 was contemplated, and most interesting, a 4-cylinder locomotive of the type that the Pennsylvania was then coming out with. This was, I think, a 4-6-6-4. Apart from the elevations, which I think were even coloured with the red and gold then in use, and a table of principal dimensions, very little work was done because the diesel was even then being demonstrated, and even tested out with a dynamometer car.

NEW RAILWAY PROGRESS IN CANADA

Since the end of World War II, Canada has been in the midst of another "railway age" with many thousands of miles of new trackage built to serve new sources of traffic and untouched areas of the country. The expansion continues, as lines long and short are projected or construction is started. The following may be noted:

----- A 14-mile railway from Chibougamau to Bear Bay, Quebec, where a large mining project is being constructed by the Sulphur Converting Corp., Montreal. Estimated cost of the railway line is \$1,400,000. Contracts will be let during July.

----- A 3.22 mile branch from the C.N.R. at St. Anaclet, Que. to a large new government wharf at Father Point. The line will be built by the C.N.R. and rented to the Dept. of Public Works on an annual basis.

----- Further track will be laid on the roadbed of the abandoned Canadian Northern Railway in suburban Scarborough Township (Toronto). After total abandonment as a main line, and after lying derelict for many years, track has gradually been laid on the old grade to serve the many new industries that have located in this section of Scarborough Township. A new development is now to be built between Kennedy Road and Markham Road, south of Highway 401, and the "railhead" will be pushed onto new sections of the abandoned roadbed.

----- The largest project under way in Canada is the Pacific Northern Railway, to which reference has been made in the Newsletter previously. This line, projected by the Swedish Wenner-Gren interests with co-operation from the British Columbia Government, is to be 700 miles long ultimately, running from Summit Lake on the Pacific Great Eastern Railway 50 miles north of Prince George, to a point on the B.C.-Yukon border near Atlin Lake. Actual construction began on the Summit Lake terminal on June 29th, and the railway company has been authorized to undertake preparatory clearing work on the first 100 miles of the line by the Provincial Government. Some opposition has developed since this permission was given directly by the Government without reference to the Public Utilities Commission under whose jurisdiction the line, like the P.G.E., comes since it is (or will be) wholly within the Province of British Columbia. The company says that application to the P.U.C. will be made within a year, and the City of Prince Rupert, 500 miles away, has applied for an injunction to force stoppage of work.

MISCELLANY

----- At the present time a major piece of railroad construction is under way in Montreal which will end main-line C.N.R. operation through Iachine, and replace it by operation over what is now the C.P.R. main line between Dorval and a point near the south end of St. Luc yard, at which point the new main line will run over what is now a freight-only single-track branch to Turcot Yard. Part of the present main line will be retained for freight service. The C.N.R. is building a new main line for the C.P.R. a few hundred feet north of the present main line over which the C.N.R. will run. The C.N.R. is also constructing a new hump yard to the west of the C.P.R. St. Luc yard. A new union passenger station will be built at Dorval to serve both lines, and will become a regular stop for Pool Trains 6 and 15. The present trackage layout at Dorval will not permit these trains to stop, and accordingly

during the construction period they will stop at Pointe Claire, immediately east of Dorval. Train 6 will arrive at Pointe Claire at 10:00 and Train 15 at 3:58, E.S.T.

---- A short section of the Canadian Pacific main line near Wapta Lake (Hector, B.C.) is to be relocated in connection with construction of the Trans-Canada Highway through the mountains.

---- At the end of May the Canadian Pacific Railway discontinued Trains 41-42, Winnipeg-Saskatoon-Edmonton, known as the "Great West". On June 30st, Trains 43-44, Winnipeg-Regina-Moose Jaw, were scheduled to be discontinued also. This means that the only passenger (as distinct from mixed) service on the C.P.R. in Western Canada apart from the main line is Calgary-Edmonton, Calgary-Lethbridge, the Kettle Valley line and the "Soo-Dominion" run to Portal, North Dakota.

---- On July 2nd the C.N.R. discontinued passenger service over its Hamilton-Allandale-Meaford line, noted for its long-standing service by gas-electric cars. On the final day of operation approximately 200 passengers were carried, almost all for short runs from one station to the next. Only four passengers, all U.C.R.S. members, made the complete round trip in the traditional "Last Run" manner.

---- The C.N.R. has sold its abandoned water tank at Delburne, Alta. for an unusual use: it was purchased by the village as a reservoir for a new water works. The 40,000 gallon tank was sold to the village for \$1,600.

---- The C.N.R. has called tenders for a new station to replace the antiquated structure at Windsor, Ont., and for a new and very substantial bunkhouse for Montreal Yard which will be a far cry from the typical wooden Railroad "Y".

---- Further to the report in last month's issue that C.P.R. Goderich engine house is to be scrapped, it is now reported that the metal engine house from Chatham is to be transferred to Goderich to replace it.

T.T.C. NOTES

---- Single-truck subway track grinder RT5 (ex passenger) was returned to Davisville Carhouse from Hillcrest Shops on July 5th by float, following a body overhaul in which plyboard was substituted for its wood slat side sheathing and dashers.

---- Laying of new steel on Queen St. from Bathurst to Spadina was recently completed.

---- St. Clair Ave. trackage is being levelled from Bathurst St. to Dufferin St., with new steel installed where necessary.

---- A safety zone has recently been constructed at the westbound car stop on Queen St. at Spadina Ave.

Upper Canada Railway Society

BOX 122 TERMINAL "A" TORONTO

Newsletter

EDITOR: ROBERT J. SANDUSKY

R. R. #6

BRAMPTON

AUGUST 1960

NUMBER 175

The Society meets during the summer on the third Friday of each month. The August meeting will be held on August 19th, and will take place aboard T.T.C. car 2420 which will leave Wellington and York Sts. at 8:00 P.M. on that evening, for a three-hour excursion during which stops will be made for night photography. This meeting is intended for members and bona-fide guests, and no fare will be collected from such persons. (Please, no children).

PAST MEETINGS: The meeting on July 15th took place at Scott Street interlocking tower of the Toronto Terminals Railway, and the members present enjoyed an interesting and instructive insight into the way trains are operated into, out of and past the Union Station. We appreciate the co-operation of Messrs. Lang and Davis of the T.T.R. staff during our visit.

SOCIETY NEWS: The Directors of the Society recently had the melancholy duty of accepting the resignation of the popular Recording Secretary, Mr. John Freyseng, both from this post and also as Director. The Directorate greatly regrets the departure from its ranks of this genial and enthusiastic officer. Mr. George Meek has been appointed Recording Secretary for the balance of 1960, and Mr. James Brown, already known to members as the Chairman of the Preservation Committee in charge of the arrangements for 6213, was appointed Director for the remainder of the year.

---- It is proposed to inaugurate the holding of an Annual Banquet for Society members, to be held during the month of October. In order to assess the probable number of participants, it is requested that the form enclosed with this Newsletter should be completed and returned, so that we will have information on which to base negotiations as to location and cost.

---- Society lapel pins are now available. These are reproductions in sterling silver, blue and white of the Society crest and are slightly less than $\frac{1}{2}$ " in diameter. Two types are available, the conventional pin-on type, and the variety which fastens into the lapel button-hole by means of a screw-type fastening. Owing to the favourable terms of manufacture, the price has been set at \$2.50 each, rather than the \$3.00 previously quoted, and may be ordered from Box 122. Those members sending advance orders at the \$3.00 rate should request a refund, if this has not already been received.

----The Society is considering the possibility of adding to its museum activities through the amalgamation of the Ontario Electric Railway Historical Association, provided that suitable arrangements can be made. It is felt that museum projects represent the best hope for future strength of railfan organizations, and the U.C.R.S. would thus ensure that it would receive the benefit of all efforts along every line of railway historical endeavour. It is understood that whatever arrangements may be worked out, the Rockwood museum would remain financially independent. Members wishing to comment on this suggestion are invited to do so at the September indoor meeting.

MORE ITEMS ON RAILWAY EXTENSIONS

Further to notes in the July issue concerning new railway projects in Canada, some further items are noted:

---- Prolonged investigations have now been completed into the routing of the proposed extension of the Northern Alberta Railways into the Peace River area to serve lead and zinc mining operations on the south shore of Great Slave Lake. The recommended route extends northward from Grimshaw, Alberta, something over 400 miles from the proposed terminus. One of the problems involved possible disturbance of the nesting grounds of the almost-extinct Whooping Cranes, only 30 of which birds exist, nesting in Wood Buffalo National Park along the route. The Minister of Northern Affairs & Natural Resources recently assured the members of Parliament that no disturbance to these birds would be permitted, whatever route was chosen. On the other side of the coin, the railway may never be built at all, but the mining products may be brought out by road, which would be cheaper to construct.

---- Further information on the Pacific Northern Railway: Owned by five companies equally: Wenner-Gren (B.C.) Development Co.; A.V. Roe (Canada) Ltd., Montreal; Perini Ltd., Toronto; Associated Electric Industries Ltd., London, England; and Cleveland Bridge & Engineering Co., Darlington, England. Each company will appoint two directors to the Board, and two other independent directors have been appointed. The railway is estimated to cost \$225,000,000. The company has posted a \$500,000 performance bond with the Provincial Government, and is reported to have spent five million dollars in surveys and planning for the railway and an associated power project. Contracts have been let for clearing and levelling the terminal yard area at Summit Lake, 27 miles north of Prince George, B.C., and it is hoped to have 30 miles of grading done this year, and to commence track laying next year.

MOTIVE POWER NOTES

---- C.N.R. has donated 2-8-0 2747 to the town of Transcona, Man., and 4-6-0 1165 to the Canadian Railroad Historical Association. It has now been announced that no further locomotives will be donated, but must be purchased at \$5,000 each.

---- In addition to three 1000 H.P. switchers purchased new from Montreal Locomotive Works, the Sydney & Louisburg has purchased a 70-ton 660-H.P. switcher from the Pacific Great Eastern Railway. Numbered 553 on the P.G.E. it was built by General Electric in 1949.

---- The Wabash Railroad recently advertised their 43-ton 1939 General Electric diesel switcher for sale in the Toronto press. This engine was a familiar sight in the St. Thomas, Ont. yard.

EXCURSION REPORT -- JULY 9TH AND 10TH, 1960

The second "Railfan Weekend" organized by the Society took place on July 9th and 10th. On Saturday, July 9th, a total of 82 passengers took part in a T.T.C. excursion featuring two Small Witt cars, 2870 and 2756, on a tour covering such points as 18th Street Loop (New Toronto), Jane Loop, Avon Loop etc. The planned itinerary had to be rather severely modified owing to the presence of one parade and two cloudbursts, one of which flooded the Bloor Street underpasses (west of Lansdowne Ave.) to a depth of three feet. Between storms the sun shone, however, and since there were ample photographic opportunities, the rain did not spoil the trip but rather made it more unusual.

Sunday, July 10th, witnessed what will probably be the last steam-powered departure from Toronto when C.N.R. 4-8-4 6167, splendidly painted and shined up, left with the U.C.R.S. special train for Niagara Falls. As was the case on June 5th, the passenger load was unexpectedly large and the train consisted of 10 coaches plus baggage car, and a second baggage car modified for use of the lunch service in the middle of the train. Passenger stops were made at Sunnyside, Port Credit and Oakville, and at Hamilton the tank was filled through a hose. From Hamilton to Rymal the train was assisted by a 1700-class diesel owing to a 5-mile speed restriction at a washout on the hill. The diesel was detached before the first run-past at the top of the hill a mile north of Rymal station. A second and very scenic stop took place on the Grand River bridge south of Caledonia, which was crossed by the train no less than four times in the course of the run-past. A third run-past was held at Canfield Junction.

At Port Colborne some confusion arose when it became evident that one of the announced run-pasts could not be made. The locomotive took water from two 1000-gallon tank trucks and during this stop it was planned to substitute an unplanned run-past at Port Robinson. North of Port Colborne the train backed along the bank of the Welland Canal and reversed at Welland Junction where more photographs were taken of the complex wyeing procedure. After the aforementioned stop at Welland River bridge at Port Robinson, the train arrived at Niagara Falls about 20 minutes late. Here a free shuttle bus was provided for transfer to the central part of Niagara Falls for dinner during the three-hour stop.

The announced time of departure was delayed about 25 minutes because coal (from a gondola car) and water (through a hose) took longer than expected. After departure at 7:25 P.M. E.D.T. a very fast run to Hamilton was made, with a special stop at Merritton owing to incomplete orders and a near-stop at St. Catharines because of the large number of people on the platform.

The same passenger stops were made as previously, and unfortunately an on-time arrival at Toronto was prevented when we were delayed by a preceding local passenger train; thus arrival at Toronto Union Station was about 15 minutes late. The conductor, trainmen and engine crew did everything in their power to comply with the wishes of the Excursion Committee, and we are sure that the 448 passengers enjoyed a fitting end to 104 years of steam in the Toronto area.

We were particularly glad to welcome a large delegation from the C.R.H.A. of Montreal, some of whom were observed on occasion hard at work on behalf of U.C.R.S. Committees, and we are grateful for their assistance. It is to be hoped that the growing tradition of visits

"en masse" between Montreal and Toronto may continue and increase in the future.

Let those who enjoyed the trips give a thought to the members of the Lunch Committee and the Safety Committee on both the June and July excursions. These men voluntarily gave up most of their opportunities for photography, and all of their opportunities for relaxation, in order to ensure the safe and agreeable operation of the trains. The present rebirth of vigour in the activities of the Society would be impossible without such unspectacular but necessary and sometimes unpleasant work by a few unselfish members.

MISCELLANY

---- Following in the footsteps of the C.P.R. which recently obtained a controlling interest in the Canadian operations of the huge Smith Transport highway truck system, the Canadian National has purchased several smaller highway trucking firms. In the Maritime Provinces are Sydney Transfer and Storage Ltd., and Eastern Transport Ltd., while in Western Canada are Empire Freightways Ltd. and East-West Transport Ltd. An option has been taken on Midland-Superior Express Ltd. in Central Canada.

---- The C.N.R. recently moved the world's largest and heaviest steel girder from Dominion Bridge Co., Montreal, to the Steel Co of Canada in Hamilton. The girder is 130 feet long and 14 ft. high, and weighs about 200 tons, and will form part of a new open-hearth furnace for Stelco, serving as runways for a large mobile crane. Moving the huge girder required seven days for the 365 mile journey. A second similar girder will be moved later.

---- As of August 6th, dismantling of the C.N.R.'s Howland-York River line was almost complete, with the girders from the Burnt River bridge at the east end of Howland yard loaded into a gondola car. The Howland turntable was scrapped, as was the one at the terminal of the Haliburton branch. Most buildings on the I.B.&O. remain standing, and it is reported that the C.N.R. intends to retain title to the road-bed.

---- The C.N.R.'s Goodwood, Ont. station was dismantled recently and replaced by a small shed.

---- The Huntsville and Lake of Bays Railway's summer-only service is not operating for the second consecutive year. The track and equipment have not been dismantled, but are in poor condition. Heavy snows caved in the roof of the engine house last winter, with the two 0-4-0-Ts inside.

T.T.C. NOTES

---- The Bathurst (Adelaide) carline has again been rerouted (see Newsletter 148, page 8). The latest change was necessitated by extension of the eastbound one-way regulation on Adelaide Street to include the portion from Simcoe Street to York Street, in addition to the section east of York Street previously covered. Effective June 13th, 1960, cars were routed from Vaughan Loop via south on Vaughan and Bathurst, east on Adelaide, south on Church, returning via west on King and north on Bathurst. The familiar "Victoria" destination sign has finally been superseded by the "Church" sign. The extended one-way regulation was introduced in conjunction with other special traffic

regulations necessitated by the closure of portions of University Ave. for Bloor-Danforth-University rapid transit construction.

In order to relieve the westbound track on King Street downtown, Kingston Road (Dufferin) P.M. Trippers will be rerouted during the period of the Canadian National Exhibition, August 24th to September 10th. Westbound Trippers will be routed from the Don Bridge via west on Queen, south on Dufferin to the C.N.E. Western Entrance, returning via north on Dufferin and east on King. A.M. Trippers will continue to use the regular route, using King Street in both directions between the Don Bridge and Dufferin.

---- Small Witt 2754 suffered fire or smoke damage to its entire interior at Russell carhouse on July 28th. Car 2796, standing on the next track, also received minor damage.

---- The T.T.C. has called tenders for a 1800-sq.ft. addition to the Roncesvalles Division office building.

---- The following seven Large Witts in cannibalized or damaged condition are in storage at Russell Carhouse: 2320, 2338, 2382, 2386, 2394, 2406 and 2414. The seven remaining single truck sweepers, which have seen little service since the purchase of the double truck sweepers, are all now at Russell. These are double-end ex-Toronto Civic Railway sweepers S18, S19, S20, and single-end T.T.C.-built sweepers S25 to S28.

EXCHANGE SECTION

Stuart I. Westland, 36 Fishleigh Drive (please note new address) would like to purchase copy of timetable-brochure, now out of print, issued by the U.C.R.S. for the June 5th C.P.R. excursion to Port McNicoll.

Railfans, Historians - It's still available: A STATUTORY HISTORY OF THE STEAM AND ELECTRIC RAILWAYS OF CANADA, 1836-1937, a 765-page book listing in point form the legislation for all Canadian railways. This book is a goldmine of information for those interested in Canadian railway history. A separately-bound appendix is supplied, containing 18 maps. Obtainable from the Dominion Department of Public Printing and Stationery, Ottawa, Ontario. Book and appendix for \$4.00, Canadian funds. Make money orders payable to the Receiver General of Canada.

REPORT OF THE PRESERVATION COMMITTEE

For the benefit of members unfamiliar with this project, CNR 4-8-4 No. 6213 is being located on a site recently prepared by the City of Toronto, just east of Stanley Barracks in the Canadian National Exhibition grounds. The U.C.R.S. Preservation Committee has been entrusted with the care of this locomotive.

Construction of the concrete base for the engine was completed around July 22nd. The visible portion of the base is about 100 feet by 11 feet, but, like an iceberg, there is much more to it than meets the eye. Beneath each rail, a reinforced concrete beam extends over four feet into the ground; these beams support the weight of the locomotive. Adequate drainage has been provided, and a conduit has been installed so that the locomotive may be wired for lighting. A sidewalk surrounds the base about eight feet away from it, and an iron picket fence six and one half feet high has been erected on the inside edge of this walk.

With the near completion of the base, final preparations were made to ready No. 6213 for display. The engine was cleaned and the paint touched up where necessary. U.C.R.S. members Bunker, Butler, Haddow, Jordan and Brown replaced all glass with plexiglass (to eliminate, or at least reduce breakage), and made provision for locking the cab. All small removable fittings were spotwelded in place to discourage souvenir hunters. For their fine work in restoring No. 6213 to display condition, and their excellent cooperation with the U.C.R.S., the staff at CNR's Spadina Shop (especially Messrs. Crux, Nisbet, Williams, Withrow, Powell and U.C.R.S member I. Samuel) must be highly commended.

Finally, on Wednesday, August 10th., the moving operation began. At 6.50 a.m. (EST), No. 6213 left Spadina for the last time, with assistance from MLW switcher 8513. (Was this choice of diesel coincidental?) At the exhibition spur, No. 6213 was separated from the diesel by several flat-cars. Then, slowly and with much complaining from the flanges, it was pushed along a tortuous stretch of track beneath the elevated Gardiner Expressway and along a road to a resting place by the Exhibition Works building. The remainder of the move down the Midway to Stanley Barracks is being made by the simple expedient of laying prefabricated track sections ahead of the locomotive, moving it, and then lifting the track once the engine has passed. (At last the modellers have a prototype for "Snap Track".) Providing the motive power for No. 6213 is a large front loading earth mover whose wheels are larger than the 4-8-4's drivers!

The Railway hopes to have the engine installed by Tuesday, August 16th. It is expected that a supplement, with illustrations of the moving operation, will be included with the September "Newsletter".

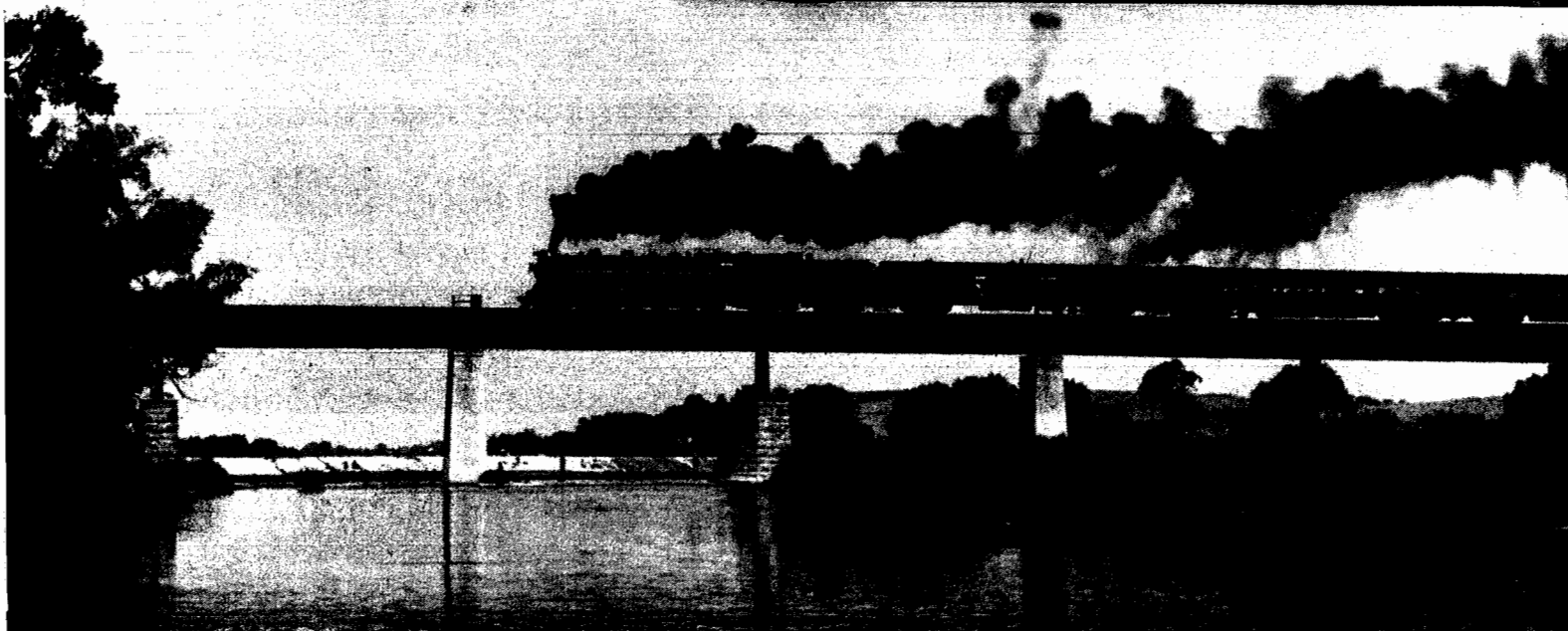
PHOTO SUPPLEMENT

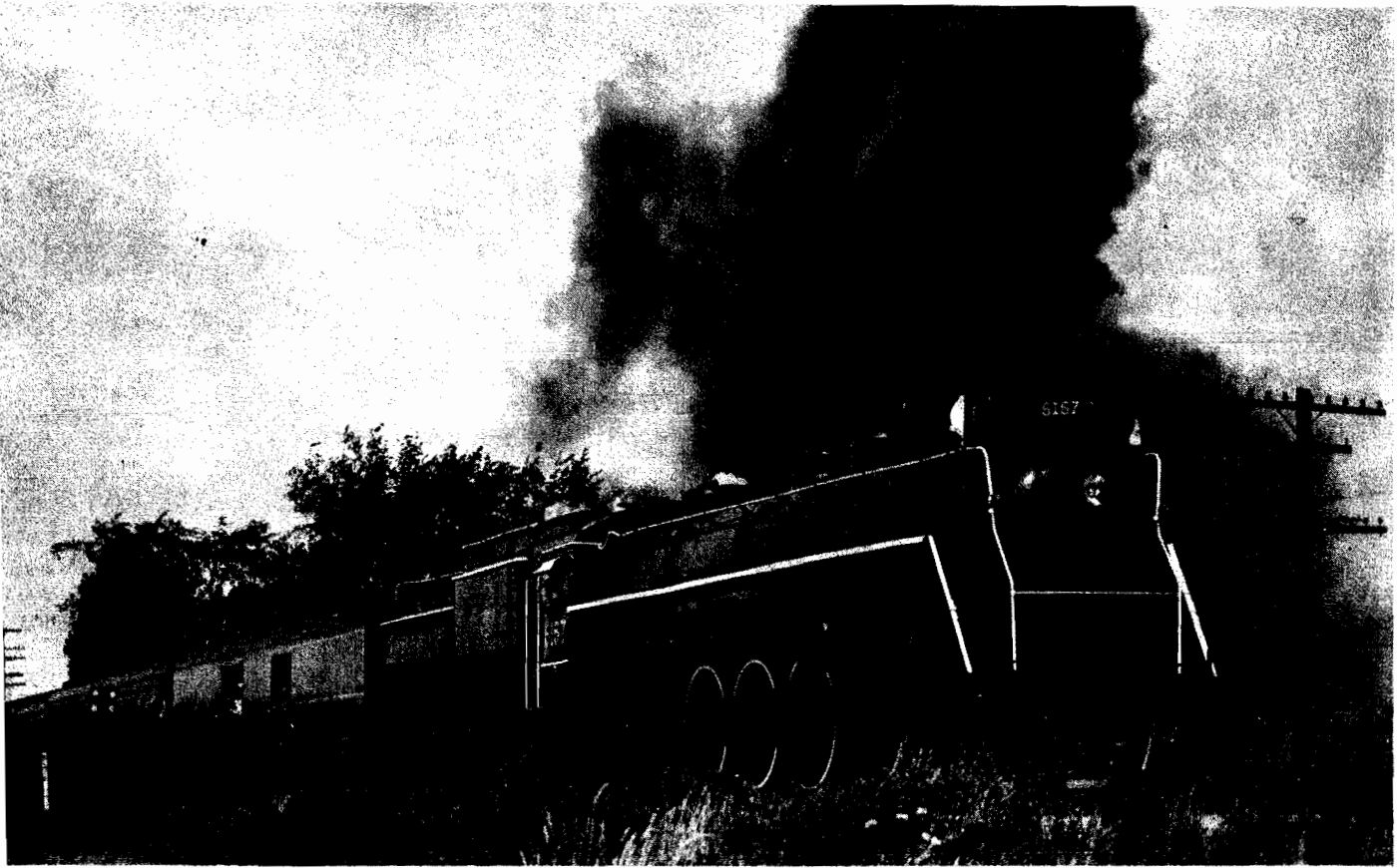
Highlights of the
July 10th Niagara Falls junket
sponsored by the U. C. R. S.
... our last fling with CN 6167
before her date
with the torch.

A superb record of
vanishing splendor
submitted by Jim Brown.

6167 throws out a fine plume of
smoke, on the Welland River bridge
at Port Robinson.

The locomotive's good proportions
are evident in this photo, taken at
the Grand River near Caledonia.
Note the two smoke rings.





Another action shot of 6167, crossing the Michigan Central and the Wabash at Canfield Jct.



Nothing but the best! A view of the "watering up" arrangement at Port Colborne.

Upper Canada Railway Society

BOX 122 TERMINAL "A" TORONTO

Newsletter

EDITOR: ROBERT J. SANDUSKY

R. R. #6

BRAMPTON

SEPTEMBER 1960

NUMBER 176

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

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

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

6213 OFFICIALLY DONATED TO CITY OF TORONTO

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

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

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

"There is no need for me to dwell on the important role that the railways have played in furthering the development and prosperity of

The next Editor will be very glad when the Editor is once again in a position to help

Toronto. But I do want to take this opportunity to acknowledge the contribution that its citizens and their forebears have made to the progress of rail transportation. This happy correlation of interests has obtained down through the years, and we of the Canadian National prize a lineage which can be traced through the Grand Trunk, the Great Western, the Canadian Northern, indeed to the original charter of the Ontario Simcoe & Huron Union Railway -- the first rail line to operate in and out of Toronto.

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

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

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

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

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

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

LAST STEAM POWERED TRAIN ON CANADIAN NATIONAL RAILWAYS

The era of steam locomotives on the Canadian National System in Canada came to an end on Labour Day weekend with two excursions operated from Montreal by the Canadian Railroad Historical Association. The trains were powered by Northern type 6153 which had been well refurbished for the occasion, in a similar manner to 6167 used on the U.C.R.S. excursion to Niagara Falls on July 10th. On Saturday, September 3rd, about 250 passengers enjoyed an excursion from Central Station, Montreal, to Joliette; leaving Montreal, however, the train ran via Turcot and around Mount Royal on a normally freight-only line, instead of operating through the Mount Royal Tunnel. In the process, excellent views were had of the construction progress on the new hump yard at Cote-de-Liesse, west of the C.P.R. St. Luc Yard. Many photo stops were provided, and the excellent weather ensured many good photographic opportunities. On the outbound trip, stops were made at Turcot West; at a highway bridge on a newly constructed stretch of line (involved in the aforementioned hump yard and associated improvements) west of St. Pierre; at Montreal North; at the Riviere des Prairies bridge at

Bout de l'Ile; and at Joliette. After the train was turned and the engine watered, further excellent picture stops were made on the return trip at Crabtree Mills; Paradis; l'Assomption; St. Paul l'Ermite; and at Gohier where 6153 was replaced by an electric engine for the transit of the Mount Royal Tunnel.

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

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

U.C.R.S. SPECIAL SLEEPER

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

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

A MOONLIGHT TROLLEY RIDE - IN 1960!

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

However, 24 U.C.R.S. members took the evening of August 19th out to revive an old tradition, chartering T T C car 2420 for a 3- $\frac{1}{2}$ hour after-dark excursion on the close-to-lake lines of the system. Actually there was no moonlight on this ride, the overcast sky producing raindrops at various times during the evening, but nothing to dampen the ardour of the excursion-goers.

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

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

A side trip into the Kipling Loop in New Toronto on returning was intended as a bonus photo stop. However, good intentions were rewarded with most unexpected frustration when it was discovered that the outswing of the Large Witt would not permit it to pass a concrete-planted steel post which forms part of a cable fence paralleling the bus driveway in the Kipling Loop. Obviously T.T.C. structures are no longer designed with the Large Witt car in mind (remember St. Clair Station?); their present-day operations are confined to a very limited portion of the system. Finally 2420 was backed down 18th Street and on to Lake Shore Road to resume the eastward journey.

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

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

The Program and Excursion Committee came up with a novel and highly successful idea in this combined meeting and excursion, and

probably made more than one member newly conscious of the wide possibilities in night rail photography. The writer would advocate that at least one activity of this type be operated by the Society each year.

-- S.I.W.

T.T.C. NOTES

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

---- \$20,000 has been appropriated by the Metro Council to investigate the extension of the Yonge Subway in three stages from Eglinton Ave. to Steeles Ave. in North York.

---- Additional tenders being called in connection with the University Subway involve station finish, accoustical treatment of tunnels (presumably on curves) and signal equipment.

---- When steel for the F.G. Gardiner Expressway structure across Bathurst Street is erected this fall, it will be necessary to divert the Fort carline around the work by use of a shoofly.

---- P.C.C. 4018 has emerged from a truck overhaul retaining only six of its solid steel wheels. It now has resilient wheels on no. 3 axle.

---- Consideration is being given to the placing of an internal combustion motor under horse car 16. While this car retains its own suspension and wheels, it has for several years past been mounted on a dolly with small rubber-tired wheels for parade use.

---- Small Witt 2896 has been retired, due to general deterioration. It has been mounted on a pair of Brill shop trucks to await disposal.

FORTHCOMING EXCURSIONS

September 25th: Grand Trunk Western steam excursion Detroit-Greenville, Mich., operated by Michigan Railroad Club. Power: 4-8-4 6323. Fare \$8.50 without meal; \$10.00 including meal at Greenville. Michigan Railroad Club, Box 2271, Dearborn, Mich. Strange that steam on the G.T.W. should outlast that on the parent system!

September 28th to October 4th: Excursion on Denver & Rio Grande Western narrow-gauge lines. Special connection from Chicago (by regular train with special arrangements) operated by Illini Railroad Club, Box 62, Champaign, Ill. Write for brochure.

October 15th-16th: C.R.H.A. fall foliage trips from Montreal. Saturday: C.N.R. diesel trip Montreal - Huberdeau. Sunday: C.P.R. steam trip (1200-series Pacific) Montreal - Ste. Agathe. Both trips, \$11.00. Canadian Railroad Historical Assn., Box 22, Station "B", Montreal.

PUBLICATION AVAILABLE

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

MISCELLANY

----- The Canadian National's mixed train service between Lindsay and Haliburton, Ont., was withdrawn effective September 3rd, 1960, following the granting of permission by the Board of Transport Commissioners.

----- The Ontario Northland is contemplating closing the branch line from Earlton to Elk Lake owing to the necessity of rebuilding a bridge over Batise Creek. It is estimated that the cost of the new bridge would equal about 12 years' gross revenue from the branch, even if no further improvements were undertaken.

----- All electric operation on the Niagara St. Catharines and Toronto Railway has now ceased. Overhead removal is well under way, with the entire Port Colborne line now finished. Locomotives 16, 17 and 18 have been transferred to Oshawa Railway, along with sweeper 22; the rest of the locomotives remain at St. Catharines at last report, while all other equipment has gone for scrap. Three C.N.R. diesels are in use.

----- The arrival of the N.S. & T. motors in Oshawa has meant the departure of the C.N.R. diesels from the Oshawa Railway which is now once again 100% electrically-operated.

----- The Ontario Northland is following the lead of the two larger Canadian railways by entering the highway-trucking business. One large Timmins firm has been bought, and others are under negotiation.

----- Canadian Locomotive Co., Kingston, Ont., has been awarded a contract to build 22 diesel switchers for the railways of India for delivery by April 1961. Ten engines will be shipped to Bombay and 12 to Madras.

----- Eighty additional narrow-gauge flatcars have been ordered for the Newfoundland lines of the Canadian National Railways, to cope with increased pulpwood shipments by Bowater's and the Anglo Newfoundland Development Co. Much of the main line is being relaid with 80-lb. rail.

----- N.R. Crump, President of Canadian Pacific Railway, recently unveiled the nameplate on "Empress of Britain", a new 2000 H.P. English Electric diesel unit for the London Midland Region of British Railways. The locomotive is named after the flagship of the Canadian Pacific's North Atlantic passenger fleet.

----- The General Motors Diesel Ltd. plant at London, Ont. has been virtually closed down owing to completion of dieselization in Canada, and to the absence of the hoped for export orders.

----- Both the Canadian Pacific and the Canadian National intend to remove sleepers and other first-class accommodations from their secondary transcontinental trains effective Sept. 24th, except for certain specific sections of the lines. It is understood that the "Dominion" will have sleepers only between Toronto and Sudbury and between Fort William and Winnipeg, and will handle express traffic and coaches on the rest of the journey. It is also understood that full dining car service will be suspended on the "Canadian" for the winter, leaving only the Coffee-Shop car for travellers.

----- Modifications are to be made to the Lambton Yard of Canadian Pacific in connection with the approaching completion of C.T.C., installation on the main line between Agincourt and Glen Tay, Ont., when 140-car freight trains will be possible. Passenger operations through Lambton Yard will be restricted to the present eastbound track, and will be controlled by C.T.C., while the present westbound main line, with the adjoining yard track, will be modified to serve as departure tracks for longer eastbound freight trains. This arrangement will serve until completion of the new Agincourt Yard on which grading has reached an advanced stage.

MEMORIES OF "FEZ CITY"

(Reprinted from the Toronto "Globe & Mail")
by Stanley Westall

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

John Gunther called Fez the most dramatic city in Africa.

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

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

Thirty years ago, on a warm June night, the area was filled with sleeping cars, club cars and lounge cars. There was no room in the inns of Toronto for a majority of 38,000 Shriners who had come from every corner of North America for an Imperial Council Session of their organization. For a week, they lived in the C.P.R. yard, these members of the Ancient Arabic Order of Nobles of the Mystic Shrine of North America.

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

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

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

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

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

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

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

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

And Fez City will remain forever.

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

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

FURTHER NOTES ON RAILWAY EXTENSIONS IN CANADA

---- The last spike was scheduled to be driven on Sept. 2nd, 1960, on a new 52-mile Canadian National branch line between the northern Manitoba mining towns of Optic Lake and Chisel Lake.

---- The Dominion Government is now pondering the rather non-committal report of the Royal Commission inquiring into the route of the proposed railway to the Peace River country. There now seems to be some doubt as to whether the railway will be built at all. (See Newsletter 175, page 2).

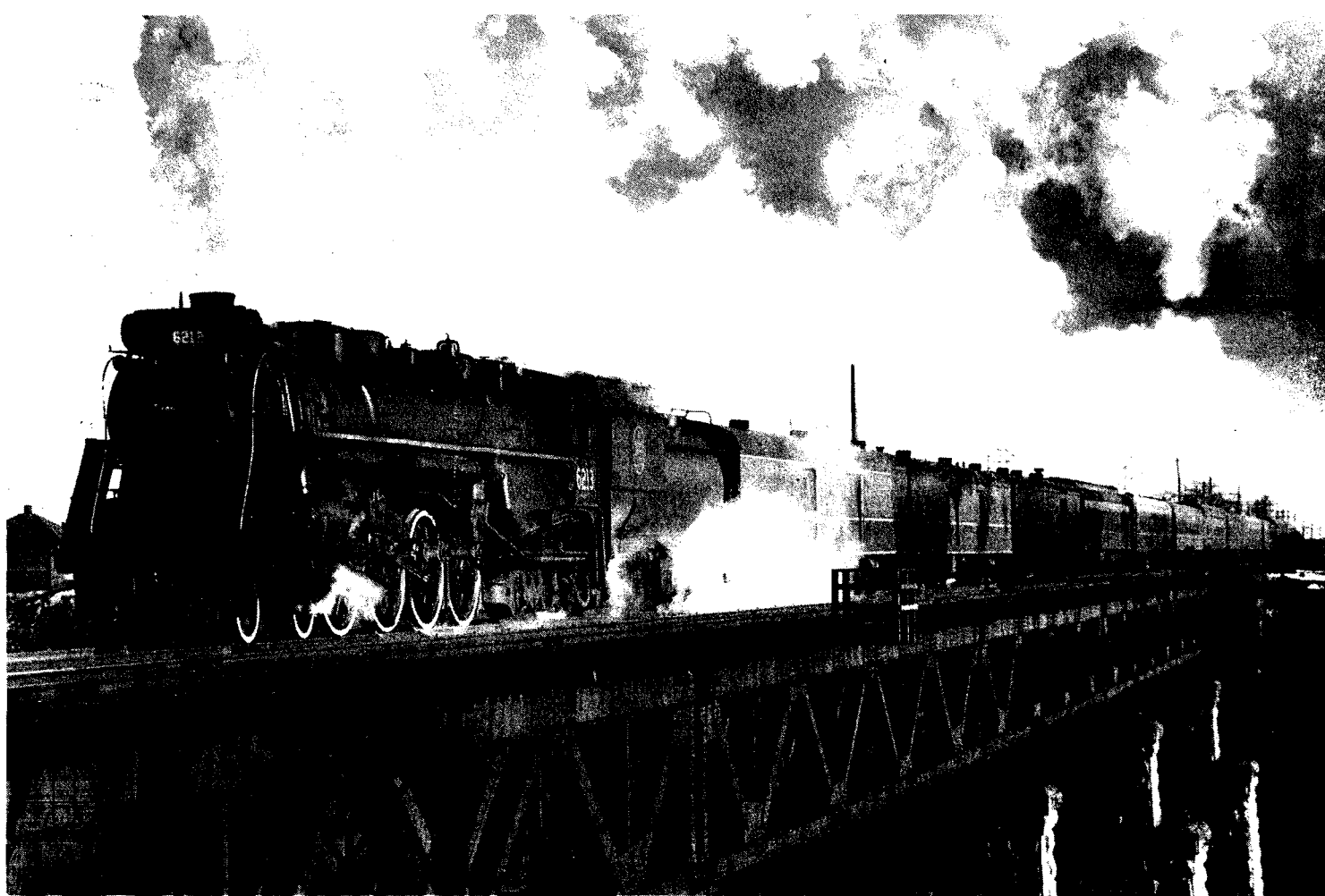
C.N.R. REORGANIZATION CONTEMPLATED

The traditional organization of the Canadian National system is to be swept away in a complete change in the administrative hierarchy of the company. The system is to be divided into 18 "business units" across the country, each of which will have jurisdiction over all rail transportation in its area. This will completely replace the departmental structure in which the various departments, such as operating and traffic departments, maintained their own independent offices in each area. The present three Regions, 10 districts and 31 divisions will be transformed into five regions, which will be sub-divided into the 18 "business units" which will control local operations.

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

EXCHANGE SECTION

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

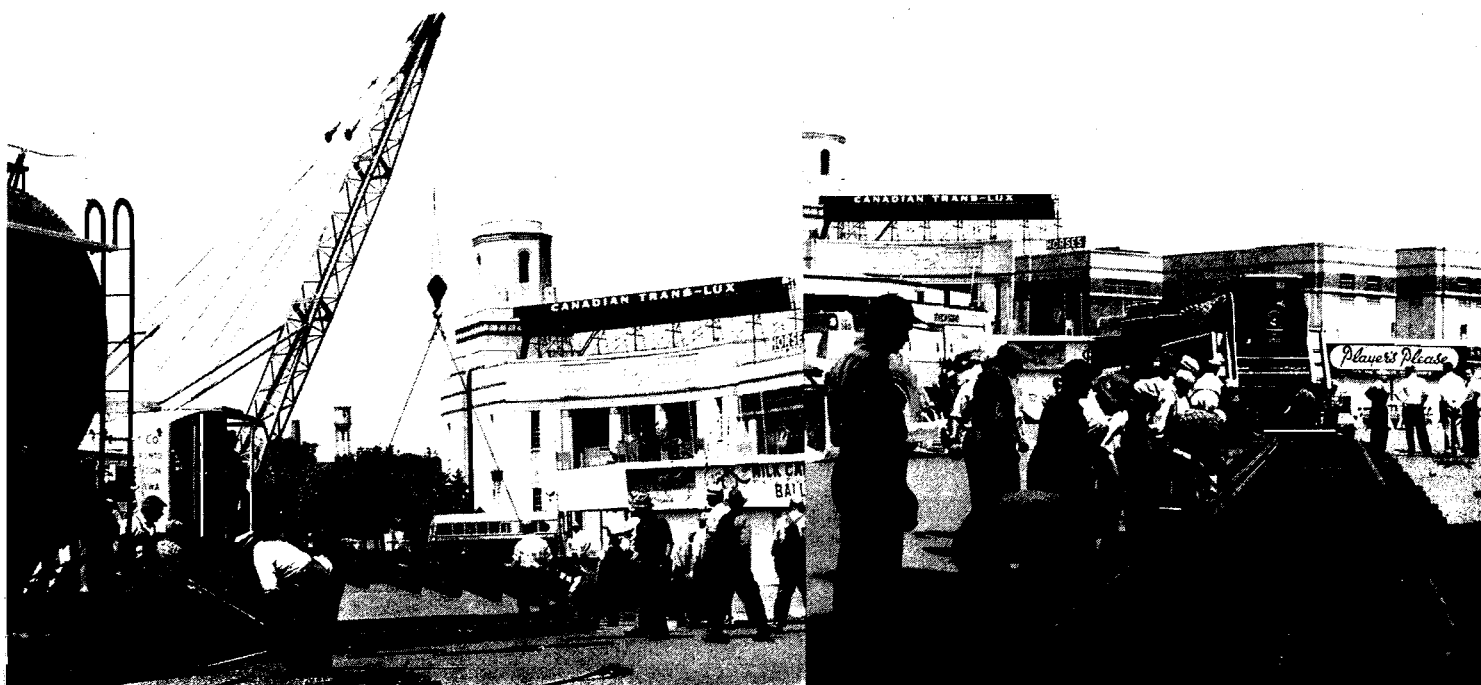


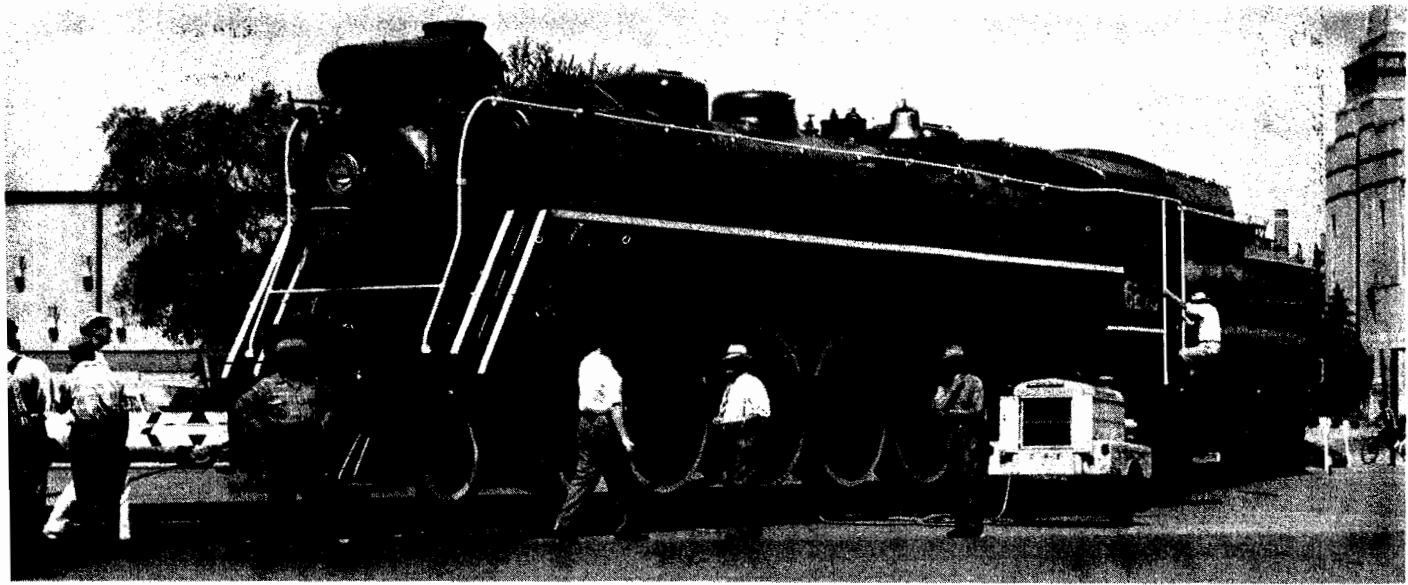
Near the end of her career, 6213 hauls Train 101 across Sixteen Mile Creek at Oakville, Ont., Jan. 31, 1959. Dick George Photo

MOVING DAY FOR A GIANT

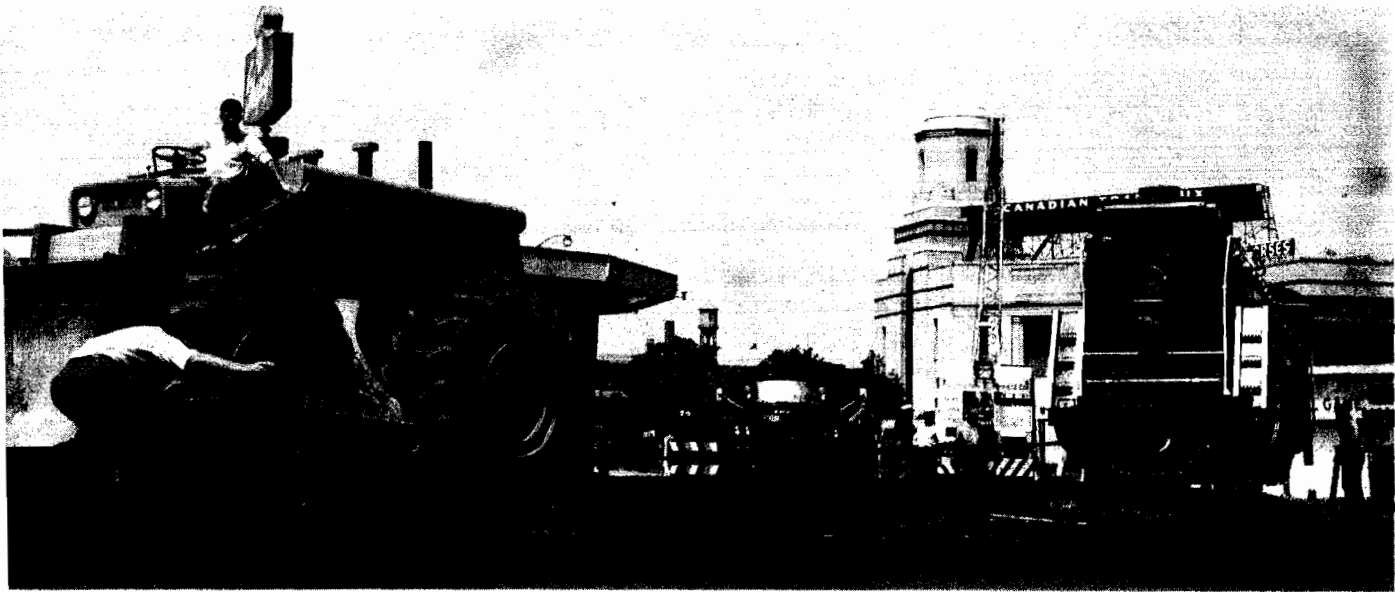
C. N. 6213 rolls the last strange mile to a place of honour . . .

With the aid of a motorized crane, workmen picked up temporary track behind the advancing locomotive and re-assembled it in front.



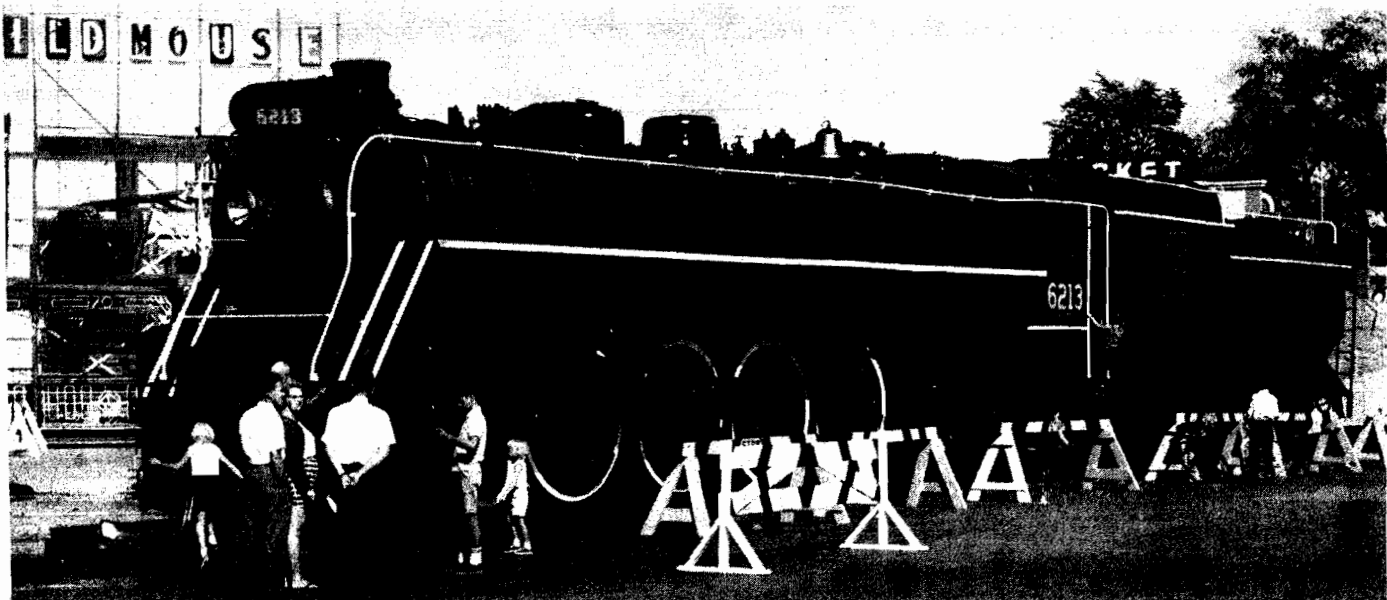


Between the Food Building and the Grandstand. Note air compressor connected to 6213's air reservoir.



"Michigan" Earth Mover eases the engine over temporary rails.

Photos by J. Brown



"Operation Wildmouse." The Biggest Attraction on the Midway moves down that avenue of fun.



and on Sept. 8th:
FORMAL PRESENTATION
 OF THE
LOCOMOTIVE
 TO THE
CITY OF TORONTO

On the pilot of 6213, Canadian National's W. C. Bowra presents scroll to Mayor Nathan Phillips. CNE President Harry I. Price is at the left.



The Hon. George Hees, Minister of Transport, who also took part in the ceremony, is shown

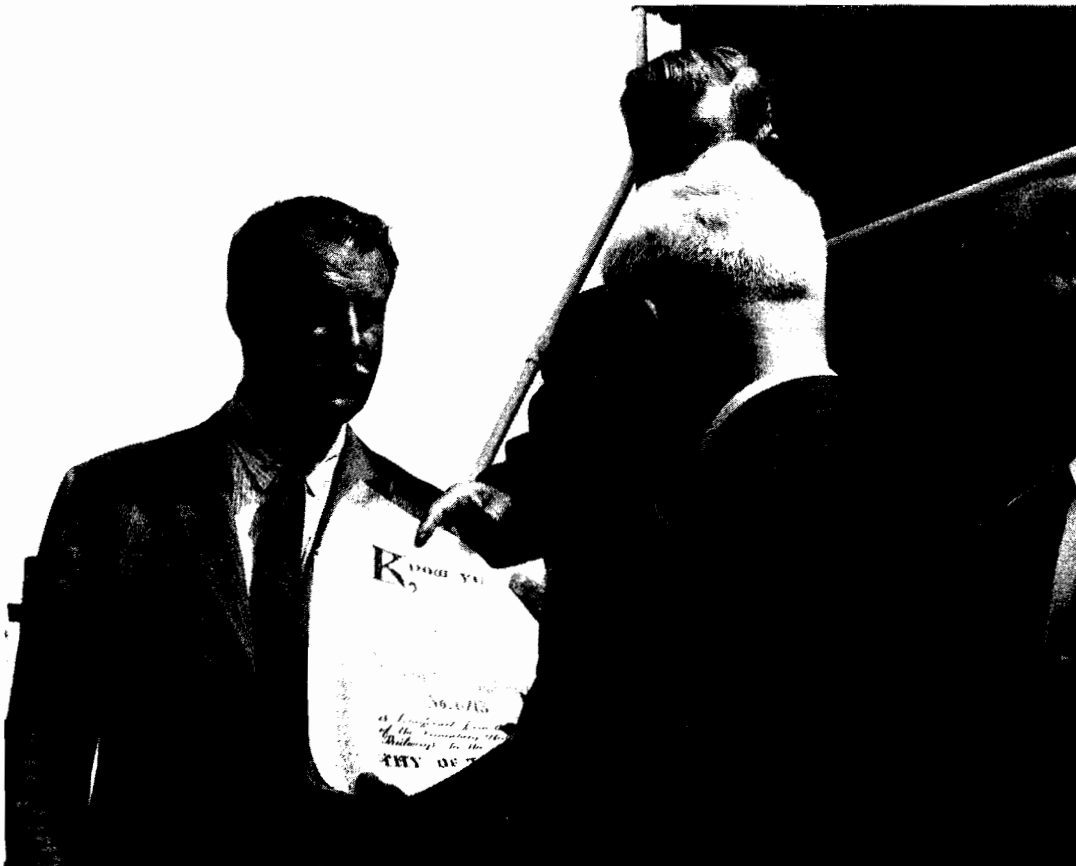
Controller Dennison addresses the gathering. Mayor Phillips looks on.



Mr. Hees tries out the
fireman's seatbox, as
U. C. R. S. President
John Mills looks on.



That's Controller Dennison
having a look, with
Mayor Phillips
descending the gangway.



Upper Canada Railway Society

BOX 122 TERMINAL "A" TORONTO

Newsletter

EDITOR: ROBERT J. SANDUSKY

R. R. # 6

BRAMPTON

OCTOBER 1960

NUMBER 177

The November outdoor meeting of the Society has been cancelled, due to the first annual banquet being held on the second Friday. The next indoor meeting will be held on October 21st, in Room 436, Toronto Union Station, at 8:30 P.M.

SOCIETY ACTIVITIES The first annual banquet of the Society will be held on Friday, November 11th, commencing at 6:15 P.M., in the South Dining Room, Hart House, University of Toronto. (This room is upstairs in the west wing). At that time the Society will be addressed by an interesting speaker from the Toronto railway world. The cost will be \$2.50 per person, and should be paid in advance either through Box 122 or in person at the October meeting. Since it is necessary to specify the number of persons to be in attendance, it will not be possible to attend without first making this payment.

THIRD SUBWAY CAR YARD TO BE EXPROPRIATED

The T.T.C. has requested Metropolitan Toronto to expropriate on its behalf a 30-acre parcel of land in the Township of North York for the purposes of a subway car storage yard and shop, in addition to a bus garage. This yard is to be located at the north end of the Spadina Rapid Transit line, north of Wilson Ave., and west of Wilson Hts. Blvd.

The area, roughly triangular in shape, extends from an apex at Wilson Hts. Blvd. and Model Ave., where the main line tracks would swing away from Wilson Hts. Blvd., north-westerly to north of Clanton Park Road and west of Sunnyview Blvd., with the north and part of the west boundary of the yard actually bordering the flightway limits of two of the runways of Downsview Airport. Three small parcels of land which are presently part of the airport must be purchased from the Dominion Government.

It is not expected, of course, that any construction on this site will be commenced until the Spadina Rapid Transit line has begun to take form, some 10 years from the present time and after the completion of the Bloor-Danforth-University project.

— — — — —

Railroad mergers are becoming the order of the day in the U.S.A. Members will no doubt be aware of the recent merger of the Virginian and the Norfolk & Western; a merger of the Delaware Lackawanna & Western and the Erie took place in September, and it is now proposed to unite the Great Northern and the Northern Pacific into a large railroad which would also incorporate the jointly-owned Spokane Portland & Seattle, and also the Burlington in which the G.N. and N.P. jointly own 97% of the stock.

PLAN FOR MUNICIPAL FERRY OPERATION

The Municipality of Metropolitan Toronto is seriously considering taking over the operation of the Toronto Island ferry service from the Toronto Transit Commission, which Commission has been an unwilling operator of the boats for many years. There has been an increasing feeling locally that the Commission's responsibility in providing public transportation service within the boundaries of Metropolitan Toronto should not extend to the expensive maintenance and operation of a fleet of ferry boats purely for the purpose of conveying passengers to a park - which is what the island will be exclusively a few years hence when the last permanent resident has left.

Metro's growing awareness of responsibility in this matter (the island is a Metropolitan Park) is reflected in the submission in late August of a 29-page report by Parks Commissioner T.W. Thompson to the Metro Chairman wherein it is proposed that the municipal corporation take over the entire ferry operation by January 1st, 1961 (purchasing the assets by way of retiring the T.T.C.'s outstanding debt to Metro) and then make substantial changes to it. The report does not confine itself to the marine operation on Toronto Bay but goes as well into the matter of a local transportation system on the islands, suggesting the use of motorized free-wheel trains similar to the type now employed within the grounds of the Canadian National Exhibition.

The report generally recommends the continuance of ferry boat operation to the island as more economical than any other alternative, citing costs for a bridge or tunnel and pointing out that an aerial tramway, while economical to construct, would have an hourly capacity of only 1200 persons. The report calls for stepping up of the ferry service through

(a) the purchase of two ice-breaking car ferries formerly used in the service across the St. Lawrence River from Prescott, Ont. to Ogdensburg, N.Y.;

(b) the operation of these ferries, together with the three existing ferries Sam Mc Bride, William Inglis and Thomas Rennie to provide an hourly trans-bay capacity of from 7500 to 9000 passengers, compared to the 5000-passenger capacity of the present T.T.C. operation;

(c) the building of new and more efficient terminal facilities at the "city" end of the run, and new docks and shelters at Hanlan's Point and Ward's Island.

Other significant recommendations made in the report include the introduction of budget fares for family groups travelling to the island, the engaging of a naval architect to design the new dock facilities and renegotiation of the lease for the mainland terminal with the Toronto Harbour Commission with a view to a longer lease at a lower annual rental.

If this plan is acted upon, the T.T.C. would be relieved of one of its greatest burdens, but the system would lose its present distinction of being the most diversified transit operation on the continent. It would also be rather ironical that the three present ferries would again be unified in ownership with the remains of the steam ferries Bluebell and Thrillion, which were sold in 1955 and 1957 respectively to Metropolitan Toronto for use as barges in hauling fill in connection with the island park development program.

- S.I.W.

DEMOLITION OF WAITING ROOM REVIVES MEMORIES

Recently demolished was the old waiting room of the Scarboro Division of the Toronto & York Radial Railways which stood on the east side of Victoria Park Ave. just north of Kingston Road, and which had been used for much the greater part of its lifetime as a private residence. The architecture of the building right until demolition marked it unmistakably as a street railway waiting room and shelter, being similar in its lines to the structure which was built at Birchmount Loop to replace it.

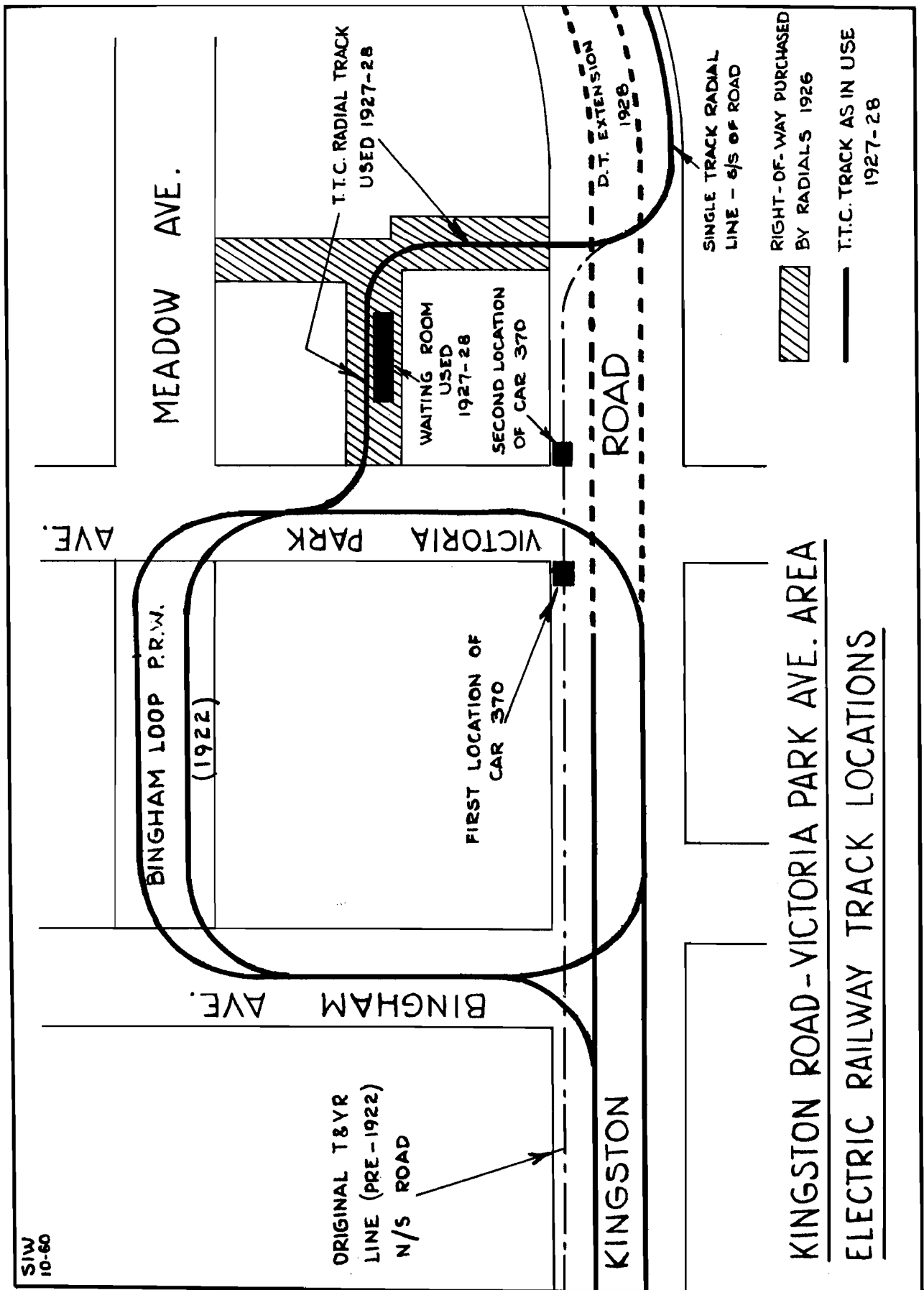
This waiting room was built in 1926 by the Toronto & York Radial Railway to replace the body of Toronto Railway Company Class W trailer 370, which had been stationed on the Kingston Rd. road allowance, at the north-east corner of the intersection with Victoria Park Ave., serving as a waiting shelter for radial passengers. This was the inner end of track of the Scarboro Division following cutback of the line to this point with the extension of T.T.C. double track to the Bingham Loop in 1922. By 1926, 370 was undoubtedly becoming a traffic blocker, and the need for an off-street terminal for the radials was beginning to be felt.

A T-shaped piece of property was purchased by the Radials to give an off-street access from Kingston Road to the new terminal to be located adjacent to Victoria Park Ave. behind the properties on the north side of Kingston Road. The purchased property extended through from Kingston Road to Meadow Ave., about 200 feet east of Victoria Park Ave., and included a leg extending westerly to Victoria Park, on which the shelter was erected. It was on this right-of-way that cars 151-155 were stored, on a piece of disconnected temporary standard gauge track, following their purchase from Guelph and subsequent rebuilding, awaiting the conversion (which never came) of the Scarboro Division from 4'-10 7/8" gauge to standard gauge.

As far as can be determined, the T. & Y.R. never used the new waiting room or the right-of-way, probably planning to put same into use at the time of the planned change of gauge, when the 150 series cars would become mobile, clearing the right-of-way for operational use. The schedule of assets of the Radials prepared in July of 1926 shows a "new station not yet in use" at this point.

Following assumption of the assets and operation of the entire T. & Y.R. system from the Hydro in January, 1927, the T.T.C. took the 150's away for regauging and built a track from the old radial alignment on Kingston Road, entering the private right-of-way at its south end, then swinging westerly on same along the north side of the waiting room, to curve again to the north to make a connection with the track of the Bingham Loop on Victoria Park Ave. This connection enabled the Scarboro cars to be stored and serviced at Russell Carhouse and the Warden Ave. Carhouse to be closed. The location of the switch then installed is still discernible to-day - a short stretch of girder rail in granite setts was laid when the switch was later removed, contrasting with the T-rail, in red brick paving, on the remainder of the tangent track on Victoria Park Ave.

The waiting room continued in use as such only until November 17, 1928, after which date the city car service was extended to Birchmount Road on new double track and the inner radial terminus established at that point, where it remained until abandonment in June of 1936.



LAST RUN - C.N.R. TRAINS M388 & M389

between Lindsay and Haliburton

Saturday, September 3rd, 1960

(Member Corley made round trip; Members Seaton and Bernard made Haliburton-Lindsay portion of Trip).

Train 389 (Northbound)

Left Lindsay at 1:03 P.M. (28 minutes late) on account of waiting for one car from Belleville-Lindsay wayfreight (Extra 1205 west) which did not arrive until 12:40 P.M.

Consist Engine 1215
 2 box cars
 Combination 7375
 Coaches 5279 and 5377

Stopped at north end of Lindsay wye (on Victoria St.) to pick up seven more box cars - then left at 1:12 P.M.

Stops made only at Fenelon Falls, Burnt River (6 box cars set off), Kinmount (picked up one tank car), Gelert.

Arrived at Haliburton 3:12 P.M. (12 minutes late).

Only seven passengers leaving Lindsay (all of whom made the round trip) - but about 35 on train at time of arriving in Haliburton.

Train 388 (Southbound)

Consist	Engine 1215	About 20 on train
	1 gondola	
	1 box car	
	1 tank car	
	1 box car	
	1 tank car	
	combo	
	2 coaches	

Left 4:20 P.M. (5 minutes late)

Stops as before, plus unscheduled stop to let some cottagers off north of Fenelon Falls.

Arrived Lindsay 6:20 P.M. (on time)

Observations

1. Unlike most mixed trains, made up time and operated well to its schedule. Coaches an added luxury (anticipating a heavy "last run"??)
2. All track and bridges up from east on Howland on I.B. & O., and switch removed connecting to Haliburton Subdivision.
3. Haliburton turntable removed in spring of 1960 during trackage removal of I.B. & O.

4. Motive power at Lindsay - all G.M.D. 1200 R.S.

1204	1227	All parked on siding on
1205 - arrived	1234	west leg of wye - none
1212	1244	in or around engine house
1215	1318	
1219		

(Compare with previous reports by R.F. Corley in Newsletters 140, 147 and 150).

5. Stations removed from

Fell

Lochlin) Removed in spring of 1960 during trackage removal
Donald) of I.B. & O.

6. C.N. Consolidation 2616 in school grounds (at junction of Highways 121 and 519 and C.N.R.) in Haliburton newly painted, with hand lettering of front number lights and rear number board, in summer 1960. No fence. Access to cab platform, but screen over cab proper to prevent recurrence of previous vandalism.

R. F. Corley,
September 3, 1960

To - The News Letter Editor:

In the Spring of this year I commented upon the Society's apparent lack of interest of initiative in both museum and fantrip activities (by comparison with other groups which had received recent publicity). Further, I asked if some of the original enthusiasm and dedication of our membership had been lost - to the detriment of the prestige and reputation which had been collectively earned in the past. Developments since that date have (happily) proved that my concern was unnecessary. Since you were considerate enough to publish my comments at that time, I feel that I owe a statement of commendation and appreciation to all those who have been working so loyally in our common interest.

Nor do I consider for a moment that this renaissance was in any way due to my comments. As evidence of this was the account in the same News Letter of the work already done by our Preservation Committee, ably headed by Mr. James Brown.

In the following months, we have not only seen this project brought to completion but also two excellent fantrip weekends planned and carried out; an upgrading (both in quantity and quality) of the work of the Publications Committee; and further proposals of museum activities, and the institution of an annual banquet.

To all Committees, and members, who have worked so hard for the good of the Society, I would like to express my appreciation for their efforts to maintain and enhance our prestige in the field.

Ray Corley

Upper Canada Railway Society

BOX 122 TERMINAL "A" TORONTO

Newsletter

EDITOR: ROBERT J. SANDUSKY

R. R. #6

BRAMPTON

NOVEMBER 1960

NUMBER 178

The Society meets on the first and third Fridays of every month. The meetings on the third Friday are held in Room 486 of the Toronto Union Station, and the next will be on November 18th at 8:30 P.M., at which time the entertainment will consist of a "photo-quiz" of an interesting new type.

The first-Friday meeting on December 2nd will be held at Parkdale C.N.R. station.

SOCIETY NEWS By the time this Newsletter is printed, the Society's first annual Banquet will have been held. A report on this event will appear in the next issue.

Owing to lack of response, the special sleeping car which the Society had proposed to operate to Montreal on November 4th was cancelled.

The Secretary and Treasurer would be happy if members whose membership card expires on December 31st, 1960, would renew their memberships early, in order to eliminate the "January rush" of renewals that has occurred in other years. The fees are \$2.50 for Resident members, and \$1.50 for Associate members.

The Editor regrets that inasmuch as his occupation has required his absence from the Toronto area (and even Eastern Canada) since May he has been unable to devote the necessary time to the Newsletter. Mr. John Mills has been acting very capably as Editor in his absence and it would be appreciated if any news items or articles could be directed to the latter at 61 Kingsway Cres., Toronto 18. Thank you.

R.J.S.

SOCIETY TO OPERATE ANOTHER STEAM-POWERED EXCURSION

Notwithstanding the widely-reported "last run" of a steam locomotive on the C.N.R. on Labour Day weekend, the Society has arranged for 4-8-4 6167 to be used on an excursion on May 14th, 1961. The routing etc. of this excursion is still under negotiation and will be communicated to members as soon as possible.

75TH ANNIVERSARY OF C.P.R. LAST SPIKE

by J.W. Griffin

(Adapted from U.C.R.S. Bulletin no. 2, November 1941,
where it referred to 56th Anniversary)

We celebrate to-day an event that must hold a place of great importance in the minds of all Canadians, and especially in the minds of all Canadians who are concerned with railroads. In 1867 the Fathers of Confederation erected a political edifice that has stood the test of time, but there are none to deny the great part that the Pacific railway has played in the history of the Dominion.

From the earliest times of North American settlement men had spoken and written of a northwest passage, an easy road to what they

believed to be the immense wealth of the East. To this dream there was added, after 1840, in both the United States and British North America, the more practical need of securing some physical connection between the older east and the newer settlements of the Pacific coast.

In Canada this need became a matter of politics, for one of the conditions of British Columbia's entry into the Dominion in 1870 was that a transcontinental railway be built.

In 1871 the government of Sir John A. MacDonald decided that this project could best be carried through by a private company, liberally subsidized in land and money. In the same year Sandford Fleming, of Intercolonial Railway fame, was appointed engineer-in-chief, a position he held for nine years.

These nine years saw many vicissitudes in the fortunes of the road, political, financial and geographical. Governments fell and rose again, a scandal came and went and new routes were surveyed time after time but the great dream was never relinquished. It was in 1880 that George Stephen and his associates undertook the construction of the road. The charter of the railway called for a subsidy of twenty-five million dollars and a tremendous amount of land, as well as the existing properties that had already been built. The company, on its part, agreed to reach the Pacific by May 1, 1891.

The story of the great difficulties encountered during the next five years has been told again and again. Tracks were built and disappeared beneath the Lake Superior muskegs, lines were graded and swept away by Rocky Mountain avalanches, personal fortunes were pledged when funds ran out; men were maimed and men were killed. But no difficulty, geographical, financial or political was allowed to stop the progress of Canada's northwest passage. Seventy-five years ago to-day, in a little British Columbia village, Donald Smith drove the last spike of the Canadian Pacific.

The results have been beyond the imagination of the project's most ardent supporters. The C.P.R. is to-day one of the great railroads of the world, in extent, in financial stability, in physical equipment and as a force in the affairs of the nation that it serves.

We celebrate Dominion Day as the birthday of Canada. We might just as appropriately celebrate that birthday on November the seventh, for if the Fathers of Confederation erected the nation, it is the Canadian Pacific Railway that has buttressed the walls.

BIBLIOGRAPHY OF THE CONSTRUCTION OF THE CANADIAN PACIFIC RAILWAY

- Steel of Empire (John Murray Gibbon) - Indianapolis, 1935
The Romance of the Canadian Pacific Railway (R.G. Macbeth) - Toronto, 1924
History of the Canadian Pacific Railway (Harold A. Innis) - Toronto, 1923
Report and Documents in Reference to the Canadian Pacific Railway
(Sanford Fleming) Ottawa, 1880
Sanford Fleming-Empire Builder (L.J. Burpee) - Oxford, 1915
The Life and Times of Lord Strathcona (W.T.R. Preston) - Toronto, 1915
The Life and Work of Sir William Van Horne (Walter Vaughan) - New York, 1920
The Canadian Pacific Railway (F.A. Talbot) - London, 1922
Towards the Last Spike (E.J. Pratt) (epic poem) - Toronto, 1952.

MOTIVE POWER NOTES

---- C.N.R. 4-6-0 1158 has been donated to the Western Development Museum at Saskatoon, Sask.

---- Only one engine of class U-4-b (G.T.W. 6400s) remains: 6405 is stored at Battle Creek, Mich. It is expected that it will be placed on display at Durand. The other five engines were sold for scrap in the spring of 1960.

---- C.N.R. diesel 9090, reported wrecked in 1959 and scrapped this year (see Newsletter no. 174, p.5) was wrecked at Mc Coll B.C. in a head-on collision with 1278, also scrapped in 1959.

---- In a recent publicity release, commenting on the completion of dieselization and last runs of steam power, the C.N.R. referred to the last 4-8-4 operated between Montreal and Toronto on April 17, 1959. The engine having this honour was 6255 on an extra freight from Montreal, leaving Montreal that evening and arriving in Toronto early on April 18th.

---- The 1000th General Motors diesel to be placed in service by the C.N.R. was no. 1371, formally presented at a ceremony in Central Station, Montreal in May 1960. A working model of the locomotive was presented to Mr. S.F. Dingle, Vice-President of Operations of the C.N. as a memento of the occasion, and a brass plaque with an appropriate inscription has been affixed to the locomotive.

Delivery dates:	1384-85	June 24	1392	July 12
	1386-88	June 30	1394-95	July 22
	1389-90	July 6	1396	Aug. 18
	1391,93	July 11	1397	Aug. 19

This represents the last General Motors Diesel Ltd. order delivered to the C.N.R. before the closing down of the London plant. The last Montreal Locomotive Works order was completed with the delivery of 3893 on August 16th.

---- The Hydro Electric Power Commission of Ontario purchased St. Johnsbury & Lamoille County loco. 53 in July for hauling H.E.P.C. traffic over the woods railway of the Spruce Falls Power & Paper Co. at Kapuskasing, Ont. The locomotive left St. Johnsbury, Vermont, in S.J. & L.C. colours but with "H.E.P.C." on the hood, and was accompanied by a S.F.P. & P. engineer. This G.E. loco is similar to the two diesels already owned by the S.F.P. & P., and was Mississippi Export R.R. no. 48 prior to August, 1958.

FULLY-AUTOMATIC TRAIN TESTED ON C.N.R.

A fully automatic train, with the crew on board standing by, made a test run out of London, Ont. recently for General Motors Diesel Ltd. The tests extended over a period of several months and were a joint venture with Canadian Westinghouse Co. and General Railway Signal Co. The experiments were to test advanced applications of electronic techniques and were not intended to test commercial applications of the equipment. Most of the testing has been between London and Thorndale, though braking tests have been made on the grade between Bayview and Copetown, near Hamilton. In the ideal (and impractical) application of the idea, controlling messages would be received through the track from a centralized control location.

AMERICAN RAILWAY AMALGAMATIONS

Further amalgamations are impending on the railway system of the United States. In various stages of negotiation or implementation are the following mergers: Illinois Central with Louisville & Nashville; Chicago & Northwestern with Minneapolis & St. Louis (this became effective October 24th); Southern Pacific with Western Pacific; New York Central with Chesapeake & Ohio, with or without Baltimore & Ohio.

The increasing number of such mergers brings to mind a master plan for amalgamation of the major U.S. railways into 18 super-railroads which was proposed officially in 1929. As an interesting comparison, the gist of this proposal is given below. (Present-day reporting marks used except when unfamiliar. " $\frac{1}{2}$ " means half-interest, or incorporation of part of the railroad named).

B&M -- to consist of B&M, D&H, BAR, MEC, RUT (Ogdensburg branch only)

NH -- to consist of NH, NYO&W, L&NE, L&HR

NYC -- to consist of NYC, P&LE, VGN, RUT (except Ogdensburg branch)

PRR -- to consist of PRR, LIRR only.

B&O -- to consist of B&O, RDG, CNJ, Alton, DT&I ($\frac{1}{2}$), DTSL ($\frac{1}{2}$)

C&O-NKP -- to consist of C&O (except lines in Indiana), PM, ERIE, NKP, NYS&W, DTSL ($\frac{1}{2}$)

WAB-SAL -- to consist of WAB, LV, W&LE, P&WV, Ann Arbor, N&W, SAL, C&O (Indiana lines), DT&I ($\frac{1}{2}$)

ACL -- to consist of ACL, L&N, NC&StL, GM&N

SOU -- to consist of SOU (except Mobile & Ohio), Norfolk Southern, FEC

IC -- to consist of IC, Central of Georgia, M&SL, SLSW, Yazoo & Miss. Valley

C&NW -- to consist of C&NW, C&EI, Mobile & Ohio, Lake Superior & Ishpeming

GN-NP -- to consist of GN, NP, SP&S, BA&P

MILW -- to consist of MILW, DM&IR, BA&P

CB&Q -- to consist of CB&Q, C&S, MKT

UP -- to consist of UP, KCS

SP -- to consist of SP, T&NO

MP -- to consist of MP, T&P, RGS, D&RCW, D&SL

RI-SLSF -- to consist of RI, SLSF

In addition, U.S. subsidiaries of Canadian railways were to be considered as part of their parent railroads.

MISCELLANY

---- Two very large tank cars, 64'-4 $\frac{1}{2}$ " long, with a capacity of 13,700 Imperial Gallons, have been ordered by Canadian Liquid Air Co. for transport of liquified gases. These are among the largest tank cars in existence.

---- For the first nine months of 1960, piggyback traffic in Canada was up 21% over the corresponding period in 1959. 500 trailers are carried between Montreal and Toronto every 24 hours.

---- The Northern Alberta Railways have announced total dieselization effective October 1st.

---- The high availability and fast turnaround of the diesel has caused further roundhouse demolitions: C.N.R.'s 24-stall roundhouse in Niagara Falls was torn down during October save for its last six stalls, and only three of these now have track. Demolition of C.P.R. Lambton roundhouse commenced in the last week of October.

---- The C.N.R. has called further tenders for additional structural work involved in conversion of Spadina roundhouse and machine shop (Toronto) for diesel use.

---- Grading for the C.N.R.'s new \$24 million Symington Yard (Winnipeg) is now 75% completed, and steelwork is finished for the 20-track diesel shop. The project covers 628 acres, and the grading was done by railway forces using rented heavy machinery. $3\frac{1}{2}$ miles of the main line has been relocated and is in use, as are the east receiving and departure yards. The main yards will be two miles long, will contain 96 tracks with a total length of 102 track miles, and will have a standing capacity of 6927 cars.

---- The Ontario Northland Railway has purchased Star Transfer Co. Ltd., one of the largest trucking firms in Northern Ontario, and is proceeding with other negotiations. The increasing interest of the railways in trucking firms has produced protests and warnings from the Ontario Automotive Transport Assn., which suggests that this investment is proving successful from the railways' point of view.

---- The C.N.R. is experimenting with fabrication of large steel girders for bridges at its Moncton, N.B. shops.

---- Structural steel is completed for the C.N.R.'s new Montreal head office building and other work is proceeding on schedule.

---- The C.N.R. has just completed track removal between Creemore and Collingwood, permission having been granted in April 1960. No traffic has moved over the line since November 1959. All that now remains of the former Beeton-Collingwood line is a short branch from Beeton to Alliston.

-- P.F. Oehm

---- The C.N.R. has announced discontinuance of the last passenger service on its Toronto - Lindsay - Belleville line. In making the announcement, the railway commented that the typical train left Belleville with two passengers, and came back with three.

---- Officials of the C.N.R., C.P.R. and T.H. & B. railways on September 19th witnessed a demonstration of a nine-yard G.M.C. dump truck adapted for road-rail service. The adaptation was made by the Sylvester Steel Products Co. of Lindsay, manufacturers of section cars, and the demonstration took place on the well-known section of C.N.R. street trackage on Victoria Ave. in Lindsay. The truck has a separate set of flanged wheels which can be lowered into place for rail operation in a few seconds by hydraulic power. The C.N.R. is reported to have ordered two adapted trucks for construction projects around Winnipeg.

---- C.N.R. water tanks have been demolished as follows: July 29th, Cobourg; Sept. 16th, Lindsay; Oct. 26th, Oshawa. All other steel tanks in Southern Ontario have been sold for scrap.

---- The Canadian Pacific Electric Lines (Grand River Railway and Lake Erie & Northern) are reported to have watched with great interest the activities of the Niagara St. Catharines & Toronto Railway in replacing electric freight service by diesels.

---- The Canadian Pacific has announced discontinuance of passenger service between Guelph and Guelph Junction, Ont.

---- Some of the Budd stainless-steel equipment displaced from the "Dominion" for the winter season has been used to equip the "Atlantic Limited" between Montreal and Saint John, N.B. C.P.R. dome equipment thus runs from coast to coast.

---- The C.N.R. proposes to construct a new car shop 400' x 100', at St. John's for the narrow-gauge Newfoundland lines. Tenders have also been called for a new crew rest house at Argentia, Nfld.

MUSEUM MAY BE ESTABLISHED AT LINDSAY

Huntingdon Investments of Toronto may establish a large museum as a tourist attraction just west of Lindsay. The development will be on a 40-acre tract of land recently purchased by the firm, of which one of the principals is financier C.W. Foster, of Toronto.

The museum will feature railroad relics, including a collection owned by Charles Matthews of Langstaff, Ont., worth more than \$100,000. Site of the museum will be opposite the government office building on the Oakwood road.

It is understood that the Victoria County Historical Society has discussed plans for moving its exhibits to the new location once the building becomes a reality. For a considerable time now the society has been looking for larger premises than those it already occupies at the former Canadian Pacific Railway station.

Charles Matthews' collection contains many antique articles from many corners of the globe.

ELECTRIC LINES NOTES

----- Toronto Transit Commission's Roncesvalles Division office has been enlarged by construction of an addition on its east side, using the right-of-way of the former loop for Long Branch street cars, which was abandoned when the trackage on Lakeshore Road to the Humber was replaced by the centre reservation on the new Queen Street Extension.

----- Seven Large Witts and the remaining seven single-truck sweepers have been sold to the Western Iron & Metal Co. for scrap, and were sent to George Street rail yard for dismantling as follows:

2320	Oct. 25	2406	Oct. 24	S-25	Oct. 26
2338	Oct. 24	2414	Oct. 20	S-26	Oct. 27
2382	Oct. 25	S-18	Oct. 27	S-27	Oct. 26
2386	Oct. 25	S-19	Oct. 27	S-28	Oct. 26
2394	Oct. 20	S-20	Oct. 27		

----- Large Witt 2314 has been ballasted for use in ice-cutting service.

----- Oshawa Railway's street trackage on Richmond Street west of Simcoe has been removed. The roadside track on Simcoe Street South to Oshawa-on-the-Lake has been removed south of Wellington Street. There is no overhead on the remaining portion of the disused track from Wellington to Wentworth Street.

----- Overhead on the Niagara St. Catharines & Toronto Railway is being dismantled with St. Clair Tunnel Co.'s diesel-electric line car 707 (ex 15707). This car was built by English Electric's Dick, Kerr works in 1928 for the Harbour Commission of Montreal, and bears a marked "family resemblance" to the electric locomotives built by Dick, Kerr for the H.C.M. (now C.N.R. 180-188).

On the occasion of the July 10th excursion to Niagara Falls, a "thumbnail sketch" of the history of steam locomotives on the C.N.R. and predecessors was prepared and handed to each passenger as a souvenir, since it was believed at that time that no further steam locomotives would be operated. Somewhat to our surprise there has been a continued demand for copies, even though it was prepared for the one specific occasion and no surplus was retained. It has therefore been reprinted and is distributed herewith to members and will be available for sale in future on the same basis as the more usual Bulletins of the Society.

Upper Canada Railway Society

BOX 122 TERMINAL "A" TORONTO

Newsletter

EDITOR: ROBERT J. SANDUSKY

R. R. #6

BRAMPTON

DECEMBER 1960

NUMBER 179

The Upper Canada Railway Society meets on the first and third Fridays of every month. The December indoor meeting will be held on December 16th in Room 486 of the Toronto Union Station at 8:30 P.M. We are pleased to announce that Mr. O.S.A. Lavallee of Montreal will address the meeting on "Craigellachie, Before and After" which will incorporate original photographs taken on the Canadian Pacific Railway in the west about 1886.

The first-Friday meeting in January will be held on January 6th at C.P.R. West Toronto station.

SOCIETY NEWS - Dues for 1961 are now payable. The treasurer would appreciate it if all dues renewals could be made in Canadian Funds; cheques drawn on banks outside Metropolitan Toronto require 15¢ additional to cover bank charges.

The Secretary gives notice that he will move at the December meeting that the word "male" be deleted from Paragraph 2(a) of Section 3 of the Society's By-laws and Regulations, so that in future membership will not be restricted to male members.

The Society's By-laws and Regulations will be reprinted and distributed to members in the near future; it is hoped to include this with the January Newsletter.

TORONTO SUBWAY CONSTRUCTION

Construction on the University Ave. section of Toronto's new subway line is proceeding satisfactorily, though since much of the distance is being built in tunnel rather than by cut-and-cover, the activity does not impress itself upon the public consciousness to the same extent as did the Yonge St. line. The tunnelling work is being accomplished from several shafts, with large temporary buildings to house associated machinery etc., these being the only above-ground sign of the subterranean activity. The tunnels themselves are 16-foot diameter and are approximately 45 feet below the street. Extremely soggy ground conditions require the use of the technique of tunneling under compressed air extensively used in the construction of London Transport's network of deep-level tube lines in similar ground conditions.

Driving of the tunnels started south from shafts at Edward St. and Queens Park, and was proceeding at the rate of 15 feet per day; station sections are being done first, since at these points the original 16-foot "pilot tunnel" must be enlarged to 24-foot diameter. ((Cut-and-cover construction at Queens Park (College St.) and St. Patrick (Dundas) stations will be used only for the mezzanine and sidewalk entrances.)) Work on this larger tunnel section began early in October while the "pilot tunnel" construction proceeded to form the actual tubes in which the track will be laid.

North of Queens Park where cut-and-cover methods are being used, concrete floor, walls and roof of Museum Station have been completed, and the familiar wooden decking which has been carrying traffic, is now being removed starting north from Queens Park on the east side of the street, and the pavement will then be reinstated. North of Bloor St. where the line swings west to its temporary terminus at St. George St., excavation is complete and concrete pouring actively under way. Traffic on St. George St. and Bedford Rd. is being maintained over short sections of wooden decking. The south-to-east section of the future three-way junction at Avenue Rd. and Bloor St. will be built at this time to the north side of Bloor St., and then left until the Danforth Ave. section of the line is built.

Below Edward St. the familiar wooden decking reappears on University Ave. down almost to Front St. where the line turns east to meet the end of the Yonge St. line at York St. Part of the street has been decked, and part has been temporarily closed, so that a system of one-way streets has been introduced to handle the traffic that would normally use University Ave. Here, as farther north, work at stations is being done first to enable the contractors to work on "station finish", i.e., all the detailed work that turns a hole in the ground into an attractive, efficient rapid transit station. Contracts have been let for this work, which will begin as soon as the structural construction permits.

Contracts have not yet been let for the additional subway cars that will be required. It is understood that the lowest tenderer's proposed cars embody major changes in the design as suggested, and presumably the delay in letting the contract is to permit these changes to be assessed.

All three major candidates for Mayor in Toronto's elections December 5th embodied a speeded-up subway construction programme in their election platforms. It is questionable how much effect the successful candidate's efforts will meet, since the subway is a Metro matter. One of the candidates for Mayor was former Chairman of the T.T.C., A.A. Lamport.

MISCELLANY

---- The C.N.R. has called the first tenders for clearing and fencing the site of "Toronto Yard" to be situated in Vaughan Township north of Toronto.

---- Plans are being made to transfer trains of seven railroads (including the Grand Trunk Western) now using Dearborn Station in Chicago, into Union Station, Chicago; negotiations have become stalled by the railroads' demand that they be guaranteed against any tax increase as a result of the change. Alternatives suggested include transfer to other stations on the south side of the "Loop". The site of Dearborn Station would become a new campus of the University of Illinois.

---- It is understood that plans are under way by a local group to resume operations on the well-known "Portage Railway" (Huntsville & Lake of Bays Ry.) which has been out of service for the past two years.

---- The excursion steamer "Island King II" was destroyed by fire at her winter berth in Lachine, Quebec on November 14th. This steamer will be better known to Torontonians as the "Dalhousie City" of the Canadian National Steamships, operated until 1949 from Toronto in connection with Niagara St. Catharines & Toronto Railway services from Pt. Dalhousie to Niagara Falls. She was built in Collingwood in 1911.

---- The distinctive arch-roofed wooden engine house of the C.N.R. at Lindsay, Ont. is soon to be demolished owing to changes in motive power assignments as a result of dieselization. This building, which closely resembles a British engine shed, was originally built by the Grand Trunk Railway at Port Hope, and was moved in sections and re-erected at Lindsay about 1907.

---- The new Moncton hump yard of the C.N.R. was officially opened early in November when C.N.R. President Donald Gordon drove the last spike in the yard, and the Lieutenant-Governor of New Brunswick pulled the switch that gave the appropriate signal to move the first train over the hump.

---- Work has now started on the preparations for the construction of a new Union Station in Ottawa, to be located in the south suburbs of the city. The old station site would be sold to the National Capital Commission in connection with the redevelopment programme for the capital. Also to disappear in the proposed change, to be completed in 1964, will be the C.P.R.'s distinctive Interprovincial Bridge between Ottawa and Hull.

---- Despite reports that the Northern Alberta Railway was completely dieselized on October 1st, 2-8-0 74 continued to switch Dunvegan yard until mid-October, when C.P.R. 8101 took over.

RAILWAY EXTENSIONS IN CANADA

---- The Chairman of the Ontario Northland Transportation Commission, operators of the O.N.R., stated recently that an O.N.R. line between Timmins and Kapuskasing, Ont. is "within the foreseeable future". Development of mineral deposits in the area along with the already extensive newsprint and lumbering operations would make the line economically feasible.

---- Further work on the Pacific Northern Railway, extending from the Pacific Great Eastern Ry. near Prince George, B.C., has been held up since it has been determined that it comes under the jurisdiction of the Provincial Public Utilities Commission, from whom it must secure a license after a public hearing, rather than under the Dominion Railway Act. A delay is thus required until the hearing takes place and the license is issued. It is commonly believed that the company is not averse to the delay, since the allied Peace River power development scheme would not be economic unless permission could be obtained to export power to nearby points in the U.S.A., and at present this is not permitted under government regulations. Meanwhile 1500 miles aerial reconnaissance and mapping have been carried out along the proposed route, and a very small amount of work at the southern terminus of the line.

---- A junction between the Northern Alberta Railway and the Pacific Great Eastern Railway in the vicinity of Fort St. John on the Alta.-B.C. border is proposed. This would facilitate shipment of lead and zinc from the Pine Point mineral deposits on Great Slave Lake to the coast.

FURTHER RAILWAY MERGERS IN THE U.S.A.

---- I.C.C. approval has been given for the amalgamation of the three subsidiaries of the Canadian Pacific Railway in the Middle-Western states, viz. the Soo Line, the Duluth South Shore & Atlantic and the Wisconsin Central. Another merger being proposed is one involving the Nickel Plate, the Norfolk & Western and the Wabash.

ELECTRIC LINES NOTES

---- A 2½ mile relocation of the Grand River Railway south-east of Kitchener is proposed for the section of line now paralleling King Street. The proposed new route would cost approximately \$750,000 and would be very superior for industrial development. Implementation of the plans, which have been approved by the Board of Transport Commissioners, is being held up by C.P.R. insistence that the city pay maintenance costs on the new roadbed for five years, which is not agreeable to the Ontario Municipal Board.

---- Cars of the Bathurst line in Toronto since October 17th have been operating on a temporary "shoo-fly" just south of the bridge over the C.N.R. Bathurst St. yards, during the erection of steelwork for the overhead section of Toronto's lakeshore expressway.

---- Negotiations are under way between the T.T.C. and an investment firm aimed at construction of a "parking deck and major office building" over the Eglinton Terminal of the Yonge St. subway, which was designed with such a building in mind.

---- Safety zones have recently been constructed at the northbound car stops on Bathurst St. at King St. and at Queen St.

---- The London & Port Stanley Railway lost \$27,972 in the first 10 months of 1960, contrasted with a surplus of \$11,778 for the same period in 1959. An offer to purchase by the C.N.R. was refused two years ago, and no further offers have been received.

---- Hopes are again high for a start on construction of Montreal's first subway line. The newly-elected Mayor of Montreal recently stated on a television interview that he would be in a position to announce a start on subways "much sooner than most expect". This would require legislation to give the Montreal Transportation Commission power to build and operate subways, and to permit the city to guarantee M.T.C. bonds for this purpose. Apparently two straight lines at right-angles to each other are now proposed, rather than the "lazy-J" outline previously mentioned.

GERMAN RAILWAYS MARK 125TH ANNIVERSARY

December 7th will mark the 125th anniversary of the inauguration of the first railway line in Germany, between Nuremberg and nearby Furth. A special postage stamp - showing a locomotive, naturally - is being issued to commemorate the occasion.

In the beginning of the railway era, railways were built and operated by private companies. Later they united in associations. Then the various German provinces operated the railways regionally. In 1919, the Weimar Constitution provided that "the railways serving as general transportation are to be owned and uniformly administered by the Reich". This was arranged by having the provinces sell their railway properties to the central government.

Under the law creating the present "Bundesbahn", although the system is federally owned, it is self-administered. There is an Administrative Council and a Board of Directors. On the Council are Government officials, Bundesrat (Parliament) delegates, trade unionists and representatives of industry. The right of supervision lies with the Federal Minister of Transport and Communications.

Once upon a time, back in the last century, the local railway station was likely to be a community's pride and joy. Countless children and their parents regarded a stroll downtown "to see the evening train come in" as a fine way to end a good day. Few in that era would have predicted that the arrival of more and more trains

would eventually degrade the railway station from a high-vaulted cathedral of progress to a smoke-stained eyesore.

Recent years, however, have seen the advent of new and streamlined stations that area pleasure not only to depart from but also to arrive at. In West Germany, this evolution has been partly a result of World War _I. In 1945, no less than 450 station buildings had been completely razed or heavily damaged. But in the last few years no less than 300 of them have been either extensively renovated or completely rebuilt.

Although the modernization of West Germany's railway system is going on apace and standards of speed and comfort have risen far above pre-war levels, the German Federal Railways or Bundesbahn still has its troubles - many of them troubles of a special kind, unknown in other countries. The arbitrary division of Germany, and the subsequent disruption of almost all traffic on the east-west arteries by the Soviet Zone authorities, rank first among these problems.

Following the establishment of the Communist regime in Eastern Germany only a few through trains were permitted by the Soviet Zone authorities to make daily runs over the great trunk lines which once were humming with passenger and freight traffic between West and East Germany. Nowadays, with the exception of the Paris-Warsaw Express, even these few trains may not be routed beyond Berlin. On the branch lines, the rails themselves have been removed at the interzonal border, bridges blocked and the right of way abandoned to weeds and brambles.

Under these circumstances the Federal Railways, incorporated after the inauguration of the German Federal Republic, were faced with the task of reshaping the Western part of the truncated railway system which they had fallen heir to. It was a gigantic undertaking, rendered if possible even more difficult by the new system's obligation to pay the pensions of all former railway employees living in the territory of the Federal Republic, irrespective of whether formerly they had worked in West or East Germany.

However, even with this financial handicap, the Bundesbahn has won praise for the job it has done in repairing war damage and in bringing the entire plant up to the latest requirements. New trunk lines have been laid down to handle the increased traffic flow from North to South. Some 13 percent of the entire network of approximately 20,000 miles has been electrified, chiefly with a view to improving tourist traffic through the Rhine Valley and in various other scenic regions. On other lines, hundreds of steam locomotives have been replaced by diesels, and the entire rolling stock has been renewed. The signal system has been modernized, the roadbed strengthened to permit higher speeds, and thousands of level crossings eliminated, contributing materially to the safety of road traffic.

As for the station buildings, first things came first - and so, during the early post-war years, new station buildings were not essential for the maintenance of the service. But the 300 that now have been renovated or rebuilt were worth waiting for. All of them are of streamlined design, with generous expanses of glass, spacious waiting rooms, wide platforms, fluorescent lighting and many modern appurtenances. The new German railway stations bear little resemblance to the smoky, badly ventilated pre-war structures.

A copy of the Society's recently-issued Prospectus is enclosed. After reading it over, why not pass it on to one of your railway-minded friends? Additional copies are available on request.

end