April, 1958 - Number 147

The Society meets on the first and third Fridays of every month from September to June. The next general meeting is scheduled for April 18th. at 8:30 P.M. in Room 486, Toronto Union Station. For entertainment at this meeting, a film dealing with the construction of Toronto's aluminum subway cars will be shown.

The May outdoor meeting will be held on the 2nd. of the month. It is hoped that arrangements can be made for a tour of the TTC's new Head Office building (The McBrien Building) at 1900 Yonge Street, possibly to be followed by a tour of the nearby Davisville subway car shops. Further details will be given to members at the April 18th regular meeting.

Past Meetings - April 4th. - 11 members witnessed an interesting parade of passenger and freight trains at the CNR Sunnyside Station. Details of passenger trains observed appear on Page 4.

TORONTO STREET RAILWAY - TORONTO RAILWAY COMPANY HISTORY SOON TO BE PUBLISHED

A truly monumental work on Toronto's electric railway history prior to 1921 is scheduled for publication in the very near future, with a good possibility that it will make its appearance during May. This is to be an exhaustive 156 page bulletin authored by the dean of Toronto electric railway historians, Mr. Louis H. Pursley , who is well known to UCRS members; the work will be published by Interurbans (Ira Swett) of Los Angeles, California.

The subject of this bulletin will be one of great interest to many local UCRS members - the history of the Toronto Street Railway Company (1861-1891) and the Toronto Railway Company (1891-1921). A short outline of the very early history of York and Toronto will be followed by that part concerned with early transportation in the then frontier community. The formation of the Toronto Street Railway in 1861 precedes a full account of public transportation in Toronto from that date until 1921. Another chapter fully records each street car route operated.

A complete roster of all rail equipment includes all available details of every car ever operated by the TSR and the TRC. This part of the work is carried through to the final disposition of the last TRC passenger cars in 1951.

The book will be well illustrated with some 350 pictures, many of which have not been published heretofore. The format will follow the usual standards of recent Interurbans publications, with a heavy paper cover. The price will be $3.00 per copy.

Mr Pursley advises that he will handle personally all Ontario sales, and that he will be happy to autograph all copies sold to UCRS members. Further details will be given in the *Newsletter* when the work is available.

➢ An interesting excursion will be held in Montreal on May 3rd. and 4th. by the Brantford Electric Railway Association, to consist of a tour by open observation car (or up to four such cars depending on response) of almost all the operating trackage in Montreal lasting for two days. Fare $6.00 for the two days. Tickets and information from Mr. F. Pfuhler, 20-50 121st. Street, College Point 56, NY, U.S.A.

A RAILFAN'S REPORT ON THE MARITIME PROVINCES

By Forster A. Kemp

PART THREE

From Sydney to Springhill Junction - Passengers intending to ride the "Railiner" from Sydney to

Truro must get up early in the morning, for it leaves Sydney at 6:00 A.M. Of course, most restaurants are closed at this hour, so that most passengers get on without breakfast. On Friday, January 3rd., 1958, CNR Train 610 left Sydney with about 70 passengers. At 6:25 A.M. in North Sydney, about 15 passengers making a hurried connection from a delayed Newfoundland steamer pushed their bulky belongings into the car. Many passengers missed the train owing to a shortage of taxicabs at the wharf. About six more people boarded at Sydney Mines filling the car to capacity.

The rocking, rolling Railiner then hurried down the windswept reaches of Bras d'Or Lake, pausing occasionally to detrain and entrain passengers. Dawn broke as the car approached the massive through truss bridge at Grand Narrow's and crossed over to Iona. The sun was shining over the hills as the car came down to Port Hawkesbury, ran along the rebuilt section of the Inverness branch to Port Hastings Junction, and crossed over the Canso Causeway to pursue its scenic way to Havre Boucher and Antigonish. The number of passengers entraining at Antigonish only slightly exceeded those detraining, so that there were five standees out of that station, excluding the crew and deadhead employees who remained on the platforms. However, there were 12 persons standing from New Glasgow, and about 15 after Stellarton. It became virtually impossible to pass down the aisle due to the motion of the car combined with obstruction of the aisle by passengers and baggage. This one car was carrying about twice as many passengers as the five cars of Train No. 7 had carried two days previously. However, it was evident that such a schedule would be impossible with conventional equipment.

At Truro the Ocean Limited was waiting, and the Scotian came along shortly afterward to carry us to Springhill Junction. No steam power was noted, but despite the removal of some steam servicing facilities on the Sydney line, they are still in place on the main line. At Oxford Junction diesel-electric 15843 with its trailer 15736 (mail and passenger) waited to begin their return trip to New Glasgow via Pugwash and Pictou. The coal chute at Springhill Junction was still operating, so steam engines must still come there occasionally

A Train of Yesterday - The Cumberland Railway & Coal Company - Engine 52, a small 2-8-0 of CNR-like appearance, awaited the Scotian's arrival at Springhill Junction. Its train was already made up and consisted of two drop-bottom gondolas, a hopper, a box car (all CNR) and an ancient open-platform coach numbered 602 with a faded green paint job very much in need of renewal. Inside the coach the clock was turned back at least 60 years. A blazing cone-topped stove stood inside the door, its hot fire emitting a cheery light and welcome heat. Three two-lamp brackets hung from the green ceiling between the frosted glass clerestory windows which bore the interlaced letters I.C.R. (or I.R.C. - the line was often referred to as the Intercolonial Railway of Canada, as well as the Intercolonial Railway). The windows were shaded by wooden slat shutters of a design now rarely found. Brass plates were embedded in the floor over the truck centre pins. These read, "J. Harris & Company, Saint John, NB, "Builders". The clerestory ends bore the number 3044. This car is a real museum piece, but is badly in need of new paint, varnish and upholstery. The toilets are at the opposite end from the stove and bear brass plates marked, "For Ladies Only" and "For Gentlemen Only". The railways were particular about their passengers in those days!

The train left on time at 2:00 P.M. and proceeded over a fairly straight line on a high fill to the metal-sheathed station at Springhill. The empty cars were set out and a loaded hopper picked up and added to the train.

Engine 10, an 0-6-0 saddletank, stood forlorn on a spur, obviously awaiting scrapping. A variety of other equipment stood nearby including a double end snow plough, an ancient steam crane used for coaling engines, a former I.C.R caboose numbered 501 and a Crossen combine numbered 601.

The first part of the route, as far as Southampton, is rather uninteresting, but beyond that point it follows a succession of rivers and passes by several lakes, in settings which are

attractive at any time of year. The stations are small square wooden buildings sheathed with shingles, except Southampton, which has a metal clad structure. They bear no signs, so a passenger must refer to a map to know his location. Stations west (or south) of Springhill are East Southampton, Southampton, West Brook, Newville, Lakeland and Parrsboro. The later is a town of about 2000, located near Minas Basin on a river estuary which becomes a red clay ditch at low tide, but which fills to capacity at high tide. One of the railway's two agencies is located here, in a frame station building whose waiting room also displays old trans-Atlantic steamship ads.

After arriving at Parrsboro, the first consideration is to refill the water tank at the waterspout which is located near the main highway to Truro. No. 52 blocks the highway while taking water, much to the disgust of motorists attempting to enter or leave the town. The arrival of the train is a daily event for some twenty small children who follow every move of the train crew as they take water, set out the coal car on a dealer's siding, transpose the coach and box car, then couple up ready to return to Springhill Junction. Then the train crew and most of the children swarm into the coach to warm-up around the stove for a few minutes before the departure of the train. The usual procedure here is to turn the engine on a wye near the old coal wharf nearly a mile below the town, but this particular day No. 52 returned to Springhill Junction tender first.

The coal wharf itself is a noteworthy structure, although it is now partly dismantled. It is a wooden pile structure, built in a reversed "L" shape with a small turntable at the corner to transfer cars from the shore portion to the outer portion which lies parallel with the shoreline. Both sections carried two tracks. Cars were apparently moved by winches and cables, these cars being of course 15-ton four-wheeled wooden hoppers. Three storage tracks were provided, and these were approached through a three-way point switch with two levers in which the switch point for one track, when closed, was used as the stock rail for another. This switch still remained in 1956, although the sidings had been removed. The line also possesses a three-way stub switch at Springhill.

The sun had nearly set as Train No. 3 departed from Parrsboro, and accordingly three of the oil lamps were lit, lending even more to the old-time atmosphere to the car. The engine had little trouble hauling the two cars back to Springhill, although the line is so graded as to be-uphill toward Springhill and downgrade to both the junction and Parrsboro, as this was the route of heaviest traffic when the line was built.

A few additional notes are in order: There are 3 other locomotives on the property. Nos. 53 and 54 are both large 0-8-0 switchers, and they perform most of the work. Both were imported from the U.S. No. 43 is apparently a 4-6-0, formerly belonged to the Sydney and Louisbourg, and is similar to S&L No. 45 except the latter is a 2-6-0. Rails on the Cumberland Railway are 80- and 85-lb., and much of it is laid with opposite joints. Untreated ties are used but riding qualities are quite good at the normal running speed of 30 to 35 MPH.

The railway was originally built to carry coal from Springhill to be shipped via Parrsboro. More recently, most of the Springhill coal has been shipped by rail through Springhill Junction. The Parrsboro end carries only a light freight traffic, with only occasional carloads being hauled. Passengers are served by two daily bus trips on the paralleling highway, and a pending application to abandon the Springhill - Parrsboro portion will probably be granted. The Cumberland Railway is well worth a visit by a all steam enthusiasts.

PASSENGER TRAINS OBSERVED DURING THE MEETING AT SUNNYSIDE STATION - EVENING OF APRIL 4th., 1958.

CPR No. 327
CP 2825 with 13 cars

CNR University Tours special - (New York via Fort Erie & D.L.& W)
CN 6235, CN Mail & Express 9543, DL&W coaches 256, 255, 257, 247, 250, 249, 258, 259, 260, 261, Pullmans "Litchfield", "East Youngstown", and "Cemonton".
CNR No. 92
CN 6404 with about half dozen cars, plus Rule Instruction Car 15025 and Business Car 60.
CNR University and Oxley Tours special - (New York, Philadelphia and Washington)
CN 6263, one CN express refrigerator car, Pullmans "Elm Leaf", "Poplar Gorge", CN coach 5422, Pullmans "Lake Eleanor", "Buchanan", "McClure", "Ravenna", "Lake Auburn", LVRR Diner-Lounge 1015, Pullmans "Elm Manor",
"Clover Plot", "Poplar Borough" and "Elm Heights".
CNR No. 18
CN 6527-6627 and train.
CNR Calladine & Baldry and Oxley Tours special - (for New York)
CP 2839, NYC express car 8695, NYC coaches 3007, 3011, 3068, 3031, 3030, 3125, 3128, 3131, Pullmans "Raisin River", "Little Fox River", NYC coaches 3147, 3143, 3052, 3012.
CNR 89
CN 6214, LVRR coach 904 and combine 1050, Pullmans "Elm City", "Fir Springs", CN coaches 5619, 5226, diner 1257, coaches 5077, 5351, 5275.
CPR No. 329
TH& B 403-401, express cars 7957 (NYC), 54 (TH&B), 9039 (NYC), TH&B coaches 76, 72, NYC coaches 2612, 3002, 2116, diner-lounge 675, Pullmans "Croton River", "Chagrin Valley", "Onondaga County", "Scioto River", "Cascade Waters", "Sacketts Harbor", "Little Miami River", "Stillwater River".
CPR special - (with additional Pullmans normally on 329) CPR 2462, CP coach 1391, NYC express car 8163, Pullmans "Hampden County", "Willoughby Bay", "Imperial Temple", Santa Fe Pullmans "Hotel Villa" & "Hosta", NYC Pullman "Delaware Bay", Seaboard Pullman "Poplar Run", NYC Pullman "Wayne County", NYC coaches 2921, 2946, 3026.

CNR MOTIVE POWER AT LINDSAY - March 29, 1958

(This report should be compared with that for August 5, 1957 in *Newsletter* 140)

2-6-0	91	Spare engine to protect Lindsay - Bancroft - Coe Hill and Maynooth); replaces 1520.
4-6-0	1520	Boarded up in west yard - for scrap.
2-8-0	(2540, 2550, 2616, 2619)	Used on wayfreights, Lindsay -Belleville.
2-8-2	(3228, 3340, 3401, 3409, 3450)	Used on through freights Midland - Belleville except 3401 boarded up in west yard for scrap.
4-6-0	5565	Used on way freights
0-6-0	7461, 7509	One regular yard engine, the other as spare. (Diesel 8496 replaced as yard engine when switching hours reduced and 7461 moved in.)
Diesel	1705	Regular Lindsay - Bancroft (Coe Hill & Maynooth)
Diesels	1234, 1240, 1242	Three road switchers currently at Lindsay (see August 1957 notes)
Oil-electric	15832	Used with trailer 15767 on trains

603-604 (trailer retired due to open-switch accident.)

Corrections to *Newsletter 140* information:

7509 only used to protect 8495; 7496 was boarded up in west yard.

1705 works Lindsay - Bancroft regularly (not Lindsay - Haliburton)

THE GORDON COMMISSION'S COMMENTS ON URBAN TRANSIT

The Gordon Royal Commission appointed to study Canada's future economic prospects presented its final report on April 8th., and contained therein were some significant comments on the urban transportation problems of Canadian cities. In commenting upon the probable need in future years for increasingly stringent restrictions on the use and movement of private automobiles in downtown areas, the point is brought out that in the larger cities controls on the automobile will in themselves not be sufficient to restore an orderly flow of traffic, and that large expenditures will have to be made on rapid transit systems, below, on, or above the ground.

The report makes clear its position that Provincial governments should share in the financing of rapid transit systems, as the day is past when municipal transit systems can be expected to pay their own way. The Commission believes that even if rapid transit systems could not cover costs through fares, their ability to move vast numbers of people would result in long-term savings to the community out of all proportion to the subsidy; further, if municipal and higher governmental authorities viewed the situation in this light, they would undoubtedly realize that mass transit service is deserving of much stronger financial support than it has received in the recent past.

A direct quote from the report is as follows: "Over the next 25 years, there are likely to be times and places where the provision of truly rapid and attractive transit service -- subways, monorails or express buses on exclusive lanes or streets -- offer a more fruitful field of expenditure than any immediate alternative."

Moving on to the position of the railways in this problem, the report suggests that municipalities should consider underwriting the cost of providing railway commuter services. While the railways traditionally regard these services as notoriously unprofitable, there are some railway lines running through municipal areas that are well suited to move a heavy volume of commuter traffic. The Commission expresses the opinion that there are a few cases where the use of public funds to make a frequent and attractively priced service modestly remunerative to the railways might do more to relieve traffic problems than any alternative expenditure.

C.N.R. PLANS MAJOR IMPROVEMENTS AT CORNER BROOK, NFLD.

A $1½ million program will completely overhaul and expand CNR facilities at Corner Brook, Newfoundland, on the narrow-gauge Newfoundland district. The major feature of the work will be an eightfold increase in the size of the freight yard at this point with a new yard of 470-car capacity planned. It will be built largely on reclaimed land made by blasting away an adjacent rock hill. The main line will be straightened and the gradient eased along with the yard construction.

Other features of the two-year project include an enlargement of the existing freight shed and an enlargement and renovation of the passenger station. A diesel locomotive shop and car repair building are also to be constructed adjacent to the new yard.

- The T.T.C. has placed in storage pending sale for scrap most of the 30 2300 and 2400-series Large Witt cars retired upon the placing in service of the Kansas City PCC cars. These cars have been stripped of useable parts and are in Russell Division yard.
- Small Witt 2820 was damaged extensively in a rear end collision in the Bathurst Street subway north of Dupont Street and will probably not see further service.

CANADIAN PACIFIC BEGINS C.T.C. OPERATION IN SOUTHERN ONTARIO

The Canadian Pacific Railway has begun the progressive installation of Centralized Traffic Control on the "Lake Shore Route" between Glen Tay and Agincourt, the southerly of the alternative main lines between these points. The first portion of the line to be completed will be the Belleville Subdivision between Glen Tay and Trenton Work is proceeding westerly from Glen Tay, with the easternmost portion having gone into CTC operation on January 28th. This subdivision is expected to be completely converted by the end of 1958, while Trenton - Agincourt (the Oshawa Subdivision) will be converted at a later date. The control for this entire CTC district is located in Toronto Union Station.

Sidings on the Belleville Subdivision are being changed to accommodate CTC operation. The 16 sidings in existence before CTC, which had an average length of 70 cars, will be reduced to eight sidings of 150-car length. Switches on the new sidings, of course, are to be electrically powered and operated directly by the Toronto dispatcher.

INCLINE RAILWAY OPERATING IN METROPOLITAN TORONTO

The City of Hamilton, Ontario once proudly pointed to its two incline railways as a feature that could not be duplicated in very many other places, particularly in mountainless Toronto. The situation is now reversed, however, with Hamilton's inclines having been abandoned in 1931 and 1936, and with Toronto having recently acquired a new incline railway which, while only a midget compared to its Hamilton counterparts, is a true representative of the breed, nevertheless.

This interesting facility has been installed at the Metropolitan Toronto Don Valley Golf Course, on the west side of Yonge Street south of Highway 401. The golf course was opened to the public in 1956 and was the subject of immediate criticism because of the lack of provision (other than a treacherously steep footpath), for the golfers to reach the course, in the valley, from the level of the clubhouse on Yonge Street. The Metropolitan Parks Department accordingly has installed a 125-foot-long single-track single car incline railway, designed and constructed by the Cober Elevator Company, immediately adjacent to the clubhouse, and although not visible from Yonge Street, is only a stone's throw from it. The railway was placed in operation in August, 1957.

The car has a capacity of 6 passengers plus equipment, and is operated by those riding on it, being electrically powered. Rails used as a form of U-frame in which counterweights travel below the running surface. The "right-of-way" is rock ballasted and enclosed by a chain link fence; total difference in elevation between termini is in the neighbourhood of 65 feet.

MISCELLANY

- It is reported that the Toronto Hamilton & Buffalo Railway's 400-series passenger road switchers will be seen in Toronto as a regular practice in the future. The exclusive use of CPR locomotives on the Toronto - Hamilton portion of TH&B passenger runs in recent years has built up a considerable mileage surplus of operation with CPR locomotives which is to be equalized in the future.

  As most members are aware, the mileage operated by CPR, TH&B and NYC locomotives on Toronto - Buffalo passenger runs has for many years been kept proportional to the line mileage operated by each company on this run.

- The CNR is testing an experimental heated boxcar in an attempt to devise a car of higher capacity than the standard refrigerator car, which would be capable of taking over a proportion of the winter traffic now handled by the latter. Heating is performed by two charcoal burners and a system of ducts beneath the car floor.