

July, 1958 - Number 150

SOCIETY ACTIVITIES: For the months of July and August, the Society will hold outdoor meetings on the third Fridays only. The July meeting, taking place on the 18<sup>th</sup>, will consist of an evening of transit observation at Danforth & Coxwell.

PAST MEETINGS: June 20<sup>th</sup> - For the second month in succession, a total of 31 members attended the General Meeting in Room 486, Toronto Union Station. Entertainment consisted of a showing of movies taken by John Mills which gave a kaleidoscopic review of British and European tramway systems.

➤ Freeman E. Hubbard, editor of *RAILROAD MAGAZINE*, 205 East 42<sup>nd</sup> Street, New York 17, New York, has requested that members of the Upper Canada Railway Society convey suggestions to him as to ways and means of making that magazine more interesting to Canadian railwaymen and railfans.

A fairly large proportion of readers are Canadians, but he would like to extend the magazine's influence in this country as a gesture of international friendship.

#### NEW LOCOMOTIVE UNDER CONSTRUCTION BY GRAND RIVER RAILWAY

The month's biggest news concerns new electric railway equipment for two Southern Ontario properties.

The Grand River Railway has a new 70-ton steeple cab trolley locomotive well on the way to completion in the Preston shops. It incorporates a small amount of material, notably the centre sill, from the scrapped No. 222, a light box-cab motor. However, the bulk of the material is new, including electrical equipment, cab and trucks. The new engine will have more powerful motors than those used on 222.

The retention of electric power on the G.R.R.-L.E.& N. evidently stems from inability to obtain diesels which are short enough to negotiate the curves of certain industrial sidings and yet able to develop horsepower equivalent to the trolley locomotives. No. 222 was the oldest locomotive on the roster and the only one of the box cab type. The other nine locomotives are all of the steeple cab type, although of varying weights, and are numbered Grand River Railway 224, 226, 228, 230, 232 and 234, and Lake Erie & Northern Railway 333, 335 and 337.

➤ New Subway Cars Arriving in Toronto - Two subway cars of a group of six built for the Toronto Transit Commission by the Gloucester Railway Carriage and Wagon Company of England arrived in Toronto on July 2<sup>nd</sup>. The cars are 5110 and 5115, being two of the experimental group of six (see details in *Newsletter 140*, Page 7). These cars were ordered originally well over three years ago as a portion of an order for 34 non-driving motor cars which were intended to make possible the operation of eight-car trains in the Yonge subway. Of this group 28 cars, numbered 5200-5227 were delivered two years ago and have been used as intended. The last six cars were, however, long delayed because of the decision to install considerable special equipment on them for experimental purposes. Two of the cars are to be full driving cars.

Delivery of the remaining four cars of this group is expected in six to eight weeks.

#### EDITORIAL:

##### A NEGLECTED FIELD OF RAILFAN ENDEAVOUR

With the declining overall interest of the railfan movement in the motive power field that is certain to follow total dieselization, new outlets for interest will doubtless be sought. One

field which does not seem to have received adequate attention from the average fan is that of railway car equipment.

The electric railway fan is usually exhaustive in his coverage of the rolling stock of a given property, and the most broken down pieces of non-revenue equipment in the furthest corner of the carhouse yard have attention lavished upon them, often more enthusiastically than upon first string base service passenger equipment. On the roster of an electric line, of course, the bulk of the equipment is self-powered, and this perhaps goes a long way in explaining the more general interest in all rolling stock in the electric railway field.

Steam fans, on the other hand, though they may look behind the tender now and again, seldom bother with photographs, rosters or the other usual aspects of the study of motive power, when it comes to car equipment, be it passenger, freight or non-revenue. This is probably due not only to the fact that such rolling stock is not powered, but also, in the case of freight cars at least, to the voluminous extent of the rosters of the larger roads, the mobility of this equipment, and the large numbers necessarily used on it. Passenger and non-revenue car equipment groupings, on the other hand, are easier to grasp and the equipment is intrinsically more interesting.

The present interest of a few fans in car equipment proves that this interest can be organized and become much more general. Such equipment is in actuality extremely interesting, and in the future the overall field of rolling stock will probably present considerably greater interest than the extremely standardized and colourless motive power field.

We would suggest that railfans would do well to begin photography and the assembly of data on steam road car equipment in earnest, so that total dieselization will not bring quite the void that many fans expect.

#### THE PINE POINT CONTROVERSY

Oscar D. Skelton, in his book "*The Railway Builders*" (Toronto, 1916) wrote of "that close connection between politics and railways which is distinctively Canadian." He was referring primarily to the great amount of Canadian rail mileage, including notably the C.P.R., the Intercolonial and the National Transcontinental, which was promoted and located primarily as a result of political considerations, rather than for pure speculative gain. Events now transpiring in Northern Alberta show that pattern of the past to be repeating itself in the hot political controversy surrounding the projected extension of the Northern Alberta Railways to Great Slave Lake, in the Northwest Territories north of the Alberta border.

What is possibly the world's largest lead-zinc deposit, in a 25-mile long ore body, is located at Pine Point on the south shore of Great Slave Lake, between Hay River and Resolution. The federal government has promised a 15 to 20 million dollar grant toward the construction of the 65 to 70 million dollar extension by the C.N.R. and the C.P.R., which together own the Northern Alberta Railways. The government is said to favour extension of the Waterways line of the N.A.R. to Pine Point (shown on the map of Page 3 as "Route 1") because of somewhat shorter length and smaller construction cost as compared with a line from Grimshaw, some 16 miles west of the Peace River crossing on the Hines Creek branch (shown on the Map as "Route 2"). There is extremely strong local pressure for the construction of the extension from Grimshaw because of the extensive agricultural lands in the Peace River Valley north of this point, a considerable acreage of which is already under cultivation. So strong is this local feeling that there have been warnings of secession of the area from the Province of Alberta, seeking annexation to British Columbia, if the Waterways - Pine Point line is built in lieu of construction in the Peace River area.

Although the railways claim the Waterways route to be the more economical from a construction standpoint, the line would pass through typical Canadian Shield topography, uninhabited rock, lake and muskeg country. There would further require to be undertaken major bridges over the

Athabaska and Peace Rivers. The Grimshaw route would have no major bridges and would pass through more level country with an agricultural potential. These arguments are used by the Grimshaw proponents, who claim further that the route which they propose would tap great timber reserves and an area where much oil drilling activity may be expected in the future.

A further complicating factor is the imminent arrival of the Pacific Great Eastern Railway in the Peace River country, and the possibility that pressure may be exerted on the B.C. government to extend the railway further, into the Alberta portion of the Peace River area and perhaps all the way to Great Slave Lake, if the federal government ignores the pleas of this area and builds from Waterways.

The Alberta premier has maintained a generally neutral stand in this dispute, but has promised a free land grant to the line if built from Grimshaw. Railway opinion has not been divulged, and it is probable that it will follow the thinking of the federal government on the matter of the route, because of the extensive construction subsidy that will be forthcoming.

In any case, whatever the route finally chosen, it would appear that 500 miles of new railway in Northern Alberta and the North-West Territories (being the first railway in this latter vast area of Northern Canada) is definitely soon to be under construction, and Canada's development frontier will once again be rolled back with the advance of the steel rail. Construction along either route is estimated to be a four-year project.

Map: Pine Point Extensions, Northern Alberta.

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#### TORONTO TRAIN TRIP ASSOCIATION - EXCURSION OF JUNE 14<sup>TH</sup>.

The special train chartered for the 13<sup>th</sup>. Annual Excursion of the Toronto Train Trip Association was powered from Toronto to Hamilton by C.N.R. road-switcher 4456, which later also handled this portion of the return journey. A wooden baggage car was coupled behind the engine, and the remainder of the consist was C.N.R. 5100 series coaches exclusively, with a remarkable variety of interior decoration styles and seat fixtures.

From Hamilton to Stratford and return Mikado 3423 hauled the train, as Mountain 6014, originally assigned to the run, was in use elsewhere.

At Stratford excursionists were treated to a conducted tour through the engine shop, the erecting shop being full of steam power undergoing minor repairs. Biggest surprise was the discovery of 2-10-2 4190 (ex 4100) in the erecting bay, being fixed up for use with a snowmelter in the Montreal yards. Oil-fired western engines were much in evidence, mainly 2-8-2's and 4-6-2's.

Mountain 6064 was seen, converted to oil; it has lost its Vanderbilt tender, but the present conventional tender is painted green, a most unusual sight.

The overhead crane in the erecting shop was demonstrated a number of times by hoisting Mountain 6002 up and carrying it along over several other locomotives, and then returning it to its original position.

In addition to several freshly overhauled 4-6-2's and 2-8-0's in gleaming paint awaiting shipment, there were two tracks full of clean looking engines stored serviceable. Idle equipment not available for immediate use included among many other machines Nos. 6400-6403, 5704 and 6028, the latter notable for its odd running boards, which are a remnant of its use during the 1939 Royal Visit.

An oddity at Stratford roundhouse was O-9-a class six-coupled switcher 7312 (old 7157) with an extremely short 3100 gallon 7 ton tender with truck centres of only 8 feet!

A tour by bus to the Shakespearean Festival grounds was provided, and a tasty supper was served at the Y.M.C.A., there being no diners on the train for this excursion.

The U.C.R.S. members who took the trip this year agreed that a good job had been done to restore railfan interest to the T.T.T.A. trips, reversing a trend which has been evident and

much criticized for some years past.

#### C.N.R. TRAINS DISCONTINUED

Effective June 2<sup>nd</sup>, the Canadian National Railways discontinued the following train services:

- #42 - Barrie to Toronto, Daily except Sunday & Monday.
- #45 - Toronto to Orillia, Daily except Sunday.
- #148 - Barrie to Toronto, Sunday only.

Also soon to be discontinued are Trains #25 and #26, between Montreal and Brockville.

#### METROPOLITAN COUNCIL APPROVES BLOOR SUBWAY ASSISTANCE

At the conclusion of a record breaking meeting lasting from 2:30 p.m. July 3<sup>rd</sup>, to 4:00 a.m. July 4<sup>th</sup>, Metropolitan Toronto Council voted 16-8 to provide financial assistance to the T.T.C. in the construction of the 10 mile Bloor-University subway system. All eight opposing votes came from suburban reeves who feel that the municipalities which they represent have more to lose than to gain in the financial participation of the Metropolitan Corporation. The approval in open Council followed the recommendation of the Executive Committee, as reported in *Newsletter 149*, Page 1, and the remaining step is now the approval of the Ontario Municipal Board of the municipal outlay. Although the eight recalcitrant municipalities are expected to oppose the immediate undertaking of the project further before this Board, most quarters are confident that little heed will be paid their pleas. If the final green light is given during August as expected, contracts will be called to start actual construction by November 1<sup>st</sup> of this year at the Union Station bulkhead of the Yonge Street Subway.

A ten-year construction schedule would see the entire project completed in 1968. The construction cost split is 55% for Metropolitan Toronto and 45% for the T.T.C.; Metro will own the right-of-way, while the T.T.C. will own all of the fixed installations thereon, in addition to the rolling stock.

#### T.T.C. NOTES

➤ Tangent track was recently reconstructed on a three-block section of Queen Street East, from Coxwell Avenue to Ashdale Avenue, where old T-rail was replaced with new standard 104 lb. girder rail. Currently being reconstructed is tangent track on Bathurst Street hill, from Davenport Road to Nina Avenue, which was laid originally in 1921 when the Bathurst carline was extended from Dupont Street to St. Clair Avenue.

➤ Starting with the repainting of the Kansas City P.C.C. cars, the paint scheme on both P.C.C.'s and Peter Witts has been simplified with the deletion of buff-coloured striping on the belt rail and above the windows. The solid black striping now appearing on repainted cars creates a particularly different appearance on the Witts.

➤ The Toronto Transit Commission has a subway car truck overhaul program under way. The trucks are hauled from Davisville to Hillcrest car shop on a float and are unloaded there on a new ramp in the north-west section of the property, on the most westerly track leading to the transfer table.

➤ The list of T.T.C. P.C.C. cars fitted with auxiliary braking control for instructors is as follows:

4000	4137	4151	4300	4398	4401	4500	4625
4001	4138	4152	4301	4399	4402	4501	4700
4002	4139	4198	4302	4400	4498	4550	4701
4136	4150	4199			4499	4601	4779

These cars are identified from the exterior by a small yellow circle on the front windshield

placed near the run number. It will be noted that all cars selected are either at the beginning or the end of the number series for their respective groups.

#### MISCELLANY

➤ The C.N.R. has called for tenders on the complete conversion of Spadina Roundhouse for use by diesel locomotives.

➤ The C.P.R. has awarded a contract for the construction of a new station of modernistic design at Adirondack Junction, Quebec, which will feature knotty pine finish.

➤ The Board of Transport Commissioners has denied the application of the C.P.R. to abandon the Weston - Centreville, NS line of the Dominion Atlantic Railway. Although the line is operated at a substantial loss and is in need of rehabilitation, the Commissioners felt that there is a good possibility of an improved traffic picture over the next year, and the case will be reviewed again at the end of this period.

➤ The C.N.R. is testing a pair of experimental passenger car trucks in main line service between Toronto and Montreal. These trucks are of German manufacture, being fabricated by the Westwaggon Works of Cologne, and are noted for their very smooth riding qualities.

➤ The old Aurora passenger station of the Metropolitan Division of the Toronto and York Radial Railway was torn down last February. The building had in latter years been used as a service station office, and had been moved well back from the street. This building was well known to local fans because it carried into recent times the station nameboard, including mileages to Toronto and Sutton. The station stood on the west side of Highway 11 (the main street of Aurora), just north of the United Church.

➤ Canadian Pacific engines observed being hauled east out of Toronto dead recently include the following:

2231	May 14	2464	June 23	2806	June 27
2233	June 5	2501	June 23	2818	June 25
2460	June 30	2804	July 2		

➤ Engine 2231 is notable for having been driven by H.R.H. the Prince of Wales during one of his visits to Canada.

➤ The Flintkote Company of Canada now has an ex-U.S. Air Force 150 H.P. General Electric diesel at its Oak Park Gravel Plant near Paris. It was built in July 1951 and bears the serial number 30987.

#### COMING EXCURSIONS

➤ July 19<sup>th</sup>: C.R.H.A., Montreal: A traction trip using an M.T.C. observation car, leaving Youville shops at 12:15 P.M., E.D.T. for tour of many of the remaining lines. Fare is \$2.00.

➤ July 20<sup>th</sup>: C.R.H.A., Montreal: C.N.R. Hudson-hauled special train will leave Central Station at 8:00 A.M. E.S.T. for Joliette, Shawinigan Falls, Gameau, St. Prosper and Hervey, returning via Ste. Theele to arrive back in Central Station at 5:30 P.M., E.S.T. Fare will be \$7.00.

➤ July 20<sup>th</sup>: Buffalo Chapter, N.R.H.S.: A steam hauled C.N.R. special train from Fort Erie to Sarnia and return, leaving Ft. Erie at 9:30 A.M., E.D.T. and getting back at 7:30 P.M., E.D.T. A two hour stopover in Sarnia will provide an opportunity to inspect locomotive servicing facilities. Round trip fare from Ft. Erie will be \$8.50.

➤ August 10<sup>th</sup>: C.R.H.A., Montreal: A traction trip, possibly using instruction car 1177, leaving Youville at 12:15 P.M. E.D.T for Bois Franc and Cartierville. Fare is \$2.00.