

August, 1958 - Number 151

The Society's regular meeting schedule of the first and third Fridays will return in September, with a meeting scheduled for Friday, September 5th. This meeting will be held at the overpass, just north of the Canadian National Exhibition Dufferin Gates, where C.N.R. main line operations, in the cutting below, together with T.T.C. Exhibition operations at the adjacent Dufferin Loop can be observed. This should be an observation meeting full of interesting activity. Past Meetings: - July 18th. - Only five members attended, but they enjoyed an observation period at the T.T.C. Danforth Carhouse, following which they repaired to the nearby basement of member Rex Rundle, to inspect his HO gauge model railroad.

➤ August 15th. - Approximately 13 members enjoyed operation on two scales at Scarboro Junction Station; in addition to the full scale action on the C.N.R. main line, there was also in operation close by (at the corner of Harmony and Granger Avenues, 300 feet north of the station) a ³/₄" scale 4-4-2 live steam locomotive on 150 feet of track. Members enjoyed a full evening of observation of live steam model operation and rode on the three-passenger flat car behind the Atlantic. This locomotive is the creation of Mr. Jacob Schieb, who demonstrated its operation and later, after the engine had been returned to its position in his cellar with its fire killed, some of the internal complexities of its construction. It was noted with interest that two pictures of Mr. Schieb's Atlantic hang in the agent's office in the nearby C.N.R. station.

N.R.H.S. 1958 CONVENTION IN TORONTO

Recognizing that Toronto is still a point where both steam and electric railfan interest have ample scope, the National Railway Historical Society has selected this city as the locale for its three-day 1958 convention. Without doubt, many local members of the Upper Canada Railway Society will be interested in attending one or more of the various excursions and functions.

➤ While individual trip times and fares, as well as other necessary information is not available to the Editor at time of writing, interested parties may obtain these details by writing to the 1958 N.R.H.S. Convention Committee, 840 Potomac Avenue, Buffalo 9, NY. The general schedule of activities includes the following:

➤ Saturday, August 30th: C.P.R. special train will make circuit of that company's trackage in the Toronto area, visiting Lambton roundhouse, and then make a circle trip via Guelph Junction and Hamilton (returning via C.N.R. from the latter point). The annual convention banquet will be held in the Royal York Hotel following the arrival of the train back in Toronto.

➤ Sunday, August 31st: C.N.R. special train will proceed to Stratford for a tour of the locomotive shops and then proceed to Niagara Falls by way of Paris Junction. Following a tour of the Falls, a direct return to Toronto will be made.

➤ Monday, September 1st. (Labour Day): Chartered street car trip on the T.T.C., including visits to carhouses and Hillcrest Shops.

JOINT TRIP C.R.H.A. AND MCKINLEY DIVISION, E.R.A.

FIRST FAN TRIP EVER OPERATED OVER THE Q.R.L. & P.

Saturday, 13th, September, 1958, using car 401, fare \$2.50 for round trip. Leave St. Paul Terminal 1:30 p.m., E.S.T.; return by 5:30 p.m.

Sunday, 14th September 1958. A tour of some of the remaining lines of the Montreal Transportation Commission. Trip leaves Youville Shop at 1:30 p.m., E.S.T. and return at 5:15

p.m. Fare \$2.50.

For either of the above trips, write to Joint Quebec Railway Trip Committee, Box 22, Station "B", Montreal, 2, QC.

➤ The Lake Shore Model Railroader's Association will sponsor a fantrip to London, Ontario, and a tour of the General Motors Diesel Limited locomotive building plant on Sunday, September 14th. The participants will travel on C.N.R. train 17, leaving Toronto Union Station at 8:30 a.m., E.S.T. It is expected that a party fare rate will be available. U.C.R.S. members have been issued a special invitation to attend; further details may be had by writing John Sinclair, Secretary-Treasure, at 25 Struthers Avenue, Mimico, or calling him at CL 1-0415.

C.R.H.A. FALL FOLIAGE WEEKEND

Two steam Trips Out of Montreal

(1) Saturday, 4th October via C.P.R. from Montreal Windsor Station to St. Gabriel, QC, and return, a 164 mile trip using a light steam locomotive (class not yet determined). Leave Windsor Station at 8:30 a.m. E.S.T. with about a two-hour layover at the end of the line.
Fare \$4.00

(2) Sunday, 5th October via C.N.R. from Montreal Central Station at Garneau and return, a 214 mile return trip using a C.N.R. 5700 4-6-4 locomotive. The train leaves Central at 8:10 a.m., E.S.T., and returns about 5:00 p.m., E.S.T., with a short layover at Garneau. Photo stops will include Ste. Ursule Falls and the Val Pichette near Shawinigan Falls.
Fare \$6.00

All inclusive fare for both trips \$9.00

Children 5-11 inclusiveHalf Fare

Children under 5Free

Remittances payable to Canadian Railroad Historical Association. Write C.R.H.A., Box 22, Station "B", Montreal 2, QC.

N. S. & T. NOTES

The interurban passenger service on the Thorold - Port Colborne line of the Niagara, St. Catharines and Toronto Railway has been reduced to five round trips a day, Mondays through Saturdays. All express service has been discontinued and cars 41 and 82 (the latter converted from a passenger car to an express motor as late as 1955), are now out of service.

Also out of service is passenger car 83, with 620, 622 and 623 sharing duties on the Welland Subdivision, which now, of course requires only one car at a time. Trailer 220 of the Montreal & Southern Counties Railway, which was sent to the N.S. & T. along with the 620 series motor cars in 1956, to supply body parts for the same, was scrapped some months ago.

EASTERN TRIP REPORT

By John Freyseng

PART ONE

Many varied reports of the interesting railway operations in Eastern Canada have been published in the past. This factor, coupled with a curiosity to see the grandeur of the Maritimes proved overwhelming.

The trip to Montreal on the May 25th morning pool train was uneventful. One is accustomed to the lack of steam on this line, which once carried everything from Northerns to Consolidations.

A meal in the dinette car proved to be an enjoyable experience. Because of the close connections between the C.P.R.'s Atlantic Limited and C.N.R. Pool 14, free taxi transfer service is provided

from Turcot to Westmount for through C.P.R. passengers.

Train 42, the Atlantic Limited, followed closely on the heels of Hudson powered Train 237 from Ottawa. After the customary stop at Montreal West, the twelve-car consist curved south and headed across the mighty St. Lawrence. The gigantic construction of the Seaway could be seen on the left in the form of new approaches to the highway bridge and a new lift span for the C.P.R. Montreal fell far behind as the three diesel units sped across the Eastern Townships toward Farnham. Small farms glistening wet from recent showers raced past the dining car window while I tucked into a marvellous meal. No. 242 showed, then rolled past the modern Farnham station. Ten wheelers 424 and 946 were stored outside the roundhouse. Darkness and arrival at Sherbrooke meant the end of dinner and conversation, and so I retired in anticipation of the next day. Next stop, the Maritimes!

McAdam, New Brunswick, is surrounded by large tracts of fir trees. It is a typical railroad town, its size not even matching that of the railway installations. Three yard diesel switchers were puttering about the yard as 42 nosed its way into the divisional point. The early arrival found not a trace of steam; however, fears were shortly swept away as a large volume of smoke was suddenly emitted from the roundhouse. First out was D10 1044, which left for St. Stephen with the way freight. Next appeared G2 2598 and F1 2926. Apparently Trains 123-124 were being hauled by steam as the regular Dayliners had been involved in an accident at Saint John. Pacific 2598 was handling the second leg of the Saint John - McAdam - Edmundston trip to Aroostook. P2 5357 left for Saint John on a caboose hop just as G2 2628 steamed into town with Train 101 from Saint John. The elderly Pacific was cut off one end while 2598 was coupled on the other. Train 124 left town five minutes late, the mellow whistle wailing in the early morning mist.

A battery of minor explosions heralded the arrival of 9008, the daily accommodation from St. Stephen, which I boarded. At 9:00 a.m. accompanied by ludicrous comments on the dependability of 9008, Train 122 chugged out of town. The rolling gait soon gave way to a rocking, pitching motion as the "doodlebug" roared down the lightly ballasted right-of-way. The few passengers on board were all local citizens and the passenger section was soon filled with pipe smoke and laughter as the morning bull session with the crew got under way. An odd thing about 9008 is the seating arrangement, three on the left side and two on the right. At Watt the gas-electric turned off the St. Andrews line and left for St. Stephen. Twenty minutes later 2926 drifted up to the station with M564 for St. Andrews. The F1 provided adequate power for the run, and after meandering around the edge of a large salt water inlet, the train halted before a very neat station.

As this was too early in the season for tourists, there was nobody at the station except the Algonquin Hotel truck. However, there was much switching to do, in particular that for the Conley lobster plant, which requires several express refrigerator cars per day during the lobster season.

An extremely pleasant day was spent on the beaches, and all too soon 2926 whistled off for home. A beautiful sunset was witnessed through the open door of the wooden baggage car. Darkness had fallen by the time M563 arrived in McAdam, but the steam show continued. N2 3662 was switching in the yard while 2628 was patiently awaiting the arrival of the Edmundston train.

A comfortable room in the McAdam Hotel, the paradise for railfans on top of the station, provided a good night's rest with 3662 lulling one very tired railfan to sleep.

Train 123 for Edmundston was again powered by 2598. The three-car train which replaced the damaged Dayliners consisted of a modern mail-express car, an elderly steel coach and a baggage car on the rear end. At Woodstock G2 2644 was in the siding with a northbound way freight. From Woodstock the train follows the Saint John River for over a hundred miles all the way to Edmundston, past Hartland with the longest covered bridge in the world (which carries part of the Eastern link of the Trans-Canada Highway); the mighty power dam at Beechwood which forced the railway to higher ground, and the great Beechwood log boom across the river where the pulp wood is backed

up for over half a mile. At Aroostook, D4 492 replaced the G2 for the last lap because of the flimsy bridge across the Saint John River at Grand Falls. This bridge provides the reason why three M3 class 3300's were kept in service. But, alas; time has run out for the diminutive Consolidations. The day before, May 26th, the diesel had arrived. When the Budd cars return to service, the Aroostook - Edmundston line will be dieselized. Gradually the majestic fir-studded hills gave way to rolling potato fields. For the last ten miles the C.P.R. uses the Edmundston - Moncton line of the C.N.R. At the city limits, the C.P.R. branches off for the last mile into town on its own trackage. Parked in the one-stall engine house was M3 3379, and to judge from the pile of wood on the pilot, it had not been in service for quite some time.

In the early morning sun, the silhouettes of four dead S-1 class Mikados, Nos. 3342, 3344, 3358 and 3347 could be made out in the C.N.R. Edmundston yard. This was the only steam power seen on the C.N.R. in the Maritimes. C.N.R. train 52 for Moncton, which I next boarded, had a 3000 series road switcher and a steam generating unit on the head end. These steam generator cars, resembling glorified boxcars, made possible the dieselization of this run, which traverses a very cold region. Once again the terrain became hilly and dotted with forests of fir as train 52 wound southward. A huge trestle, seven-eighths of a mile long and 150 feet high, afforded a marvellous view of the surrounding country. The vestibule was crowded with rubber-necks using the dutch doors to the best advantage.

Plaster Rock is a small town situated on the Tobique River, which feeds pulp wood to the Fraser pulp mill, the town's chief industry. The mill accounts for the presence of the C.P.R. branch from Perth Junction. Behind D10 806 I rode the mixed train to the Junction. For 27 miles this line follows the Tobique River in a series of tortuous curves; one third of the line is carved directly out of the rock bank. When a new hydro dam was constructed at the mouth of the Tobique a few years ago, the line was raised 50 feet at one point. A very good view of the dam can be had as the train passes under part of the containing wall. The northbound way freight for Aroostook behind G2 2660 held M584 in the siding at Perth. The southbound way freight for McAdam passed through behind 2644. Then 806 picked up its train and left for the return trip to Plaster Rock.

Present in the Aroostook engine house will steam up were D10's 802, 934, 990, and G2's 2598 and 2660. Dead were 3387 and 3388, the other two M3's. Train 124 for McAdam arrived behind D4 492 only five minutes late. Ten minutes was required for the engine change, and once again 2598 was racing southward striving, with success, to match the Dayliner schedule. Certainly the large portly engineer knew his business, for the 70-inch drivers of his G2 had hardly time to cool from the heavy braking before they were accelerating again at a terrific rate after each stop. G2, 2611 was waiting for us at Kilburn with a northbound extra; at Hartland, a southbound extra behind 2622 was passed. Two torpedoes brought us to a grand-slam stop at Bedec Junction; two extras were still blocking the line. 2628 was waiting to take over for the final lap to Saint John when we reached McAdam only five minutes late. Also waiting was P2 5422 which followed 2628 with a through freight. This was the only steam power on a through freight seen during the entire trip.

(The concluding portion of Mr. Freyseng's narrative will be presented in the September issue).

O.T.C. PLANS COMPLETE RAIL ABANDONMENT BY 1960

The year 1959 will witness the end of operation on two of Canada's three remaining street railway systems. The Montreal demise has been known for some time; however, the recent announcement of the Ottawa Transportation Commission that it plans to discontinue all car lines before the end of 1959 came as a distinct surprise after previous reports which had indicated a slow dissolution of the remaining rail system over a lengthy period of time.

Independent consulting firm, upon recently completing a survey of the Ottawa transit operation, recommended the conversion essentially as an economy move claiming that a yearly saving of more than half a million dollars could accrue to the system by ceasing to maintain street cars and street car repair facilities. The conversion of Champagne car barn for bus use was recommended, while the smaller Cobourg Street car barn would be abandoned. Although the small trolley coach operation now carried on by the O.T.C. (10 vehicles on one route) was not mentioned, it is expected that it will probably not outlast the rail operation by a great period, and may perhaps end with it.

MOTIVE POWER NOTES

➤ Ontario Northland Railway Pacific 701, which made the last run of a steam locomotive on the system in June 1957, has been placed on permanent historical display on a siding near the Englehart station.

➤ Another locomotive recently set up for permanent display is C.N.R. Mogul 66, previously reported as "assigned to the London and Port Stanley Railway". Now owned by the City of London, Ontario, the engine was presumably stored on the city-owned L.& P.S. until arrangements for its permanent display location were made. Such arrangements have now been made, and the Mogul, complete with fresh paint job and new style circular C.N.R. herald on the tender reposes in the Fairgrounds on Dundas Street East, facing west and visible from the street. A motor truck towed the locomotive over sections of temporary track by means of a chain attached to the pilot beam. The move was made during the early part of July.

- Thos. McIlwraith

➤ Another locomotive of the same class C.N.R. 88, as most members already are aware, has been set up with an old passenger coach on a short section of the original track on the portion of the C.N.R. main line recently vacated because of the Seaway construction near Morrisburg, Ontario. The locomotive, coach and the station building from Aultsville in front of which they stand, are the nucleus of a transportation museum planned by the Ontario - St. Lawrence Development Commission.

Unlike 86, which carries an up-to-date paint job. 88 has been painted and lettered as GRAND TRUNK 1008, in the style used by that company in its latter years. The rolling stock and station building are well boarded up to guard against vandalism. The display is easily visible from the Toronto - Montreal highway.

➤ Two light diesel switchers, formerly Nos. 48 and 50 of the Mississippi Export Railroad, were observed at Belleville Ontario, on August 11th.

➤ Pacific Great Eastern Railway has taken delivery of two Montreal-built, 1800 h.p. road switchers, numbers 589 and 590. Also on order from Montreal are three 1000 h.p. switchers. While the latter are under construction, M.L.W. loaned the P.G.E. two "stock" 660 h.p. switchers painted in C.P.R. colours and carrying the road numbers 6612 and 6613 (although not lettered C.P.R.). The paint job anticipates the sale of these units when the C.P.R. next places an order for M.L.W. 660 h.p. switchers.

➤ The C.N.R. has dieselized, with single unit 4400 and 4500 series road switchers, the following passenger train services:

Trains 92, 95 : Toronto - Peterborough

Trains 93, 94 : Toronto - Belleville via Peterborough

Trains 9, 10 : Toronto - Belleville via main line

Trains 74, 81 : Toronto - Hamilton

The observed sequence of changeover on the Peterborough trains is as follows:

Trains 92, 95 - Pacific 5302 made the last steam run on July 30th, with diesel 4572 taking

over on July 31.

Trains 93, 94 - (94 to Belleville evenings, 93, returning following morning). Road switcher 4564 made a trial run over July 29th, 30th, but Pacific 5257 returned for the next three days, making the last steam run over August 1st - 2nd. 4458 took over August 2nd - 4th (Saturday - Monday), and diesels regularly assigned thereafter.

Seen on 92-93 to date have been 4403, 4458, 4460, 4564 and 4572.

C.N.R. Deliveries:

| <u>From M.L.W.</u> | | <u>From G.M.D.</u> | |
|--------------------|---------|--------------------|---------|
| 3701, 3702 | June 20 | 6536, 6634 | June 6 |
| 3703, 3704 | June 27 | 6537, 6635 | June 17 |
| | | 6538, 6636 | June 28 |
| 8240 | June 6 | 6539, 6637 | July 9 |
| 8241 | June 8 | 6540 | July 16 |
| 8242 | June 26 | 6541 | July 16 |
| | | 6542 | July 18 |

C.N.R. Scrappings:

| <u>2-8-2</u> | | <u>4-8-4</u> | | <u>4-6-2</u> | |
|--------------|-----------|---------------|--------------|--------------|---------|
| 3205 | May 2 | 6107 | June 13 | 5108 | June 20 |
| 3258 | June 27 | 6111 | June 6 | 5113 | May 9 |
| 3401 | May 16 | 6114 | May 30 | 5250 | June 20 |
| 3442 | May 9 | 6120 | June 20 | 5277 | June 27 |
| 3448 | May 23 | 6141 | June 13 | 5563 | May 9 |
| 3449 | May 9 | 6157 | June 27 | 5567 | May 23 |
| 3472 | May 2 | | | | |
| 3499 | June 20 | <u>2-8-0</u> | <u>4-8-2</u> | | |
| 3500 | May 2 | 2366 | May 9 | 6003 | May 23 |
| 3505 | May 30 | 2579 | June 28 | 6008 | May 16 |
| 3714 | May 30 | 2646 | June 6 | | |
| 3728 | May 2 | | | <u>0-6-0</u> | |
| 4067 | (ex 3731) | <u>2-10-2</u> | | 7308 | May 16 |
| | June 13 | 4017 | May 2 | | |
| | | 4192 | May 2 | <u>0-8-0</u> | |
| | | | | 8418 | June 6 |

T.T.C. NOTES

The Annual Report of the Toronto Transit Commission for 1957 released on July 30th last, contains the following significant statements:

"The net income for the year 1957 was \$2,334,080. Both gross revenue and total expenses reached the highest figures in the history of public transit in Toronto. It must not be anticipated that the net financial result for 1958 will be as profitable as was the case in 1957. It is the nature of the mass transit business since the last war to run in three, four or five year cycles. As costs rise, a fare increase produces excess revenue in the year of its introduction. This excess revenue becomes smaller for the next one or two years until rising costs result in a deficit. Therefore it is obvious that the financial results of any one year should not be considered alone, but rather as part of a cycle. It is essential that additional subway lines be constructed to relieve the Yonge Street Subway and to replace surface street car lines which will have to be discontinued progressively on account of obsolescence and the slowing of the whole surface system caused by traffic congestion. It is for these reasons

that the Commission has been advocating the construction of additional rapid transit lines.”

➤ New subway cars 5110 and 5115 have seen test service as a two-car train, but have not been in revenue service, and probably will not be until the other four experimental cars, 5111-5114, have arrived and can be used to make up a six-car train.

➤ Small Witt 2820, badly damaged in a rear end collision on Bathurst Street some months ago, has surprisingly enough had a complete new front vestibule built and is back in service.

➤ Five members of the Anthracite Division of the Electric Railroaders' Association held a fantrip in Small Witt 2886 on Saturday, July 5th. The six-hour excursion covered approximately half of the system, including such portions of unused track as Shaw Street and Church Street.

Various stops at carhouses and loop properties were made during the trip, as well as at the King Street West subway and the Bathurst Street hill track construction job. The five visitors from below the border had a very enjoyable (if individually expensive) trip.

- John Freyseng

MISCELLANY

➤ The C.N.R. discontinued passenger service between Parkhead and Wiarton, Ontario after June 21st.

➤ The consist of Princess Margaret's special train as observed at Banff, AB, (C.P.R.) on July 26th was as follows: DFA 4035 flying the royal standard, DPA 1434, baggage 3016, diner *PRINCESS*, two MANOR class sleeping cars, dome car 508 and two business cars *MOUNT STEPHEN* and *STRATHCONA*.

All of the rolling stock is stainless steel with the exception of the business cars: *STRATHCONA* carried shields containing a fancy "M".

➤ The Canadian Car Company is consolidating its Montreal car building operation into one expanded building at the site of its Dominion plant, the Turcot plant being slated for vacation.

The new building will be two thirds of a mile long with over one million square feet of floor area. Two transfer tabled will be employed.

➤ The C.N.R. has awarded a contract to Bird Construction Company for placing the substructure for a \$3 million steel viaduct approach, some 4500 feet long, to an one dock at Port Arthur, Ontario.

➤ Ground was broken on July 15th to start the construction of an eleven storey addition to the C.N.R.'s Nova Scotian Hotel at Halifax, which will have the effect of doubling the size of the building.

➤ The C.N.R. has called for tenders on the construction of a new line to extend from Brossard, QC (Rouses Point Subdivision) to St. Hubert (Granby Subdivision).

➤ Tenders have also been called by the C.N.R. for the construction of a new yard office and yardmaster's tower in Sarnia.

➤ On July 14th the C.N.R. inaugurated piggyback service from the central provinces to the Maritimes, with daily service between Montreal, Toronto, Hamilton and London and 12 points in New Brunswick and Nova Scotia, namely Moncton, Saint John, Shediac, Petitcodiac, Dorchester, Sackville, Sussex, Amherst, Halifax, Bedford, Shubenacadie, and Stewiacke.

➤ It is the intention to construct a grade separation in the near future for Greenwood Avenue and the C.N.R.'s Oshawa Subdivision, in the eastern part of Toronto.

C.N.R. MONTREAL HUMP YARD UNDER CONSTRUCTION

In suburban Cote de Liesse, near Montreal, an 800-acre area of land is currently being graded, preliminary to the construction of what will become North American largest automatic hump yard.

Being built by the C.N.R. for 1961 completion, the yard is a \$28 million project embodying, the latest techniques in yard operations, including electronics, radio, television and automatic computers to classify 7000 cars a day, into trains heading for as many as 100 different destinations.

The 1958 construction program will spend about \$8 million, the largest allocation since the commencement of construction in 1956. About 1¼ million tons of earth and rock will be removed this year, some of this being used to create the humps. The main hump will be a double tracked one, descending into an 84-track classification yard, which can be split into two 42-track yards when cars are being pushed over the two tracks of the hump simultaneously, as will be done during rushes of traffic.

Beyond the main yard will be located a second hump leading to a local classification yard where cars will be sorted for delivery to Montreal area destinations.

The yard will boast a number of firsts and will be the continent's biggest yard in terms of capacity. There will be room for 10,000 cars, as well as the ability to receive, classify and assemble 7000 cars per day. Incoming freight will generally be ready to proceed to its receivers within three hours of arrival. 165 miles of track will be involved in the two classification yards, the receiving and departure yards and the car cleaning yard. There will be provided a car repair shop and a \$3½ million diesel locomotive repair shop with a capacity of 40 locomotives. This shop will be one of the first elements of the entire project to see completion, expected during the current summer.

Six control towers will direct operations, with push button controls for the portion of the functions to be directly controlled by human hands. Ground personnel, e.g., car inspectors, will receive instructions from 350 talk-back speakers or from walkie-talkie sets. Locomotive crews will receive orders by cab radio. An electronic "brain" will weigh cars as they pass over the hump and will make a measurement of momentum, in which wind, temperature and car weight factors will be taken into account, and will then operate the retarders in such fashion as to control speeds in accordance with the momentum measurement.

Television cameras will be used in the receiving yard to record information on arriving cars from which switch lists will be prepared and transmitted to the various control towers by teletype. The system informs the tower operators in a quick and efficient manner of the track to which each car arriving at, the hump should be directed.

➤ **NOW AVAILABLE:** - History of Toronto Railway Company and Toronto Street Railway, written by L. Pursley, U.C.R.S. member and long-time T.T.C. employee; published by Ira Swett, Interurbans, Los Angeles. 156 pages size 8½ x 11 - 265 photographs - 14 car plans - 2 maps. Stitch bound - plastic coated cover.

Obtainable locally from L. Pursley, 149 Elmwood Avenue, Willowdale, Ontario.

Price \$3.00. (Please make remittances by money order, payable to Mr. L. Pursley). (Do not write to U.C.R.S. for copies of this book).