

August, 1959 - Number 163

The August meeting of the Society will be held on the evening of Friday the 21<sup>st</sup> at Scarboro Junction station, which is reached by taking a Brimley bus from Luttrell Loop, alighting at Midland Avenue and walking south.

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

PAST MEETINGS

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

TORONTO TRAIN TRIP ASSOCIATION 1959 EXCURSION

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

Leave	Toronto Union Station	9:30 A.M.
Arrive	Picton	1:00 P.M.
Leave	Picton	4:00 P.M.
Arrive	Toronto Union Station	10:30 P.M.

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

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

END OF STREET CAR OPERATION IN MONTREAL

To observe the passing of streetcars from the Montreal scene, the Montreal Transportation Commission will hold a parade on Papineau Avenue and Rosemount Boulevard on Sunday afternoon August 30<sup>th</sup>.

The procession is scheduled to leave Mount Royal car barn at 2:30 P.M. Cars from the historical collection, such as 350, 274, 8 and some of the observation cars and others are being brought from Youville Shops for the occasion. Any interested person may obtain a pass to ride the double truck cars by writing to the Canadian Railroad Historical Association at Box 22, Station B, Montreal 2, QC.

NORTHERN ONTARIO CIRCUIT

By R. J. Sandusky and J. D. Knowles

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

The trip started from Toronto on May 14<sup>th</sup> on CN train 49 "The Northland" which consisted of the usual heterogeneous collection of CN and Ontario Northland equipment. The next morning found train 49 at Porquis whence there are branches to Timmins and Iroquois Falls. The connection

to the latter town was O.N.R. 100, a C-36 Brill bus which looked extremely odd with its sedan door, 20 seats and rear express compartment with door. The Cochrane cars were removed from train 49, which continue, to Timmins, then they proceeded to their destination as train 149.

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

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

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

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

Motive power consists of a pair of 70-ton G.E. diesels. One, numbered 106 (G.E. 30387, 1950), works around the mill and carried the word "SWITCHER" along the upper edge of its hood.

The other was not observed at close quarters. The last S.F.P. & P. steam locomotive was observed in the mill yard, awaiting shipment to a scrap yard. It was a 2-8-0 numbered 102, formerly Canadian National No. 1936. Assorted equipment in the yard included van 201, flanger 553, wooden boxcars 302-4, spreader 551 and several 100-series pulp racks.

The woods railway terminates about one mile west of town, where it connects with the C.N.R. mainline. The yard there consists of two sidings, one of which ends at a light turntable with spurs to several assorted garages (see map). About 2:30 P.M. there was a noise from the north and S.F.P. & P. Chevrolet truck No. 230 came down the woods line. It had a four-wheel truck under the front end while the rear, rubber tires were held on the rails by an inside flange. A few passengers came out of a compartment on the back of the railtruck, the vehicle was turned, then backed into one of the garages. About one hour later, the running mate to "SWITCHER" was seen to come down the woods line with a few assorted freight cars and a van. It used the C.N.R. tracks to cross the river and enter the mill yard. Trains and railtrucks run to Smoky Falls on an "as and when" basis. The settlement of Smoky Falls consists of about a dozen houses, a power dam and a control dam.

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

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

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

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

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

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

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

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

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

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

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

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

<u>Mile</u>	<u>Station</u>
0	Bruce Mines

	2	Bruce Station	
	6	Rydal Bank	
	8	West's	
	12	Gordon Lake	
	13	Cold Springs	
Service	14	Campbell's Siding	
Temporarily	15	Leeburn	
Suspended	17	Rock Lake	
	76	Aubury Falls	
	137	Wakimi	(Connection with C.P.R.)
	226	Foley	(Connection with C.N.R.)
	323	Alexandra	(Connection with C.N.R.)

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

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

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

Map: Tack Layouts around Bruce Mines & Spruce Falls.

0163-001.pcx

#### T.T.C. SUBWAY NOTES

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

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

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

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

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

(End of first stage of construction).

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

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

➤ The T.T.C. and Metropolitan Toronto Planning Board have discussed in recent weeks a new plan for a full third rail subway on Queen Street, where various surface car subway proposals have been propounded and later dropped over the past 17 years. The latest project would be considerably more ambitious than these earlier schemes, involving a subway from Roncesvalles Avenue easterly on Queen Street to Pape Avenue, and thence north to O'Connor Drive in East York, a distance

of some 7.9 miles. A subway on Queen Street was not mentioned in the long term subway plans made public by the T.T.C. last February (see *Newsletter 158*). This newly proposed line has high priority in the construction schedule, as it would be commenced in 1968-69 following completion of the Bloor project.

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

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

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

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

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

#### MOTIVE POWER NOTES

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

##### **From St. Albans, VT:**

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

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

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

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

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

Island Pond, VT. - 2574

West Duluth - 2464

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

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

4302 March 23, 1959 4315 February 28

4303 March 26 4320 March 5

4304 March 26 4321 March 7

4308 March 15 4322 (Not renumbered since removed)

4311	March 16		from service).
4312	March 23	4329	March 4
		4332	March 16

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