

UCRS NEWSLETTER - 1959

December, 1959 - Number 167

SOCIETY ACTIVITIES: The Society meets on the first and third Fridays of every month from September to June. The next meeting will be held in Room 446, Toronto Union Station commencing at 8:30 P.M. on the evening of December 18th, at, which time the evening's program will consist of professional movies of steam interest.

➤ Notice is hereby given that the Annual Meeting of the Society will be held on Friday, January 15, 1960 at 8:30 P.M. in Room 486, Toronto Union Station.

PAST MEETINGS

November 6th - About 10 members present at C.P.R. West Toronto Station for an observation period.
November 15th - Thirty nine members and three guests saw a program of movies taken by members John Freyseng and John Mills of steam action in Southern Ontario and electric railway activity in the Montreal area in recent years. Although generally lately taken most of the film covered subjects already in the "historical record" category.

December 4th - Seven members at an observation meeting at Sunnyside Station.

U.C.R.S. MARINE DIVISION UNDER CONSIDERATION

Although not as yet officially adopted as policy by the Directorate of the Society, consideration is being given to expanding the field of interest and activity of the Society to include water transport. A "show of hands" vote taken at the November 15th meeting demonstrated that an overwhelming majority of members present were in favour of the formation of a marine interest section within the Society. Although the scope of this interest has not been defined, it is expected that it would include steamship services on the Great Lakes - St. Lawrence River system, the other navigable rivers and lakes of Canada, the Canadian coastal steamship services. Certain meeting programs would be devoted at least partially to marine matters and eventually a marine section may be added to the *Newsletter*.

Such a step would appear logical for a Toronto railway society to take; both of Canada's major railways, and the Toronto transit system are marine operators, and railway and steamship operations have long been closely associated in the Great Lakes area. In addition to this, several members of the Society have long been interested in steamship matters and have accumulated collections of marine material hardly less impressive than their railway collections.

It is expected that this new branch of interest for the Society, while remaining subsidiary to the principal purpose for the existence of the organization, will enable members eventually to have greater appreciation of another form of transportation which has had a long and interesting history in this country.

O.N.R. AERIAL SURVEY

The Ontario Northland Railway Commission expects to carry out an aerial survey during the present winter of various routes for the planned southerly extension of the main line of the railway from North Bay to Parry Sound. The actual construction of this major extension will not be undertaken until the Moosonee Harbour Development project, now in the planning stage, is also under way.

The plan of the O.N.R. Commission is to establish the railway as a link in what would be otherwise a water route for iron ore from the Belcher Island development in James Bay to Sault Ste. Marie, Hamilton and Cleveland, with water-rail and rail-water transshipping facilities at

Moosonee and Parry Sound respectively.

A rate study has already been carried out by the Commission which will permit the handling of iron ore from the Belcher Islands and other northern ore developments via the Ontario Northland Railway on a competitive basis.

SUBWAY NEWS ON TWO FRONTS:

1. T.T.C. BLOOR-UNIVERSITY SUBWAY CONSTRUCTION STARTS

The long-awaited commencement of actual construction on the Bloor-Danforth-University subway project of the Toronto Transit Commission was made rather quietly on November 3rd. On this date excavation in connection with Contract U-2, the Osgoode-Queen's Park tunnel section, was commenced on University Avenue near Edward Street. The contractor on this section is Robert McAlpine Limited.

Contract U-3, for the cut-and-cover section from Queen's Park to Huron Street has also been awarded, this to McNamara Construction Company and Raymond International Company Limited.

Contract U-2 involves the construction of twin tunnels with cast iron linings. It also includes structural work required for St Patrick and Queen's Park Stations, but not finish, which will be covered by a subsequent contract. The length of line under Contract U-2 is 5300 feet.

Contract U-3 includes structural work but not finish for the Museum and St. George Stations. The total length of this contract is 3255 feet, of which about 1500 feet will be a two-level structure. About 170 feet of subway north of Bloor Street and west of Avenue Road is already under construction by Icada Limited using the "ICOS" (Bentonite-filled trench) method. This section is deleted from Contract U-3.

Contract U-1, for the cut-and-cover construction for the most southerly section of the University Subway, that from Union Station to Osgoode, has yet to be awarded.

The formal commencement ceremony occurred on Monday, November 16th, when a gathering of transit, construction and civic officials watched Ontario Premier Leslie Frost operate a power shovel to excavate the symbolic "first shovelful" on the new project at the University-Edward location. At least one Toronto newspaper commented on the irony of this situation, having regard to the fact that the Premier had officially announced that no Provincial financial assistance will be made to the multi-million 10-year project.

Considerable agitation is occurring to persuade Metro to speed up the construction financing schedule so that the entire project can be completed in 5½ years instead of the ten-year period heretofore planned, and which is required by the limitation imposed by Metro's present schedule.

It is understood that the T.T.C. is preparing a detailed program of construction stages geared to the shortened period should Metro decide to adopt same.

The construction of a two-level underground parking garage on University Avenue south of King Street coincident with the building of the subway has been proposed. This facility, handling about 300 cars, would be established in the space between the road surface of University Avenue and the roof of the subway structure.

In a recent meeting with Metro Council, the T.T.C. outlined the rapid transit extensions which it feels should be completed and in operation by 1980:

- Extension of the Bloor Subway for two miles at either end, to Royal York Road in the west and Garden Avenue in the east;
- Construction of the entire Spadina rapid transit line from Bloor Street to Wilson Avenue;
- Extension of the Yonge Subway northerly to Sheppard Avenue;
- Construction of the entire Queen Subway, as recently proposed, from Roncesvalles and Queen to Pape and O'Connor.

2. MONTREAL SUBWAY PLANS AGAIN ACTIVE

From Bruce Holcomb, et al

Hard on the heels of the final abandonment of street car operation and the conversion of the Montreal transit system to an all-bus property (with still a token amount of trolley coach operation), came the announcement early in November of revived hope for the financing of Montreal's subway system as originally proposed in 1953.

A new enterprise, "La Soci  t   d'Expansion Metropolitaine", backed by a powerful financial syndicate, offered on November 5th to construct the first 7.5 mile link in Montreal's projected 23-mile subway system within four years (See Map, Page 3). This first line is estimated to cost \$163 million and would generally form a route under St. Denis Street from Youville Shops to the downtown area, together with a shorter westerly extension via Victoria Square and Dominion Square to St. Catherine and Atwater. Stations on the St. Denis section would be located at Cremazie, Villeray, Jean Talon, Beaubien, de Fleurimont, St. Joseph Boulevard, Mont Royal Avenue, Sherbrooke, St. Catherine, Champ de Mars and Place d'Armes. Stations on the westerly extension would be located at Victoria Square, Dominion Square, Guy Street and the Atwater Terminus.

The promoters indicate that they would plan to use rubber-tired subway cars similar to those now used on a portion of the Paris Metro and also on a newly opened line in Haifa, Israel.

The subway would be financed by the sale of debentures in four issues and refinanced in 20 to 25 years. The loans would be repaid over a 50-year period by a yearly contribution of \$7,400,000 of tax revenue from the City of Montreal and the immediate suburban municipalities, in addition to a ³/₄¢ boost in M.T.C. fares. \$117 million would be required for actual construction costs, while \$46 million would be spent on rolling stock. The tax revenue would finance the former and the fare increase revenue the latter. Although neither the Montreal Transportation Commission, the City of Montreal nor the Montreal Metropolitan Corporation has the power to build a rapid transit system, the municipalities are now seeking power to participate from the Quebec Provincial government.

This announcement came only a few days after the M.T.C. had gone before Montreal City Council with a brief urging the highest priority for the construction of a subway. This brief pointed out that a specific instruction issued to the M.T.C. at the time of its creation by City Council on August 24, 1950 was that a definite plan for the establishment of a rapid transit system be presented to the city within a reasonable time. The M.T.C. lived up to this with the presentation of a 103-page report in 1953 containing "general plans of the initial subway system", "estimates of costs for the initial subway system" and "subsurface investigations for the initial subway".

The brief went on to say that the bus substitution program, recently completed, has not permanently and definitely solved the mass transit problem in Montreal and that the bus system alone will not be able, because of increasing street congestion, to satisfy in any reasonable manner the additional demands created by the constant increase in the number of persons entering and leaving the city centre. The brief further stated that the events since 1953 and foreseen for the future not only confirmed but reinforce the view taken in 1953 that the construction of a subway in Montreal was the only effective solution to providing rapid transportation facilities for the populace.

The reception of civic officials to the M.T.C. brief was reportedly rather cool. The Executive Committee Chairman commented that the plan "will require more extensive study as far as costs are concerned, and as to who will pay for it and to what degree". The announcement by La Soci  t   d'Expansion Metropolitaine a few days later has answered this, at least to some degree.

Map: Montreal Subway System.

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"RAILFANS UNLIMITED"

The above is the title of a recently formed railway enthusiasts' group in the Toronto area which

has as its principal aim the creation of a railway museum at a location within a forty-mile radius of the city. It is the intention of the group to acquire and preserve steam locomotives and old railway rolling stock in addition to other historical items associated with steam railways.

The present plan is to purchase property adjacent to a railway right-of-way in order to secure a physical track connection to the museum trackage; the group is currently looking at farm properties for sale within the specified radius. Items will be sought from Canadian roads only and it is hoped that the museum will be eventually representative of the steam era in Canadian railroading generally.

Members who would like more information on this project are invited to contact the President of Railfans Unlimited, Mr. R. L. Kennedy, at 1A Pritchard Avenue, Toronto 9.

FURTHER DATA ON DISPOSITION OF C.P. ELECTRIC LINES' STEEL PASSENGER EQUIPMENT

Further official information has been made available on the negotiations for the sale, and the ultimate disposition, of the steel passenger cars of the Grand River and Lake Erie & Northern Railways. Following the abandonment of all passenger and express services on the Canadian Pacific Electric Lines on April 23, 1955, the eleven steel cars which had been used in these services were stored in operating condition at Preston and Brantford carhouses, while attempts were made to dispose of the equipment as operating units to other electric railways. Bids were solicited from the following railways using 1500 Volt D.C. power:

- London & Port Stanley Railway
- British Columbia Electric Railway
- Canadian National Railways, (Montmorency Subdivision)
- Illinois Central Railroad
- Chicago, South Shore and South Bend Railroad

The L.& P.S., B.C.E.R. and I.C. expressed no interest in the equipment, while the C.N.R. and C.S.S.& S.B. sent representatives to Preston to inspect it. Test trips were operated on August 30th, 1956 for South Shore Line officials, using car 864.

It was found during the course of these trips that the speed characteristics of the G.R.R. - L.E.& N. equipment were not satisfactory insofar as operating the cars in trains with the South Shore Line's existing equipment was concerned, and that their use would be necessarily restricted to rush hour service on slower schedules. The C.S.S.& S.B. nevertheless submitted a bid for the purchase of the 11 cars, but the bid was too low to be considered, a sale and was not accepted.

A Toronto railway equipment dealer was interested in purchasing the cars for export purposes, wherein the cars would have been demotorized and used as trailers. This prospective sale unfortunately also failed to materialize. Although C.N.R. officials inspected the cars, no bid was received from that railway.

By late September of 1956, the C.P.R. management decided that the cars were unsaleable and made the decision to scrap them, securing such salvage parts as would be of further use on the railway. At this time it was planned to convert cars 622 (all baggage and express) and 626 (combination passenger-baggage-express, built in 1948) for maintenance of way service on the C.P.R. Electric Lines, as had cars 826 and 828 been converted upon their retirement some years before.

Accordingly only nine of the 11 cars were immediately disposed of, as follows:

844	October 1, 1955	842	October 15	848	October 24
973	October 5	975	October 17	862	October 26
864	October 11	846	October 19	624	October 29

All of these cars had salvage equipment and materials removed and the bodies were then fired in order to burn out all woodwork and other combustible material. The remaining steel bodies

were cut into sections and then loaded into C.P.P. 52-foot gondola cars for shipment. Each gondola was devoted to the scrap from one passenger car. This work was performed on all cars in the yard outside of the Preston shop building.

Salvage from the cars, of use in the maintenance of the electric locomotives, was as follows:

- Twenty-eight Westinghouse 562D5 125 H.P. traction motors.
- Forty-eight 38-inch rolled steel wheels.
- Four 5½ x 10" axles.

During the winter of 1956-57, the management decided not to proceed with the earlier plans for the conversion of cars 622 and 626, and to dispose of these last two units also. In February of 1957 the Warwick Railway of Lakewood, Rhode Island requested full particulars on these cars, but upon being advised of their specifications found that length and weight limitations on its property precluded the use of the Grand River cars. 622 and 626 were disposed of in the same manner as the other nine cars, their dates of scrapping being May 22 and May 21, 1957 respectively.

MOTIVE POWER NOTES

➤ C.P.R.'s Lambton Roundhouse in Toronto was officially dieselized effective; November 20th.

Steam power movements since that time have represented locomotive transfers or reserve power called out for traffic surges. Although the plan at the moment is to keep a small stud of steam locomotives at Lambton Yard through to 1961, it is reported that the roundhouse will be demolished during 1960.

➤ The C.N.R. has placed orders for the following groups of diesel locomotives:

<u>NUMBER OF UNITS</u>	<u>ROAD NOS.</u>	<u>CLASS</u>	<u>TYPE</u>	<u>BUILDER</u>
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For C.N. Lines:

44	3850-3893	MR-18g 1800 RSMLW		
10	1068-1077	GR-12z	1200 RSGMD	
40	1358-1397	GR-12y	1200 RSGMD	

For G.T. W.:

8	4700-4707	GR-18A 1800 RSEMD*		
3	4950-4952	GRG-18b1800 RSEMD*		
9	1511-1519	GR-12za**	1200 RSEMD	

Notes

* 4700-4707 and 4950-4952 are the first 1800 H.P. road-switchers of EMD, GMD manufacturing; both groups accordingly start new numbering series.

** 1511-1519 indicate the practice that will be followed when sub-class letters reach the end of the alphabet - sub-classes will continue as za, zb, etc.

➤ C.P.R. deliveries (1000 H.P. MLW road-switchers)

8013	August 25	8018	September 1	8023	September 8	8027	September 21
8014	August 25	8019	August 31	8024	September 16	8028	September 24
8015	August 26	8020	September 3	8025	September 16	8029	September 24
8016	August 26	8021	September 3	8026	September 21	8030	September 28
8017	September 1	8022	September 8				

➤ C.N.R. deliveries (MLW 1000 H.P. R-S):

3108, 3109, September 15; 3110, 3111, September 18; 3112, 3113, September 29.

➤ C.N.R. scrapping:

6151, Stratford, September 28

2574, Island Pond, September 17

➤ Diesels 2208, 4335 and 9310 involved in the wreck at Udney, ON, on August 1st, were all officially written off on October 5th. Diesel 6793, involved in a wreck and fire at Peterborough

on October 21st. (see last issue) is to be repaired and returned to service.

➤ Grand Trunk Western 0-6-0 switcher 7528 was sold to the Louisiana Eastern Railway on September 21st.

➤ C.N.R. Railiner (RDC) car D-303 has been re-numbered D-353

➤ C.N.R. switchers 7455 and 7470 were sold to the Dominion Sugar Company at Chatham, ON, on September 16th.

➤ C.P.R. steam power observed in the province of Quebec; October and November:

At Glen Yard:

2408s, 2816, 2822, 2825s, 2841s

At St. Luc Shops:

424s, 1080, 1228s, 1263, 1264s, 2229, 2237, 2326s, 2328, 2334s, 2426s, 2508, 2811, 2819, 3440s, 3610, 3638s, 3642s, 3694, 3759s, 5114, 5145s, 5146, 5162s, 5163, 5170, 5171s, 5330, 5343s, 5374, 5449s, 6929, 6941.

At Farnham:

946s, 1041, 1217, 2541, 3514

At Ottawa West, ON:

425, 899, 1226, 1227s, 1262, 1267, 1270, 2500, 5152

Note: "s" indicates locomotive in steam at time of observation.

Ed Jordan

➤ London, ON. Report (October 28, 1959):

At C.P.R. Quebec Street Roundhouse:

882, 2827, 5102, 5118, 5135, 5370, 5405 (on the road), 5147s, 986, 1095, 2599, 2409, 5214, 2200, 5187, 3504 for minor repairs or stored serviceable.

At C.N.R. Roundhouse:

5079, 5548, 5576, 5578, 5588, 5594, 5600, 5601, 5605, 5606, 5609, 5700, 6200, 6205, 6226, 6301, 6304, 6317, 6336, 8361 stored inside; 6068, 6076, 6163, 6238, 6239, 6308 stored outside in poor apparent condition; 15836 stored inside out of service since October 24th.

➤ London & Port Stanley Railway:

Five crews are called every day of the week except Sunday. Two express runs are operated to St. Thomas using one of the passenger cars (departing London about 8:45 A.M. and 1:15 P.M.). Talk is again heard in terms of the sale of the railway to the C.N.R. or a private American group.

Brian Coleman

➤ Nova Scotia Report (Summer, 1959):

Sydney & Louisburg Railway:

At Glace Bay, in service: 45, 71, 73, 74, 77, 82, 85, 87, 90, 93, 94, 101, 103.

At New Waterford, in service: 86, 92

At Whitney Pier, in service: 31, 32, 76, 80, 81, 89, 91, 105, 106

At Glace Bay under minor repairs: 15, 84

At Glace Bay under heavy repairs: 70, 95, 104

At Glace Bay stored; 88, 102

At Caledonia Yard, stored for scrap: 57

Old Sydney Collieries:

At Sydney Mines, in service: 31, 32, 33

At Sydney Mines, in back shop: 30

At Sydney Mines, stored in roundhouse, out of service for several years: 17, 25, 26, 27.

Cumberland Railway & Coal Company:

The only locomotive still in service on this railway is 52, which is used occasionally

to haul a car of coal from the C.N.R. main line at Springhill Junction to Springhill. In the engine shed on October 10th were 52, 53, 541 and 545; 10 (0-6-0-T) and 43 (2-6-0) were stored outside. It is reported that all railway and mine equipment has been sold to a Sydney firm for scrap; the locomotives are expected to be scrapped at Springhill along with open end coaches 601 and 602, cabooses 500 and 501 and four side dump cars. Double end snowplough 10 is destined for the Sydney & Louisburg Railway.

Canadian National Railway

The following locomotives, stored at Truro for a year and a half, have been moved to Moncton for scrap, leaving Truro's huge roundhouse vacant: 2376, 3288, 6006, 6101, 6106, 6164, 6177, 6180, 7504. This was the last steam power on the C.N.R. in Nova Scotia. George Parks

EXCHANGE SECTION

➤ Victor Buffam, 101 Roncesvalles Avenue, Toronto 3, has thirty assorted issues of the Locomotive Engineers' Journal and the same number of issues of the Brotherhood of Firemen and Enginemen's Magazine between 1956 and 1959, also a few issues of Railroad Magazine and Trains, which he will give free to the first takers. The magazines must, however, be picked up at his residence.

Thomas Marsh, 2 Kimbolton Road, Higham Ferrers, Wellingborough, Northants, England has E.R.A. Headlights for the years 1950-1954 inclusive and C.E.R.A. Bulletins 88 and 90-95 for sale, and is open to offers.

RE THE ABANDONMENT OF EDITORIALS

To The Editor:

Without knowledge of the particular matters to which you refer, I am rather distressed by the "Policy Statement with respect to Editorials" in the November *Newsletter*. For my own part I am not at all in agreement with the argument therein set forth and believe that very often the judgement can be at least as good as that of transit management. In fact management decisions are usually in the hands of those who are far from experts. It also seems to me a dangerous dogma in any field to leave decisions entirely to the experts.

However, my own opinion aside, I would agree that the Society may, if it so wishes, decide not to use the *Newsletter* for the propagation of unsigned editorial opinion which can presumably be interpreted by outsiders as the view of the Upper Canada Railway Society. The last paragraph of your editorial goes far beyond that, however, and appears to exclude the expression of any kind of opinion even in signed contributions to the *Newsletter*. It would, for example, exclude the few articles I have contributed to the *Newsletter* over the past ten years. As a scientist I am well aware that the line between fact and opinion is fantastically narrow. I see no reason why you should exclude comments expressed by signed correspondents. If this is in fact your decision, I shall have no choice but to make any future contributions to our contemporaries in Montreal who have remained on excellent terms with three managements without any such policy.

I had intended to write for you some impressions of a Canadian railfan in Mexico, but can hardly justify the effort involved if in fact the *Newsletter* is henceforth restricted to the "reporting of factual data observed or gathered from authentic sources".

William T. Sharp

(Editor's Note: The policy statement printed in the last issue of the *Newsletter*, wherein the discontinuance of editorials was announced, has resulted in a considerable volume of correspondence. The correspondents have universally condemned the announced policy, and the above letter from Mr. Sharp has been reproduced as it best expounds and summarizes the viewpoint evidently held by many members on this subject. It should be emphasized at this point that the new policy is definitely not intended to exclude opinions expressed by signed correspondents in articles

submitted for publication, provided, of course, that such comments are, in the opinion of the Editor, reasonable and within the limits of good taste. All that in truth is being excluded by the new policy is the editorializing of this Editor, owing to the fact that it is apparently his writings alone that have raised criticism and caused at least one delicate situation in recent times).

➤ The Toronto Transit Commission is currently experimenting with cones for P.C.C. wheels cast of nodular iron. The first such wheel cone was recently applied to car 4030 on no. 4 axle, open side. The cone is unusual in appearance, having 12 radial ribs for added strength, and 16 small holes to reduce weight. Fifteen additional such wheel cones are on order.

➤ Car 4060 has been equipped with six solid steel wheels similar to those already fitted to cars 4010, 4018 and 4044. No. 4 axle of 4060 still has resilient wheels.

ONTARIO ELECTRIC RAILWAY HISTORICAL ASSOCIATION

PROGRESS REPORT

By John Mills

This season's work programme on the Halton County Radial Railway has been a lesson in the effects of weather on such undertakings. An abnormally hot, humid summer was succeeded by an abnormally cold, rainy autumn, and there is no doubt that the equivalent of many man-days was lost as a result.

Apart from the usual and never-ending work of routine maintenance, almost all efforts were directed to the completion of the carhouse roof and the moving of the cars inside.

For this purpose a large quantity of fill was obtained and spread over the area of the carhouse as it will be at its fullest extent, when six double-truck cars will be accommodated.

Using this as a manoeuvring area, 1326 was moved into the south bay of the present two-car structure, and 107 started on its way into the north bay. Owing to the nature of this movement, both cars had to be moved by the laborious process of laying track, levering the car forward and tearing up the track behind for re-laying ahead. A large amount of rail now under negotiation will, we hope, render such time-consuming expedients unnecessary in future.

Only those who have had experience with this type of operation will understand the large amount of labour which must be invested in car moving under these circumstances, but which is necessary for proper protection of the cars from the weather. We have felt from the outset that our existence as a museum can only be justified by the adequate maintenance of our equipment, and this season's accomplishments mark a decided step forward in this regard.

1959 might be termed a year of consolidation; 1960 will, we hope, be a year of expansion, for a varied programme of activities is expected. If negotiations and preparations now under way are successful, it should be possible to have limited operation of our cars at the end of the 1960 season. This will fulfil our original intention of being an operating museum.

Construction of a combined storage building, display museum and station will be undertaken if circumstances permit, and several other projects are under consideration, depending largely on the availability of finances. It is also expected that the incorporation of the Ontario Electric Railway Historical Association as a non-profit Provincial corporation will be accomplished during 1960.

Plans are also being prepared for a repair shop building in which the cars can be stripped down for major structural repairs. The space available indicates that the building will be of a length of about 55 feet, and a maximum width overall of 26 feet, accommodating one central track.

All readers are invited to suggest designs which will best combine economy of construction with the maximum of useable floor space, and abundance of natural light. It is not expected that construction of this building can be begun until 1961.