

January, 1955 - Number 108

The Society meets on the third Friday of every month in Room 486, Toronto Union Station. The next meeting will be held on January 21<sup>st</sup>. This will be the Annual Meeting, at which the reports of the Officers for 1954 will be presented, and at which the election of Directors for 1955 will take place. The members present elect a total of nine Directors, who meet at their earliest convenience and select from among themselves the Officers for the coming year. The usual entertainment period will follow the adjournment of the business meeting.

With this mailing, members receive *Bulletin 40*, which covers the story of the now abandoned North Yonge Railways, Toronto's last "radial" railway. Perhaps it is appropriate, therefore to go back this month to the other end of the history of this stretch of track with the reproduction of an extract from "*The York Gazette*", issue dated Thursday, November 5, 1896.

METROPOLITAN EXTENSION

Work on the Metropolitan Railway extension is still being rapidly pushed along (York Mills to Richmond Hill — the first sod was turned Monday, October 26, 1896 - Editor Note) with the Pittsburgh firm of Curran and Hussey as contractors. Advantage was taken of the fine day on Sunday by a large number of the town residents to go out and view the progress made. The work was then found to have progressed as far north as Newtonbrook, while a start has been made southwards to York Mills. A large tent has been erected for the accommodation of the men, and is at present pitched in the rear of the Methodist Church Willowdale. It was quite a source of attention. The caterer, Mr. Tasker, has a large temporary kitchen erected for supplying the large number of men employed with food. Mr. Bulmer has been stationed at Richmond Hill to look after the gang which started there on Monday morning, and Mr. Moyes drove Mr. McKay to Thornhill, where another gang has been started, making three separate gangs at work. The unloading of 30 cars of ties was also commenced on Monday. County Engineer McDougall has staked out the whole line of the road, and with half decent weather there is every probability that the road will be completed within the time specified.

The drive along the route is a very interesting sight, as it is but rare such a chance occurs to see so many men at work in such a long continuous line, and numbers drive out every day. The villagers and farmers along the route have aroused from their peaceful humdrum life, and acknowledge that the IMPOSSIBLE has happened, and that ere long they will be able to make visits to the city, without delaying the work on their farms by having to take a team away, while at present they are reaping a rich harvest by assisting the construction of the road with their teams.

Now that the road is a certainty, it is said that Mr. David Birrel of the York Mills Hotel will at once commence to carry out his long cherished idea of making York Mills the favourite pleasure and picnic ground around the City of Toronto. Nature has done her part, within such easy access can there be found a locality which combines such varied scenery, shady groves and picturesque effects as York Mills, surrounded as it is by hills and wooded heights, while the Don meanders its course along the centre of the valley.

On Tuesday, a mile and a half of ties were distributed along the route and a gang of 50 men from Montreal were put on. On Wednesday, a large number of men arrived from Pittsburgh to plant the poles and string the wires. The Company is having some mammoth Place cars built for the new route. The cars will have nine windows on each side, similar to the large Toronto cars, and trucks with eight wheels propelled by two 50 horse motors. The motors are geared to run if required 30 miles an hour. When all is completed the company will be able to carry 100 passengers

to or from Richmond Hill, each car.

"HURRICANE HAZEL" ON C.N.R.

(Editor's Note: Now available is an interesting and detailed report of the operational difficulties imposed upon the Canadian National Railways in the heavy rains and flooding which occurred last October 15<sup>th</sup> when the hurricane's remnant collided with a stationary cold front just west of the City of Toronto).

First to feel the effect of the hurricane was the Bala Subdivision in the Don Valley, and No. 49 (The Northland), leaving Toronto at 6:00 P.M. on October 15<sup>th</sup>, had to turn and detour via the Newmarket Subdivision because of washouts in the valley. No. 49 reached St. Clair Avenue at 7:42 P.M. and was held because of a reported washout north of Aurora. The train was finally returned to the Union Station and cancelled. Meanwhile, No. 45 (en route Midland) had left Toronto at 5:50 P.M. and reached Aurora, but was unable to return to Toronto on account of washouts on both sides of Aurora. Attempts to get the passengers out by bus were unsuccessful as highways were washed out also, so they were accommodated in a local hotel.

No. 40, from London to Toronto via the Brampton Subdivision, was halt at Georgetown by a washout at Brampton. Again attempts to remove the passengers by bus were unsuccessful. No. 40 was backed up to Guelph the following morning and routed via Paris, Lynden and the Oakville Subdivision into Toronto. All passenger trains were detoured by this route for three days. The first through train on the Brampton Subdivision was No. 11 from Toronto at 5:00 P.M. on October 18<sup>th</sup>.

Because of the closure of highway bridges over the Humber, the CNR operated special commuter trains between Parkdale and Malton, with a diesel yard engine and 12 wood coaches. The trains made five return trips on October 18<sup>th</sup> and 19<sup>th</sup>, only three return trips on October 20<sup>th</sup>, and then were cancelled because of the lack of patronage.

The Oakville Subdivision was closed on three separate occasions due to high water over the tracks, but the duration of closure was not over 2½ hours on any of these occasions. Probably the heaviest passenger traffic ever recorded on the Oakville Subdivision was on October 16<sup>th</sup>, when in addition to regular trains, there were 13 detoured passenger trains and two extra commuter trains which made a total of ten return trips to Port Credit and Oakville from Toronto. Both of these trains were hauled by diesel road switchers, and had 12 cars. In addition to making the regular stops, they stopped at Exhibition Grounds, Humber River, 18<sup>th</sup> Street New Toronto, and Brown's Line in Long Branch. On October 19<sup>th</sup>, nine return commuter trips were made, on October 20<sup>th</sup> only three trips were made, and on October 21<sup>st</sup>, 22<sup>nd</sup> and 25<sup>th</sup> to 29<sup>th</sup> inclusive, two extra return trips were made. At one time, when it was reported that the dam at Bolton on the Humber River had broken, and a 20-foot crest of water was sweeping downstream, the CNR rushed 22 loaded coal cars to the Humber bridge in an attempt to save the bridge; fortunately the report of the crest of water proved to be false.

On the Newmarket Subdivision, through trains were not operated until October 23<sup>rd</sup> when No. 44 was the first southward and No. 45 the first northward train. On the Bala Subdivision, through trains were operated on October 19<sup>th</sup>. An unusual move was made on October 18<sup>th</sup>, when a ballast train for the Bala Subdivision with diesels 8730-8744 and helper 7578 was routed over CPR rails from Don to Donlands, thence via the Leaside branch to Oriole. This was the first time that the F-M diesels had operated north of Toronto. Also on the Bala Subdivision: The Mount Albert station was washed off its foundation, and three freight trains were trapped between washouts, one of which became derailed when the track was washed out from underneath it while standing at Richmond Hill Station.

On the Oshawa Subdivision, the CPR made arrangements to detour eleven passenger trains,

and CPR No. 3, 2<sup>nd</sup> 22, and No. 24 reached Scarboro Junction where they were held owing to a report that the Rouge River Bridge was washing out (the report was later found to be false). They were then ordered back to Toronto, and left later in the day via the CPR Oshawa Subdivision. CPR Nos. 3 and 5, which were detoured over the CPR Oshawa Subdivision en route Winnipeg via Ottawa, had reached Cherrywood before being returned to Toronto to be routed over the CNR. Also detoured over the Oshawa Subdivision were CNR Nos. 3, 4, 46, 47 49 and 50 on several occasions via Ottawa and once via Belleville, Peterborough and Lindsay.

On the Uxbridge Subdivision, No. 94 with engine 5136 was derailed at Markham, and the locomotive and baggage car turned over. The auxiliary was called but was unable to get to the derailment because of several other washouts between Scarboro and Unionville. No. 94, on October 23<sup>rd</sup>, was the first through train to operate on this subdivision after repairs had been effected.

At Southampton, train 179, with 4-6-0 1319 was derailed in a washout, and the locomotive, a baggage car and a coach turned over. The Milton Subdivision between Allandale and Burlington was closed 25 days, and the Alliston Subdivision between Beeton and Collingwood was closed for one month due to washouts.

There were many other incidents and about one hundred freight trains and other passenger trains were detoured. At least one hundred work trains were in service during the month period following the rains.

#### PASSENGER TIMETABLE CHANGES

By W. T. Sharp

The September 1954 passenger timetables for Eastern Canada shows only minor changes. On the CNR, local service out of Riviere du Loup has been much improved by the substitution of "Railiner" R.D.C's for steam trains 235-135-236-136 to and from Levis and the introduction of motor passenger trains on the ex-Temiscouata line to Edmundston replacing the former mixed service; in each case, worthwhile accelerations are involved. Between Quebec and Fitzpatrick, train 11 on Saturdays and train 12 on Mondays have also been replaced by motors. Trains eliminated include locals 9 and 10 between Montreal and Richmond (the Portland trains make the local stops), a weekday round trip (trains 261-270) between Vaudreuil and Coteau, a Saturday round trip (trains 124-241) between Montreal and St. Hyacinthe, and Saturday trains 357-358 between Sussex and Saint John. Other reductions in service are between Riviere a Pierre and Chicoutimi (a Sunday round trip eliminated), Toronto and Perry Sound (motor locals 633 and 634 run twice weekly instead of three times weekly) and Allandale and Penetang (mixed service Monday-Wednesday-Friday instead of Daily except Sunday).

On the Grand Trunk Western, trains 55 and 28 between Detroit and Durand have been withdrawn, also all passenger service between Detroit and Port Huron. Between Durand and Bay City passenger trains 38-39 are now listed as mixed, with a much slower schedule.

The main feature of the CPR timetable is the Toronto - Peterborough "Dayliner" service as described in *Newsletter 104*. Toronto - Buffalo trains 741-792 have been cancelled on Sundays, and the Toronto - Sudbury locals revert to thrice-weekly operation north of MacTier (see following article re further curtailment - **Ed. Note.**) Windsor - London local 634 again appears in the public timetable. In Eastern Ontario there are several changes. No seasonal change has been made in the Ottawa - Chalk River service, thus restoring the pattern of 1952. Ottawa - Prescott locals 562-563 now run only north of Bedell, at which point a mixed train (592-593) on a slower schedule connects to and from Prescott. The Ottawa - Waltham locals are now listed as mixed with a slightly slower schedule. The Renfrew - Eganville mixed service is reduced from Daily except Sunday to thrice-weekly operation.

#### C.P.R. NOTES

It is reported that two R.D.C. cars built last year for service in Western Canada have replaced "The Chinook" between Calgary and Edmonton on a faster schedule.

➤ The first train over the new branch line from Havelock to Nephton, Ontario, was operated on Monday, December 20<sup>th</sup>. The CPR is also building a branch line into the Lake Manitouwadge mining area in Northern Ontario from the transcontinental main line.

➤ The CPR discontinued the operation of trains 25 and 26 (the Toronto - Sudbury locals) north of Medonte over the New Year's weekend. They continue to run daily between Toronto and Medonte. It is not known as yet whether this cutback will be permanent or whether restoration to Sudbury will follow with the summer timetable, as these trains have had much sunder resort traffic in the past north of Medonte.

➤ The Canadian Pacific Railway has made application to the Ontario Municipal Board to extend the piggyback trailers now used on flat cars in the Montreal - Toronto service to Hamilton. However, the trailers would be hauled over the Toronto - Hamilton segment on the highway by CP Express tractors. It is expected that this service would cut 24 hours off of present time for Montreal - Hamilton shipments. The application is being actively opposed by trucking firms now operating between Toronto and Hamilton.

The CNR's piggyback trailers are now hauled between Toronto and Hamilton by Hererie Cartage after being transferred from the railway flat cars at the Toronto piggyback terminal.

#### Electric Railway NOTES

MONTREAL OBSERVATIONS - Two man cars are now used as lease equipment on the following routes only: 3-3A-15-St. Catherine, 7-Mont Royal, 43-Park Avenue, 58-Wellington, 91-Lachine, and 96-97-Van Horne. All base two man operation is with cars of series 2100-2239 and 2650-2674 except on Lachine, where the lead cars of the former M.U. trains are being operated. This route was cut back to Sixth Avenue in Lachine effective November 7<sup>th</sup>. Single end cars are used to make trips on double-end route 23-24-Millen (the north end remnant of St. Denis), which has no turning facilities at Emile Journalt (inner terminus; the cars simply begin end their single rush hour trips at St. Denis carhouse. Route 76-University now runs as far west as the loop at the CPR Westmount Station.

The only cars re-numbered thus far appear to be 2850-2874 (now 1850-1874): these cars are used, among other routes, on the new Sherbrooke services 7A and 9A from Forum Loop. All cars have had the legend "DANGER WHEN TURNING" placed on the rear end.

CARS SCRAPPED IN OTTAWA - 1954 carline abandonments (Hull, Sussex and Crichtea Street) resulted in a surplus of street cars on the OTC system, and as a result, 10 cars of series 651-696 are being scrapped at the Woodroffe yard. These units are 651, 652, 653, 655, 658, 663, 664, 666, 688 and 691. These are steel cars built in 1913 and rebuilt in 1936. On December 11<sup>th</sup>, sweepers 7, 8 and 9, S.T. wing plough 11 and steel flat cars 40 and 41 were in storage on the siding at Britannia, the plough and sweepers with the windows boarded up. The two flat cars 40 and 41 were built as recently as 1944.

- (H. M. Mather)

DETROIT OFFERS P.C.C.'s TO TORONTO - The City of Detroit Department of Street Railways recently offered its oldest group of 80 PCC cars to the Toronto Transit Commission for a very low price per unit. After some deliberation, the TTC decided that it was not in the market for further PCC's at this time, and so these Detroit cars are still waiting for a buyer. They had previously been offered to San Francisco and Mexico City. Detroit has 106 other PCC's built in 1949 which are apparently to be kept for a little while longer.

TORONTO MISCELLANY - The ex-Cleveland and Louisville PCC cars are now being used as semi-permanently coupled and consecutively numbered two car trains on the rush hour Danforth route, an east end supplementary route to the Bloor. - This involves 12 trains (cars 4675-4698) while the odd car

of the group, 4699, continues on the loose and is the only one of the group that sees all-day service. - Car 2718, badly wrecked in an open switch accident at Queen and Connaught last spring still reposes at Hillcrest shop with no repair work done; it is doubtful that the car will ever be rebuilt. - West end ignitron rectifier substations are being constructed on Lansdowne Avenue, Shaw Street and Lippincott Street to replace the Harrison Street substation, the last rotary convertor station in service. - Also planned is a new substation on Granby Street in central Toronto, to bolster subway power.

# ALL-TIME ROSTER OF ABITIBI POWER & PAPER COMPANY

(Iroquois Falls Division)

(Consequent upon the admittedly incomplete information on the locomotives owned by this property in last month's issue, Mr. R. F. Corley has supplied the following list of the locomotives used here. He mentions also that the main line of the railway actually saw its last run in October 1953 although it was not pulled up until 1954, as stated. The company still does its own plant switching at Iroquois Falls).

<u>NUMBER</u>	<u>TYPE</u>	<u>BUILDER &amp; DATE</u>	<u>REMARKS</u>
30	2-6-0	M.L.W., 1922	Acquired new - used for main line haulage - relegated to standby locomotive when No. 80 was acquired.
40	Shay	Lima, 1923	Acquired new - used on woods spur line - retired when No. 70 acquired. - scrapped 1951-1952.
50	Shay	Lima, 1924	Acquired new - used on woods spur line - relegated to standby when No. 70 acquired. Stored unserviceable from 1952.
60	0-6-0	Can. Loco., 1909	From Temiskaming & Northern Ontario 854, 1954 - used for switching at Iroquois Falls mill - surplus when No. 80 acquired - Transferred to Mattagami R.R. in 1950 in exchange for latter's 102, which was used as a steam generator - scrapped July, 1951 at Smooth Rock.
70	Shay	Lima, 1926	Built for Tallasee Power Company (Tenn.) for dam construction (1928-29); sold to Quebec for Carson Dam construction; in dead storage for about 8 years; to Fraserdale, Ontario, about 1938 for construction of Island Falls Canyon Dam, sold 1940 to Standard Chemical Company, South River; sold to Abitibi in 1947 after overhaul at ONR Shops. Used on Woods spur line replacing 40 and 50 - stored unserviceable from 1952.
80	1000 H.P. Diesel Switcher	M.L.W., 1950	Replaced No. 30 on main line and No. 60 in mill switching.

## Use Location Chart for Motive Power

<u>DATE</u>	<u>MAIN LINE</u>	<u>WOODS SPUR</u> <u>(MILE 33)</u>	<u>IROQUOIS FALLS</u> <u>MILL</u>	<u>RETIRED</u>
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1922	30		30	
1923-4	30	40, 50	30	
1942	30	40, 50 (one spare)	60	
1947	30	50, 70 (50 spare)	60	40
1950	80 (30 spare)	50, 70 (50 spare)	80 (30 spare)	60 (to Mattagami)
1952 to				
October 1953	80 (30 spare)	(Abandoned)	80 (30 spare)	50 - 70
October 1953				
to present	(Abandoned)	—	80 (30 spare)	

#### C.N.R. NOTES

The motive power for the Museum train, Mogul 674, has been loaned for the winter to a plant at Bronsonville, QC.

➤ The CNR applied during December to the Board of Transport Commissioners for authority to discontinue all scheduled local passenger train service on Prince Edward Island between mid-April and mid-December. Existing through trains between Charlottetown and the mainland boat connection would continue, and a new Daily except Sunday mixed train service would connect Summerside with the through train. Buses would handle passenger service elsewhere from April to December, while railway owned trucks would take cars of express traffic. Trains would then be able to run as required for freight only.

➤ System Vice-President of Research and Development S. W. Fairbrother said recently that applications will soon be made for permission to abandon a considerable mileage in unprofitable branch lines, although locations are as yet not revealed.

#### NAME OF NEW C.P.R. TRAIN ANNOUNCED

The 1955 Canadian Pacific calendar shows an illustration of the new all-stainless steel train which will be inaugurated this summer. The name of the train, as shown on the calendar, is "The Royal Canadian". This train will, in effect, replace the present transcontinental trains, 3, 4, 7 and 8 on an accelerated schedule.

The train will operate from Vancouver to Montreal and Toronto, using the same diesel locomotives all the way without change. End.