

January, 1956 - Number 120

he Society meets on third Friday of every month in Room 486, Toronto Union Station at 8:30 P.M.

The next meeting, the Annual Meeting for 1956, will be held on January 20<sup>th</sup>.

Enclosures — With this issue is mailed Bulletin 43, "*The Thousand Island Railway*", and a sheet listing changes recently made to the By-laws and Regulations of the Society. This should be attached the original set mailed in 1952, and the altered clauses struck out on the original. Also enclosed is a copy of T.T.C. "*Headlight*" listing route changes for 1955.

N. S. & T. REBUILDS CAR 82

Passenger car 82 of the Niagara, St. Catharines and Toronto Railway, a 60 foot steel interurban car built by the company shops in 1925, has been rebuilt by the same shop as an express car. Windows have been closed up, express doors cut in the sides, and the entire unit given a standard C.N.R. green paint job, matching that of the recently acquired Montreal and Southern Counties 620 series cars. The number 82 has been retained on the converted car, which will replace the retired car 40. An indefinite lease on life is thus given to this car, which as long ago as 1941 came perilously close to being scrapped, when it was seriously damaged in a collision with car 80, at a time when there was a surplus of interurban cars owing to abandonment of the main line.

Sweeper 23 has been completely reglazed and sent back to Port Colborne to sweep the Humberstone street trackage.

MOTIVE POWER NOTES

The narrow gauge steam interest in Newfoundland, so well described in the last issue, is not to remain for many more months. The Canadian National Railways has placed an order with General Motors Diesel Limited for 35 narrow gauge diesels, and it is expected that these locomotives, together with diesels 775-777 and 900-908 already on the lines, will permit total dieselization.

It is only surmise at this stage, but it may be expected that a small stud of the most modern Mikados may be kept on hand, as the newest of them are but seven years old.

➤ Toronto, Hamilton and Buffalo Railway Pacific 15 has been sold for scrap to the Steel Company of Canada. Its last service is thought to have been on the special train of the Buffalo Chapter, N.R.H.S., which covered the entire railway last August 7<sup>th</sup>. It is reported that the City of Hamilton is about ready to take Consolidation 103 from the T.H.& B. to set up as a display in a local park. If this occurs, the railway will have only 0-6-0 No. 40 and 2-8-0 No. 102 left as steam power.

➤ The C.P.R.'s ten coupled engines: A western observer has reported that many of the C.P.R.'s famous Selkirks (2-10-4's) are stored out of service in the territory (Calgary - Moose Jaw) where they have been used since being pushed out of the Rockies by dieselization. He reports not having seen any T1a's (5900-5919) in service at all, and it is understood that local motive power officials have been given authority to scrap any units of this sub-class at any time that they may see fit.

The Santa Fe and Decapod types are now used largely in terminal switching in the same area, doing work previously performed by D10 4-6-0's.

➤ Unfortunately, the C.P.R. diesel roster in the last issue contained several errors, especially as regards classes, and the corrections are given herewith:

➤ Add to converted locomotives (class DPA15d); 1433 (ex 4040), 1434 (ex 4039).

➤ Classes should be as follows:

B100, B101	:	SB10a
4471, 4472	:	DFB16d
7109-7114	:	DS10m
7115-7118	:	DS10n
8462-8482	:	DRS16c
8501-8521	:	DRS17a
8547-8556	:	DRS16d
1912-1919	:	DPB15b

8522-8529 have steam generators, 8530-8546 have not.

-- Roger Boisvert

#### THE FUTURE OF THE RAILFAN HOBBY — AN OPEN LETTER

Editor's Note: Associate Member W. T. Sharp has written the following letter in reply to the Editor's article in *Newsletter* 114, which exudes such enthusiasm for the rail hobby, and optimism for the future of same, that it was felt worth while to print it in its entirety).

"Dear Stuart,

Stimulated by your article on the "Future of the Railfan Hobby", this open letter will try to present another view of railways today and tomorrow, a view which leads me to a mild dissent from your conclusions. Street railways will not be discussed here. I write as "non-antiquarian" whose main interest is in railway operations. My interests are aesthetic and synthetic rather than analytic or mechanical: thus railways as a whole are much more interesting than any particular aspect of their operations. To me the details of the of the Walschaert Valve Gear or the history of the Toronto, Grey and Bruce Railway between 1878 and 1883 are equally of interest only for what light they shed on a broader picture. To me it is plausible that the appeal of railways lies primarily in the opportunity they give the observer to peer closely at the triple intersection of man, machine and geography.

First let me suggest that partial dieselization has made the present time one of unique interest. Dieselization, mainly at the expense of the new standard types, has extended the life of older and smaller types (how many D-10's or G-1's would be left today if the C.P.R. had followed its 1945 plan to build 600 G-5's? Dieselization has increased the variety of motive power, and accentuated the contrasts between old and new. In Ottawa, for example, inside of one hour one can compare the gleaming stainless steel "Canadian" (diesel units running through coast to coast) with the D-4 hauled Waltham local, a relic of an era prior to the automobile. Some of my most stirring railroad experiences have been in the last year: that some were unexpected only adds to the pleasure. Thus I think of double-headed Hudsons, immaculately groomed, lifting Second 22 from Don to Leaside; of C.N.R. 6246 making up time through Algonquin Park with the "dieselized" Continental; of a Jubilee almost on time at Montreal on the RDC schedule from Mont Laurier, of a Royal Hudson to the rescue of the cruel Algoma, throwing soot on the domes of the Dominion, of C.P.R. 2518 hitting 80 M.P.H. across the plains of Petawawa, and of No. 951 pulling out of Chalk River behind two Mikados and two diesel units.

The sounds and sights and smells of steam are far from dead. Sometimes I wonder if those who say present railways are uninteresting ever ride trains: it is only by riding that the outsider can catch a little of the flavour of railroading. Let us then not turn all our attention to the past we have a unique and exciting present to chronicle and photograph, for our own pleasure and that of future generations.

To some of us, however, the passage of steam, although sad, is not a catastrophe. As one who has thrilled to the dreary drone of diesel units pulling freight up the Illecillewaet, and to the glories of Coquihalla and the ascent from Penticton to Chute Lake, who has watched

the searchlight illuminate the track ahead from a dome at night and dined in state in the Frontenac amidst the autumn glory of the Algoma foliage, who has tried the RDC and liked its and gazed in amazement as three GG-1 hauled passenger trains passed me, each going in the same direction at 80 M.P.H. on parallel tracks, I find steam power not at all essential to the delights of railroading.

This summer I had an opportunity to compare the Paris - Lyons main line of the S.N.C.F. with the Euston - Crewe main line of British Railways. The former, with high speed electric traction is probably the most modern main line anywhere — (can the diesel units of the New York Central or Santa Fe match the 38,000 miles of revenue service piled up by locomotive CC-7147 in May?)

The latter, by contrast, is a heavy traffic main line on which steam is still supreme and operation is much as twenty years ago. The power is standardized and dirty, trains are slow and usually late, and even aesthetic attraction seems almost gone. As a railfan I much prefer the French example, even with it recalling that it is only through technological progress that the railways can survive. Steam power is being replaced, yes, as without dieselization it would have been replaced by newer and more standardized steam power.

For the future I am an optimist. There have been signs in the past year or two that the railways, traditionally unreceptive to new ideas, even in Canada are grasping the implications of technological progress. If so, they will not long rest content with equipment that spends most of its life sitting in yards and on sidings, or with as inefficient a power unit as today's diesel locomotive. We can confidently predict that the diesel will not reign for as long as steam, the recent Union Pacific order for 45 8500 H.P. gas turbine locomotives may be a straw in the wind. I think we can look forward to a new and more interesting era in railroading; 120 M.P.H. passenger trains and 80 M.P.H. freights, whole districts dispatched by a central computer perhaps, but always the human interest, the compromise between old ways of thinking and new ideas, the harsh realities of geography against the strengths and weaknesses of men. The colour and the drama will remain.

This outlook leads to doubt that the future of the railfan hobby depends exclusively on museum projects. Worthy as such projects are from many points of view, a museum project is necessarily static and represents fossilization. The spirit of the rails, it seems to me, is essentially dynamic and cannot be caught in a museum. If the U.C.R.S. becomes exclusively an historical organization, I do not know that my interest will be maintained.

-- W. T. Sharp

#### EQUIPMENT DATA SECTION

##### *NO. 13 — HYDRO ELECTRIC RAILWAYS 201 - 225*

Type:	Single truck, double end	Builder and date:	
	One man safety car, steel	Canadian Brill Company, (Preston), 1921-22	
Length, Body:	17'-7 <sup>7</sup> / <sub>8</sub> "	Weight, total:	23,600 lbs.
overall:	30'-3 <sup>1</sup> / <sub>2</sub> "	Truck:	Brill 79E2
Width overall:	8'-6 <sup>3</sup> / <sub>4</sub> "	Truck Wheelbase:	9'-0"
Height to trolley board	10'-7 <sup>5</sup> / <sub>16</sub> "	Wheels:	26" rolled steel
	Seats:	10 cross,	
Control:	DB1 K4	4 longitudinal in body,	
Motors:	2 -DK 84 (40 H.P.)	2 longitudinal 2 end	
Air brake:	Westinghouse Safety car	dash (folding in	
		vestibule.	
Brake Valves:	M28	Seating capacity:	34
Compressor:	DH16	Handbrake:	2 Peacock Staffless
Heating:	8 Cutler Hammer Electric	Lifeguards:	HB

Gear ratio: 71:15

As one of the first steps in the modernization of various Ontario electric railway properties which had fallen under its control, the Hydro Commission ordered these 25 Birney-like safety cars in September 1921 and sent 18 of them (201-218) to Windsor for the Sandwich, Windsor and Amherstburg, while the other seven (219-225) were assigned to the Guelph Radial Railway. Both groups remained in active service right up until bus conversion programs were instituted in their respective cities.

The Guelph cars operated the entire service on the small system after their arrival, but the Windsor cars, in a fleet which contained many larger double truck types, were assigned for most of their life to one or two lighter traffic routes on the S. W. & A. system.

#### METRO AID FOR BLOOR STREET RAPID TRANSIT?

Chairman F. G. Gardiner of the Municipality of Metropolitan Toronto stated publicly on January 10<sup>th</sup> that the Metro government must take a definite hand in the construction of the proposed Bloor Street rapid transit line. This is a decided switch in traffic policy, particularly as he indicated that the also proposed Spadina Expressway may be temporarily shelved and the funds used for rapid transit instead. The Chairman said further that "Metro in its budgeting must put public transit ahead of motor expressways", and "One dollar spent on rapid transit is worth five dollars spent on more arterial highways and parking facilities".

Actual discussions on Metro's financing of the Bloor line are expected to commence in March, although actual expenditure on subway planning and (or) construction cannot be expected for about a year. However, it is evident that the transit industry's intensive public relations program of the past few years is beginning to hit home in certain quarters at least.

#### C.N.R.: BUILDS NEW YARD, ABANDONS PLAN FOR ANOTHER

The Canadian National Railways has built a fourteen-track yard near Parkdale Avenue, east of Hamilton, with a capacity of 750 cars. This yard will sort and hold cars for the many industrial sidings in the northern section of the city. Land has been purchased at Stoney Creek for a new 1000 car yard. This will be accessible to the line across Burlington Beach, and a new runaround track will be constructed to carry trains between Niagara Falls and the Beach cut-off, by-passing the new yard.

In Scarborough Township, east of Toronto, the C.N.R. has owned for many years a 137 acre yard site along the south side of the Oshawa Subdivision between Midland Avenue and McCowan's Side Road. This area was graded in the 1920's and a certain amount of track was laid. Since that time the yard has been used principally for the storage of retired or bad order freight cars and motive power, although no locomotives have been seen here since before the last war. In 1952, the railway revealed plans to develop this area as a large freight yard, presumably replacing Danforth Yard in the east end of the city. Such intense and bitter opposition to this proposal developed from nearby residents, however, that the railway has now dropped plans to develop this site as a major yard, and will sell 100 acres of it for industrial use. A small yard is still planned for the remaining area immediately adjacent to the main line tracks, which will handle cars for the industries on the Geco loop line.

#### TRIP REPORT - WESTERN ELECTRIC RAILWAYS (1927)

(Editors Note: The following report, which some time ago came into the hands of the Editor, was made by an official of the T.T.C. to the General Manager following an inspection trip covering various Western Canada and U.S. electric railways in January and February, 1927. It makes rather interesting reading today, long after most of the properties mentioned have been abandoned?.

**REGINA:** - Population 45,000; Miles of Track: 31; Cars: Thirty-two one man cars are operated.

All of these cars have been converted for one man operation by enlarging the front platform and taking out the right front panel of the car to make an extra door. This is what is commonly known in the west as the Macauley patent, for which Regina had to pay \$100 per car. A special smoking compartment is provided at the rear of the car. There is, of course, an emergency door at the rear. The cars are heated by electric and Peter Smith heaters. A large colour signal is displayed at the front and rear of each car to denote the route.

Bus operation - The company at present is considering one bus route and the purchase of three or four buses. The route will have to operate over level crossings, and its inauguration is necessary due to the fact that the T. Eaton Company and the Robert Simpson Company have opened stores about a mile distant from the central business area. The company has a quotation of \$8400 plus or minus on a Model X Street Car type bus, F.O.B. Regina.

Shops - This company is possibly more in need of shop facilities than any company in the west. It takes three months to put a car through the shops. I discussed with Mr. Houston, and also Mr. Thornton, the City Commissioner, tentative plans for new shop facilities.

General - This city owns the power plant as well as the street railway in Regina. The company is charged a service charge of 50¢ per KW. on the A.C. side of the meter. This amounts to approximately 3.5¢ per car mile. Economy meters were recently installed, and saved \$5000 after their first complete year of operation. Previous to the installation power costs were 6.9¢ per car mile. Charts of each run, showing power used, etc. are posted conspicuously in the car house.

Sixty pound T-rail is used throughout the system, 90% of which is closed construction with concrete surface.

Ninety six per cent of the fares collected are tickets, the fares being 10¢ cash, four tickets for 25¢ or 17 for \$1.00. The company is particularly free of political interference, and only special purchases are approved by the City Council.

**SASKATOON:** - Population 28,000; Miles of track: 14; There is very little to say about this property.

It is in good financial condition. They are in the market for some new light double truck double end cars. The weight cannot exceed 50,000 lbs. due to the condition of a bridge over which they will have to operate.

There is under consideration a special fare bus route, but I am personally very dubious as to whether such an experiment would work out in a city of this size.

The company is fairly free of political interference, but there is a very strong labour council, which is at times very hard to handle.

**SAULT STE. MARIE:** - Population: 23,000; Miles of track: 6; - All operation is one man, by Birney cars with G.E. 264 motors built at Preston by the Canadian Brill Company. The cost of power is 3.5¢ per car mile. All cars are electrically heated. The company has no snowclearing charges.

There is one bus line operating in the city, but as it serves a territory that is not served by the street railway, the latter has not taken any action.

The company operates a large power business and also a ferry service, on which the fare is 10¢ cash (children 5¢). It is a four-minute trip across the river. They have recently bought a new ferry, and there is a ferry for sale, (Capacity 400, 11-12 M.P.H., steel hull, steam propelled, single end). The new ferry is double end and has a large capacity for motor vehicles. One of the big operating expenses in the ferries is the paying of overtime to customs officials.

*(To be continued)*

#### EXCHANGE SECTION

John A. MacLean, 542 Cranbrooke Avenue, Toronto 12, ON, sells glossy colour post cards of Toronto Railway open car 327 posed at Hillcrest Shops with PCC car 4597, 10 cents each or \$1.00 per dozen.