

March, 1956 - Number 122

The Society meets on the third Friday of every month in Room 486, Toronto Union station at 8:30 P.M. The next meeting will take place on March 16th, and the entertainment will consist of an address on the subject of the Toronto Suburban Railway by Mr. L. H. Pursley.

➤ The Society plans to hold a fantrip on one of the recently converted T.T.C. grinding cars (W-27 and W-28, formerly snow scraper cars, and originally Toronto Civic Railways passenger cars). The date of this trip has not been set, but it is planned for a Sunday during the coming spring. As these cars are without seats, the Society will have to provide portable seating accommodation. Any member in possession of folding card table chairs or other chairs of similar type which he would care to loan for the occasion is requested to make arrangements with Harvey Naylor at KE. 3671, who is in charge of the organization of this trip. Further details as to date, time and fare will follow.

A TRIP TO ST. LAMBERT

by John Freyseng and William Flatt

St. Lambert, situated on the south shore of the St. Lawrence River directly across from Montreal, is the headquarters for the Montreal and Southern Counties Railway, a suburban and interurban carrier which strikes down into the Eastern Townships of Quebec. Although the line continues to Granby, 47 miles from Montreal, the electrification stops at Marieville, 22 miles from St. Lambert. To visit this once busy interurban railway, probably for the last time, a trip was taken to Montreal in the last week of December.

The actual visit started out on platform eight of the Central station. The C.N.R. shuttle train, consisting of three wooden cars and an 1800 class road switcher covers the four miles to St. Lambert in a little over 10 minutes. In rush hour, the train increases to nine cars, all of them wooden. The trip is very interesting, the highlight being the fairly close passing of the Point St. Charles shops. Besides getting a good view of the acres of buildings, one can also make out the lines of dead steam engines standing with rods down. From the Victoria Bridge, the huge excavation marking the new St. Lambert lock, the entrance to the St. Lawrence Seaway, can be seen. All along the down-river side of the bridge, the extension arms for the second highway lane can also be seen. The highway deck itself has been laid as far as the eighth span.

From the C.N.R. platform at St. Lambert, the situation looked encouraging. Below us were three cars taking on passengers and over beyond the general offices was the storage yard presenting an imposing sight with a lineup of big green interurban cars. Trackage and overhead appeared to be in good condition and over by the shops a knot of men were cleaning and inspecting switches.

However, when the cars had left for their various destinations, a silence fell over the yard, bringing attention to the fact that the line was approaching its demise. Instead of cars arriving every 20 minutes, there is a general converging every hour, the Mackayville local car arriving first, then the Montreal South car and finally the shuttle train. This hourly procedure is broken once in the afternoon when the local cars deadhead back to St. Lambert early to make a change of crews. One car is sufficient to handle all the runs on the Montreal South line (except in rush hours) and one car handles the run for two days. Somewhat the same procedure is used on the Mackayville run, except that one car handles the run for a day and a half.

Trains 826, 827, 828, 829, 832, 833 and 836, which are runs to Brookline, half-way down the line to Marieville, are handled by the Mackayville local car, not an interurban car. After

running to Mackayville, the car continues on down to Brookline. Running time from Mackayville to Brookline and back is the same as the waiting time at Mackayville. One exception is train 828. It is replaced on Saturdays by train 426 which goes all the way to Marieville. This run is, of course, handled by 600 class interurban cars, not by 100 class local cars used on the Mackayville run.

There are five return trips daily to Marieville during the week. All runs are handled by one car except during rush hours when two car trains are used. These two car units see rush hour service only and each unit is rotated or replaced about every four days.

Trains 422, 428 and 433 are handled by the same car. These three runs are the only day time trips down and back during the week. Train 422, which leaves St. Lambert at 8:20 A.M., usually carries a trailer as far as Chambly. The trailer returns the following morning on a rush hour train.

After the departure of the cars from St. Lambert, there is no activity until the cars return. However, this is not always true. At noon, the two car rush hour units are prepared for the evening traffic. Sometimes a car is replaced or a new unit is made up. Now and then there is a shifting of cars from one stall to another in the car barn. Because the trains from Marieville are placed in the station before the car from Mackayville arrives, the local car is before the interurban car. This situation causes a run around movement at East End siding whenever there is a train leaving for Marieville. Another interesting manoeuvre is the wyeing of the 600 class interurban cars. This movement is made difficult as some of the switches through which the car must back are spring switches, and furthermore the switches have no switch stands. A small block of wood holds the points over, but the motorman is still on the lookout in case the points jump the block and snap back under his car.

As far as the rolling stock is concerned, much of it is still in good condition. A few cars need some paint, especially interurban car 611 which has spots of traction orange, its former colour, showing through. Only two cars have been removed from service lately. Local car 9 was retired for safety reasons, chiefly because the car was able to operate when the air brake system contained no air, whereas the 100 class local cars are unable to operate without sufficient air pressure. Car 9 has had motors, trolley poles and catchers removed. Local car 323 is being cannibalized for parts to maintain its mates. The car is intact except that two motors have been removed. The reason car 323 was picked to be cannibalized was its different control system as compared with the rest of the 320 class cars. Retired earlier and sitting in the yard are local cars 11, 13, 14 and trailer 205. Trailers 201 and 202 are in running condition but see little operation. Trailers 206 and 208 were the only ones seen in service.

New track has been laid from M. & S.C. Junction as far as Marieville and plans call for the renewal of rail on the whole Granby Subdivision.

Because of the awkward schedule, it was impossible to ride down to Marieville, but a very smooth ride was enjoyed down to Brookline and back.

Line motor 305 has seen more service than usual because the local freight does not handle the moving of supplies from station to station as track work progresses.

When the deck for the cars was closed on the Victoria Bridge, the approach track was left, forming a switchback for the cars coming in off the Mackayville Subdivision. In August, the switchback was replaced by a very tight curve through the C.N.R. overpass, eliminating the procedure of reversing ends.

Running time to Marieville is still approximately 65 minutes, and from St. Lambert to Montreal South or Mackayville is 20 minutes.

It is very difficult to predict the actual date of abandonment, as the railway cannot halt operations until one month after the first bus has rolled across the Victoria Bridge. One

company, Chambly Transport, had its application turned down on account of the poor condition of its finances and equipment,

After abandonment, most of the equipment will be scrapped or burned. Some of the 320 class may be sent to St. Catharines. Line motor 305 will be moved to Quebec City. In all probability, several cars will find their way to various museums.

Apparently all open rail will be torn up between M. & S. C. Junction and St. Lambert as there is not one on-line industry in the area.

One fact is clear: St. Lambert will lose much of its appeal when the Montreal and Southern Counties ceases to operate.

EQUIPMENT DATA SECTION

NO. 14 — C.P.R. 2200 SERIES COACHES

Group:	2200-2234	Builder and Date:	
Type:	First Class Coach; Steel, with smoking compartment	C.P.R. Angus Shops, 1948	
		Trucks:	4 wheel, roller bearing
Length over end frames:	77'-11½"		
Length of main compartment:	46'-4"	Seating capacity:	68
Width overall:	10'-1¼"	(52 - main compartment	
Height overall:	13'-6 ¹ / ₈ "	16 - smoker)	
Height of floor		Vestibule - one, at "B" end	
above rails	3'-6 ¹¹ / ₁₆ "	Window width:	5'-10"
Truck centres:	59'-8"	Seating - "Sleepy Hollow"	
Number of washrooms:	4	Interior colours: buff and	
Lighting:	fluorescent	and light green.	

Standard equipment on most main line trains, these coaches were C.P.R.'s most modern until the advent of the Budd equipment last year.

NEW INDUSTRIAL SPUR EAST OF OAKVILLE

A new 2.5 mile spur line has been constructed from the C.N.R. Oakville Subdivision at a point roughly three-quarters of a mile east of the branch-off to the Ford plant, and just west of the Highway 122 (Middle Road) overpass. This line turns south for a quarter of a mile, then strikes generally easterly for another mile and a quarter, and makes an abrupt 90° turn to proceed straight south (parallel to concession roads) to the north side of Highway No. 2, where a plant is being located by the St. Lawrence Cement Company. This is at a point approximately one half mile west of the B-A Oil Clarkson refinery, served by another lengthy spur line from the C.N.R. The new line then doubles back and continues north to a point as yet undetermined.

With the rapid industrialization of the Oakville - Clarkson area, it is to be expected that several other plants will eventually locate on this spur.

EQUIPMENT NOTES

➤ The "Dayliner" rail car services of the Canadian Pacific Railway are expected to increase materially during the coming year, as the company has placed an order with the Budd Manufacturing Company for 10 more RDC cars. Included in this largest Canadian order to date for this type of equipment are seven RDC-2, two RDC-4 and one RDC-3.

➤ Parked on the new spur line mentioned above, at the St. Lawrence Cement plant site, is a General Electric 300 H.P. steeple cab industrial diesel locomotive. The builder's plate indicates that it was built in January, 1956, serial No. 32411. The locomotive is painted orange

and dark green, although it bore no owner's name or number at the time of observation.

➤ Toronto, Hamilton and Buffalo Consolidation 102 was recently pressed into C.P.R. Toronto - Hamilton freight service. The account of one member who saw it in action was that it leaked steam at every joint.

➤ Niagara, St. Catharines and Toronto Railway passenger car 83 has been painted C.N.R. green, matching the 620 series cars and the recently converted car 82.

➤ It was reported in ERA *Headlights* for January 1956 that the British Columbia Electric Railway has sold the 36 P.C.C. cars to a local brokerage firm which is negotiating for the resale of the cars to Vienna, Austria, for \$4,500 apiece.

➤ C.P.R. 5403 was the locomotive involved in the wreck at the Ford Plant switch on February 28th. One member who saw it on that day reports that damage was sufficiently extensive to make probable the scrapping of the engine.

➤ The C.N.R. has put the Stratford and Point St. Charles Shops on a 48-hour work week owing to the current shortage of steam locomotives.

EXTENSION OF Q.N.S. & L. STUDIED

The owners of the Quebec North Shore and Labrador Railway, Hollinger-Hanna Limited, have made public the possibility that the railway may be extended 300 miles northerly from Knob Lake to Ungava Bay to develop remote mineralized areas in northern Quebec. Also announced is the consideration of the development of an electrical smelting industry in the Knob Lake area, so that a semi-finished steel would be shipped from Seven Islands, rather than iron ore.

T.T.C. TO CONSTRUCT NEW HEAD OFFICE

The Toronto Transit Commission plans to erect a new six-storey head office building on top of Davisville Subway station at the south-west corner of Davisville Avenue and Yonge Street in the central-northern portion of the city. The present Head Office building has been sold for approximately one million dollars to the O'Keefe Brewing company, which plans to demolish the structure along with a group of others nearby for the creation of a civic centre project. The old seven-storey building is located at the north-east corner of Yonge and Front Streets in what is now a rather decedent portion of town. It was erected in 1890 and used by the Board of Trade until purchased by the T.T.C. in 1921. There is also a three-storey annex building at 14 Front Street East which was purchased in 1945.

The new building, a model of which is on display at the present head office, will have provision for the addition of four storeys to make an ultimate 10-storey building. Exterior walls will be Queenston limestone, with a base course of black granite and red-brown granite to the top of the first storey. Davisville station will be incorporated in the structure, with buses entering and leaving the base of the building on driveways. There will be a basement garage. Construction is expected to get underway in the spring of this year.

Certain departments presently lodged in the old Head Office building, will be moved to the Hillcrest Administration Building (the old General Stores Building) prior to the complete vacation of the Yonge-Front location.

O.E.R.H.A. PROGRESS

The Second Annual Progress Report of the Ontario Electric Railway Historical Association, recently released, tells of accomplishments made during 1955. Most notable was the commencement of the "pole" type car barn, using wooden siding nailed to utility poles set in the ground. The hope is to have this barn completed by the end of 1956.

Also accomplished was a certain amount of brush-clearing and grading, and a complete

three-coat refinishing of the exterior of car 1326, the double truck Toronto Railway specimen.
Contributions toward the moving of Montreal & Southern Counties Railway 107 to the museum have been coming in at a good rate, but considerably more funds are needed.

COMING EXCURSIONS

MARCH 18 — London and Port Stanley Railway:

Buffalo Chapter, N.R.H.S. two car special train leaves St. Thomas (N.Y.C. Station) at 11:30 A.M., finishing at the same point at 6:00 P.M. Fare is \$2.00.

MARCH 25 — City of Detroit Department of Street Railways:

Michigan Railroad Club trip using P.C.C. cars (possibly one in Mexico City paint job) leaving Highland Park Carhouse (Woodward Avenue) at 11:00 A.M., and ending at 3:00 P.M. Fare on car, 35 cents. This is a FAREWELL trip to the rail lines of Detroit.