

## UCRS NEWSLETTER - 1957

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November, 1957 - Number 142

SOCIETY ACTIVITIES: The Society meets on the third Friday of every month in Room, 486, Toronto Union Station at 8:30 P.M., the next meeting being held on November 15<sup>th</sup>. The program at this meeting will consist of a talk on the electric lines of Western Canada.

The December outdoor meeting will be held on the evening of the 6<sup>th</sup> at Leaside Station.

PAST MEETINGS: October 4<sup>th</sup> - Bathurst & Front Streets, with only four members in attendance.

October 18<sup>th</sup> - 26 members in attendance at meeting in Room 486 featured by an excellent program of 35 mm. slides taken by members on trips during the summer of 1957.

### THE C.R.H.A. - U.C.R.S. JOINT WEEKEND

On October 5<sup>th</sup> and 6<sup>th</sup> a group of U.C.R.S. members were guests of the Canadian Railroad Historical Association in Montreal for the first joint weekend held by the two organizations.

Sunny weather and colourful foliage ensured the success of the steam and electric excursions which were held.

Those arriving Friday night and early Saturday morning spent the morning of the 5<sup>th</sup> at various locations such as Montreal West, Turcot, and divers tram lines.

An electric excursion using MTC observation car #1 left St. Denis carhouse at 1:10 P.M. with a full load. The car proceeded at once to the Mountain line and after photo stops at the Summit loop came upon 1437, the regular car, the front pair of wheels of which had been derailed by a rock on the track just outside the mouth of the tunnel. Soon an inspector's auto, followed by an emergency truck, came bumping up the open track and by 2:30 1437 had been rerailed. The excursion then proceeded down the mountain. This was the last trolley trip over this route for most of the passengers on #1, since it had suddenly been announced that the line would be abandoned on the afternoon of the 6th, in order to make way for a proposed auto roadway over Mount Royal. The car then travelled via Mount Royal Avenue, Papineau, Ontario, Park Avenue, St. Antoine and Notre Dame to Lachine, stopped there for 10 minutes, then returned to St. Denis via Girouard, Queen Mary Road and Cote St. Catherine Road.

On Sunday morning the steam excursion to Labelle left Windsor Station behind C.P.R. 4-6-2 2467. The train included a baggage-buffet-passenger car, 3 air-conditioned coaches, a parlour car and a buffet-parlour-observation car. A snack bar was opened in the combine and a group of hard-working C.R.H.A. members spent the day dispensing sandwiches, hot dogs and liquids to the hungry passengers.

On the northbound trip photo stops were made at Shawbridge, Mile 36.4, Mont Tremblant and Mile 71.7. At Shawbridge C.P.R. # 453 passed northbound behind 1257 and the C.N.R. train for Lac Remi was observed also. Those remaining with the train as far as Labelle observed 1262 and 5223 in the 4-stall engine shed there, along with RDC-1 9061 on a siding. 2467 then turned itself, the combine and two parlour cars on the wye, reassembled its train and pulled into a siding until it was time to leave. At 8:30 P.M. E.S.T. the train arrived on time at Windsor Station after a fast run from Labelle.

### COE HILL — A DECLINING C.N.R. BRANCH

By R. F. Corley

I visited Coe Hill on August 30, 1957, to see the extent of the decline of the short branch line which operates to this point from Ormsby Junction on the C.N.R.'s Trenton-Mynooth line.

The lumber yard and a small gas storage depot still require rail transport, and the station is open daily for telegraph and express business. The train, now freight only, comes in every Tuesday, using MLW road-switcher 1705 from the Lindsay - Bancroft trains (325-324 Monday & Thursday, 323-326 Wednesday & Saturday), since it lays over in Bancroft on Tuesdays.

Until April 29, 1956, Coe Hill had mixed train service - Thursday only, when the Bancroft to Belleville mixed train 316 detoured in and out of Coe Hill as trains 311 and 312.

At the same time the Lindsay - Bancroft ("Irondale, Bancroft & Ottawa") engine from Lindsay on Wednesdays and Saturdays, returning Fridays and Tuesdays, was used on its layover period (Thursday) to power mixed 321 and 320 to Maynooth and back.

Trains 311 & 312 and 321 & 320 were discontinued on April 29, 1956, and the "IB&O" engine was transferred to making a freight-only run (Bancroft - Coe Hill - Bancroft) on its layover day, which was still Thursday. On September 30, 1956, the "IB&O" run was changed to leave Lindsay Mondays and Thursdays, and the layover day was changed to Tuesday. This is the operation that is in force at present.

The Coe Hill train register revealed what was probably the last run of steam into town. Regular "IB&O" engine 1223 (4-6-0) was in on July 26, 1956. Regular IB&O engine 1401, replacing 1223 which became a spare, was in on August 30, 1956, its last run before being transferred to Palmerston. Diesel 1705 started regularly on the IB&O run in September, 1956.

Spare 4-6-0 1520 (renumbered from 1223 in August, 1956) was in again later in September, and its last appearance was on Tuesday, April 2, 1957, no locomotive other than 1705 having been in Coe Hill after that time up until the day of the visit. 1520 is still held as a spare at Lindsay at this writing.

The Coe Hill engine house, a single stall structure with a concrete pit, and the turntable have long since been demolished, but the foundations are yet to be seen. An ashpit track has been built over the edge of the turntable pit (now filled), but this track is unnecessary now with the almost exclusive use of a diesel into town.

Looking back to 1927 by contrast, we find that Coe Hill had daily except Sunday service, with the engine staying at Coe Hill every night. The 1933 timetable shows Trenton - Bancroft trains calling at Coe Hill in both directions, giving four trains a week at Coe Hill. By 1935 the service is by two trains in each direction weekly between Coe Hill and Trenton, with the engine apparently laying over in Coe Hill on Wednesdays, Thursdays and Sundays, since the trains are shown operating into Coe Hill Tuesday and Saturday, and out Monday and Friday. This arrangement remains until 1940, when northbound Trenton - Bancroft trains (to Maynooth Fridays) call three days a week. By 1943 it is southbound trains which call three days a week, and this arrangement continued until September 25, 1955, when Coe Hill got Thursday-only service, and six months later the mixed gave way to freight-only service has been related earlier.

**PHOTOS:** [0142-001.jpg](#) Approach to Coe Hill Station looking west, with house track switch in the foreground; station building in centre background between tracks.

[0142-002.jpg](#) A view of the site of the former turntable and engine house with recent ashpit track built over built over the turntable pit on the left.

[0142-003.jpg](#) Looking towards the end of track from a point east of the crane; the tank car in the distance is spotted at the oil depot. The

end of track is approximately 2500 feet west of the station.

Map: Detail Map of Coe Hill and general area.

0142-004.jpg

#### 1958 DUES NOW PAYABLE

Members are reminded that all memberships in the Society expire with the next (December) issue of the *Newsletter*. Members can greatly assist the Secretary by renewing promptly, avoiding a "rush" of renewals in January. The rates are unchanged from previous years, \$2.50 for Resident members and \$1.50 for Associate members.

#### T.T.C. EXPROPRIATES FOR BLOOR SUBWAY CARHOUSES AND YARD

Newspaper headlines in Toronto on Friday, November 1<sup>st</sup>, were concerned with an item of news of great interest to railfans. The T.T.C. had made its first definite move toward acquiring real property required for the Bloor Subway project. The car yard and shop building is to be located west and south of the intersection of Danforth and Greenwood Avenues, using principally the now-level site of the old "Greenwood Dump". However, in order to round out the necessary 40-acre site, expropriation of 70 surrounding properties is necessary, and letters of notification to the affected owners were sent out late in October. Blocks of residences required for the site are those on the east side of Byron Avenue, the south side of Oakvale Avenue and the west side of Greenwood Avenue between the C.N.R. Oshawa Subdivision and Oakvale Avenue. The latter frontage includes also a church, a fire hall, an auto wrecker's establishment and an aluminum products plant. The expropriation proceeding will result in an estimated expenditure of \$2 million. It is expected that most of the properties will actually come to the T.T.C. by negotiated sale rather than by force of expropriation.

Construction of the yard and shops will begin on the dump site while property acquisition in the expropriation area is proceeding. The site is being planned for the eventual storage and servicing of 300 subway cars. The current dispute regarding subway route location is not regarded as having an effect on the matter of the storage yard, as it would appear that the subway will be running along the line of Danforth Avenue at Greenwood in any case, irrespective of its midtown location.

#### OTTAWA OBSERVATIONS

By William Hood

➤ The long "A" Britannia route has joined the ranks of the three other OTC carlines as "Monday-to-Friday only" lines, being replaced by buses on Saturdays, Sundays and Holidays. Delivery during the week of October 20<sup>th</sup> of 15 Canadian Car diesel buses made this changeover possible. Ottawa is now without any rail service on those three days. An encouraging note was that track crews were out replacing worn-out ties on the P.R.W. section of the "A" line.

➤ Most of the remaining 600's have been withdrawn from service, and of the day of the visit (October 29<sup>th</sup>) only one of this type was observed (and ridden) in service, that being 692, making a trip as an extra on Britannia during the evening rush hour. The car swayed and pitched violently on the P.R.W., and generally gave the impression that it would not be around much longer. Indeed, on passing the Richardson Avenue yard near Britannia Park, six 600's were observed being scrapped; these were 659, 662, 669, 681, 682 and 684.

➤ Maintenance on the 800's and 900's continues to be excellent, and several cars were seen in fresh paint jobs. As usual, the four 1000's were used during the rush hours only.

➤ The Model Railroad Club of Toronto advises that their annual show will be held this year on the afternoons of November 16<sup>th</sup> and 17<sup>th</sup> from 2:00 to 5:00 P.M. The admission price is 35¢.

## THE RAILWAYS OF ALASKA AND YUKON TERRITORY

By J. D. Knowles

### Part 3 - The White Pass and Yukon Route

**Note:** It is assumed that the reader is familiar with the general description of the W.P.& Y., as contained in articles appearing in *Railroad Magazine* for April 1956, and *Trains* magazine for January 1951; therefore such a description has not been included in these notes.

The five much-publicized General Electric 1200 H.P. diesel "A" units purchased by the W.P.& Y. have not caused the complete demise of steam. The diesels work in pairs on the daily Skagway-Whitehorse mixed trains. Since a round trip takes two days, four diesels are kept busy, the fifth being in Skagway Shop for maintenance. Steam still powers the tourist specials operated to Carcross each time a cruise ship arrives in Skagway. Enthusiasts who visit the line in summer can expect to see a solid train of about nine open-platform parlour cars leave Skagway powered by as many as 3 of the modern 70-series 2-8-2's. Also still on hand but looking rather grubby are the former Sumpter Valley 2-8-2's, 80 and 81, used in winter when the diesels' inability to rock themselves free with jammed in a snowdrift is a handicap.

The spare engine at Whitehorse is 190, one of 11 2-8-2's built by Baldwin in 1943 to the order of the U.S. Corps of Engineers for metre-gauge lines in Iran, but diverted to the W.P.& Y. to help move the vast amount of equipment and supplies used in building the Alaska Highway. No. 190 is kept as spick and span as the 70's. No. 192 stands intact but disused in Skagway yard. Two more of the group, 195 and 196, are cannibalized and tenderless nearby along with 4-6-0 66. The rest of the 190-200 class have been disposed of, as their high drivers made them unsuitable for mountain service. The tenders of some are still in use. The modern trucks from one such tender are now under depressed-centre flatcar 1200, built by Skagway shops this year.

The shop is now turning out new 1000-series 42-foot flatcars built from ready-made welded steel frames. Over two dozen of these flats have been placed in service in the last three years. The W.P.& Y. obtained many flats second hand from Colorado, and more recently bought some boxcars in Hawaii and had them cut down to flats before shipment. At least one car from Hawaii was made into a tank car, but most are still flats and are numbered in the W.P. & Y. 1100 series.

Flatcars have always been popular with Yukon and Alaskan roads because of the low cost of shipping them by boat as compared with that for other types. They can be piled several high with trucks removed, occupying a minimum of space.

Boxcars and refrigerators are on the way out on the W.P.& Y., as most shipments are handled in containers. These containers are filled in Vancouver, shipped by boat to Skagway, by rail to Whitehorse, and may continue from there by highway. They are handled at the docks by crane, and at railway sidings by large fork trucks. Containers have greatly speeded and simplified freight handling, reduced paper work, cut costs and eliminated pilferage. They are colour-coded by type: orange ones can be fitted with self-contained heating units, aluminum ones have electrical refrigeration, green ones are "dry" containers having neither heat nor refrigeration, and red ones are for explosives. The steel 42-ft flatcars have a capacity of four containers, while the shorter old wood flatcars carry three. The container operation is not a one-way haul; asbestos mined in the Yukon is carried southbound. The overflow of the asbestos traffic is handled loose in the remaining old wood boxcars.

There are about 30 tank cars numbered from 1 upwards which see intensive use in petroleum traffic, and also a few short steel hopper cars in the 850 series for ballast service. The only stock car seen was 955.

The W.P.& Y. is another road employing the odd-and-even numbering system. Box and refrigerator cars have even numbers, while the old wooden flats have the odd numbers in the same series. The 1000 and 1100 series flats have consecutive numbers, as no boxcars are being bought now. Coaches and parlour cars have even numbers in the 200 series, while express and combination cars have odd 200's. Parlour cars carry names of local lakes in addition to numbers.

Some parlour cars were converted from coaches by removing alternate window posts. The large windows permit the taking of pictures through windows on the opposite side of the train from which one is sitting. This is necessary because most of the good views of scenery between Skagway and Carcross are on the west side of the line, the east side being blocked for much of the distance by high hills and cliffs close to the track.

Tourists are favourably impressed by the parlour car interiors, which feature full-width carpets and moveable tubular-frame arm chairs with rubber foam cushions and blue fabric upholstery. The sagging body work and platforms usually found on open-platform equipment are absent here, for the underframes now contain considerable steel; some cars have also been steel sheathed. All appear to be in excellent condition. There is only one all-metal passenger car, open-platform parlour "Lake Lebarge", 256, bought from Hawaii.

Four passenger train cars are equipped with cupolas for use on Skagway - Whitehorse mixed trains. These are express cars 203 and 207, and two former Sumpter Valley combination cars with "covered wagon" arch roofs, 209 and 211. Two other former Sumpter Valley cars with the same distinctive roofs are used as service cars, being converted from a coach and a railway post office car.

Snow is cleared in winter by nose ploughs on the engines and by two Cooke rotary ploughs. The five road diesels have permanently-attached ploughs instead of pilots. The home-made Jordan spreader has been wrecked. In the Skagway boneyard there is a third Cooke rotary, 980, with burned-out boiler. It was brought in by the U.S. Army during World War II, and was formerly D.& R.G.W. # ON. It was once standard gauge and still has the original trucks and full-length axles, on which the wheels are now mounted closer together.

Skagway roundhouse is a 20-stall sheet iron building. While all of its accommodation was doubtless necessary during the war years, when 35 locomotives were busy hauling supplies for the Alaska Highway, much of it is now given over to car repair.

The track layout in Skagway has been somewhat simplified in recent years. Three separate routes from the shop doing through town to the wharf have existed, but the only one remaining runs along the east edge of the valley in which the town is situated, very close to the bluffs which tower above it. Another line was located on the opposite side of the town by the airstrip, which is beside the Skagway River on the west side of the valley. The third line ran down Broadway, which has become the main street of Skagway in its declining years.

North of the roundhouse the whole valley bottom is a gravelly flood-flat, consequently the railway yard bears the brunt when the Skagway River goes on the rampage. Obsolete flatcars, boxcars, tenders and locomotives have been dumped into the river during floods to prevent the carving of new river channels through the railway property and the town beyond.

In addition to the roundhouse at Skagway, there is a two-stall roundhouse at Bennett, BC, and a two-track engine shed of recent construction with a capacity of four locomotives at Whitehorse, YT. Adjacent to this shed the Yukon River fleet of the British Yukon Navigation Company is laid up, for all river service has been discontinued. Five sternwheelers, "Aksala", (built 1913) "Casca" (1913), "Keno" (?), "Klondike" (about 1900) and "Whitehorse" (1901) have white paint jobs with black-topped funnels and red sternwheels. These vessels still look quite presentable, but the long-disused "Bonanza King" (1904) and "Yukoner" (1898)

are blackened with age. The former had its bow cut off, paddle wheel and most other fittings removed, while the latter had the superstructure completely removed and was being scrapped for its heavy timbers.

Another sternwheeler, "*Tutshi*", formerly used on the West Taku Arm service to Ben-My-Chree, is out of the water at Carcross. Here also is a collection of work train boxcars and the tiny parlour car "*Lake Fraser*", 200. The ancient Baldwin 0-6-0T "*Duchess*", which has an excellent paint job, is on display surrounded by a railing.

The "*Duchess*" contrasts sharply with the other W.P.& Y. historical locomotive, Brooks 1881 2-6-0 No. 51, which stands at the site of the old Whitehorse engine shed in battered condition its cab gone and its wheels resting on skids rather than on rails. Nearby its detrucked tender rests on another skid. It is one of three Brooks 1881 2-6-0's in the area.

Another, once W.P.& Y. 63, is a remnant of the long-abandoned Klondike Mines Railway at Dawson City, and has a tender once used with No. 51. The third such engine, W.P.& Y. 52, is abandoned at Taku, BC on the old portage railway between Taku Inlet and Scotia Bay on Lake Atlin. This three-mile railway, though owned by the W.P.& Y., was far removed from the main line, being reached by a journey of more than 70 miles by water from Carcross. The "*Duchess*" also formerly worked on the portage.

While these historic locomotives are to be seen, many other interesting machines are now gone. The U.S. Army brought in engines from the East Tennessee & Western North Carolina, the Colorado & Southern, the Silverton Northern and the Denver & Rio Grande Western. The seven D.& R.G.W. engines

were 2-8-2's well suited to mountain service. Numbered in the W.P.& Y. 250 series, they were former Rio Grande 470's. After the war they were shipped to an ordnance depot at Salt Lake City. While their original owner was interested in getting them back, they ended as scrap instead.

The equipment supplied by the U.S. Army carried "U.S.A." reporting marks, indicating ownership by the government rather than by the railway, and not merely that the vehicles had been repainted while the army was running the road. Today almost all equipment is faithfully stencilled with W.P.& Y. reporting marks or the slogan "White Pass - Gateway to the Yukon". Most other isolated roads not engaging in car interchange are content with marking the equipment with numbers only. Some passenger stock carries in small letters the supplementary marking "P.& A.R. & N.Co." for *Pacific & Arctic Railway & Navigation Company* the name of the subsidiary company owning the portion of the line in Alaska. The road is subject to restrictions on the use of equipment on which Canadian duty has not been paid, just as the standard gauge lines are.

While the White Pass is sometimes represented as a quaint and outdated railroad operating with ancient rolling stock, it appears in reality to have a progressive spirit, as demonstrated by the introduction of the container service, the construction of numerous new flatcars including a depressed-centre car, the rehabilitation of its passenger stock, the purchase of diesel motive power, the attractive renovation of the Whitehorse station, and the relaying of much track with heavier rail.

➤ **Note:** For those interested in studying the geography of Alaska and the Yukon in some detail, "Kroll's Map of Alaska" is suggested. This 33" x 48" sheet is lithographed in six colours, on an approximate scale of 40 miles to the inch. Included are an index of nearly 1500 place names and population statistics.

➤ Published by the Kroll Map Company of Seattle, WA, U.S.A., it is priced at \$1.50.

#### MOTIVE POWER NOTES

➤ C.N.R. Scrappings:

80	Aug. 9	3451	Aug. 9	5556	Aug. 23
2187	Aug. 23	3494	Aug. 9	5573	Aug. 23
2348	Aug. 16	3498	Aug. 16	6026	Aug. 8
2352	Aug. 23	4022	Aug. 16	7348	Aug. 30
2359	Aug. 30	4206	Aug. 30	7353	Aug. 2
2497	Aug. 2	5053	Aug. 30	7354	Aug. 23
2547	Aug. 30	5087	Aug. 16	7431	Aug. 16

➤ New C.N.R. Locomotives:

<u>From MLW:</u>		<u>From GMD:</u>		<u>From GMD:</u>	
3625-3626	Aug. 13	1274-1275	Sep. 10	4118-4119	Sep. 11
3627-3628	Aug. 15	1276-1277	Sep. 18	4120-4121	Sep. 13
(3629-3636 reported previously)		1278-1279	Sep. 30	4122-4123	Sep. 16
		1280-1281	Oct. 10	4124-4125	Oct. 11
3637-3638	Sep. 6	1282-1283	Oct. 23	4126-4127	Oct. 16
3639-3640	Sep. 11	1284-1285	Oct. 30	4128-4129	Oct. 18
				4130-4131	Oct. 23
				4132-4133	Oct. 31

➤ The C.P.R. recently ordered five 44-ton diesel-hydraulic switching locomotives from Canadian Locomotive Company.

➤ Correction to RDC information in *Newsletter 141*: The grand total of cars in service or on order for Canadian railways is 78 not 80. (The two latest cars for the C.N.R. were counted twice - in the summary tabulation and as cars still on order)

### T.T.C. NOTES

➤ The construction of a permanent bus turning loop at the St. Clarens loop property would seem to indicate that the cutback of the Harbord carline (because of grade separation work west of Lansdowne) will be permanent. Henceforth three vehicles will have to be ridden in order to travel on Davenport Road from Old Weston Road to Bathurst Street.

➤ The six subway cars still on order are not expected to arrive in Toronto until early in 1958, according to recent official advice.

➤ The T.T.C. recently renewed Bathurst route trackage on two segments: from Dundas Street to College Street and from Nina Avenue to the entrance of the loop at the north end of the line.

### OCTOBER 27<sup>TH</sup>. T.T.C. EXCURSION

On October 27, about 33 U.C.R.S. members enjoyed a 4-hour tour of T.T.C. trackage in newly-repainted Small Witt 2890. The first objective was the new Lakeshore Extension, which was traversed twice in each direction, the second time being prolonged to the Hillside Avenue wye in Mimico where the car was turned. 2890 then proceeded to the Keele-Dundas wye where there was a 15-minute stop. The T.T.C. route and destination signs had been replaced with previously-adapted curtain signs from Montreal, Detroit and St. Catharines, resulting in extremely unorthodox sign indications which proved equally puzzling to hopeful passengers and oncoming motormen. From Keele the next destination was Bloor & Jane during which journey added interest was provided by the third derailment to affect as many electric excursions, when the front truck of 2890 split the little-used south to west switch at Bloor & Dundas Streets. Fortunately the car was rerailed by backing up. The rest of the trip passed

without incident: via Harbord Street to Bedford Loop, then via Bloor and Bathurst to Aven  
Loop, and back to St. Clair carhouse. The weatherman co-operated well, and as usual the trip  
was enjoyed by all participants. End