

March, 1960 - Number 170

The Society meets on the first and third Fridays of every month from September to June. The next meeting will be in Room 486, Toronto Union station, commencing at 8:30 P.M., March 18<sup>th</sup>. It is planned to have, at that time, an auction of railway material, to be conducted by Mr. Omer Lavallee of Montreal. We would suggest that members should search their files and closets for any articles they would like to dispose of and bring them along. Commission, on sales can be arranged individually according, to the wishes of the contributors. We expect to see some interesting material appear and a limit may be placed on the number of items purchased by one person.

➤ The meeting of Friday, April 1<sup>st</sup> will consist of a visit to the C.N.R. Spadina Avenue roundhouse. Members will meet at the head of the stairs at 8:30 P.M.

Past Meetings February 19<sup>th</sup>: Thirty-eight members were present to observe a selection of 8mm movies taken by Messrs, Jordan and Freyseng in the Toronto - Montreal area. Both gentlemen are to be complimented on the dramatic photographic effects which they have achieved (even under blizzard conditions).

March 4<sup>th</sup> - Fifteen members turned out for a 1½-hour tour of the Toronto Transit Commission's Danforth car house, conducted by Mr. S. Hewitt. They were given a working demonstration of the operation of a car hoist and also took turns inspecting the underfloor controls of a P.C.C.

U.C.R.S. EXCURSIONS

On Saturday June 4<sup>th</sup> we are planning a six-hour T.T.C. excursion, using Peter Witts and M.U. P.C.C.'s, number as yet unknown.

On Sunday, June 5<sup>th</sup> the U.C.R.S. and the Toronto Train Trip Association will run a joint steam trip over the C.P.R. to Port McNicoll. We hope to have a Royal Hudson on the train and are planning to pad the timetable to allow for some good run pasts for the photographers. At Port McNicoll it is planned to have buses meet the train and take passengers to Midland for a hotel meal. A circular giving further details is under preparation and will be enclosed with a future *Newsletter*.

AN OPEN LETTER TO THE U.C.R.S. NEWSLETTER EDITOR

Dear Sir,

I have watched with interest the efforts of individuals, municipalities and museum groups to preserve steam locomotives. In the Ontario Electric Railway Historical Association and the Canadian Railroad Historical Association we have seen what has been done along these lines in the electric railway field, and their efforts deserve every support. C.R.H.A. is also active - perhaps very ambitious is the correct term - in the expansion of their museum activities into all phases of the field of rail transportation. More recently we have seen a member of Toronto City Council proposing the preservation of a steam locomotive in the Toronto area, and a group known as "Railfans Unlimited" has sprung into existence with museum aims.

All this is happening, and yet there is no sign of any activity on the part of the Upper Canada Railway Society in this field. Does our Society sit back and feel that activity

is not for us? Can we not show some signs of interest, assistance or even organization? Has the original spirit of the Society died so that we are now no more than armchair philosophers and observers?

This is not to be construed as criticism of the Society's Directorate, nor of individuals, it is intended as "food for thought". The past Editor of the *Newsletter* once reflected editorially on Canada's drastically changing railway scene, the necessity for the Society to recognize this, and the further necessity of a sincere and strong effort to maintain the organization's vitality and position as a respected association in the general field of railway enthusiast groups.

If we fail to adopt an active interest in these and other similar opportunities for the expression of our enthusiasm for railways, there is a very real danger of decay, or even paralysis, setting in.

I see the trends in museum activity elsewhere as a sign that the membership of our Society needs to reactivate itself. What is the answer? Each member must contribute to the strength of the Society; a few cannot indefinitely carry the burden nor provide the energy for all.

- Raymond F. Corley

#### **Editor's Note:**

Mr. Corley's points are well taken, and it is urgent that every member reflect on the increasing importance of bolstering the vitality of railway enthusiast associations as the passing years reduce the appeal of the current railway and transit situation.

However, the rail fan societies seem now to have moved on into the era of specialization - some are primarily excursion operators, some emphasize publications, while others devote the major portion of their energies to museum activities. For some years past, the U.C.R.S. has followed a policy of concentrating its resources on publications and has studiously avoided tying up any sizeable portion of its assets in any other form of endeavour. (Admittedly the recent hiatus in the publication schedule of the *Bulletin* would appear to belie this policy, but rectification of this situation is expected very shortly). For the U.C.R.S. to embark heavily on a museum project at this time would, we feel, not be justified by the Society's financial position, not by the fact that many of the persons who might conceivably be active in this sphere of activity are now so engaged in any case, with the Ontario Electric Railway Historical Association trolley museum.

A railway museum of truly national proportions is about to take form on the Island of Montreal under the sponsorship of the Canadian Railroad Historical Association, and it seems that the most logical role for the U.C.R.S., and its members individually, to play is to support this project, and the O.E.R.H.A., to the utmost extent. A railway museum established by the U.C.R.S. would appear to be redundant, and might well involve the organization beyond its financial depth to the permanent detriment of the publications program. - S.I.W.)

➤ Events will prove whether these criticisms are justified. - Editor

#### STEAM ACTIVITY IN REGINA AND MOOSE JAW, SASKATCHEWAN

On December 16<sup>th</sup>, 1959, the writer left Toronto for Winnipeg and Regina on the C.N.R.'s "*Super Continental*". The only steam locomotives seen on the entire westward trip were two dead Mikados standing in the yard at Sioux Lookout, ON.

An hour lost en route in northern Ontario was regained and Winnipeg was reached on time at 9:40 P.M. on December 17<sup>th</sup>. Five minutes later I was aboard C.N.R. train No. 5, Winnipeg to Regina, consisting of numerous head-end cars, one coach and one sleeper with 12 sections, one bedroom and buffet. No. 5 arrived in Regina on time, at 8:00 A.M., on December

18<sup>th</sup>.

On December 23<sup>rd</sup>, a visit to the Canadian Pacific roundhouse at Regina was unproductive. I was informed that no steam power was based in Regina, although passenger trains 43-44 (Winnipeg - Regina - Moose Jaw) and the odd freight were occasionally steam-drawn. December 24<sup>th</sup> found a different situation at the C.N.R.'s North Regina roundhouse. Inside were Consolidations 2745 and 2760, six-wheel switcher 7383, and Mikado 3534, all dead and stored serviceable. Pacific 5093 was steamed up, but I was told that this engine was kept on stand-by only and that beginning in recent weeks no runs were handled by steam. Outside in the yard Mikado 3551 and Consolidations 2539, 2565 and 2761 formed a mournful scrap-line, with stacks capped and boiler jackets scarred by rust.

More activity was observed at the C.P.R.'s large Moose Jaw roundhouse on December 30<sup>th</sup>. Since my last visit in December, 1958, half of the roundhouse had been converted into carshops. I discovered Pacific 2352 waiting in the yard with a small eastbound way freight and watched her departure - the first steam run seen in several months. A few minutes later Pacific 2367 moved out of the roundhouse for fuelling and then returned. Inside the roundhouse Pacific 2314 was also in steam. Pacifics 1279 (listed "Weston" on the order board), 2343, 2358 and 2634, and Decapod 5762 (listed "yard") stood cold. Lined up dead in the yard outside were Mikados 5128, 5205, 5241 and 5392. All the outside engines and No. 2634 were listed on the order board as "stored serviceable". I was told that C.P.R. was running no steam power west of Swift Current, SK.

The steam activity in Regina and Moose Jaw, particularly the latter, showed a sharp drop from the same time in 1958, and if representative of the west in general shows the rapidity of steam's decline there.

I left Regina at 7:30 P.M., January 2<sup>nd</sup>, on C.N.R. train No. 6, arriving on time in Winnipeg at 7:30 A.M. January 3<sup>rd</sup>. The "*Super Continental*" however, was delayed by a faulty steam generator in its diesels near Saskatoon and consequent frozen steam lines, and limped into Winnipeg at 5:30 P.M., nearly nine hours late. After departure from Winnipeg at 7:30 P.M., continual trouble was experienced with the steam supply (the temperature in one sleeping car dropped to 25° above zero), more time was lost at each stop, and Toronto was not reached finally until 7:30 A.M. on January 5<sup>th</sup>, 16½ hours late. It is interesting to note that train No. 4, the "*Continental*", scheduled about 12 hours later, caught up with its superior at both Winnipeg and Nakina, ON, and had to be restrained from passing at these stops!

- Michael Jackson

#### PROGRESS REPORT OF THE LOCOMOTIVE PRESERVATION COMMITTEE

As a result of correspondence with City of Toronto Controller William Dennison regarding the Canadian National locomotive donation to the City of Toronto, a "Locomotive Preservation Committee" of the U.C.R.S has been established. It is expected that this committee will be in charge of maintaining the locomotive, so that it will continue to be a credit to the City, the railway and the Society. Members interested in working with this committee should contact the Chairman, Jim Brown, or the Vice-Chairman, John Freyseng, at the next meeting.

With the approval of Controller Dennison and the C.N.R., the Society committee members Mills, Sandusky, Jordan, Johnson, McIlwraith, Page and Brown visited Canadian National's Spadina Roundhouse on Saturday, February 27<sup>th</sup>, 1960 to select the locomotive. After much deliberation, in which each engine was examined critically, U-2-g 4-8-4 No. 6213 was chosen as being in the best condition for display purposes. This engine has a minimum of rust and missing parts, etc. (However, for safe-keeping, 6213's number plate has been removed and is

being stored in a safe at Spadina Shop). Ironically enough, 6213 has been stripped of its main rods and was slated to be sent to London for scrapping early the following week. Arrangements have been made to have 6213 stored in the roundhouse, and there it will be reconditioned by the railway. At the present, chalk inscriptions: "Held for display — Do not remove parts" adorn the cylinders.

At a Parks Committee meeting on Thursday, March 3<sup>rd</sup>, 1960 at the City Hall, Controller Dennison and the Society committee chairman presented proposals regarding site, fencing, etc., and also a letter from the Society committee offering to maintain 6213. The Parks Committee suggested that the engine be installed at the Canadian National Exhibition, passed a motion recommending that \$6200 (a most appropriate sum) be allocated for a concrete base, iron picket fence six feet high and a surrounding sidewalk, and agreed to refer the Society letter to the Exhibition directors for official approval of the offer.

On Tuesday, March 8<sup>th</sup>, 1960, City Council approved the expenditure, thus clearing the way for an official request for 6213 to be made to the railway. Although C.N.R. has given verbal approval of the donation, no action can be taken towards restoring the engine until this request is received by the railway.

It is expected that the locomotive will be placed in position near Stanley Barracks in the early summer. Further progress reports will keep members informed of new developments concerning the project.

#### STEAM ACTIVITY AT SMITH FALLS, ONTARIO

On March 5<sup>th</sup>, 1960 the following active C.P.R. steam engines were observed at Smiths Falls: 2816, 2811, 2399, 2409, 1227, 2398, 1267, 2219, 2858, 2332, 3546, 1226

At 4:30 P.M., passenger train No. 35 from Toronto to Montreal arrived headed by Pacific 1255. This engine had replaced diesels at Havelock. At 5:15 P.M. Royal Hudson 2858 headed a long freight for Montreal. Roundhouse employees informed us that this exceptional activity of steam power was made necessary by recent heavy snow conditions.

- Norman E. Newson

#### OBSERVERS' REPORT ON C.P.R. STEAM ACTIVITY AT SMITHS FALLS AND MONTREAL

On December 28<sup>th</sup>, 1959, steam power was regularly assigned to way-freights in and out of Smiths Falls as follows:

1255	to Havelock
2219	to Ottawa
1264	to St. Luc, but was replaced by a road-switcher at the last moment through an injector failure.
2238	to Havelock
1267	to Ottawa

Pacifics 2332 and 2399 were steaming inside. The latter was having a wrinkled running-board skirt ironed out after having run through an enginehouse door. The damaged door was subsequently replaced by one removed from the apparently abandoned six-stall section of the two-piece roundhouse. Consolidation 3546 and Pacific 1231 were held as standby power in the house, while Ten-Wheelers 870 and 964, along with Pacifics 2224 and 2514 were moved outside in preparation for shipment to St. Luc yard in Montreal.

Commuter service in Montreal was being handled chiefly by Hudsons and Pacifics. The morning trains hauled by steam on December 29<sup>th</sup> were as follows: Train 213 from Farnham with 1258, train 270 from Vaudreuil with 2461, train 272 from Vaudreuil with 2459, train 181 from

St. Therese with 2426, train 274 from Vaudreuil with 2412 and train 246 from Rigaud with 2820. On December 20<sup>th</sup> the same trains were pulled by engines 1258, 2461, 2408, 2426, 2412 and a diesel, respectively.

The following steam locomotives were at Glen roundhouse for use when business warranted: Pacific 1224, Hudsons 2816, 2822, 2825, 2841, 2856, 2856. Consolidation 3642, the last steam switcher, has been assigned to the Gen for over 35 years!

At Angus Shops on December 30<sup>th</sup>, the following engines were seen: D4 424 switching, and looking as clean as when used on the 1959 excursions; 425, 445, 851, 894, 999, 1081, 1220, 1222, 1268, 2228, 2231, 2323, 2403, 2464, 2468, 2469, 2838, 2840, 2928, 3544, 3633, 3696, 5362, 5367, 5470, 6271, 6932, 6961.

On Thursday, December 31<sup>st</sup>, Glen roundhouse was busier than usual with steam power because of the extra New Year's weekend traffic. G-5 1258 and G3's 2408, 2426, 2412 came in on trains 213, 272, 180 and 274 respectively, the morning commuter trains.

Train 154, the Frontenac for Quebec City, left in three sections, the second section being handled by Royal Hudson 2825.

Train 234, the 12:15 P.M. Dayliner for Rigaud, was replaced with G3 2426 and fourteen 800 series commuter coaches to handle the heavy traffic, since most offices closed at noon. The train returned in the afternoon running as an extra from Rigaud to Westmount (not to Windsor Station), arriving in the coach yard at 4:15 P.M.

At about two o'clock, the following steam engines, required for Thursday evening's traffic, were moved outside and steamed up: H1's 2820 and 2841, G3's 2408, 2412 and 2461, followed by P1 5175 and G5's 1224 and 1258.

Because of the extra passenger equipment being used, N2 3642 was working a double shift, the morning shift in Glen yard and the afternoon shift at Windsor Station moving head end equipment.

The first afternoon commuter, train 247 to Rigaud, went out behind 2841 while the three G3's were assigned to the Vaudreuil trains. G5 1258 was assigned to its regular run, train 214 to Farnham, while H1 2820 was assigned to train 249 to Rigaud. The most spectacular show was train 169, the Friday only (Thursday in this case due to the holiday weekend) Ski Special to St. Agathe. It left Windsor Station behind G5 1224 and P1 5175 with great gusto, bringing back to mind the days when double headed passenger trains from Windsor Station were a regular occurrence.

- E.J.; J.B.; J.F.; T.M.

#### MOTIVE POWER NOTES

- The Sydney & Louisburg Railway in Cape Breton, heretofore a 100% steam operation, is reported to have ordered four diesels for 1960 delivery.
- C.N.R. Locomotives Scrapped:
  - at Stratford 3252 on November 15<sup>th</sup>, 2577 on December 7<sup>th</sup>.
  - at London 227 & 228 on November 6<sup>th</sup>, 225 & 230 on November 13<sup>th</sup>.
- C.N.R. Mogul 81 was donated to the town of Palmerston in July, 1959.
- C.N.R. six-coupled switchers 7460 and 7461 were removed from Lindsay after February 13<sup>th</sup>. It is reported that the town of Lindsay would like to obtain a 4-6-0 for preservation.
- C.N.R. Diesel Deliveries from M.L.W.:

3118-3119	November 4 <sup>th</sup> .	8610-8611	November 5 <sup>th</sup> .
3120-3121	November 17 <sup>th</sup> .	8612-8613	November 11 <sup>th</sup> .
3122-3123	November 20 <sup>th</sup> .	8614-8615	November 13 <sup>th</sup> .
3124-3125	November 25 <sup>th</sup> .	8616-8517	November 27 <sup>th</sup> .

- |           |                            |                             |                                       |
|-----------|----------------------------|-----------------------------|---------------------------------------|
| 3126-3127 | December 8 <sup>th</sup> . | 8618-8619                   | December 3 <sup>rd</sup> .            |
| 3128-3129 |                            | December 22 <sup>nd</sup> . | 8620-8621 December 15 <sup>th</sup> . |
|           |                            | 8622-8623                   | December 22 <sup>nd</sup> .           |
|           |                            | 8624-8625                   | December 28 <sup>th</sup> .           |
- C.N.R. Diesel Deliveries from G.M.D.:
- |         |                                     |           |                             |
|---------|-------------------------------------|-----------|-----------------------------|
| 938-939 | January 19 <sup>th</sup> .          | 4701-4702 | February 24 <sup>th</sup> . |
| 940-942 | December 21, 25, 30 <sup>th</sup> . |           |                             |
| 943-944 | January 29 <sup>th</sup> .          | 1062-1063 | December 29 <sup>th</sup> . |
| 945-946 | January 30 <sup>th</sup> .          | 1067      | December 24 <sup>th</sup> . |
- C.N.R. diesels involved in the head-on collision at Owasin, ON, were Nos. 6517 and 6608 on train No. 1 and 4564 and 4583 on train 404. Diesels in head-on collision at Pomquet, NS, were 3014 and 3027 and 3028 and 3030. It is understood that these eight units are a total loss and will be scrapped this year.
- C.P.R. diesel deliveries expected during 1960 are as follows:
- |   |           |
|---|-----------|
| 15 M.L.W. 1000 H.P. Road Switchers, DRS-10d | 8032-8046 |
| 25 G.M.D. 1200 H.P. Road Switchers, DRS-12e | 8147-8171 |
| 5 C.L.C. 44 ton Switcher (hydraulic), HA-5d | 19-23     |

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#### NIAGARA ST. CATHARINES & TORONTO RAILWAY CHANGES

The only electric locomotives still in use on the N.S.& T. are 19 and 21. One of these is sent out only when an early crew fails to finish in time to make its diesel available to a later crew.

Locomotives 16, 17 and 18 left St. Catharines for Oshawa on March 7<sup>th</sup>. Locomotives 8, 15 and 20 are lined up in the boneyard corner at St. Catharines Shops with trolley ropes removed, but are otherwise intact.

As of March 11<sup>th</sup>, overhead had been dismantled from Port Colborne to Barrick's Substation, and line car 51 was parked on the main track at the latter point, where work had evidently come to a halt some time ago. The Welland Subdivision had not been ploughed recently from the Robin Hood spur (at the north end of Humberstone) to the Commonwealth Electric spur at Welland.

Line car 30 is equipped with ploughs on both ends this year. Both 30 and sweeper 22 showed signs of much use in recent storms, the latter unit having its exposed broom motors buried by high piles of snow. Single truck sweeper 23 is now at Thorold rather than Port Colborne.

Caboose 34 is freshly repainted orange and still carries the "N.S.T." reporting marks. It is used in the de-electrified Port Colborne area.

#### MISCELLANY

➤ The C.P.R. has recently offered for sale the following water tanks: London (Quebec Street), Chatham (East End), Chatham, Tilbury, Goderich, Ingersoll, Tillsonburg, Orangeville, Shelburne, Saugeen, Markdale and Durham. All are 40,000 gallons units except those at London and Shelburne which hold 60,000 gallons. (We wonder if the one at Markdale is the only one in this area to utilize a windmill in maintaining its water level. - Editor).

➤ Further information has come to light on structural changes to be made to the C.P.R. Lambton roundhouse (*Newsletter* 157). The only portion to be demolished is stalls 21 to 37, which area will later be used for 'parking' diesel units. A new roof was built over stalls 1 to 20 and this section will be retained for servicing facilities.

➤ The C.N.R.'s spring change of timetable should bring about the cancellation of the following mixed trains in Southern Ontario:

324-325, 323-326 between Lindsay and Bancroft.

313-314 between Belleville and Bancroft.

217-220, 218-219 between Fort Erie and Stratford.

355-356 between St. Thomas and Jarvis.

It is also reported that trains 92 and 95 between Toronto and Lindsay will not operate this year.

➤ On February 27<sup>th</sup> C.N.R. trains 138-140 and 139-137 between Montreal and Victoriaville ran for the last time. This train was known as the "Shad Flyer" because of its route along the south shore of the St. Lawrence River, an area heavily populated by Shad Flies in May.

➤ A snowfall, followed by heavy drifting on February 19<sup>th</sup> announced itself to railways in this vicinity in no uncertain terms. A C.N.R. plough cleared the line from Barrie to Bradford, then returned to Allandale, but the next southbound freight became snowbound at Maple, thus holding up northbound trains 53 and 47. Also, for the first time since 1944 a double-track plough was run from Belleville to Toronto for use between Whitby and Scarboro Junction. A plough made two trips in eight hours between Lindsay and Scarboro Junction, encountering 12 foot drifts between Stouffville and Uxbridge. Similar drifting two weeks later resulted in a passenger train becoming snowbound on this same line, while the C.P.R.'s Owen Sound - Toronto Dayliner was stopped by snow near Snelgrove.

➤ C.P.R. STEAM EXCURSIONS FROM MONTREAL - On April 16<sup>th</sup> G5 Pacific No. 1201 will run via Farnham and Foster to Mount Orford and return. Departure and arrival times at Windsor Station are 9:00 A.M. and 6:00 P.M. On April 17<sup>th</sup> H1b Hudson No. 2811 will run over the Winchester Subdivision to Smiths Falls and return. Departure and arrival times 9:00 A.M. and 6:30 P.M., E.S.T., subject to change. Fares \$7.25 and \$8.75 respectively, or \$15:00 for both. Contact Passenger Agent, Canadian Railroad Historical Association, Box 22, Station "B", Montreal 2.

➤ C.P.R. STEAM EXCURSION TO PORT McNICOLL - On Sunday, March 27<sup>th</sup>. Leave Toronto at 9:30 A.M., E.S.T., return 5:45 P.M. Fare \$6.00. Sponsored by Neil D. McNish, 75 Eglinton Avenue East, Toronto 12.

➤ TWO C.P.R. STEAM EXCURSIONS - Saturday, April 30<sup>th</sup> will see a tour in the Toronto area leaving the Union Station at 11:00 A.M., E.S.T.

Sunday, May 1<sup>st</sup>. Double-headed D10's to Orangeville and return. If sufficient funds are raised it is hoped to use 4-4-0 136 on this train also. A connecting train may leave Niagara Falls, ON, at 8:30 A.M., E.S.T. and arrive Toronto Union at 10:15. The C.P.R. train is due to leave at 10:45 A.M. and return by 6:30 P.M. The C.N.R. train if operated will then leave at 6:45 P.M. and arrive at Niagara Falls by 8:30 P.M. Fares \$3.75 Saturday, \$8.55 or \$5.00 for Niagara Falls or Toronto to Orangeville and return. Sponsored by R. L. Kennedy 1A Pritchard Avenue, Toronto 9.