

April, 1960 - Number 171

The Society meets on the first and third Fridays of every month from September to June. The next meeting will be held in Room 486, Toronto Union Station, commencing at 8:30 P.M., April 14th. Please note that the meeting has been advanced to Thursday rather than the regular Friday session. The programme will be in a different vein than usual, consisting of a showing of colour slides of marine interest.

The location of the outdoor meeting of Friday, May 6th will be announced at the April 14th meeting.

Past Meetings March 18th: - The 52 members who attended this meeting will long remember the auction conducted by Omer Lavallee, whose many humorous anecdotes and comments made the meeting a lively one. The auction was a success in every way and almost every conceivable type of collector's item was disposed of, from movie film and assorted old Hull Electric Railway letterhead, to some locomotive boiler plugs. A long round of applause went to the auctioneer, who had travelled from Montreal for the meeting.

April 1st: - Twenty-nine persons appeared for a tour of Spadina Avenue roundhouse, conducted by Mr. Embury of the C.N.R. It had been 3½ years since the Society's last tour there and the many changes made during that time were visible, as well as audible. The coal tower and ashpits had not seen service for almost a year, while inside the roundhouse new colours, such as light green and aluminum, had brightened the walls. The tour ended beside 4-8-4 No. 6213 which was thoroughly inspected by all. It was being prepared for exhibition and had been cleaned and given a coat of base paint.

➤ Coming Events: Don't forget the June 4th and 5th weekend, with a TTC trip followed by a C.P.R. steam-powered excursion. A circular giving full details is enclosed with this *Newsletter*.

➤ Here is more front page news. Our Excursion Committee is currently negotiating with the Canadian National Railways for a steam excursion on July 10th, using either of 4-8-4's 6167 or 6245. This would be the first C.N.R. steam passenger train to run out of Toronto for 13 months. We hope to make it another "excursion weekend" with a T.T.C. trip also being run on July 9th. Further details will come with the next *Newsletter*.

➤ We are pleased to announce that we will have, once more, a limited number of U.C.R.S. lapel pins for sale. It has been quite a few years since these were made available and we hope that there will be many among our newer members who will wish to order some. They are ½ inch diameter and take the form of the U.C.R.S. crest with the Society name on a blue belt and the "Josephine" on a white background.

These attractive pins are available to members (resident and non-resident) for \$3.00 each.

SUBWAY PROPOSAL AT HAMILTON

By Stuart I. Westland

For some years past, particularly since the establishment of Toronto's Yonge Street Subway made persons in this part of the world subway-conscious, ribald remarks have been made about the "Hamilton Subway". The butt of these remarks have been the two underground lavatories in downtown Gore Park, the stairway entrances of which are quite reminiscent of subway station entrances.

Much of the humour in these jokes was derived from the fact that Hamilton obviously could not really have a subway and probably never would. It now seems that Gore Park may one day see stairway entrances to a real subway system, in view of a recent report made to the City of Hamilton by a team of three consulting engineers headed by longtime transit expert Norman D. Wilson of Toronto. In order to make the construction of rapid transit facilities in Hamilton much more likely, the report recommended the purchase by the city of the privately-owned Hamilton Street Railway Company, a step which is already about to become a *fait accompli*, as the Hamilton City Council voted during February in favour of buying out the system following an approach by the present owners.

The consultants envisage three lines - there would be a main east-west line under or adjacent to Main Street, extending some eight miles from Stoney Creek to the vicinity of McMaster University, following the traditional line of heavy transit passenger movement within the city. However, as a community of 265,000 persons is estimated for the "mountain" by 1980, it is felt that there will be urgent need for rapid transit facilities connecting the upper and lower portions of the City, particularly as the industrial-commercial complex is expected to remain almost entirely on the lower level and will lead to a heavy commuter flow from the residential community on the mountain.

The second and third suggested rapid transit lines would be designed to serve this commuter movement, both extending the 3.3 mile distance from Burlington Street, near the bay front, to Mohawk Road, well back on the "mountain". One of these would be on James Street, passing through the city's downtown commercial and business core, while the other would be on east-end Ottawa Street, and would serve primarily the movement to the large industrial plants near its northerly end. A rapid transit system of nearly 15 miles in extent is thus envisaged as being required by the Hamilton of twenty years hence.

The consultants see the limitations imposed by the old street network in the lower city and the few access roads to the mountain as providing sufficient justification for the consideration of transit facilities on separate rights-of-way. None of Hamilton's streets are particularly wide - many in the downtown area are decidedly narrow - and a program of expressway construction through the centre of the city does not appear overly likely. Hamilton, would therefore appear to be fertile ground for electric railway transit to make a comeback after being absent since April, 1951 when street cars last operated on the Belt Line.

The map on Page 3 shows the general location of the three rapid transit lines recommended in the recent consultants' report.

Map: Proposed Hamilton Subway.

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CANADIAN PACIFIC RAILWAY STEAM LOCOMOTIVES

<u>RETIRED DURING 1959</u>										
January	847,	927,	942,	2415,	2420,	2460,	2466,	2585,	2802,	3475,
	3558,	3636,	5116,	5366,	5369.					
February	806,	844,	992,	2223,	2226,	2516,	2555,	2588,	2610,	2611,
	2622,	3472,	5125,	5130,	5349,	5459,	6947	(Note A), SL-6.		
March	858,	909,	1036,	1067,	1111,	2233,	2236,	2356,	2503,	2520,
	2597,	2658,	3426,	3427,	3438,	3484,	3666,	5218,	5250,	5365,
	5390,	5788,	5930,	5932,	6944.					
April	434,	855,	1019,	2316,	2803,	2804,	2815,	3690,	3695,	3734,
	5138,	5243,	5246,	5262,	5403,	5404,	5409,	5414,	5422,	5423,

4-6-2 5043, 5090, 5118.

4-8-2 6062, 6064, 6077, 6079.

These locomotives are in passenger service, and will be retired before the end of April.

➤ All steam locomotives have now been removed from Spadina Avenue roundhouse in Toronto except 6213, and only 5292 remains outside in the yard. No. 6245 has returned to Mimico from heating service at Sudbury. 6245 and 6167 should be the last steam power to leave Mimico. Other locomotives still there are 6201, 6244 and 6137 inside, and 6236, 6244, 6267 and 6268 outside. In March, only the following steam locomotives remained at Stuart Street, Hamilton: 7442, 7511, 2663, 5134 and 5296. London is now dismantling three locomotives per day, and is expected to handle 500 during 1960.

➤ Corrections to *Newsletter 170*, page 5, C.P.R. Notes: For 5470 read 5420, for December 20th read December 30th. Nos. 2238 and 1267 came from (not to) Havelock and Ottawa.

MISCELLANY

➤ The entire 73-mile St. Clair branch of the N.Y.C. from St. Clair Junction to Courtwright, ON, will be abandoned on April 30th, approval having been granted by the Board of Transport Commissioners. This branch is in poor physical condition, requiring a capital expenditure of approximately a million dollars for proper rehabilitation. The line lost \$144,000 in its operations during 1959.

The N.Y.C. has also applied for permission to abandon the branch line from Stamford to Niagara-on-the-Lake (10½ miles in length) but approval to this has been deferred by the B.T.C. for an 18-month period, until recent financial results on the line have been studied.

- S.I.W.

➤ A well-known electric railway landmark is being dismantled at Oakville, ON, namely the Rebecca Street bridge. This was formerly the Hamilton Radial Electric Railway's bridge over Sixteen Mile Creek and saw service as such until August 3rd, 1925. It was constructed to double-track standards but only the south side was used by the H.R.E.R. and, after abandonment, was decked over and used as a pedestrian bridge. A yard limit sign decorated the structure during all its years as a footpath.

➤ The Canadian National Railways is proposing to abandon passenger service over the former Hamilton & Northwestern Railway from Hamilton to Allandale, and the former Northern Railway line from Allandale to Meaford. Passenger trains have been operating there for 83 years and service is presently provided by self-propelled car 15832 which makes one round trip each weekday to Meaford.

Protests against the proposal are being made by Caledon Township but the C.N.R. reports that lack of patronage has been responsible for annual loss of \$40,300 on this service. If permission to abandon is granted, it seems likely to come by about June.

The line itself will continue as a valuable link in freight operations and we note that a new overpass is under construction to replace the present level crossing with Highway 400, east of Thornton. We remember when this level crossing was installed and an official of the Department of Highways announced that the new highway would be the downfall of the rail line within a few years, thus making an overpass unnecessary.

➤ A double track shoofly is now in use on the C.P.R.'s Montreal main line some 2,000 feet west of the Victoria Park Avenue overpass in the Township of North York, with the usual slow orders in effect.

This track diversion, to the north of the main line alignment, by-passes the site of construction of a road underpass for the new location of Lawrence Avenue, now under

construction by the Municipality of Metropolitan Toronto.

- S.I.W.

➤ A new exit is being constructed from the southbound platform of the T.T.C.'s Queen Street subway station. It is about 150 feet north of the present (Queen Street exit, and leads into the basement of Eaton's department store.

➤ For those who appreciate the lighter side of railway history, the book "Rapidly Round the Bend" recently published by Max Parrish, London, can be unreservedly recommended. Written by the well-known British railway author, C. Hamilton Ellis, it treats the development of railways and locomotives in a most amusing light-hearted fashion which nevertheless does not stray too far from the basic facts. While British railways are fully covered by the author, much space is given to other parts of the world. Canadian railways receive their share of attention: "It was left to Lord Strathcona (Dreadful Donald) to finance, and the celebrated Dutchmen Sir. William VanHorn and Mr. Onderdonck to build, the largest Scottish railway, the Canadian Pacific. This went through Craigellachie, Banff, several Selkirks and the Frazer country to the glorious lochs and bens of the magical West Coast So, and this was very important, British Columbia remained part of Nova Scotia instead of becoming the Forty-ninth State".

EXCHANGE SECTION

Kenneth MacDonald, 58 Walker Street, Truro, Nova Scotia, buys steam engine and train negatives size 616, Algoma Central, A.& J., C.N.R., C.P.R., D.A.R., Ontario Northland, R.& S., Spruce Falls, P.& P., T.H.& B., etc. and pix of old time Canadian locomotives and trains.