

June, 1960 - Number 173

The Society meets on the first and third Fridays of every month, except during the summer months when the first-Friday meetings are suspended. The season's last indoor meeting will be held on Friday, June 17th, in Room 486, Toronto Union Station, at 8:30 P.M.

Past Meetings May 20th: - 45 members present to hear an extremely interesting address by Mr. Ross Kelly of the T.T.C. concerning planning and progress on the Bloor-Danforth-University Subway.

Coming Excursions July 9th: - Tour of T.T.C. trackage using Small Witt type cars.
July 10th: - C.N.R. steam-powered excursion to Niagara Falls via Caledonia and Port Colborne. See circular enclosed with this *Newsletter* (Special fare from Hamilton \$6.50).

NEW CANADIAN NATIONAL RAILWAYS HEAD OFFICE BUILDING

"Friday the 13th." was a significant day for the Canadian National Railways, as May 13th, 1960, marked the completion of steel-work construction on its new 17-floor head office building, which will form part of the development plan for the area surrounding Central Station in Montreal.

The new building is constructed over several of the station tracks (a number of which will be curved), producing severe complications in its design. The necessary provision for station tracks, together with platforms and baggage ramps, necessitated a very irregular pattern in the location of the building's lower supporting columns, resulting in much heavy girder and truss work at first and second-floor level. In addition, special precautions had to be taken to ensure that train vibration is not transmitted through the building framework. The steel framework contains 7,800 tons of steel and is assembled by welding rather than riveting.

The new head office building is expected to be completed in the spring of 1961. It will be completely air conditioned, will have eight automatic elevators, a large staff cafeteria, an 800-car parking garage, and complete inter-office pneumatic tube system for exchanging paper work.

MONTREAL'S SUBWAY - STILL IN THE FUTURE

Montreal's present building boom, in particular the proposed Dorchester Street skyscrapers, will confront local planners with almost insoluble traffic problems. It is expected 40,000 to 60,000 more people will work in the downtown area within the next three years.

Citizens from every walk of life have therefore been adamant in their demands for a subway system. The history of Montreal's subway has been a long story of much talk and little action.

The first plan for the building of an underground transportation system was in 1912. In July of that year an organization calling themselves Le Comptoir Financiere Franco-Canadien, wrote the mayor and proposed that they: (1) build a system similar to Paris; (2) borrow the necessary funds from French banks, (3) form a proper company to carry out the project, (4) retain French engineers, and (5) arrange a 50 year contract with the city. The first class fare would be 8¢. For reasons unknown the whole idea faded away.

Two years later the Montreal Tramways Company submitted another project. Included was

a route which would run from Place Viger via Craig Street to Dominion Square, and thence to Peel and Burnside Streets. The cost was \$20,600,000 and the passenger capacity would exceed 600,000 daily. The city made no reply.

Fifteen years elapsed before another concrete suggestion was brought forth. A 20 line system totalling 202 miles was called for with the principal routes to run under St. Catherine, Sherbrooke, Bleury, Park Avenue and St. Lawrence Boulevard.

The company would demand a 99-year charter from the city and charge a 10¢ fare until 6% net profit had been realized on the capital investment. The fare would then drop to 7¢. Again negotiations petered out.

The following year, Paul Serout, a Montreal Tramways Company engineer, prepared a complete set of plans for a subway system and R. N. Watt, assistant to the president of the same company, urged that it be adopted immediately. Mayor Houde demonstrated little enthusiasm for the scheme, despite favourable comment in the local press.

In 1944, Watt, now president, forwarded a plan suggesting that two main lines be constructed, the first from St. Lawrence and Jean Talon south to Craig, west to St. Antoine and up to St. Catherine and Peel, the other to run under St. Catherine Street between Visitation and Chomedey. The cost of \$22,866,000 was to be provided by public funds.

A Chicago consulting engineering firm, De Leuw Cather and Company, was invited by the Tramways Company the following year to study Montreal's overall traffic system. A subway plan was recommended and the city council went on record as favouring it. The plan was unanimously adopted, but no funds were voted, with the result that the public works department were unable to proceed.

The next summer an encouraging step was taken when the city executive council granted a soil test boring contract to an Ontario firm. These tests, necessary for preliminary work on a subway, were taken on St. Catherine, St. Antoine and Craig Streets. Analyst's reports were returned in 1951 and showed that an underground system was feasible. The stage was now set.

The Montreal Transportation Commission, which had meanwhile taken over the old Tramways company, was given authority by the Provincial Legislature to proceed with a preliminary plan. They were not empowered to build the system however, but had to submit a workable scheme to the city executive council within two years. The decision as to who should undertake actual construction would be made then.

Newspaper comment continued and a comparison with Toronto was a favourite point. Civic, labour, and business leaders of the community came forth in increasing numbers to demand an improvement in the city's worsening traffic situation.

In June, 1953, the M.T.C. was due to submit to the city executive council, the "definite plan and program for the establishment of a system of rapid mass transportation", which of course included the subway. A delay in its submission caused much civic unrest, with the press accusing the city of unnecessary stalling. Finally, in October, the M.T.C. unfolded the plans for a \$117,000,000, 7.78 mile long underground system.

The proposed route was to "start in the north end just north of Cremazie Boulevard, going south under St. Denis Street to Champ de Mars and then west in a curve taking in Place d'Armes, Victoria Square and Dominion Square. From that point the line will follow St. Catherine Street west to "Atwater Avenue". Construction would take five years. Eleven stations would be built.

Both members of the M.T.C. and the city council argued about the cost of the new system, problems that would arise with surrounding municipalities, the matter of property values, and proposed routes and fares. The future of the existing bus system was also

discussed.

In February, 1955, the City Executive Council announced that the possibility of building a subway in the near future was unlikely. Thus the issue was dropped for the time being, and the grandiose plan sent to the archives.

For the next three years, the city discussed the matter of financing a system with the aid of the Federal and Provincial governments. City councillors, spoke at length at various service club meetings, some supporting a subway and some not. The press continued to be active, and suggestions for city hall reforms were popular.

The latest and most elaborate scheme to date was brought forth late in 1959. At a regular Chamber of Commerce meeting in November, Marcel Piche, prominent Montreal business man and president of a new firm called "La Societe d'Expansion Metropolitaine", revealed plans for a rubber-wheeled subway system. They offered to build it for the city in four years at a cost of \$163,000,000.

The quoted figure of \$163,000,000 would be for the first 7.75 mile section of an eventual 23 mile network. \$117,000,000 would be the cost of the subway proper with the remaining figure earmarked for rolling stock.

The question now arose as to the legality of the offer. As yet neither the Montreal Metropolitan Commission, the Montreal Transportation Commission, nor the city executive council had provincial legislative power to build or operate a subway system. Certain elements of the press and public were of the opinion that the firm should undertake construction with the city eventually taking over full operation. This could more easily be brought about with drastic changes in the whole set-up of the system of city government. Approval from Quebec could then be easily obtained.

As expected, surrounding municipalities objected strenuously to the new firm's scheme.

In late November the executive council voted down any amendments which would give the city power to handle any proposals. They said "further study" was needed.

As the year drew to a close the company offered to build a system and pay for it, provided it could take over the present surface system and raise fares by 4¢ per ticket. At the same time, Mr. Piche scorned the city vacillation and lack of leadership.

Once again the subway seemed to die a natural death.

MISCELLANY

➤ C.P.R. coal and water towers at Guelph Junction, Chatham and Windsor were recently dismantled for scrap. Tenders have been called for demolition of the engine house at Goderich.

➤ An unusual shipment was made by the Canadian National Railways recently, when a 70-foot totem pole was shipped from Victoria, BC, to Ottawa for the national headquarters of the Boy Scouts Association. The pole was shipped by barge to Burnaby, BC, where the butt was creosoted, and the pole lifted by two large cranes onto two railway cars. The pole was wrapped in plastic and burlap for shipment.

➤ The C.N.R. line between Lorneville and Atherley, ON, derelict for almost a year, was used during the week of May 15-22 for shipment of stone from Kirkfield, ON, to assist in rebuilding of washouts caused by spring flooding at Foleyet and Peterbell, ON. During the period of the washouts, passenger trains were diverted from Austin (near Sudbury) over the Canadian Pacific lines to Franz, and the Algoma Central to Oba; freight trains were diverted from North Bay via Ontario Northland to Cochrane, thence west via Hearst to Nakina. Emergency conditions developed at Peterball on May 17th when the town was suddenly inundated; the inhabitants were evacuated by a train consisting of a privately-

owned diesel (owned by Pineland Timber Company) and a small number of boxcars; the train operated from Peterbell to Oba with the station agent acting as conductor.

➤ The efforts of the Society in assisting the City of Toronto in preparations for the preservation of C.N.R. locomotive 6213, received laudatory comment in a Toronto newspaper column recently. The columnist, Bruce West, begins the column "Hurrah!" and goes on to say, "It's very good news to hear that some people with a little sentiment and imagination can get together to carry off a project like this."

➤ The C.N.R. plans to spend about \$40,000,000 on new signalling and C.T.C. over the next six or seven years.

➤ It is reported that the Canadian National's last mixed service in Southern Ontario, that between Lindsay and Haliburton, may be discontinued in October. The railway reported that during a recent nine-day period the trains carried only 18 northbound and 11 southbound passengers. It was also stated the remaining passenger services on the Toronto - Lindsay - Bellville line were "under close study".

➤ The C.N.R. has established a "Freight Sales Development" section of the freight traffic department. The new section will study ratemaking techniques, traffic forecasting etc., and will attempt to shape equipment and service to meet customer requirements.

➤ The C.N.R. is interested in leasing 10 acres of land in downtown Moncton for creation of a development resembling that of the Montreal Central Station area, but on a smaller scale. Offers are being invited on two bases: **A**, development of the area excluding the present C.T.C. building, station and express building; **B**, development of the entire area except for the C.T.C. building, and provide station and office space in the new building to be erected. It is interesting to note that the advertisement begins, "Offers are invited by the Canadian National Railway Company, as manager and operator of the Canadian Government Railways....."

MOTIVE POWER NOTES

➤ Additions to list of steam locomotives sold to a private firm at Regina (see *Newsletter 172*): 1377, 2693, 5621, 5623, 7376, 7407. The firm concerned is the Interprovincial Steel Company, not "a scrap metal firm".

➤ Correction to *Newsletter 172*, Page 5: Only eight of the Quebec-Cartier Mining Company's new diesels are being built by Montreal Locomotive Works; the remaining nine are from General Motors Diesel Limited and delivery of these units has now commenced also.

➤ Engines passing through Toronto en route London for scrapping:
1522, 2468, 2521, 2554, 3199, 3231, 3248, 3338, 3359, 3436, 5103, 5135,
5259, 5281, 5289, 5561, 6007, 6155, 6202, 6209, 6215, 6225, 6233, 6236,
6252, 7441, 8356, 8365, 8399, 8435.

➤ The Canadian Pacific has equipped all switchers assigned to Lambton (Toronto) with radios.

➤ The C.P.R. has received three of the five new diesel-hydraulic switchers being built by Canadian Locomotive Company, Kingston. No. 19 has been assigned to Angus Shops (Montreal), replacing 4-6-0 424 as shop switcher; 20 is assigned to Britt, ON, and 21 has been sent to Weston Shops (Winnipeg).

➤ The C.P.R.'s last stronghold of steam power in Ontario fell victim of advancing dieselization on May 1st, when the three 2-8-0's assigned to Port McNicoll (3632, 3722 and 3422 as spare) were replaced by diesel locomotives. Certain members of the U.C.R.S. directorate will now have to stay home on weekends.

➤ All parts held for servicing steam locomotives at Port McNicoll, Havelock, Trenton and

Smiths Falls have been sent to Montreal, and 4-6-0 1087 previously at Trenton has been sent to the same destination. It thus appears that the only point from which steam locomotives can normally be operated is Montreal, since this step was taken previously for other points in Ontario.

- C.P.R. diesels 1433 and 1434 have been regeared and renumbered 4039 and 4040.
- C.N.R. 4-8-4 6167, being held for use on the U.C.R.S. excursion to Niagara Falls, may see limited use previous to that time. It is unofficially reported that it may be used on one or two occasions in freight service to Hamilton, in order to "run in" the bearings.
- C.N.R. 4-8-4 6213, presented by the railway to the City of Toronto, has been completely rehabilitated and repainted and except for firebox brickwork, is in first-class physical condition. It will be moved to a site in Exhibition Park as soon as the location has been prepared for it.

T.T.C. NOTES

- Toronto Transit Commission has called tenders for "40 to 50" subway cars for the University Subway, the number to be ordered depending on the length (60 feet or 72 feet). The contract will be awarded in the early autumn.
- Single truck track grinder RT-5 for the Yonge Subway was moved by float from Davisville Carhouse to Hillcrest Shops on June 6th, to receive a body overhaul and paint job. It thus becomes the first piece of subway rolling stock to appear at Hillcrest since 1954.

CANADIAN NATIONAL ANNOUNCES COMPLETE DIESELIZATION

The C.N.R. in a public statement on May 30th announced the completion of its conversion from steam to diesel power. The original target date, June 30th, was exceeded by over a month. The Canadian National's large and diversified roster of steam locomotives was replaced by 2,144 diesel units and 23 RDC cars, representing an investment of \$397,000,000.

Dieselization was completed in Eastern Canada earlier than in the west, the last steam locomotive in regular service in the East having been operated April 17, 1959; however steam locomotives were used on at least two occasions for railfan excursions subsequent to that time, one being the joint U.C.R.S. - C.R.H.A. Belleville - Bancroft excursion on May 10th, 1959. The last steam-hauled passenger train on the C.N.R. system was on April 25th, 1960, when 4-8-2 6043 hauled Train 76 from The Pas to Winnipeg, Manitoba. (The City of Winnipeg is reportedly interested in preserving this engine).

THE OLD AND THE NEW

(The following; editorial, under this heading, appeared in the "*Toronto Globe & Mail*" on Saturday, June 4th. While Society members may not agree with every statement made, it shows excellent appreciation of the part played by the steam locomotive in national development).

For all its significance of a revolution in motive power, mixed emotions must have greeted the announcement that the Canadian National Railways system is now completely diesel-powered, and the Canadian Pacific Railway nearly so. Figuratively speaking, engineers have turned in their overalls and peaked caps for business suits, but many a senior among them, with only a windshield between him and the onrushing world ahead, thinks nostalgically of the old cab, snuggled behind the big, friendly steam engine.

In various tales our grandfathers told us how the neighbours would turn out to give the trains a push over the Dufferin and Simcoe hills. The clanking little engines in those days burned wood; then they grew bigger and turned to coal and finally to oil. Their one-time soprano whistles ripened into the orchestral harmonics of the modern monsters by

comparison the diesel sirens seem unromantic and flatulent.

A sobering thought is that the steam locomotive was well into its second century of service when it was dismissed. In an age of obsolescence, how long will diesels survive as we know them? Will they give way in turn to nuclear power, to hydrogen engines drawing their fuel from sea water? Will our grandchildren look puzzled when we tell them of oil ignition, just as our children are already remote from the old steam boilers?

The diesel is immensely and arrogantly superior to its flailing, coughing forerunner; it hauls longer trains and starts them on taut couplings, without the shuddering jars of former days. For all that, the diesel ride the known ways; the steam engines were trail blazers — they not only served civilization, they created it. Without them our continent would have been incurably balkanized instead of homogenized, we would have no Confederation in the measure and manner we enjoy. Sleep well, Iron Horse. History and museums will cheat only themselves if they forget.

U.C.R.S. EXCURSIONS ON JUNE 4TH. AND 5TH.

The first of Toronto's "Railfan Weekends" planned for 1960 was very successful and was enjoyed by all concerned. The first event was the T.T.C. excursion held on June 4th. A diverse routing was employed which took the 70 participants to such widely separated locations as Humber Loop, Bicknell Loop, and Danforth & Main. As an experiment, one car followed a routing that was the "mirror-image" of the other, so that the same points were included, but were visited in precisely the reverse order. The intention of this was to reduce traffic interference and to have smaller numbers of photographers at each stop. The cars used were 2420 and 2424, both freshly painted and cleaned for the occasion; since the weather was excellent, many excellent photographs were obtained, including a "triple run-past" at the Eastern Entrance loop by one of the cars. The O.E.R.H.A. collection of sign linens was substituted for the usual T.T.C. signs, with the result that at various times the cars bore sundry mysterious indications, such as "ASHBRIDGE - MOUNTAIN" or "WOODWARD - SUSSEX & JOHN". The effects of these sign indications on the operators of oncoming cars were most interesting.

The second event comprised the C.P.R. trip to Port McNicoll. This was the most ambitious excursion yet undertaken by the Society, and it is with great pleasure that we record the fact that it was a far greater success than the most optimistic estimate had predicted. Preliminary planning had assumed a passenger load of approximately 200, but when the tickets had been collected they numbered 404.

The train consisted of Hudson 2857, a baggage car, combine 3052 (with buffet section) both with baggage doors open and blocked off by barricades, and seven 2200-series coaches. Departing at 8:35 A.M., E.D.T., passenger stops were made at West Toronto and Weston, and the first run-past took place at the Humber River bridge at Woodbridge. A second run-past was held at Alliston; in both cases the standard technique was employed whereby after all photographers had disembarked, the train backed half a mile down the line and came forward past the photographers at speed, returning then to pick them up again. As one passenger remarked, an excellent way to "have your cake and eat it too". Water was taken at Midhurst. Owing to the fact that less time was taken at stops than was anticipated, the train was by this time running so far ahead of schedule that another, unplanned runpast was added on the Port McNicoll branch, despite which the train arrived at the end of the line at 1:10 P.M., 20 minutes early.

Many of the passengers transferred to waiting buses for transport to Midland where an excellent turkey dinner had been arranged by the Toronto Train Trip Association. For those

rugged types who preferred to rely on the U.C.R.S. Lunch Service, the train was serviced and turned, and the engine fuelled. During this interval - few drops of rain fell, but did not dampen anyone's enthusiasm.

As the buses returned from Midland with well-fed passengers, they were loaded with photographers, and transported them to the south end of the long trestle over Hog Bay, at this point they were joined by other photographers who had come direct from Midland. By prior arrangement the train crossed the trestle and back again for photographs, and the buses brought everyone back to Port McNicoll (Dock) and the train finally departed about 15 minutes late.

On the southbound trip, the finest photograph opportunity of the day occurred during the water stop at Midhurst, when all conditions were ideal. A short time later, the "Canadian" was met at Tottenham, the spectacle attracting a considerable number of townspeople; this also became a "runpast" when many photographers snapped the train as it pulled out of the siding. The last runpast of the day occurred at Cedar Mills, light conditions involved in the late afternoon sun made this one an interesting exposure problem for the faithful. After the same passenger stops as before, the train arrived at Toronto Union Station at 8:43 P.M.

The Society wishes to express its appreciation of the co-operation extended by the railway staff, in particular the train crew and railway representatives who rode the train. To them is due in large measure the smooth operation of the trip.

U.C.R.S. NEWSLETTER PHOTO SUPPLEMENT

A Selection of views from the U.C.R.S. excursion to Port McNicoll on June 5, and featuring the Canadian Pacific's "Royal" Hudson 2857.

<u>Photo:</u> Southbound near Highway 50 at Cedar Mills. Photo by J. A. Brown	<u>0173-001.jpg</u>
<u>Photo:</u> A "run-past" at Woodbridge, northbound. Photo by J. A. Brown	<u>0173-002.jpg</u>
<u>Photo:</u> Crossing the Hog Bay trestle, at Port McNicoll. Photo by B. Headford	<u>0173-003.jpg</u>
<u>Photo:</u> Taking on Water. Photo by B. Headford	<u>0173-004.jpg</u>