

November, 1960 - Number 178

The Society meets on the first and third Fridays of every month. The meeting on the third Friday are held in Room 486 of the Toronto Union Station, and the next will be on November 18<sup>th</sup>, at 8:30 P.M., at which time the entertainment will consist of a "photo-quiz" of an interesting new type.

The first Friday meeting on December 2<sup>nd</sup>, will be held at Parkdale CNR station.

SOCIETY NEWS: - By the time this *Newsletter* is printed, the Society's first annual Banquet will have been held. A report on this event will appear in the next issue.

Owing to the lack of response, the special sleeping car which the Society had proposed to operate to Montreal on November 4 was cancelled.

The Secretary and Treasurer would be happy if members whose membership car expires on December 31, 1960, would renew their membership early, in order to eliminate the "January rush" of renewals that has occurred in other years. The fees are \$2.50 for Resident members, and \$1.50 for Associate members.

➤ The Editor regrets that inasmuch as his occupation has required his absence from the Toronto area (and even Eastern Canada) since May, he has been unable to devote the necessary time to the *Newsletter*. Mr. John Mills has been acting very capably as Editor in his absence and it would be appreciated if any news items or articles could be directed to the latter at 61 Kingsway Crescent, Toronto 18. Thank you. - R. J. S.

#### SOCIETY TO OPERATE ANOTHER STEAM-POWERED EXCURSION

Notwithstanding the widely-reported "last run" of a steam locomotive on the CNR on Labour Day weekend, the Society has arranged for 4-8-4 6167 to be used on an excursion on May 14<sup>th</sup>, 1961. The routing etc., of this excursion is still under negotiation and will be communicated to members as soon as possible.

#### 75<sup>th</sup>. ANNIVERSARY OF C.P.R. LAST SPIKE

By J. W. Griffin

*(Adapted from UCRS Bulletin No. 2, November, 1941,  
where it referred to 56<sup>th</sup> Anniversary)*

We celebrate today an event that must hold a place of great importance in the minds of all Canadians, and especially in the minds of all Canadians who are concerned with railroads. In 1867 the Fathers of Confederation erected a political edifice that has stood the test of time, but there are none to deny the great part that the Pacific railway has played in the history of the Dominion.

From the earliest times of North American settlement men had spoken and written of a northwest passage, an easy road to what they believed to be the immense wealth of the East. To this dream there was added, after 1840, in both the United States and British North America, the more practical need of securing some physical connection between the older east and the newer settlements of the Pacific coast.

In Canada this need became a matter of politics, for one of the conditions of British Columbia's entry into the Dominion in 1870 was that a transcontinental railway be built.

In 1871 the government of Sir John A. MacDonald decided that this project could best be carried through by a private company, liberally subsidized in land and money. In the same

year Sanford Fleming, of Intercolonial Railway fame, was appointed engineer-in-chief, a position he held for nine years.

These nine years saw many vicissitudes in the fortunes of the road, political, financial and geographical. Governments fell and rose again, a scandal came and went and new routes were surveyed time after time but the great dream was never relinquished. It was in 1880 that George Stephen and his associates undertook the construction of the road. The charter of the railway called for a subsidy of twenty-five million dollars and a tremendous amount of land, as well as the existing properties that had already been built. The company, on its part, agreed to reach the Pacific by May 1, 1891.

The story of the great difficulties encountered during the next five years has been told again and again. Tracks were built and disappeared beneath the Lake Superior muskegs, lines were graded and swept away by Rocky Mountain avalanches, personal fortunes were pledged when funds ran out; men were maimed and men were killed. But no difficulty, geographical, financial or political was allowed to stop the progress of Canada's northwest passage. Seventy-five years ago today, in a little British Columbia village, Donald Smith drove the last spike of the Canadian Pacific.

The results have been beyond the imagination of the project's most ardent supporters. The C.P.R. is today one of the great railroads of the world, in extent, in financial stability, in physical equipment and as a force in the affairs of the nation that it serves.

We celebrate Dominion Day as the birthday of Canada. We might just as appropriately celebrate that birthday on November the seventh, for if the Fathers of Confederation erected the nation, it is the Canadian Pacific Railway that has buttressed the walls.

#### BIBLIOGRAPHY OF THE CONSTRUCTION OF THE CANADIAN PACIFIC RAILWAY

- Steel of Empire* (John Murray Gibbon - Indianapolis, 1935).  
*The Romance of the Canadian Pacific Railway* (R. G. Macbeth) - Toronto, 1924.  
*History of the Canadian Pacific Railway* (Harold A. Innis) - Toronto, 1923.  
*Report and Documents in Reference to the Canadian Pacific Railway*  
(Sanford Fleming) Ottawa, 1880.  
*Sanford Fleming-Empire Builder* (L. J. Burpee) - Oxford 1915  
*The Life and Times of Lord Strathcona* (W. T. R. Preston) - Toronto, 1915.  
*The Life and Work of Sir William Van Horne* (Walter Vaughan) - New York, 1920.  
*The Canadian Pacific Railway* (F. A. Talbot) - London, 1922.  
*Towards the Last Spike* (E. J. Pratt) (epic poem) - Toronto, 1952.

#### MOTIVE POWER NOTES

- CNR 4-6-0 1158 has been donated to the Western Development Museum at Saskatoon, Saskatchewan.
- Only one engine of class U-4-b (GTW 6400s) remain: 6405 is stored at Battle Creek, Michigan. It is expected that it will be placed on display at Durand. The other five engines were sold for scrap in the spring of 1960.
- C.N.R. diesel 9090, reported wrecked in 1959 and scrapped this year (see *Newsletter No. 174*, Page 5) was wrecked at McColl, BC, in a head-on collision with 1278, also scrapped in 1959.
- In a recent publicity release, commenting on the completion of dieselization and last runs of steam powers the C.N.R. referred to the last 4-8-4 operated between Montreal and Toronto on April 17, 1959. The engine having this honour was 6255 on an extra freight from

Montreal, leaving Montreal that evening and arriving in Toronto early on April 18<sup>th</sup>.

➤ The 1000<sup>th</sup> General Motors diesel to be placed in service by the C.N.R. was No. 1371, formally presented at a ceremony in Central Station, Montreal in May 1960. A working model of the locomotive was presented to Mr. S. F. Dingle, Vice-President of Operations of the C.N. as a memento of the occasion, and a brass plaque with an appropriate inscription has been affixed to the locomotive.

➤ Delivery dates:

1384-85	June 24	1392	July 12
1386-88		June 30	
		1394-95	July 22
1389-90	July 6	1396	August 18
1391,93	July 11	1397	August 19

This represents the last General Motors Diesel Limited order delivered to the C.N.R. before the closing down of the London plant. The last Montreal Locomotive Works order was completed with the delivery of 3893 on August 16<sup>th</sup>.

➤ The Hydro Electric Power Commission of Ontario purchased St. Johnsbury & Lamoille County locomotive 53 in July for hauling H.E.P.C. traffic over the woods railway of the Spruce Falls Power & Paper Company at Kapuskasing, Ontario. The locomotive left St. Johnsbury, Vermont, in S.J. & L.C. colours but with "H.E.P.C." on the hood, and was accompanied by a S.F.P. & P. engineer. This G.E. locomotive is similar to the two diesels already owned by the S.F.P. & P., and was Mississippi Export Railroad No. 48 prior to August, 1958.

#### FULLY AUTOMATIC TRAIN TESTED ON CNR

A fully automatic train, with the crew on board standing by, made a test run out of London, Ontario recently for General Motors Diesel Limited. The tests extended over a period of several months and were a joint venture with Canadian Westinghouse Company and General Railway Signal Company. The experiments were to test advanced applications of electronic techniques and were not intended to test commercial applications of the equipment. Most of the testing has been between London and Thorndale, though braking tests have been made on the grade between Bayview and Copetown, near Hamilton. In the ideal (and impractical) application of the idea, controlling messages would be received through the track from a centralized control location.

#### AMERICAN RAILWAY AMALGAMATIONS

Further amalgamations are impending on the railway system of the United States. In various stages of negotiation or implementation are the following mergers: Illinois Central with Louisville & Nashville; Chicago & Northwestern with Minneapolis & St. Louis (this became effective October 24<sup>th</sup>); Southern Pacific with Western Pacific; New York Central with Chesapeake & Ohio, with or without Baltimore & Ohio.

The increasing number of such mergers brings to mind a master plan for amalgamation of the major U.S. railways into 18 super-railroads which was proposed officially in 1929. As an interesting comparison; the gist of this proposal is given below. (Present-day reporting marks used except when unfamiliar. "½" means half-interest, or incorporation of part of the railroad named).

B&M	- to consist of B&M, D&H, BAR, MEC, RUT (Ogdensburg branch only).
NH	- to consist of NH, NYO&W, L&NE, L&HR.
NYC	- to consist of NYC, P&LE, VGN, RUT (except Ogdensburg branch).

PRR - to consist of PRR, LIRR only.  
 B&O - to consist of B&O, RDG, CNJ, Alton, DT&I (½), DTSL (½).  
 C&O-NKP - to consist of C&O (except lines in Indiana), PM, ERIE, NKP, NYS&W, DTSL (½).  
 WAB-SAL - to consist of WAB, LV, W&LE, P&WV, Ann Arbor, N&W, SAL, C&O (Indiana lines),  
 DT&I (½).  
 ACL - to consist of ACL, L&N, NC&StL, GM&N.  
 SOU - to consist of SOU (except Mobile & Ohio), Norfolk Southern, FEC.  
 IC - to consist of IC, Central of Georgia, M&SL, SLSW, Yazoo & Miss.  
 Valley.  
 C&NW - to consist of C&NW, C&EI, Mobile & Ohio, Lake Superior & Ishpeming.  
 GN-NP - to consist of GN, NP, SP&S, BA&P.  
 MILW - to consist of MILW, DM&IR, BA&P.  
 CB&Q - to consist of CB&Q, C&S, MKT.  
 UP - to consist of UP, KCS.  
 SP - to consist of SP, T&NO.  
 MP - to consist of MP, T&P, RGS, D&RGW, D&SL.  
 RI-SLSF - to consist of RI, SLSF.

In addition, U.S. subsidiaries of Canadian railways were to be considered as part of their parent railroads.

#### MISCELLANY

- Two very large tank cars, 64' - 4½" long, with a capacity of 13,700 Imperial Gallons, have been ordered by Canadian Liquid Air Company for transport of liquified gases. These are among the largest tank cars in existence.
- For the first nine months of 1960, piggyback traffic in Canada was up 21% over the corresponding period in 1959. 500 trailers are carried between Montreal and Toronto every 24 hours.
- The Northern Alberta Railways have announced total dieselisation effective October 1<sup>st</sup>.
- The high availability and fast turnaround of the diesel has caused further roundhouse demolitions: C.N.R.'s 24-stall roundhouse in Niagara Falls was torn down during October save for its last six stalls, and only three of these now have track. Demolition of C.P.R. Lambton roundhouse commenced in the last week of October.
- The CNR has called further tenders for additional structural work involved in conversion of Spadina roundhouse and machine shop (Toronto) for diesel use.
- Grading for the CNR's new \$24 million Symington Yard (Winnipeg) is now 75% completed, and steelwork is finished for the 20 - track diesel shop. The project covers 628 acres, and the grading was done by railway forces using rented heavy machinery. 3½ miles of the main line has been relocated and is in use, as are the east receiving and departure yards. The main yards will be two miles long, will contain 96 tracks with a total length of 102 track miles, and will have a standing capacity of 6927 cars.
- The Ontario Northland Railway has purchased Star Transfer Company Limited, one of the largest trucking firms in Northern Ontario, and is proceeding with other negotiations. The increasing interest of the railways in trucking firms has produced protests and warnings from the Ontario Automotive Transport Association, which suggests that this investment is proving successful from the railways' point of view.
- The CNR is experimenting with fabrication of large steel girders for bridges at its Moncton, NB, shops.

- Structural steel is completed for CNR's new Montreal head office building and other work is proceeding on schedule.
- The CNR has just completed track removal between Creemore and Collingwood, permission having been granted in April, 1960. No traffic has moved over the line since November 1959. All that now remains of former Beeton - Collingwood line is a short branch from Beeton to Alliston.

- P. F. Oehm.

- The CNR has announced discontinuance of the last passenger service on its Toronto - Lindsay - Belleville line. In making the announcement, the railway commented that the typical train left Belleville with two passengers, and came back with three.
- Officials of the C.N.R., C.P.R. and T.H.& B. railways on September 19<sup>th</sup>. witnessed a demonstration of a nine-yard G.M.C. dump truck adapted for road-rail service. The adaptation was made by the Sylvester Steel Products Company of Lindsay, manufacturers of section cars, and the demonstration took place on the well-known section of C.N.R. street trackage on Victoria Avenue in Lindsay. The truck has a separate set of flanged wheels which can be lowered into place for rail operation in a few seconds by hydraulic power. The C.N.R. is reported to have ordered two adapted trucks for construction projects around Winnipeg.
- C.N.R. water tanks have been demolished as follows: July 29<sup>th</sup>., Cobourg; September 16<sup>th</sup>., Lindsay; October 26<sup>th</sup>., Oshawa. All other steel tanks in Southern Ontario have been sold for scrap.

The Canadian Pacific Electric Lines (Grand River Railway and Lake Erie & Northern) are reported to have watched with great interest the activities of the Niagara St. Catharines & Toronto Railway in replacing electric freight service by diesels.

- The Canadian Pacific has announced discontinuance of passenger service between Guelph and Guelph Junction, Ontario.
- Some of the Budd stainless-steel equipment displaced from the "Dominion" for the winter season has been used to equip the "Atlantic Limited" between Montreal and Saint John, NB. C.P.R. dome equipment thus runs from coast to coast.
- The C.N.R. proposes to construct a new car shop 400' x 100', at St. John's for the narrow-gauge Newfoundland lines. Tenders have also been called for a new crew rest house at Argentia, Nfld.

#### MUSEUM MAY BE ESTABLISHED AT LINDSAY

Huntingdon Investments of Toronto may establish a large museum as a tourist attraction just west of Lindsay. The development will be on a 40-acre tract of land recently purchased by the firm, of which one of the principals is financier C. W. Foster, of Toronto.

The museum will feature railroad relics, including a collection owned by Charles Matthews of Langstaff, Ontario, worth more than \$100,000. Site of the museum will be opposite the government office building on the Oakwood road.

It is understood that the Victoria County Historical Society has discussed plans for moving its exhibits to the new location once the building becomes a reality. For a considerable time now the society has been looking for larger premises than those it already occupies at the former Canadian Pacific railway station.

Charles Matthews' collection contains many antique articles from many corners of the globe.

#### ELECTRIC LINES NOTES

- Toronto Transit Commission's Roncesvalles division office has been enlarged by

construction of an addition on its east side, using the right-of-way of the former loop for Long Branch street cars, which was abandoned when the trackage on Lakeshore Road to the Humber was replaced by the centre reservation on the new Queen Street Extension.

➤ Seven Large Witts and the remaining seven single-truck sweepers have been sold to the Western Iron & Metal Company for scrap, and were sent to George Street rail yard for dismantling as follows:

2320	October 25	2406	October 24	S-25	October 26
2338	October 24	2414	October 20	S-26	October 27
2382	October 25	S-18	October 27	S-27	October 26
2386	October 25	S-19	October 27	S-28	October 26
2394	October 20	S-20	October 27		

➤ Large Witt 2314 has been ballasted for use in ice-cutting service.

➤ Oshawa Railway's street trackage on Richmond Street west of Simcoe has been removed. The roadside track on Simcoe Street South to Oshawa-on-the-Lake has been removed south of Wellington Street. There is no overhead on the remaining portion of the disused track from Wellington to Wentworth Street.

➤ Overhead on the Niagara St. Catharines & Toronto Railway is being dismantled with St. Clair Tunnel Company's diesel-electric line car 707 (ex-15707). This car was built by English Electric's Dick, Kerr works in 1928 for the Harbour Commission of Montreal, and bears a marked "family resemblance" to the electric locomotives built by Dick, Kerr for the H.C.M. (now C.N.R. 180-188).

➤ On the occasion of the July 10<sup>th</sup> excursion to Niagara Falls, a "thumbnail sketch" of the history of steam locomotives on the CNR and predecessors was prepared and handed to each passenger as a souvenir, since it was believed at that time that no further steam locomotives would be operated. Somewhat to our surprise there has been a continued demand for copies, even though it was prepared for the one specific occasion and no surplus was retained. It has therefore been reprinted and is distributed herewith to members and will be available for sale in future on the same basis as the more usual Bulletins of the Society.