

April, 1961 - Number 183

The Society meets on the first and third Fridays of every month. The meeting of April 21st will commence at 8:30 P.M. in Room 486, Toronto Union Station. Following the business portion, the meeting will be addressed by member Allan B. Crompton on his railway experiences in India and other parts of the world not well known to most members. The meeting of May 5th will be held at Humber Loop at 8:00 P.M. At 9:00 P.M. members will board a regular car for Long Branch.

PAST MEETINGS: Over 80 members crowded into Room 486 on March 17th for the occasion of another of the Society's popular auctions of various railroad items, conducted by Mr. O. S. A. Lavallee of Montreal, in his inimitable manner.

HAMILTON CHAPTER ESTABLISHED: At the request of the Society's Associate members resident in the Hamilton area, the first Chapter of the U.C.R.S. has been established in that city. We welcome this Chapter into our organization and expect that its existence will prove beneficial to all concerned. Meetings of the Hamilton Chapter will be held on the fourth Friday of each month, and notices of these meetings and other Chapter activities will be carried each month in the *Newsletter*. The organizer of the Chapter is Mr. R. G. Deschenes, Apartment 10, 1024 King Street East, Hamilton, and interested members are urged to communicate with him if they wish to affiliate with the Chapter.

The April meeting of the Hamilton Chapter will be held on Friday, April 28th at the home of Mr. R. T. Vincent, 15 Indian Crescent, Hamilton, and the entertainment will consist of slides.

U.C.R.S. EXCURSIONS: A street railway excursion will be held on Sunday, April 30th over central and west end lines of the T.T.C., using one of the P.C.C. cars experimentally fitted with solid steel wheels. These cars have been described as the "P.C.C.'s that sound like a Witt". The car will depart from York and Wellington Streets at 10:00 A.M. for a four-hour tour. Fare \$2.00 payable on the car.

JUNE 4TH AND 5TH EXCURSIONS: Members will have received a copy of the circular describing the Society's programme of excursions for the first weekend in June. The itinerary has been planned with the railfan in mind, and the high standard established by the Society on its two excursions last year will be maintained. It is hoped that members will purchase tickets in advance, in order to avoid the situation last year when 200 or more tickets were sold in the last 10 days.

G.T.W. EXCURSIONS: The Michigan Railroad Club is operating two excursions with Grand Trunk Western 4-8-4 6323. These are: May 7th, Detroit - Battle Creek, leaving Detroit 8:00 A.M. Fare \$8.50. Also May 20th, Detroit - Durand in connection with the dedication of 4-6-2 5632 as a display relic at Durand, leaving Detroit 9:15 A.M. Fare \$5.00.

➤ With the return of the Editor from his prolonged absence, the monthly task of editing this journal will once again be taken up by him. In giving up the post of Acting Editor which I have held since last June, I would like to pay tribute to two "unsung heroes" without

whose contributions this *Newsletter* could be produced only with much greater difficulty. These two excellent gentlemen are Mr. Ron Cooper, whose assiduous reading of technical and engineering publications reaches the editor in the form of the "Cooper Clipping Service", and Mr. Jack Knowles, whose services in the tedious task of typing the stencils are self-evident. In the present context of what appears as a growing tendency toward publicity-seeking, it is indeed a pleasure to record the contributions of those who go about their self-appointed tasks without fanfare.

Until further notice, *Newsletter* contributions should once again be directed to the Editor at the address appearing at the top of the first page.

J.M.M.

T.T.C. WILSON YARD UNDER EXPROPRIATION(See also article on Page 1, *Newsletter* 177)
On January 13th, 1961, the Metropolitan Toronto Council passed by-law 1340, a by-law to expropriate some 30 acres of land and buildings in the area west of Wilson Heights Boulevard and north of Wilson Avenue in suburban North York for the purposes of the Toronto Transit Commission. This area, as shown in shading on the accompanying map, is to be utilized eventually for the Wilson Rapid Transit Yard, together with a carhouse and shop building, a maintenance of way building and storage yard, and a bus garage. These facilities, with the exception of the garage which may materialize sooner, will be constructed with the building of the Spadina Expressway and its centre mall rapid transit line as far north as Wilson Avenue.

In addition to the expropriation area, two triangular pieces of land, in the areas marked "A" and "B" on the map now comprising parts of Downsview Airport, must be acquired from the Dominion Government. Some of the properties are required only in part, but the necessity to purchase all of such properties results in the jagged or "stepped" boundaries evident on the map.

The actual yard will form a large triangle in shape, the broad northerly end bounding airport land on the west and north. Double access tracks (a continuation of the main line north from the operational terminus at Wilson Avenue) will swing off of the expressway centre mall (presumably underpassing the southbound roadway lanes) on what is now Wilson Heights Boulevard, south of Model Avenue. The trackage will then continue north-westerly with the yard area increasing in width as the yard tracks branch off.

The various streets which now cross the yard area will be closed prior to the start of construction and the surrounding area is expected to be redeveloped for industrial or commercial purposes. In the meantime, residents are being allowed to remain in their houses, and properties are being purchased at this time of only those who are forced through other circumstances to move or otherwise divest themselves of their holdings in this area.

Map: TTC Wilson Yard - Expropriation Area.

0183-001.pcx

RANDOM NOTES ON WESTERN CANADA

By The Editor (from Calgary)

1960 might be termed the year of the "last roundup" of steam power on the prairies. Observations made over the past 10 months indicated that most of the outlying terminals had been cleared of such equipment, and it had been sent either to scrap companies or to the main shops for retirement. The C.N.R. has cut up many locomotives at Transcona and Regina during the year, and at present 2539, 2565, 2745, 3551, 7383 and 5093 are still at North Regina roundhouse. 5093 made the last steam run into Regina from The Pas early last April, and there has been some agitation among local citizens to have it enshrined in a park.

Neighbouring terminals such as Melville and Saskatoon have been "housecleaned" as had the C.P.R. roundhouses at Moose Jaw, Weyburn and Estevan. The C.P.R.'s shop at Weston (Winnipeg) is currently filled with stored power such as D10, G5, H1, V4, P1, P2 classes, a G4 and even 4-8-4 3100. There seems to be no hurry to dispose of these, since most bear the same numbers as this correspondent noted when passing through Winnipeg 11 months ago. In Calgary, at Ogden Shops, four steam locomotives remained late in 1960. 2704 and 3616 were partially dismantled, while 5468 and 5935 remained intact. 5931, renumbered 5934, was noted in its new location in Mewata Park, 1½ miles west of Calgary station and 300 feet north of the C.P.R. main line. A six-foot chain link fence surrounds the exhibit on three sides, while on the fourth is a replica of a small railway station through which the public must pass to gain access to the engine. A few "stragglers" were found at two locations on the C.N.R. in Alberta. A lonely O-12-a, 7413, was found behind the roundhouse in Drumheller, while in Edmonton Nos. 2164, 5104, 5117 and another 5100 were stored a few blocks west of the C.N.R. station. As many readers may know, 5104 was the last steam engine to handle a regular run when on May 15th it brought a Northern Alberta Railways passenger train from MacLennan to Edmonton.

Still in pursuit of vanishing steam power, your correspondent decided to investigate reports of C.P.R. steam locomotives being sold to divers coal mines in Saskatchewan and Alberta, and sought first the town of Bienfaite (pronounced Bean-Fate), Saskatchewan. Nearby were found the strip-mining operations of the Manitoba and Saskatchewan Coal Company and the Western Dominion Coal Mining Company. Both are located at the end of a private railway three miles south of Bienfaite. The M. & S. owns three engines, all ex-C.P. and still numbered 3522, 6166 and 6947. Two C.N.R. 2-6-0's, reported to have been 413 and 415, were in use a few years ago, but only scattered tender parts remain. Two days a week either 3522 or 6947 is fired up in the rickety two-stall lean-to used as an engine shed, and comes forth to switch around the mine where stub switches are the order of the day. 6166 has been held as spare power since its replacement by 6947 two years ago, and is stored outside behind the processing plant. The M. & S. also switches for the nearby Dominion Briquette Company, whose only rail equipment is a number of coal hoppers.

Just west of the M. & S. is the moribund Western Dominion with its five engines in varying states of repair. The first one to meet the visitors eye was ex-C.N.R. 2-6-0 418 which was rusting away behind a three-stall engine shed along with ex-C.N.R. wedge plough 55331. Another 2-6-0, likely 416, was on the property a few years ago. Inside the corrugated-iron shed were three rather unlikely stable mates. First was 2-8-0 107, formerly Toronto, Hamilton & Buffalo 107. Beside it was Great Northern 182, an Alco diesel switcher (#72922) similar to the C.P.R. 8400's, and third was 2-8-0 706, formerly Duluth South Shore & Atlantic 706, (Alco #53582, 1913) which came from Marquette, which came from Marquette, MI. No. 182 was the most recent acquisition and is the main work horse. The locomotive foreman insisted that 706 was the reserve steam power, even though it seems to have spent most of 1960 up on jacks and blocks receiving new tires and other minor repairs. No. 107 had not passed its last boiler test in June, and was being considered for retirement. Beyond the processing plant, near the end of track, was a small lean-to containing the fifth locomotive. Numbered 3070 and equipped with Baldwin interurban trucks, it was a diesel-electric which had been converted from a steeple-cab electric locomotive.

Because of the loss of domestic and industrial markets for its coal, Western Dominion announced its decision to close this operation in late 1960 so it would appear that the last operating steam locomotives in Saskatchewan must surely be 3522 and 6947 on the M. & S.

The Alberta candidate for this distinction is located at Canmore, under the shadow of

Mount Rundle. It is 0-6-0 No. 4 of Canmore Mines Limited. This switcher, formerly C.P.R. 6144, was purchased in 1943 and, except for the deep hoot of its whistle, it remains very much a C.P.R. engine. Each weekday No. 4 moves coal over a private railway linking the C.P.R. main line at Canmore with the coal mine two miles south. The line is rather varied in character, as it passes through some picturesque wooded scenery and a residential section of Canmore, bisects the Canmore golf course and crosses the Bow River on a light iron through-truss bridge which stretches about 200 feet across the river. Major repairs to No. 4 have thus far been performed by the C.P.R. in its Ogden Shop.

Other steam engines of a minor nature have been noted in recent months. At Blairmore, Alberta, and belonging to the West Canadian Collieries Limited are two six-coupled switchers which have been stored out of service for three years. No. 1, a 2-6-0, was built by Canadian Locomotive Company in 1914 (#1245) and still retains its wooden cab, slide valves and low-sided tender, not to mention an incongruous standard C.P.R. headlight with number glass. Beside it is No. 2, an 0-6-0 formerly C.P.R. 6246 and purchased in 1936.

At Fernie, BC, across the street from the bus terminal, is a Porter 0-4-0 saddle-tank placed on exhibit last summer. It is about as diminutive as a standard-gauge locomotive could well expect to be, and was used by the Crowsnest Pass Coal Company for switching small coal wagons at Coal Creek. Just west of the C.P.R. station in Fernie is the abandoned Morrissey, Fernie & Michel Railway. The former locomotive shop is now used as a bus garage and most of the yard trackage has been lifted. However, a line of equipment still remains on one siding, consisting of open-platform coaches 60-63, flatcar 53, boxcar 100 (body only), a tank car frame and a bright red wedge plough. The line to Coal Creek mine is quite easy to follow and is still intact, except for two road crossings which have been removed. At the mine much rail has been lifted, and small coal wagons litter the area. Several hundred feet up a nearby hillside, on a short isolated length of three-foot gauge track is a yellow and green 0-4-0 saddle tank (Vulcan # 394), which seems to have been forgotten when everyone left.

A visit to the Northern Alberta Railways' Dunvegan yard (Edmonton) on September 16th, 1960, disclosed a relatively active display of active power with no fewer than five engines under steam. Consolidation 74 led the parade as it acted as yard switcher, while 2-10-0 51 disappeared in the direction of the C.N.R. downtown station and reappeared within an hour as the motive power on Passenger Train 7. After a brief pause at the station, 51 charged out of the yard, bound for remote Waterways. Soon 2-8-0 72, which had been quietly gathering cars, pulled out onto the main line and headed north as the Barrhead way-freight. This left 2-10-0's 101 and 57 as the other engines in steam; however they remained in the yard all day. No diesels were in evidence until later in the afternoon when G.M. 1000 H.P. road-switchers 302 and 304 appeared from the two-track concrete-block diesel shop a few hundred feet south of the steam locomotive shed. These diesels are identical with the C.N.R.'s six-axle 1000-1077 series.

On November 12th, the scene at Dunvegan was quite different. All steam power had been officially retired on September 30th, though 74 carried on as yard switcher until mid-October when it was replaced by C.P.R. 8101. In storage inside the shop were 74, 101 and 102. Outside, with rods off, were 2-8-0's 72 and 73, 2-10-0's 51, 52, 53, 54, 55, 56, 57 and 58, and 4-6-2's 161 and (C.N.R.) 5115. In their last days of operation these engines had been so grubby that it was difficult at times to discern their numbers, but most seemed to be in fair mechanical condition and gave no indication, to the ear at least, that their time had run out.

On the west coast, all four steam locomotives of the Comox Logging and Railway Company

are presently stored out of service at Ladysmith, while the railway logging operations are being worked by a Baldwin diesel switcher 7128, purchased from the U.S. Army at Salt Lake City last year. It was built in 1943 (# 64745) and is similar to the C.P.R.'s 7000's which inhabit Vancouver Island. The stored power consisted of Shay No. 12, 2-8-2 No. 11 (Baldwin # 57409), 2-8-2 No. 16 (Baldwin # 61159) and 2-6-2 No. 7.

At Mesachie Lake, Hillcrest Lumber Company was using its smaller Climax No. 9 while No. 10 was undergoing minor repairs to its driving mechanism. At nearby Honeymoon Bay, the two Western Forest Industries engines are out of service. Three-truck Shay No. 5 (Lima # 3320) has not been used for a year or more while a Cummins diesel 0-6-0 No. 7 has been retired in favour of Hillcrest's Climax which performs all switching duties for both companies.

On the mainland at New Westminster, the Pacific Coast Terminals Company is still using an 0-6-0 for switching. No. 4012 (Alco # 70388, 1942) was in use on March 17th while 0-6-0 4076 (Lima # 8410, 1944) was stored inside the locomotive shop. Both of these ex-U.S. Army locomotives are well-known for their spotless appearance, and are frequently visited by ferroequinologists. The P.C.T. Company is presently considering replacing both engines by some form of rubber-tired switching vehicle.

What news of the diesels? The C.N.R.'s chief branch line engine in Saskatchewan is the six-axle GR-12 1000-1077 series which has replaced the 2-8-0 and the 4-6-0. The similar four-axle 1900-1917 series are often used in pairs on passenger runs such as Regina - Winnipeg, Saskatoon - Winnipeg and Saskatoon - Calgary (though in recent months the latter has been worked by 1300-series GR-12's. In Alberta a few 1000 and 1300 series road-switchers have been observed on branches, while GR-17's and GFA-15's appear on main-line freights. The tendency on the C.P.R. is to use 8100's for branch workings and 8500 DRS-16's, 8900 DRS-24's and the usual assortment of G.M. power on main lines. Diesel-hydraulics have appeared in unexpected places performing yard duties. No. 12 is assigned to Weyburn, while 10 is at neighbouring Estevan. No. 14 later turned up as the shop switcher at Ogden.

THE TORONTO EXHIBITION ELECTRIC RAILWAY OF 1884

One of the earliest successful electric passenger railways in the world was operated for several years after 1884 connecting the end of the Toronto Street Railway horse-car line (then at Strachan Avenue) with the Exhibition Grounds, far out in the country near the foot of Dufferin Street. The line was constructed and equipped by Mr. Charles van Depoele, and on it were tried out many of the ideas later incorporated by him in the better-known installations in Windsor (1886), St. Catharines (1887) and several U.S. cities. Very little is generally known about this pioneer electric line, and the following detailed accounts are therefore of general interest. Both are reprinted from earlier publications.

The people of Ontario are indebted to Mr. Charles Van Depoele for the installation of the first electric line in Canada, which was also the second on the North American continent. Mr. Van Depoele was a Belgian by birth, who came to America in 1869. In 1883, in the United States, he had equipped a small track 400 feet long with a single car running thereon, operated by a 3-H.P. motor. Later in the year he constructed an elevated line for the Chicago State Fair, which remained in operation for six or seven weeks. It was in Toronto in 1884 that Mr. Van Depoele operated the first electric railway in Canada. In July of that year he installed the Exhibition line from the foot of Strachan Avenue along the G.T.R. tracks to the eastern entrance of the Industrial Exhibition, a distance of 3000 feet. A description of this line was published on September 11, 1884. "The electricity, which is generated by two large-sized dynamos in Machinery Hall, runs by a 7 H.P. engine, is conveyed

into two copper bars which run the whole length of the track between the rails. These bars are partly covered over for protection against shock. Attached to the motor car are two pieces of metal which run along the copper bars, and the electricity is then carried to the motor on the car which, when in motion, drives the car by means of a series of pulleys and belting. The electrician of the car has full control of the movements of this motor just as if he were running a marine engine or locomotive. By means of a handle he immediately reverses the motion of the dynamo on the car. To stop the car he simply breaks the current of electricity, which stops both car and motor. As showing the enormous power which the copper bars between the rails possess, it may be stated that the heavy grade behind the Machinery Hall was mounted with perfect ease by the cars."

There appears to have been a single motor car with three trailers. The car was equipped with a 30-H.P. motor, and 240 people altogether could be carried at a time. Even at this early date the street railway came in for its share of criticism, as the following extract from the "*Daily Mail*" of September 10, 1884 will show: "The electric railway did not give satisfaction yesterday afternoon, and numbers of would-be passengers were turned away after having paid their fare. Something went wrong with the machinery, and the train was stopped until the patience of the visitors became exhausted. Towards evening it was again in running order, and several trips were made on time."

In 1885 Mr. Van Depoele appears to have experimented with the overhead trolley. A ¼-inch wire was strung and the trolley-pole is described as being arranged after the style of an old wire sweep, and was carried on top of the car, the rails being used as a return. During the last five days of that year's Fair, 50,000 people were carried to and fro.

The following is from an 1887 Van Depoele Catalogue: "The plant consisted of one engine, automatic, 10 x 16 cylinder, 150 R.P.M.; one electric generator 40 H.P., one electric motor 35 H.P., one motor car, weight six tons; three passenger cars, each 2 tons. Average number of passengers carried, 83 per car. Estimated weight of passengers per train, 16 tons; total weight of train, 11 tons; length of track, one mile (a slight exaggeration: Editor) with one grade of 6%; average speed 30 M.P.H.; passengers carried in 5 days, 50,000; average consumption of coal per day of 10 hours, 1200 lb; distance travelled in 10 hours, 200 miles." The generator was a 40-light arc machine having, it is stated, "an electromotive force of 1300 volts and an intensity of current of about 18 amperes, and the single motor, belted to the axle, was a 35-light machine of similar style.

MISCELLANY

- Plans are afoot to eliminate the C.P.R.'s spectacular half-mile long curved timber trestle at Hog Bay near Port McNicoll, Ontario. (see illustration in *Newsletter 173*, opposite Page 7). The C.P.R. would reach Port McNicoll by running rights on the C.N.R.'s Midland Subdivision from Coldwater to McMillan. Also eliminated would be the "hole in the wall" underpass for Highway No. 12 adjacent to the Hog Bay trestle. The C.N.R. line serves Waubaushene and Victoria Harbour, while the C.P.R. passes through no important settlements between Coldwater and Port McNicoll.
- Old Sydney Collieries 25, one of the famous trio of 2-4-0's, has been loaned to the Acadia Coal Company at Stellarton, NS, while one of the latter company's two steam locomotives undergoes repairs. No. 25 made the 170-mile trip by flat car.
- The Grand Trunk Western Railway has donated 4-6-2 5632 to the city of Durand. It will be placed on display near the G.T.W. station.
- The C.N.R. intends to explore the possibility of establishing interline rate arrangements with highway trucking firms to supplement its own interests in highway carriers.

- Tracklaying will begin this summer at the C.P.R.'s new Agincourt hump yard. Work is well under way in the diversion of both Peterboro and Oshawa Subdivision main lines. In addition, eight miles of new access track will be built as well as the 87 miles of track in the yard complex itself. 1,800,000 yards of earth-moving has been completed to grade the 480-acre area. Completion of the 72-track yard is expected late in 1963 or early 1964.
- British Railways has earmarked no less than 71 steam engines for permanent preservation. 27 engines now in use have been picked for preservation when they are retired. The entire collection will be an absolutely unique history of the development of the steam railway locomotive, and will contain specimens dating; from 1822 to 1952.
- A new 800-mile railroad is now being planned from Georgetown, British Guiana, into mining and development territory in north-east Brazil.
- Tenders have been called for the relocation of a mile of Grand River Railway track just south of Kitchener, at the point where it parallels Highway No. 8. Thirteen level crossings will be eliminated and rail access given to land available for industrial development.
- The City of Winnipeg is considering plans for beginning construction of a subway system within four years. The route would be under Portage Avenue.
- Ex-C.N.R. 0-6-0 7439, sold in June 1958 to International Harvester Company, Hamilton, has been replaced by an ex-Milwaukee Road diesel switcher numbered 694. Nearby Hamilton By-Products Company, formerly operators of ex-T.H.& B. 0-6-0's 40 and 44 and two 0-4-0 saddle tanks, has ceased operations and put the locomotives in storage. C.N.R 2663, 3459, 5134, 5296, 7442, 7511, 8302 and 8304 remain at Stuart Street roundhouse, Hamilton.
- Another use has been found for redundant steam locomotive tenders. The C.P.R. has removed the oil bunkers from several tenders at its Ogden (Calgary) shops, and inverted them in pairs on flatcars. The result is a series of diesel fuel storage cars which are spotted at several locations in the Calgary terminal area for the use of switchers. The cars present an unusual appearance, as the paired tanks do not necessarily match in design.
- Three alternative proposals have been received by the T.T.C. for the use of air space over the Davisville Shop area. These are: highrise apartment buildings and shopping centre, annual rent \$59,000; three 12-storey apartment buildings, shopping mall and office building, annual rent \$65,000; and circular office building and apartment building, annual rent \$80,000.

NEW C.N.R. RAILINER SERVICES

A brief note appeared on Page 9 of the March *Newsletter* concerning new Railiner services north and west of Toronto. The note, which was prepared from newspaper reports, unfortunately was not entirely accurate, and condensed schedules of the new services are given hereunder:

Toronto - Stratford - Kincardine				
Daily exc. <u>Sunday</u>			Daily ex Sun. & <u>Monday</u>	Sunday <u>Only</u>
6:10 P.M.	Leave	Toronto	Arrive 10:25 A.M.	9:15 P.M.*
8:30	Arrive	Stratford	Leave 8:00	6:30
8:45	Leave	Stratford	Arrive 7:45	6:15
9:20	Arrive	Listowel	Leave 7:10	5:35
10:45 P.M.	Arrive	Kincardine	Leave 5:50 A.M.	4:10 P.M.
Toronto - Guelph - Southampton - Owen Sound				
6:10 P.M.	Leave	Toronto	Arrive 10:25 A.M.	9:15 P.M.*

7:20	Arrive	Guelph	Leave 9:20	7:40
7:31	Leave	Guelph	Arrive 9:05	7:25
8:33	Arrive	Palmerston	Leave 8:00	6:26
<hr/>				
8:40	Leave	Palmerston	Arrive 7:48	6:21
10.25 P.M.	Arrive	Owen Sound	Leave 6:20 A.M.	4:45 P.M.
<hr/>				
8:52	Leave	Palmerston	Arrive 7:35	6:10
9:34		Walkerton	6:53	5:29
10:30	Arrive	Southampton	Leave 6:00 A.M.	4:35 P.M.

* - by connecting train (No. 138)

It will be noted that no service is now given between Listowel and Palmerston.