

INCORPORATED 1952

# Upper Canada Railway Society

122, TERMINAL "A"  
TORONTO, CANADA

## NEWSLETTER

ADDRESS NEWSLETTER CORRESPONDENCE:  
STUART I. WESTLAND, EDITOR  
16 SONORA TERRACE, TORONTO 13

JANUARY 1958

NUMBER 144

**ACTIVITIES** The Society meets on the first and third Fridays of every month. The next meeting will be the Annual Meeting of the Society, at which Officers' Reports for 1957 will be presented and the election of the 1958 Directors will take place. This meeting will be held in Room of the Toronto Union Station at 8:30 P.M. on Friday, January 17th. Following the conclusion of the business of the Annual Meeting, the program of evening, consisting of another of the popular Quizzes on railway subjects, will take place. Every Resident Member is urged to attend. The February outdoor meeting will be held on the 7th, and will consist of an observation session at the C.N.R. Danforth Station.

**Recent Meetings:** December 6th - a "dieselized" evening at C.P.R.'s Leaside Station, although two Hudsons put in their appearance.  
December 20th - an interesting program of members' 16 m.m. films taken in points as widely separated as Colorado, St. Catharines and Montreal. Many members in attendance.

### KANSAS CITY P.C.C. EXCURSION PLANNED

All thirty of the PCC cars purchased by the Toronto Transit Commission from the Kansas City Public Service Co. have now arrived at Hillcrest Shops, although many have yet to enter the building. The cars are stored on steam railway sidings on the south side of the property pending admission. Work is proceeding apace on several of the cars nevertheless, and K.C.P.S. 793, or P.T.C. 4778, the first to arrive in the city, would appear to be destined to be also the first to emerge from the shop to enter regular service. As mentioned in the last issue, the Society plans to operate a four-hour inaugural excursion on this car on the first Sunday that it is available. Present information indicates that the excursion will be held on January 26th. Fare for the trip will be \$2.00, payable on the car; the usual good photographic opportunities will be afforded. Starting time will be 9:00 A.M. from St. Clair Carhouse; members may pick up the car at any southbound car stop on Bathurst St. a few minutes after the starting time.

-----  
This mailing is the last that will be made to those memberships not yet renewed for 1958. Members who are as yet delinquent in dues are urged to remit to the Society as soon as possible, avoiding the missing of any publications. Resident membership \$2.50; Associate membership \$1.50.  
-----

Enclosed with this issue of the Newsletter is a special supplement in the nature of an article on the New York City Transit Authority's subway system written by J.R. Oakley, long known to resident members as an ardent rapid transit enthusiast.

THE RAILWAYS OF ALASKA AND YUKON TERRITORY  
by J.D.Knowles

Part 4 - The Copper River & Northwestern Railroad

The Copper River & Northwestern was Alaska's second-largest railroad, being surpassed in mileage and amount of equipment owned only by the Government's Alaska Railroad. The C.R.&N.W. ran 195 curving miles from the port of Cordova to Kennecott copper mine. It was a promotion of Michael J. Heney, the prominent Canadian railroad contractor. It was eventually bought by the owners of the mine and completed by Heney under contract.

Rival lines to serve the mine were projected out of Valdez and Katalla. One company actually built about nine miles of track from Katalla before construction ceased when the Katalla wharf washed away. Today a long stretch of trestle work of the Katalla line still serves as a landmark for aviators.

The C.R.&N.W. was built during 1907-1910 and operated until 1938. During its latter years it had about 300 cars and 18 oil-fired steam locomotives. Passenger service was provided each way daily, about 12 hours being required to get over the road. At one time passenger runs made an overnight stop at Chitina, Mile 131. Tourist trains were operated when cruise ships arrived in Cordova, going either to Miles Glacier at Mile 49, or all the way to Kennecott. These tourist trains were a considerable expense to the railway, as their operation usually necessitated clearing the line of about three work trains. Sidings were a long distance apart; thus much time was consumed in getting work trains into clear and then back to their jobs.

Kennecott Mine was abandoned in 1938, and the railway service was discontinued on November 14th after years of heavy losses. The railway had been maintained to high standards right to the last year of operation. The mine was not closed because of depletion, but because of excessive shipping and operating costs and labour difficulties. The Kennecott Copper Company had various other mines throughout the Americas which could handle the company's requirements more cheaply.

A salvage expert was called in at the time, and after making a study, he stated that the company could only hope to break even on dismantling the railway despite the availability of locomotives, cranes and cars to do the job efficiently. Consequently it was decided not to dismantle the property. The equipment was gathered in to Cordova, probably in the expectation that it would become isolated by bridge washouts and slides within a few months if left scattered along the line. In 1940, thirty flatcars and three steam cranes were sold to the Alaska Railroad. Other equipment was sold "outside" (in the U.S.) for further use, and many shiploads of it left Cordova. The rotary plows reportedly went to the Northern Pacific.

The U.S. Army had a large base at Mile 13 (site of the present Cordova airport) during World War II. Since there was no road to the base, the 13-mile section of the C.R.&N.W. saw a further period of operation as a steam railroad. Much of this section was tangent across muskeg flats within sight of the glaciers, but the first few miles out of Cordova consisted of a continuous series of curves along the shore of beautiful Eyak Lake.

Cordova roundhouse burned down while still under army guard. Today all that remains is the turntable, buried beneath a dense tangle of weeds. The Alaska Roads Commission assumed title to the right-of-way, and about 10 years ago, when the army was through, tore up the track from Cordova to Mile 39 and converted the roadbed into a one-lane road with short two-lane sections every few hundred feet. The Roads Commission plans to remove the rail to Mile 49 during 1958. The famous "Million Dollar Bridge" at Miles Glacier is still standing and is to be used as a highway bridge. There is no rail to be seen in Cordova today, but about 10 cabooses and work train car bodies converted to dwellings remain as relics of the railroad. A huge old disused warehouse still stands, and a wharf which had five tracks is used by Cordova's fishing fleet, today the main livelihood of this town of 1800 population.

Other salvage efforts on a smaller scale have seen the lifting of steel from Mile 101 to 111, and from Long Lake 177 to McCarthy 190. Slides have blocked the remaining line in various places, but a long section of track north from Chitina is still open to speeders. It is possible to travel at least 35 miles at reduced speeds over a track which is badly out of alignment and crowded by brush at many points. This section includes some spectacular high bridges, some of them on curves. While the high bridges have remained in place, some low timber bridges across broad river flats have fallen prey to floods and ice jams. One such bridge at Chitina was a frequent source of trouble when the railway was running, and is now missing. Another, at McCarthy, which crossed several hundred feet of rocky river flats, has almost completely disappeared. It defines the southern end of another section of track still open to speeders, from McCarthy to Kennecott.

This district is far removed from the Territorial road system. To see the mine, the writer had to travel via Cordova Airlines in an old Douglas DC-3 which had all the seats on one side folded against the wall and freight stowed on that side of the passenger cabin and securely lashed in place. Many excellent views were had of the track snaking its way through the wilderness past remote stations which will never see another train. The flight ended at May Creek airstrip, at a point in the bush distant from any settlement, and having the entire runway covered with weeds, save for a narrow path right down the centre. An 18-mile ride over a local bush road in the back of an old Ford stake truck brought us to McCarthy, once the northern engine terminal of the C.R.&N.W., but now a ghost town with possibly a dozen inhabitants. The automotive vehicles in this settlement are all dilapidated old-timers brought in on the railway before it closed, excepting two Jeeps, which presumably came in by plane, knocked down.

Next day a run on an old Ford model "T" speeder took us over mis-aligned but shiny rails, past the abandoned and overgrown log cabins of Blackburn and up the long climb to Kennecott Mine, where the numerous buildings still stand in a fairly good state of preservation, complete with machinery. This mining camp, once the home of 2000 workers, now has no permanent residents. As the mine is located high on the side of a hill, there was no room for a proper railway terminal. The main line simply becomes double track for about 1000 feet before coming to a dead end. One track passes through the mine sacking house, where the cars were loaded. There are three crossovers on the double track to permit sorting of cars, but no other track facilities except a narrow gauge tramway paralleling the standard gauge tracks.

McCarthy had a two-track engine shed with a flat roof, which has collapsed under the weight of snow. In addition to the engine shed lead, there is a spur off the main line with a turntable at the end, which was the most northerly facility for the turning of equipment, there being no turntable or wye at Kennecott. There is another long siding for cars. Thus the McCarthy and Kennecott yard facilities were very simple for the end of a railway 195 miles long. A certain amount of switching usually occurred at McCarthy, as it was necessary to double the hill to Kennecott, and the passenger cars of mixed trains had to be coupled to the first section taken up. McCarthy station, section house and trackmen's quarters are still standing.

It is sometimes speculated that the mine and railroad would still be in business today if they had managed to hang on for another year, but this was not to be. The visit to this railroad of which so many physical assets still remain almost 20 years after abandonment, proved a most unusual experience. The havoc inflicted upon these properties by snow, floods, thaws etc. gave a much clearer picture of the problems of running a northern railroad than a brief visit to an operating line could.

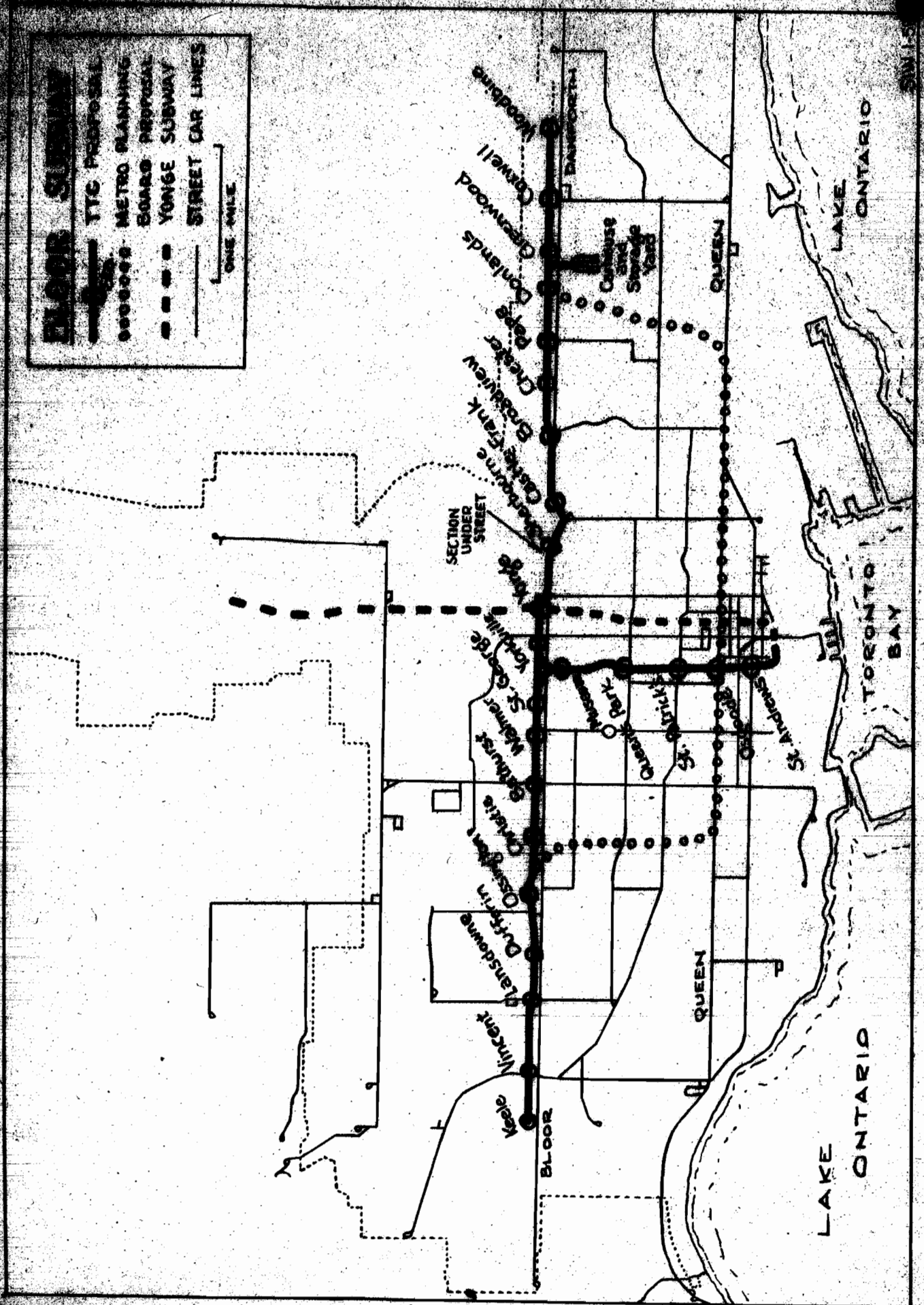
CURRENT C.N.R. DIESEL LOCOMOTIVE NUMBERING SCHEME

Group Nos.	Builder	Axle Load	H.P.	Type
1-999	(Narrow Gauge and Miscellaneous)			
1000-1199	GMD	40,000	1200	R-S
1200-1499	GMD	56,000	1200	R-S
1500-1599	GMD	62,000	1200	R-S
1600-1629	CLC	40,000	1200	R-S
1630-1699	CLC	56,000	1200	R-S
1700-1899	MLW	40,000	1000	R-S
1900-1909	GMD	40,000	1200	R-S (Passenger)
1910-1949	GMD	Heavy	1200	R-S (Passenger)
1950-1999	MLW	62,000	1000	R-S (Passenger)
2100-2199	CLC			R-S (High Speed)
2200-2299	CLC	62,000	1600	R-S
2900-2999	CLC	62,000	2400	R-S (Passenger)
3000-3099	MLW	62,000	1600	R-S
3100-3199	MLW		1800	R-S (High Speed)
3600-3614	MLW	57,000	1800	R-S
3615-3799	MLW	62,000	1800	R-S
3800-3819	MLW	57,000	1600	R-S
3900-3999	MLW	62,250	1600	R-S (Passenger)
4100-4199	GMD	57,500	1750	R-S (High Speed)
4200-4399	GMD	58,000	1750	R-S
4400-4799	GMD	62,000	1750	R-S
4800-4899	GMD	62,000	1500	R-S
4900-4999	GMD	63,500	1750	R-S (Passenger)
6500-6599	GMD		1750	RPA
6600-6699	GMD		1750	RPB
6700-6749	CLC		1600	RPA
6750-6799	MLW		1600	RPA
6800-6849	CLC		1600	RPB
6850-6899	MLW		1600	RPB
7000-7149	GMD		1200	SW
7150-7199	GMD		800	SW
7200-7299	GMD		900	SW
7900-7999	GMD		1000	SW
8000-8299	MLW		1000	SW
8450-8499	MLW		660	SW
9000-9299	GMD		1500	RFA & RFB
9300-9399	CLC		1600	RFA & RFB
9400-9499	MLW		1500 & 1600	RFA & RFB

-----

The Quebec Provincial Legislature has approved the construction by the Cartier Mining Co. (a subsidiary of U.S. Steel) of a 265-mile railway northerly from Shelter Bay on the north shore of the St. Lawrence River. The route will penetrate the Ungava peninsula to a point known as Mount Wright, in which area the Cartier Mining Co. holds claims. Conditions of incorporation include the construction of the first 150-mile section in seven years and the remainder of the line in twenty years. Although incorporated as a private railway, other companies with holdings in the general area have expressed interest in having the railway made a common carrier and this will probably eventuate. Initial production in the Cartier mining claim area is expected to be 8 million tons of iron ore concentrate per year.





THE "U" ROUTE AND THE ALL-BLOOR ROUTE

The matter of the need for a second subway in Toronto is no longer in itself a disputed issue. Aside from an occasional dissenting voice such as those of Albert S. Porter and Warren B. Hastings (see Newsletter 143), public opinion has fully accepted the premise that rapid transit expansion should take place in Toronto and that the second route should be located in such a manner as to relieve the serious overcrowding experienced on the super-saturated Bloor carline. Dispute, as every Torontonians well knows, is now centred about the route that such a subway line should follow in order that its intended function be performed most satisfactorily.

Controversy has arisen because of the appearance of two strong camps with widely divergent views. The Toronto Transit Commission, the agency really most concerned with the problem, has presented to Metropolitan Council its plans for a T-shaped system having a line along Bloor and Danforth between Keele and Woodbine, together with a second downtown link, connecting the Yonge Subway's Union Station with Bloor St. via University Avenue. Vociferous in support of the T.T.C. routing, which is now the subject of detailed locational plans, are the businessmen in the Yonge-Bloor-Bay area.

The opposing faction supports what has quickly become known as the "U" route. The Metropolitan Toronto Planning Board, upon completing detailed origin-destination surveys of travel habits from Toronto's east and west ends to the central portion of the city, has recommended to the Metropolitan Council a route having a shape akin to a flat "U", with the bottom section running along Queen St., and reaching up to Bloor St. somewhere west of Bathurst St. and somewhere east of Pape Ave. Beyond the "U", extensions would follow Bloor St. and Danforth Ave. to presumably the same terminals as those chosen by the T.T.C. The Planning Board claims thus that the major desire line is southeast-northwest in the west end and southwest-northeast in the east end; it implies that the heavy traffic volume presently concentrated on the Bloor route in the central area is an artificial diversion of traffic volume occasioned by Toronto's grid street pattern. Metro council is scheduled to study the proposals of both factions and possibly make a choice between them during January.

The Editor has long been one of the Society's keenest followers of all matters to do with public transportation in Toronto; he has further had a three-year period in the service of the T.T.C.'s Research Dept. From all this he feels that he knows just enough about the situation not to risk making any comment as to which route is the better one for the Bloor Subway, or to attempt to write an editorial favouring one route over another. It is sincerely doubted that any person can say at this juncture that one route is better than the other. On the other hand, it is easily possible to point out advantages and disadvantages involved with each routing. Without in any way suggesting that the all-Bloor route is the better one, it is felt that some attention should be given to the difficulties involved in the "U" route as regards surface line routing. The T.T.C. plan is simply a replacement of the Bloor street car line. The "U" route would presumably be intended to replace portions of both the Bloor and Queen lines in addition possibly to portions of others such as King. Beyond this, the "U" route would intersect other heavy routes such as Carlton, Dundas and Harbord to the extent that the midtown portions of these routes would have greatly reduced traffic volume, probably to the point that for operational simplicity the midtown and outer portions would be better operated as separate lines.

The present riders from the outer portions of the Bloor, Carlton and Harbord routes (and the other routes feeding them) who now have to make a transfer to travel downtown, would obviously find the "U" route to their convenience whenever they travelled downtown. It is, however, questioned that the patrons of the Queen, Kingston Road, Dundas and King routes who now have a single ride direct to downtown would find a short rapid transit ride on only the near-

downtown portion of their journey of very much assistance, when the transfer is involved. Those passengers most inconvenienced by the break-up of the east-west crosstown carlines, of course, would be the long-distance crosstown riders who would find 5 routes on Bloor in place of the present one, and 3 routes on each of Carlton, Harbord and Queen.

The T.T.C. proposal, on the other hand, would replace the Bloor carline (except for short sections at the extreme ends), allowing both ready crosstown movement and quick access to downtown via the Yonge and University Ave. subways. The other heavy east-west carlines would not be changed, so that the Commission's huge investment in P.C.C. cars would continue to be justified for many years to come.

Time may yet prove the "U" subway to be the better of the two. It has been attempted to point out here, however, that revisions to surface line routings and service would be a much less complicated matter with the T.T.C.'s version of the Bloor Subway, and effects on the surface line system is one factor that should receive close attention when the choice of routing is finally made.

#### MISCELLANY

---S.I.W.

---During 1958, the Carlton route of the T.T.C. will be subject to a very interesting operation between Lansdowne Ave. and Markham St. (one block west of Bathurst). A 36-inch watermain will be placed on College St. over this extent during the year, necessitating the construction of one temporary street car track near the curb, with the temporary abandonment of one of the regular tracks. The direction of operation will be reversed on the other regular track. Temporary crossovers will be required at both ends of the construction.

This will be the first example of the laying of a long section of temporary single track parallel to existing double track since 1940, up to which time track renewals had been made including the replacement of roadbed and ties (Most track reconstruction in the past ten years has consisted of the replacement of rail only; as this can be done overnight without interrupting daytime service, it has not been necessary to resort to the laying of temporary track.

---A track renewal which has not been previously reported took place during September 1957, involving double tangent track on Queen St.E. between Maclean Ave. and Hammersmith Ave. The road was resurfaced with asphalt between the new 104-lb. rails.

---The Metropolitan Toronto Roads Department has made provision in its 1958 budget for the demolition of the Belt Line **overpass** on Mt. Pleasant Rd. just south of Merton St., as the extreme end of the track is no longer required.

---The C.N.R. has dispatched a survey party to locate a new 52-mile branch line in Northern Manitoba to develop copper zinc, gold and silver reserves in the Chisel Lake area. The new branch will leave the Lynn Lake branch at Optic Lake. Construction is expected to get underway during 1958, with completion scheduled for 1960. Ore from the Chisel Lake area will be transported southerly to the refineries of the Hudson Bay Mining and Smelting Co. at Flin Flon, Manitoba.

---An old station of the Toronto Belt Line Railway's western loop (via the Humber Valley) which was located on Florence Crescent, York Township, and used for many years as a residence, was demolished in 1957. Members who remember this station will recall how easily recognizable the origin of the structure was, despite the long period of time in which it had seen other use. The bend in Florence Crescent was occasioned by the street having been laid out to parallel the curve in the Belt Line right-of-way where its north-south alignment from the lakeshore changed to an east-west alignment to pass to the north of the city.

-----  
EXCHANGE SECTION: Stephen Zawacki, 19366 Fenelon Ave., Detroit 34, Mich., wants to buy 35 mm. colour slides of T.T.C. Small Witt 2890 with Detroit roll sign showing, as used on U.C.R.S. excursion of October 27th.



A RAILFAN'S REPORT ON THE MARITIME PROVINCES - DEC. 1957

by Forster A. Kemp

PART ONE

The diesel locomotive has begun to make inroads on a territory which, until the past summer, had been almost entirely steam operated. Most of the freight trains met while en route to the Canadian Pacific Railway's New Brunswick District were hauled by diesel power.

McAdam roundhouse held a good selection of steam engines, with 3660 (Class N-2 2-8-0) and 6928 (V-4 0-8-0) handling the switching, while No. 42's three MLW road-switchers refuelled. Engines 2503 (G-2 4-6-2) and 5425 (P-2 2-8-2) waited on the shop tracks along with gas-electric combine 9008, which is used on McAdam-St. Stephen local trains 121 and 122. As we departed, engine 5452 stood ready to leave with an eastbound extra freight. Engine 2622 awaited our arrival in the wye at Fredericton Junction, where it was replacing the gas-electric car normally used on Fredericton branch trains 107, 108, 109, 110, 111 and 112. Train 101, which consisted of RDC-2 9102 and RDC-4 9200, also waited for No. 42's departure before continuing its run to Edmundston. The three road-switchers set out the express and mail cars on Track No. 1 of St. John's Union Station before retiring to Bay Shore. An unidentifiable 2-8-0 later came down from Lancaster with a cut of cars for the Mill St. shed. No C.N.R. activity was seen other than a diesel yard engine which momentarily approached the station.

As the PRINCESS HELENE left St. John, a pair of 1000 H.P. switchers were observed in West St. John yard, operating MU. This explains what has happened to the large 0-8-0 locomotives of class V-5, which formerly did a great deal of the work at Bay Shore and West St. John. Those used there in recent years were 6600-6602 (later 6960-6962).

New Year's Day on the Dominion Atlantic - As the PRINCESS HELENE plowed through the waves of the Bay of Fundy, I was considering the changes that had been made on the Dominion Atlantic Railway since my previous visit in June, 1956. In September of that year the line replaced almost its entire passenger service with two 90-seat Dayliners. The former steam-powered trains had consisted of a G-2 Pacific, an express car, a mail car, two 2100-series coaches and a buffet-parlour car with open platform. As a result, some overcrowding had occurred, but the inclement weather which prevailed in Digby would put a stop to all but essential travel.

As I had to purchase a ticket before proceeding, I was on the platform as the airhorn of Train No. 12 sounded repeatedly on its circuitous approach to Digby. Presently RDC-1 No. 9059 swung around the curve and stopped before the station. It was lettered "Dominion Atlantic" to satisfy local pride, but not in as interesting a fashion as D-10 No. 902, which bore the "Land of Evangeline" crest. The Digby switcher had little to do on that rainy New Year's Day. The Dayliner finished its work at the station and proceeded to the wharf to collect those passengers who had not braved the rain to go up to the station. Fourteen minutes are allowed for this operation, so at 2:00 P.M. Train 12, "Engine" 9059 departed for Halifax.

As the train began its run around Annapolis Basin, it was noted that the interesting, though decrepit, mixture of steel girders, wooden trestles and concrete piling which spanned the end of Smith Cove had been replaced by a fill. A number of unused stations had been torn down, but some of the locations still have sidings and the weatherbeaten apple warehouses which are as characteristic of the D.A.R. as potato sheds in the St. John Valley and grain elevators in the Prairie Provinces.

Train No. 11 was met at Annapolis Royal, where a six-minute stop gave time for a photograph. This train was operated with Dayliner 9058, D-10 No. 1088, with C.P.R. lettering, stood in the unprotected engine spur at this point.

The characteristic rolling motion of the RDC was accentuated by the sharp often uncompensated curves with which the D.A.R. is liberally endowed, making it difficult to stand or walk during some portions of the trip. There were 50

to 70 persons aboard during most of the run, despite inclement weather. At Kentville all motive power was in the roundhouse. The spare passenger equipment consisting of C.P.R. wooden coaches, stood in the yard, as did the D.A.R.'s own business car, the "Nova Scotia". Many of the passengers took advantage of the ten-minute stop to patronize the lunch counter which has been set up in the long towered wooden station building, in a room which formerly housed the Sleeping, Dining and Parlour Car Department. The train then continued to Windsor, where it connected with mixed train No. 21 for Truro. The latter, powered by D-10 1067, was on the second track in front of the station, instead of in the spur where it formerly waited for its connection with No. 12.

After leaving the station, the Dayliner drew up to the fueling station which is located near the locomotive spur, for this is a terminal for the D.A.R.'s two 660 H.P. diesels. As we finished refueling, No. 21 left the station and ran alongside the RDC as it pulled away, then separated as we turned away toward Windsor Junction. Here we joined the double track of the C.N.R. for the 15-mile run into Halifax, where we arrived on time at 6:30 P.M. Apparently the D.A.R. mixed trains 25 and 26 are the only steam powered trains to use Halifax Union Station regularly. They still carry express cars but have not carried passenger coaches since December 19th. Apparently their patronage declined with the inauguration of a convenient Dayliner service between Halifax and Kentville.

A few notes on the C.N.R. in Nova Scotia follow. I did not see any steam locomotives at Halifax, Truro or Sydney or at any intermediate stations, so it may quite probably be assumed that there are no more C.N.R. steam engines in Nova Scotia. Railiner D-106, an RDC-1, is operating as Trains 609 and 610 between Truro and Sydney, connecting with the Ocean Limited at Truro and the Newfoundland steamer at North Sydney. 5½ hours are required for the 230-mile journey, but the ride is rather unsteady. Packages occasionally fall from baggage racks as the car negotiates sharp curves at high speeds. The service is quite popular and often carries a full load of passengers. Baggage is a problem, as Newfoundland passengers often carry a good deal of it, and the racks are often filled before the seats are.

(Part 2 of Mr. Kemp's report will cover observations on the Sydney and Louisbourg Railway and the Old Sydney Collieries Ltd.)

-----  
The C.P.R. has made known to local residents its plan for a hump classification yard at Agincourt, east of Toronto, where the Ontario and Quebec and the Lakeshore lines diverge. Reaction in the community has been violent and a Civic Action Committee has been formed to fight the establishment of the yard at Agincourt.

Recently, the members of this Committee were conducted around the C.P.R.'s Cote St. Luc installation (Montreal) by railway officials, and returned to Agincourt sold on the idea that the hump yard was not necessarily a depreciating influence on surrounding properties and advised the citizens to accept the yard. Last reports indicate that the residents of the area have not abated in their opposition, and have accused the C.P.R. of "brainwashing" the members of their own committee.

-----  
Forster Kemp reports that the Montreal Transportation Commission's Lachine route was not converted to bus operation on January 5th, according to plan, as stated in his article in Newsletter 143. The conversion is now expected to occur during June of this year.

The roster of Kansas City PCC cars in Newsletter 143 also needs some correction: Group "727-799" should be shown as "725-799" and their delivery date was 3-8/46, not 3-8/41.



# Upper Canada Railway Society

BOX 122, TERMINAL "A"  
TORONTO, CANADA

## NEWSLETTER

ADDRESS NEWSLETTER CORRESPONDENCE:  
STUART I. WESTLAND, EDITOR  
16 SONORA TERRACE, TORONTO 13

FEBRUARY 1958

NUMBER 145

**SOCIETY** The Society meets on the first and third Fridays of every month.  
**ACTIVITIES** The next indoor meeting will be held on February 21st at 8:30 P.M. in Room 486, Toronto Union Station. The program for this meeting will be a showing of members' railway movies. All resident members are urged to be in attendance.

The March 7th outdoor meeting will be a train observation session at C.P.R. West Toronto Station.

Past Meetings - January 3rd: observation at Sunnyside Station.

January 17th: The Annual Meeting of the Society for 1958, 32 members in attendance. Annual Reports for 1957 were presented, followed by the election of Directors of the Society for 1958, with results as detailed below. Entertainment consisted of a 100-question quiz, broken into a series of 10 questions on each of 10 general topics. Jack Maclean was the overall winner.

### U.C.R.S. DIRECTORS, OFFICERS AND COMMITTEE CHAIRMEN FOR 1958

Changes in the composition of the Society's Directorate, together with changes in the identity of the occupants of the various official and committee positions, have been more numerous this year than for some years past; The voluntary retirement of certain 1957 Directors and Officers forced a considerable redistribution of duties for the coming year.

At the Annual Meeting of January 17th, the Nominating Committee presented its report, consisting of the nomination of nine persons willing to stand for the office of Director of the Society for 1958. One further nomination was received from the floor of the meeting, and this of course necessitated an election. After this election had been duly held, the following nine persons were declared by the scrutineers to have been elected for the year 1958:

E. John Freyseng  
J. William Hood  
John A. Maclean  
George A. Meek

John M. Mills  
Albert S. Oliver  
James Roach  
Robert J. Sandusky  
Stuart I. Westland

The Directors met on January 23rd and chose Officers and Committee Chairmen for the coming year as follows:

#### OFFICERS:

President: John A. Maclean.  
Vice-President: John M. Mills.  
Corresponding Secretary: Robert J. Sandusky.  
Recording Secretary: E. John Freyseng  
Treasurer: Albert S. Oliver (no change)

COMMITTEE CHAIRMEN:

Directors' Advisory Committee: J.A.Maclean (Chairman);  
G.A.Meek, S.I.Westland. (Members)

Publications Committee: J.W.Hood.

Production and Mailing Committee: J.M.Mills.

House Committee: J.M.Mills.

Public Relations and Publicity Committee: J.Roach.

Program and Excursion Committee: R.J.Sandusky. (no change)

(For committees other than Directors' Advisory, members will  
be chosen by the Chairmen)

OTHER POSITIONS:

Curator: S.I.Westland (no change)

Bulletin Editor: J.W.Hood

Newsletter Editor: S.I.Westland (no change)

Retiring 1957 Directors are J.D.Knowles, J.A.Kelley and H.R.Naylor.  
A word of appreciation is given here for their services to the Society over  
the past several years.

MISCELLANY

---It has been reported that the British Columbia Electric Railway discontinued its Marpole-Steveston interurban passenger service on February 1st, bringing to an end not only the last rail passenger operation on that system, but all electric railway passenger operation in the entire country west of Toronto.

---The C.N.R. spur line serving the industrial area south of the Brampton Subdivision between Martin Grove Rd. and Brown's Line in the Township of Etobicoke has been extended southerly to serve the Richview Switching Station of the Hydro-Electric Power Commission of Ontario, crossing Dixon Road at grade just east of the Brown's Line-Dixon Rd. cloverleaf. The total extent of this spur is now about two miles.

---Track-laying gangs on the Pacific Great Eastern Railway's northern extension to Dawson Creek and Fort St. John crossed the summit of the Rockies in Pine Pass during December and are now driving toward the crossing of the Peace River at Taylor, B.C. This recently completed portion of the railway is reportedly one of the most difficult sections of railway, from a constructional standpoint, in the Dominion, involving among other things a quarter-mile tunnel through a mountainside and the removal of a hill containing 150,000 cubic yards of solid rock.

---The C.N.R. has retained the consulting engineering firm of DeLeuw, Cather and Company of Canada, Ltd. to draw up long range plans for railway terminal facilities in the Metropolitan Toronto area, looking generally to a progressive decentralization of industry from the urban core, with an accompanying lessening of the traffic and terminal problems at that point.

---According to a recent statement by C.N.R. President Donald Gordon, the Canadian National Railways has built 580 miles of new branch lines since the end of World War II, which he believes to be a record in the western world. During the same period, other major railway expansion projects have been undertaken in Canada, among them the construction of the Quebec North Shore and Labrador line, the extensions of the Pacific Great Eastern Railway, the Canso Strait Causeway project, and others. Taken in conjunction with other projected lines, such as the iron ore railway into the Ungava district recently authorized by the Quebec Legislature, this seem to indicate that Canada is presently experiencing a new Railway Boom of major proportions.

EXCURSION OF JANUARY 26th -- FURTHER NOTES  
ON KANSAS CITY P.C.C. CARS

PCC car 4778 of the Toronto Transit Commission, formerly No. 793 of the Kansas City Public Service Co., carried 31 members of the U.C.R.S. on a four-hour inaugural excursion on Sunday, January 26th. This car was the first of the thirty purchased in November to have been rebuilt and repainted for Toronto service, and the excursion represented its first revenue use.

Commencing at St. Clair Carhouse (to which this group of cars is to be assigned), a route was followed which visited such far-flung points about the Toronto system as Exhibition Loop, Long Branch, Luttrell Loop and Christie loop before returning to point of origin. Although the weather was far from ideal for railfan excursions (there was considerable snow on the ground and skies were overcast), enthusiasm for photography was hardly less than usual, and the general atmosphere associated with fantrips was much in evidence inside the car.

Actually, 4778 had been released from Hillcrest more than a week earlier, but had been used up until the time of the excursion for instructional purposes at St. Clair Division. The feature of this group of cars which requires special instruction for operators is the fact that the gang switch layout (toggle keys on operating dash) is considerably different from that on other PCC cars in Toronto, and for the immediate future at least, is not to be changed.

Remaining after outshopping are other more obvious features which will assist in the ready identification of this group of cars. These are the placement of the rear marker lights below, rather than above, the rear windows; the blue-tinted upper sash which was left in the rearmost window on both sides (all others were removed), and the covering of the ceiling ventilator louvres. The GE brake actuators give the trucks a distinctive appearance. The side window design is, of course, the big departure on these cars from the standard post-war all-electric car body, but this does not seem to be as noticeable in the Toronto paint job as might have been expected. A deluxe touch has been given by spraying the operator's desk and surrounding area with "roxatone" (speckled) paint.

At time of writing, no other cars of the series had been outshopped, but 4778 had been in regular service for some days on St. Clair Ave.

Late information is that these cars were 30 of the last 31 cars left in Kansas City. One car, No. 795, has been set up as a permanent historical exhibit in Kansas City's Swope Park.

WEEKEND IN MONTREAL -- MARCH 29TH - 30TH

The Canadian Railroad Historical Association advises that it has arranged a "Rail Enthusiasts' Weekend" in the Montreal vicinity, scheduled for March 29th and 30th next.

There will be three separate activities, consisting of (1) a visit to railway roundhouses in the Montreal area; (2) a tour of the remaining car lines of the Montreal Transportation Commission using historical rolling stock, and (3) an all-day steam excursion (double-headed power) out of Montreal to St. Johns, Valleyfield and Hawkesbury. The first two activities are scheduled for Saturday, March 29th (concurrently), while the steam trip will be held on Sunday, March 30th.

Fare for the Saturday activities is \$2.00 each, while the fare for the Sunday trip (including lunch service) will be \$6.00 per person. More complete details may be obtained from the "Passenger Agent" of the Association at Box 22, Station "B", Montreal, Quebec.

A RAILFAN'S REPORT ON THE MARITIME PROVINCES

by Forster A. Kemp

PART TWO

Coal and Steam on the Sydney and Louisbourg -

The Sydney & Louisbourg Railway is one of the properties of the Dominion Steel & Coal Corporation, now controlled by A.V.Roe Canada Ltd. It is one of the few railways in Canada still entirely operated by steam locomotives. It connects the two places of its title and has branches to New Waterford, Port Morien and Caledonia, N.S. Much of the business of the railway is connected with its "relations", the Dominion Iron & Steel Co. of Sydney, the Dominion Coal Co. and the Old Sydney Collieries Ltd.

The centre of operations of the S.&L. is located at Glace Bay, N.S., and this is one of the best places to observe operations of the line. The highway from Sydney to Glace Bay is under construction, and one can only regret the passing of the Cape Breton Tramways as the bus bounces over innumerable holes and through mud and water.

Only two engines were working on my arrival in Glace Bay. No. 70, a small light 2-8-2 (Montreal, 1926) and a large Lima 0-8-0 numbered 93. Some other interesting equipment stood near the station, carshop and back shop in Glace Bay. Coach No. 11 has been converted to an instruction car. Coach No. 10 is out of service and has its windows covered over. Baggage Car No. 9, a flat roofed car with open platforms, is also out of service. All passenger equipment is painted dark green with yellow lettering. Other noteworthy equipment was two flangers converted from box cars, and two of the unusual double-ended snow plows which are also seen on the Cumberland Railway. The cabooses are also of interest; they are of wooden construction, painted yellow, and have very old type trucks of double arch bar design, with outside brake beams. Passenger cars are all open platform, with oil lamps and slat blinds, and were built by Crossen and Rhodes, Curry & Co.

The only passenger service provided is between Glace Bay and Louisbourg, although an advertisement is carried in the Cape Breton Post stating that a train runs between Sydney and Glace Bay. It does, but there is no passenger service. The advertisement is dated July 29, 1957.

The service is as follows:

Lv. 7:45 A.M.	Glace Bay	12:15 P.M. Arr.
Lv. 9:05 A.M.	Mira	11:15 A.M. Lv.
Arr. 9:40 A.M.	Louisbourg	10:40 A.M. Lv.

(Except Sat. and Sun.)

While awaiting the arrival of this train from Louisbourg, I observed several other engines arriving from various mines in the vicinity. These included 74, which was making up a train for Sydney, 104, a large 2-8-2, and 89, another imported 0-8-0 slightly smaller than 93. The Louisbourg mixed train finally arrived behind engine 76, a 2-8-2 somewhat like 70 and 74. The passenger equipment was combine No. 12, a former coach built by Rhodes, Curry & Co. The date on the trucks was 1884.

After unloading LCL freight and express, the train stood near the station for a while, with engines 70, 74 and 76 standing side by side. Engines 74 and 76 went down for water, then proceeded about half a mile towards Sydney to No. 2 Colliery. Here there were three more engines: 71 (like 70), 57, an aged 2-8-0 with Stephenson valve gear and slide valves, and 45, an odd-looking 2-6-0 with driving wheels placed far back of the cylinders and evenly spaced. The main reservoirs are mounted on top of the boiler, above the hand rails. This engine had been recently overhauled, and was in use as a switcher at the colliery. It was in fine condition and exhibited the S.&L. paint job in relatively untarnished form.

S.&L. engines have a raised number plate (probably cast iron) on both sides of the cab, and sometimes on the rear of the tender also. The company's herald, in similar cast form with raised lettering, is attached to each flank

of the tender. This is another "wafer" crest, with "SYDNEY & LOUISBOURG RY." in block letters. Letters and numbers on all plates are white, backgrounds are red. The remainder of the locomotive is black with white running board edges and tires on leading and driving wheels. Cab window sash is red. All engines seen except 57 had enclosed cabs. Several other engines were seen near the Sydney steel plant, but were not inspected owing to inclement weather.

The station building at Glace Bay is the "nerve centre" of the railway. A small two-storey structure, its lower floor contains yard and freight offices and a waiting room with separate space for women. Inside are displayed old steamship posters which entreat you to "Go to Europe - Now!" on S.S. REGINA, MEGANTIC, CANADA and LAURENTIC. (Largest Steamers from Montreal!) On the upper floor are various offices, including the dispatcher's, which has a bay window overlooking the tracks.

The men of the Sydney and Louisbourg are friendly toward railfans, and report that a large number visited the line during the summer of 1957. For my own part, I shall certainly try to visit the S.&L. again but under more favourable weather conditions. It is a very interesting, busy short line.

The Old Sydney Collieries Ltd. - The name "Old Sydney Collieries" brings to the mind of some railway enthusiasts the sight of little 2-4-0's hauling windowless decrepit "shanty cars" carrying miners to work. However, most of the miners now go to work by car or bus, and the miners' trains no longer run.

The little engines, 25, 26 and 27, stand unused in the 5-stall wooden roundhouse along with Mogul No. 17, which is being used to supply steam heat to the ramshackle shop buildings. The last time that one of them was used was more than eight months ago. They were kept in service to work on the high coal pier at North Sydney, which has apparently been condemned. Most of the work on the company's railway, which ranks as Canada's oldest, dating back to 1834, is now performed by four 0-8-0 switchers numbered 30-33. Of these, two or three are in use at a time, the other being in the shop. These engines are too large for the turntable, so that they cannot be placed under cover except when undergoing repairs in the back shop.

The 0-6-0 locomotive, No. 18, has been sold to a colliery at Broughton which has recently switched from truck to rail haulage of its coal. No 17, the 2-6-0, has not been used in some time, except to heat the shop buildings. For this purpose it was uncoupled from its tender, and a platform was built from which to fire it, as it is rather difficult to fill the tender while inside the shop. It seems unlikely that it will be used again as a locomotive. A new boiler has arrived recently, and after installation will assume the task of heating the shop.

The railway extends from North Sydney to Florence. There are spurs to collieries at Sydney Mines and Florence, and a considerable amount of yard trackage around the coal-washing plant at Sydney Mines. Much of the coal is hauled to Sydney by an S.&L. engine of the 100 series, which makes two or three trips daily between Sydney and Sydney Mines over the C.N.R. Coal was formerly shipped from North Sydney, but is now handled over the more modern piers at Sydney.

There is a "boneyard" near the car shop which contains some of the old miners' cars and an old caboose with trucks similar to those of S.&L. cabooses. Both the O.S.C. and the S.&L. own a considerable fleet of modern hopper cars, which are used interchangeably on the two lines. Before these were acquired there were a number of four-wheel 15-ton hopper cars on both lines, but these have all been scrapped.

The coal railways of Cape Breton are interesting for their equipment, although their surroundings are rather bleak and barren. However, they are well worth a visit by railway enthusiasts.

(In Part 3: A detailed examination of the Cumberland Railway & Coal Co.)



MOTIVE POWER NOTES

---C.N.R. Orders New Equipment: The Canadian National Railways recently placed orders for 151 new diesel locomotives and 5 RDC cars as detailed herewith

No.	Road Nos.	Class	Bldr.	H.P.	Axle Load	Max. Speed	Steam Gen.
7	6760-6766	MPA-18a	MLW	1800	65,000	90 M.P.H.	Yes
7	6860-6866	MPB-18a	MLW	1800	65,000	90 M.P.H.	Yes
45	3701-3745	MR-18d	MLW	1800	62,000	65 M.P.H.	No
26	4245-4270	GR-17t	GMD	1750	57,500	65 M.P.H.	No
17	1910-1926	GRG-12q	GMD	1200	62,000	90 M.P.H.	Yes
33	1305-1337	GR-12r	GMD	1200	56,000	65 M.P.H.	No
5	1029-1033	GR-12s	GMD	1200	40,000	65 M.P.H.	No
11	8235-8245	MS-10p	MLW	1000	58,500	60-65 M.P.H.	No

Of this order, those locomotives numbered in the 6000's are road passenger units, the 8000's are switchers, and the remainder are road-switchers.

The five new RDC cars consist of two RDC-1's (D-107, D-108) and three RDC-2's (D-201 to D-203). These cars have been ordered from Canadian Car Co., now licensed to produce Budd units in this country.

---Montreal Locomotive Works' 2400 H.P. 6-motor demonstrator (Model DL-624) which has been on the C.P.R. as road no. 7007 since May 24, 1957, was returned to the builder on December 2nd. It was then repainted in C.N.R. colours and was handed over to the C.N.R. on December 19th for testing, carrying the road number 3899.

---Grand Trunk Western 15805, the only self-propelled car on this system, was retired on December 17th, 1957.

---C.N.R. Delivery dates:

4570, 4571:	Nov. 26, 1957	7234:	Nov. 25, 1957
4572, 4574:	Nov. 29	7235, 7236:	Nov. 29
4573:	Nov. 30	7237:	Dec. 10
4575, 4576:	Dec. 4	7238:	Dec. 13
4577, 4578:	Dec. 6	7239:	Dec. 18
4579, 4580:	Dec. 10	7240:	Dec. 21
4581, 4582:	Dec. 12	7241, 7242:	Dec. 30
4583, 4584:	Dec. 16	7243:	Jan. 28, 1958
4585, 4586:	Dec. 18	7244:	Jan. 21
4587:	Dec. 20	7245:	Jan. 28
4588, 4589:	Dec. 30		
4590:	Jan. 3, 1958	1289, 1290:	Jan. 13
4591:	Jan. 6	1291:	Jan. 16
4592, 4593:	Jan. 7		
4594, 4595:	Jan. 10	3647-3652:	Oct., 1957 (exact dates not available)
4596, 4597:	Jan. 15	3653, 3654:	Nov. 5, 1957
4598:	Jan. 15	3655, 3656:	Nov. 19
4599, 4600:	Jan. 17	3657, 3658:	Nov. 25
4601:	Jan. 20	3659, 3660:	Nov. 27
		3661, 3662:	Nov. 29
8224:	Nov. 26, 1957		
8225:	Nov. 27		
8226:	Nov. 28		

---C.N.R. Scrappings:

1355, Nov. 22, 1957	1543, Oct. 4, 1957	2569, Nov. 22, 1957
1364, Nov. 8	2452, Nov. 29	2647, Oct. 4
3198, Nov. 29	5049, Nov. 30	5592, Nov. 1
3419, Nov. 15	5056, Nov. 22	6020, Nov. 29
3474, Oct. 9	5063, Nov. 15	7372, Nov. 29
3476, Nov. 15	5075, Nov. 30	7423, Nov. 8
3514, Nov. 15	5536, Nov. 22	7450, Nov. 29
5037, Nov. 22	5574, Nov. 15	7473, Nov. 1
5041, Nov. 22	5582, Nov. 8	

Motive Power Notes (Cont'd)

---New road-switchers 4928 and 4929 en route from the EMD plant to the Central Vermont Ry., passed through Toronto on December 19th.

---Nova Scotia report from George Parks, Truro:

Steam locomotives on the C.N.R. in this region are about finished, and will be eliminated altogether by the spring of 1958. At time of writing, the only steam locomotives in Nova Scotia outside of Truro were 1135 and 2586 stored at Stellarton, 7496 stored at Halifax, and 6006 held at Halifax for protection. At Truro there were in storage 3513, 3288 and 7474. 2376, 2453 7393 and 7504 classed as yard engines, although seldom used, and 5271, 6101, 6104, 6161, 6164 and 6180 held for use on occasional boat specials. The latest diesel groups received in Nova Scotia are MLW road-switchers 3617-3632 and 3641-3654, MLW yard switchers 3207-8228 and CLC road-switchers 1618, 1620, 1623-1626, 1628 and 1646-1653.

T.T.C. NOTES

---The dispute regarding the routing of the future Bloor subway appears to be tending in favour of the T.T.C. and the T-shaped proposal. When Metropolitan Council refused to make the choice of route in January, it instructed the Metro planners and the T.T.C. to hold further conferences in an attempt to settle the issue on the technical level. While a formal announcement has yet to be made, indications are that the Metro traffic planners are prepared to drop the pressure for the "U" route and adopt the original T.T.C. proposal.

---Over the four weekends during the month of February, the T.T.C. Head Office staff will vacate the venerable building at the north-east corner of Yonge and Front Sts. and move some four miles north to the new McBrien Building over the Davisville Subway Station. The old building, once the home of the Board of Trade, will be razed as a part of the redevelopment of the immediate area for a privately-sponsored community centre.

---An experimental transfer issuing machine was placed in operation at King Station of the Yonge Subway on January 31st. This machine prints and validates the transfer in one operation, using yellow stock of 2" x 4 $\frac{3}{4}$ " without previous printing on it.

On the subject of subway transfers, validation ink of varied colours has been in use since October 16th in an effort to aid in the quick identification of station of issue. Transfers issued at College Station have green ink, Queen Station has red ink and King station has blue ink. The other stations continue to use the original colour (purple).

---An interesting device has been placed in service at Lutttell Loop, which is designed to aid in clearing backup of Bloor cars on Danforth Ave. waiting to enter the loop. A frame containing ten lights is suspended from the platform roof, the number of illuminated bulbs on which indicated the number of cars in the two-block section between Dawes Road and Kelvin Ave. (entrance to the loop). Trolley contactors at Dawes Road on the eastbound wire turn the lights on, while another set on Kelvin Ave. extinguishes them.

-----  
EXCHANGE SECTION: To promote interest in British Columbia's Centennial Year of 1958, and the railway that has played a great part in the development of the Province, John Cooshek, 4418 Ontario St., Vancouver 10, B.C. will send free to interested parties several different issues of the Pacific Great Eastern Railway public timetable showing the various phases of construction such as (1) service before line built to Prince George; (2) extended service Quesnel to Prince George and (3) RDC service from North Vancouver to Prince George. A generous selection will be sent, the only stipulation being that correspondents send one copy of any short line timetable from their vicinity.

MONTREAL'S 1958 CONVERSION SCHEDULE

The Montreal Transportation Commission has announced the dates for its 1958 program of substitution of buses for street cars. Eleven routes are to be converted, and two dates have been decided upon. The Lachine route (91) has not had a definite date assigned for its conversion, as this depends on the completion of the road along the north bank of the Lachine Canal from Cote St. Paul Rd. to Fifth Ave. in Ville St. Pierre. Completion is expected some time in June.

The schedule for the conversion of the other ten routes is as follows:

Sunday, June 22nd:

- 5 Ontario (Aylmer-Viau)
- 5A Ontario (McGill-Viau)
- 9 Rachel (St. Laurent-Iberville)
- 87 Davidson (Ontario-Rachel)

Sunday, August 31st:

- 29 Outremont (Youville-Garland; Aylmer-Garland after 7 P.M.)
- 61 Van Horne (Hillsdale-Mile End)
- 80 Bleury (Craig Terminus-Jean Talon)
- 82 Bleury (Aylmer-Jean Talon; daytime)
- 96 Van Horne (Craig Terminus-Hillsdale)
- 97 Van Horne (Aylmer-Hillsdale)

The only routes that will last into 1959 as rail lines will be 17-Cartierville, 24-Millen, 40-Montreal North, 12-Delormier, 44-Papineau and 54-Rosemont.

After the August 31st abandonments, trackage on Decarie Blvd., Queen Mary Rd., Decelles, Maplewood, Bellingham, Cote St. Catherine Rd., Laurier, Park Ave. (Mount Royal Ave.-Bernard Ave.) and Bernard Ave. (Park Ave.-St. Lawrence Blvd.) will remain serviceable in order to allow cars from the remaining lines to reach Youville Shops.

It is anticipated that a procession of transit equipment will be held to mark the changeover on the Bleury-Park Avenue lines in similar fashion to that held on St. Catherine St. in 1956. Unfortunately, this will probably conflict with the N.R.H.S. Convention to be held in Toronto on Labour Day weekend.

# Upper Canada Railway Society

BOX 122, TERMINAL "A"  
TORONTO, CANADA

## NEWSLETTER

ADDRESS NEWSLETTER CORRESPONDENCE:  
STUART I. WESTLAND, EDITOR  
16 SONORA TERRACE, TORONTO 13

MARCH 1958

NUMBER 146

### SOCIETY ACTIVITIES

The Society meets on the first and third Fridays of each month from September to June. the third-Friday meetings are general meetings held in Room 486, Toronto Union Station, while those held on first Fridays are usually informal outdoor meetings. The next meeting of the latter type, owing to the holiday Friday, will be held on THURSDAY April 3rd at Sunnyside Station, an ideal vantage point to observe the exodus of holiday travellers. The meeting will convene at 8:00 P.M.

Past Meetings-- February 21st: 38 members in attendance; a showing of 8 mm. movies on steam subjects, including footage taken at the 1957 N.R.H.S. Convention at Roanoke, Va.

March 7th: 15 members at an observation gathering at West Toronto Station. This turnout was very encouraging for these meetings.

March 21st: 41 members attended this meeting, which was featured by an auction of railroadians from the collection of Mr. A.A. Merrilees, with himself as auctioneer. Many rare and interesting railroad and marine items were added to other members' collections as a result of the auction.

-----

The Society has made arrangements with the Toronto Transit Commission to obtain copies of the monthly take-one "Headlight" for mailing to members on a regular basis; the March issue is enclosed herewith. Appreciation is here expressed to the Public Relations Section of the Commission for permitting the Society to provide an extra item of interest to its members.

Also enclosed this month is Bulletin 48 on the T.T.C.'s Brill (Preston)-built Peter Witt series 2580-2678. This is one of the series of exhaustive data sheets covering Toronto cars which will eventually form a complete roster.

### BLOOR SUBWAY MOVES A STEP CLOSER

On Wednesday, March 19th, after deliberations lasting several days, the Metropolitan Toronto Council endorsed the Bloor Subway project in principle by an 18-2 vote. No decision was made, however, to vote money for the project, and this most important step will await further conferences with the T.T.C. and with the Provincial and Dominion Governments in an effort to determine if the latter authorities will offer financial assistance. The Province has already provided some indication that assistance may be forthcoming, not for the subway directly, but by way of a subsidy for the improvement of Bloor St. by the removal of surface transit vehicles. It is felt generally that the 60%-40% split suggested by the Woods-Gordon Report and elsewhere will be abandoned in favour of requiring the T.T.C. to finance 50% of subway costs, adding \$1½ million to its yearly contribution for subway construction.

With regard to routing, the all-Bloor route (the T.T.C. proposal) has now been officially approved by Metro, and serious talk of the "U" route will probably no longer be heard. Thoughts of staging the construction program as three major steps have recently arisen. The University Ave. leg would be the first stage before any work was done on Bloor St.; the construction of the line east from Avenue Rd. would form stage 2, and State 3 would be the west end section from Avenue Rd. to Keele St.

EDITORIAL

THOUGHTS PURSUANT TO THE KANSAS CITY P.C.C.'S

In the closing weeks of 1957, the Toronto Transit Commission took delivery of thirty G.M.C. 51-passenger diesel buses, the vehicle which seems to be the No. 1 surface transit unit in today's picture, judging by the rate at which this make and model of bus is being added to the fleets of other properties. However, the peculiar thing about the delivery of the Toronto order was that at the very same time there was being received on the property a like number of 1946- and 1947-built all-electric PCC street cars. It would seem that the TTC is one transit organization that can either take the GMC diesel bus or leave it alone, and that still respects the virtues of the No. 1 surface transit vehicle of all time, sufficiently to consider the purchase of 10-year-old units alongside the latest and best that the bus manufacturers can muster. It is abundantly evident from this that the original proponents of the PCC car, were they examining its use today, could conclude that their efforts, by and large, have been successful in Toronto at least. (The writer feels that the PCC car was perhaps only an 80% success even in Toronto, and that PCC's should have been running today on such lines as Dovercourt, Weston Road and Yonge St. between Eglinton and Steeles Ave.)

This leads to the real consideration behind this article -- what has been termed before this as the "Tragcdy of the PCC car". The stark truth of the matter is that the PCC car (even if 80% successful in Toronto), considered in the overall transit picture on the North American continent from 1935 to 1958 was largely a failure. Why was it a failure? It is submitted here that it did NOT arrive too late, as has sometimes been suggested by both transit men and railfans. An examination of the number of surface street railway companies operating in Canada and the United States in 1935 together with the miles of track and number of cars owned will quickly show that the street car still enjoyed at that time a major place in urban transit, and that a great potential existed for the sale of PCC cars.

The story of the conception and development of the PPC car is an old one, known to some degree by virtually every electric railfan. The development got its start in the late '20's, when most properties were still very much rail-minded and were genuinely interested in obtaining a much improved street car that would check the drift to private automobiles. No effort was spared by the Presidents' Conference Committee to design a car which, when mass production was ready, represented the greatest single forward stride ever made in transit vehicle design and performance. The placing on rails of such a car represented a major engineering effort.

One would have expected that the impetus from this major effort would have carried on into the sales promotion of the item upon which so much time, money and energy had already been expended. In the first few years following the initial production order from the Brooklyn & Queens Transit Corp. there was indeed much promotional material printed by the Transit Research Corporation, the car builders and the electrical equipment manufacturers, although how well this material was circulated in the industry is not known at this time. It was during this period that many of the medium-sized electric railway properties were running into obsolescence and the need to replace a large part of their plant or convert to free-wheel operation. In this climate the PCC car should have been advertised to the limit, with salesmen for the car knocking incessantly at the doors of the management of such companies.

One company caught in the obsolescence condition at this time was the Lehigh Valley Transit Co., which, to the delight of thousands of railfans, decided not to abandon, but to purchase and modernize dozens of second-hand city and interurban cars from other companies which were taking the apparently easy way out. Here was a ready-made case for the PCC car -- if the



LVT had been induced to invest its money in PCC cars to just half the number of the second-hand units it did purchase, and then to acquire further PCC's at reasonable intervals thereafter, the picture on this now all-bus system might have been very different today. The same would hold good for many another of the medium and large electric railways on this continent.

Following World War II, the bus manufacturing industry began an all-out advertising campaign to drive the street car from every street in North America, spearheaded by the Twin Coach and Timken-Detroit Axle organizations, whose advertisements definitely hit "below the belt". In response to this, what did the manufacturers of the PCC do? A few conservative ads, which by no means extolled adequately the advantages of the product, appeared in trade journals for a short time, and then petered out. The volume of expensive advertising by the bus manufacturers soon put a pro-bus bias into the editorial policy of the industry's leading trade magazine "Mass Transportation", and this was just about all the PCC car needed to rule it off of all but a small handful of properties that had an unshakeable faith in the car born of an already long and successful experience with it.

It is a sad commentary on the inadequacy of professional PCC promotion that desperate railfans, purely as a labour of love and paid for out of their own pockets, brought out publicity material such as the booklet "Facts About Modern Transit" in an attempt to fill the great gap.

About 1950 the PCC was caught by the descending vortex of economic factors that spelled the end of production of new cars. Lack of promotion had kept sales limited in the post-war years; this, together with the apparent lack of any attempt to hold down the purchase cost of new units made the price tag finally prohibitive to even the most faithful operators, and the boom in the sale of second-hand units was born. The ready market for the sale of used PCC's which existed for several years not only ended new production but made the use of the car even more limited as several systems (e.g. Detroit) that would still have been operating their cars today found a way to rid themselves of the vehicles that they obviously did not properly appreciate.

In conclusion, one may well ask whether the money and effort put into the refinement of the PCC car during the war (resulting in the post-war all-electric version) might not have been better expended in programming an all-out sales campaign to follow the lifting of production restrictions, and in studying ways and means of holding down costs on the then current air-electric design.

It is certainly difficult to believe that the all-electric design, superior though it may be, in itself sold any cars that would not have been sold had no change in design been made.

Perhaps the most permanent contribution that the years of PCC research will eventually prove to have made to the transit industry is the PCC rapid transit car now used in some American cities. Rail rapid transit would appear at this stage to have a good future, and the cars now in service using the PCC features in truck and control equipment design will probably see a long period of service; additional units will in all likelihood be built. Railfans who now tend to regard the PCC story as a tragic futility will look back with greater equanimity when they realize that the PCC street car was essentially representative of a technological advance that found its better expression in an improved form of rapid transit car moving large masses of people swiftly and economically over routes unhampered by street congestion.

S.I.W.

-----  
Part Three of Forster Kemp's series of Reports on the Maritime Provinces will appear in next month's issue of the Newsletter.

THE B.C. ELECTRIC RAILWAY'S LAST PASSENGER RUN  
by G.R.Hearn, Victoria, B.C.

1. Last Revenue Run -- Interurban car 1225 made its last revenue run on Friday, February 28th, 1958 between Marpole and Steveston B.C., bringing to a close the once-extensive rail passenger operation of the British Columbia Electric Railway. The car left Marpole at 12:30 A.M. in charge of Conductor Laurence Lowe and Motorman Bert Hall, together with the company's Assistant Superintendent Lee Stewart. There were 68 passengers on board, consisting mostly of railfans from Greater Vancouver, Victoria, New Westminster, Kelowna, Steveston and Richmond in B.C., and Seattle, Washington. Also aboard were company security police in order to prevent over-zealous souvenir hunters from stripping the car as had happened on previous farewell trips.

Immediately on leaving Marpole the line crosses the north arm of the Fraser River by means of a swinging bridge. During the 53 years of operation countless thousands of passengers have cursed this bridge for the delays that it cause to trains. It is ironic that on the last run, both the outbound and inbound trips were delayed by the bridge being opened for river traffic.

The last inbound trip left Steveston at 1:00 A.M. and the train arrived at Marpole at 1:30 A.M. After all passengers disembarked, the car left for Kitsilano shops. The station at Marpole was officially closed to passenger service at 1:30 A.M. after almost 53 years of faithful service to the public.

2. The Ceremonial Last Run -- Two special 2-car trains left Marpole at 11:00 A.M. on Friday, February 28th, 1958, decked out in flags and bunting and carrying invited guests, and company officials. The trains stopped at Brighthouse (where other invited guests were picked up) and proceeded to Steveston. Still more guests boarded and the trains returned to Brighthouse where all enjoyed a farewell lunch in the Municipal Hall. After lunch, all boarded the trains and proceeded to Marpole, where the guests changed to buses to return home.

The trains left Marpole Station for Kitsilano Shops stopping en route at 41st and Boulevard for railfans to take pictures. The first train out consisted of Trains 1231 and 1222, and the second train 1208 and 1207. The cars arrived at the shops at 3:00 P.M., 1207 on the lead train and 1231 on the rear of the second train, earning accordingly the distinction of being the last car over the line. Shop employees stripped the cars of the flags and bunting and they were parked on a siding for disposal. It is expected that certain units will be preserved by railway historical associations.

The line from Vancouver to Steveston was opened for service in 1902 by the Canadian Pacific Railway, with steam operation. On July 3rd, 1905, it was leased to the B.C.E.R., which started electric operation on the same day, a trial run having been carried out on July 2nd.

Data on Cars used on Last Runs

No.	Builder	Date	Type	Control	Motors
1207	BCER	1905	Wood, monitor roof	M	GE 204
1208	BCER	1905	Wood, monitor roof	M	GE 204
1222	St.Louis	1913	Steel, arch roof	M	GE 204
1225	St.Louis	1913	Steel, arch roof	M	GE 204
1231	St.Louis	1913	Steel, arch roof	M	GE 204

(Mr. Hearn was the last fare-paying passenger on the B.C.E.R. system)

MOTIVE POWER NOTES

---The Northern Alberta Railways has taken delivery of its first diesel locomotives, five GP-9's numbered 201-205. It is understood that five further similar units are on order.

---C.N.R. deliveries:

From General Motors Diesel Ltd.:

7246 Feb. 3/58

7247 Feb. 5

7248 Feb. 7

7249 Feb. 14

7250 Feb. 21

1292, 1293 Feb. 26

4228, 4229 Feb. 7

4230, 4231 Feb. 10

4232, 4233 Feb. 12

4234, 4235 Feb. 18

4236, 4237 Feb. 19

From Montreal Locomotive Works:

3663, 3664 Dec. 6/57

3665, 3666 Dec. 10

3667, 3668 Dec. 16

3669 Dec. 20

3670 Dec. 19

3671, 3672 Dec. 27

8227 Dec. 4/57

8229 Dec. 10

8231 Dec. 17

8233 Dec. 23

8228 Dec. 6/57

8230 Dec. 13

8232 Dec. 19

8234 Dec. 27

---C.N.R. Locomotives scrapped:

2379 Dec. 6/57

2427 Dec. 13

2442 Dec. 13

15825 Dec. 20

T.T.C. NOTES

---All Kansas City PCCs have now entered Hillcrest Shops; about half the group had emerged at time of writing and was seeing service on the St.Clair and Earls court routes.

---The T.T.C. has consented to reroute the Bathurst carline in the downtown area when a one-way proposal for Richmond and Adelaide Streets goes into effect. The route now loops clockwise via Victoria, Richmond, Church and Adelaide. With the new system in effect Richmond will be a westbound street and Adelaide eastbound, and the cars will accordingly loop counter-clockwise via Adelaide, Church, Richmond and York. The change is expected to occur during May.

---Tenders have been called for an extension to the paint shop at Hillcrest.

---Certain PCC cars have been fitted with dual braking controls for instructional purposes. The instructor operates (if need arises) a push-button device to actuate the braking systems. Cars so fitted are indicated by a yellow disc on the front windshield near the run number. Cars 4001 and 4002 have been observed to be equipped in this fashion.

---The Engineering building, an annex of the old T.T.C. head office at 14 Front St. East is now undergoing demolition. This building is interesting in that it was the location for most of the planning and design work on the Yonge St. subway. The main building has not as yet been touched, and space on the ground floor has been rented out temporarily.

-----  
Mr.H.N.Cobb, architect in charge of the CNR's Place Ville Marie project in Montreal has stated publicly that a subway system is essential for this city if it is to remain one of the leading commercial centres on the continent. The Montreal Transportation Commission has been very quiet on subway matters recently, and it seems that its only aim is to become the largest all-bus operator in North America.

End

# Upper Canada Railway Society

BOX 122, TERMINAL "A"  
TORONTO, CANADA

## NEWSLETTER

ADDRESS NEWSLETTER CORRESPONDENCE:  
STUART I. WESTLAND, EDITOR  
16 SONORA TERRACE, TORONTO 13

APRIL 1958

NUMBER 14

### SOCIETY ACTIVITIES

The Society meets on the first and third Fridays of every month from September to June. The next general meeting is scheduled for April 18th at 8:30 P.M. in Room 486, Toronto Union Station.

For entertainment at this meeting, a film dealing with the construction of Toronto's aluminum subway cars will be shown.

The May outdoor meeting will be held on the 2nd of the month. It is hoped that arrangements can be made for a tour of the TTC's new Head Office building (The McBrien Building) at 1900 Yonge St., possibly to be followed by a tour of the nearby Davisville subway car shops. Further details will be given to members at the April 18th regular meeting.

Past Meetings -- April 4th - 11 members witnessed an interesting parade of passenger and freight trains at the C.N.R. Sunnyside Station. Details of passenger trains observed appear on Page 4.

### TORONTO STREET RAILWAY -- TORONTO RAILWAY COMPANY HISTORY SOON TO BE PUBLISHED

A truly monumental work on Toronto's electric railway history prior to 1921 is scheduled for publication in the very near future, with a good possibility that it will make its appearance during May. This is to be an exhaustive 156 page bulletin authored by the dean of Toronto electric railway historians, Mr. Louis H. Pursley, who is well known to UCRS members; the work will be published by Interurbans (Ira Swett) of Los Angeles, Calif.

The subject of this bulletin will be one of great interest to many local UCRS members -- the history of the Toronto Street Railway Company (1861-1891) and the Toronto Railway Company (1891-1921). A short outline of the very early history of York and Toronto will be followed by that part concerned with early transportation in the then frontier community. The formation of the Toronto Street Railway in 1861 precedes a full account of public transportation in Toronto from that date until 1921. Another chapter fully records each street car route operated.

A complete roster of all rail equipment includes all available details of every car ever operated by the TSR and the TRC. This part of the work is carried through to the final disposition of the last TRC passenger cars in 1951.

The book will be well illustrated with some 350 pictures, many of which have not been published heretofore. The format will follow the usual standards of recent Interurbans publications, with a heavy paper cover. The price will be \$3.00 per copy.

Mr. Pursley advises that he will handle personally all Ontario sales, and that he will be happy to autograph all copies sold to UCRS members. Further details will be given in the Newsletter when the work is available.

-----

An interesting excursion will be held in Montreal on May 3rd and 4th by the Branford Electric Railway Assn., to consist of a tour by open observation car (or up to four such cars depending on response) of almost all the operating trackage in Montreal lasting for two days. Fare \$6.00 for the two days. Tickets and information from Mr. F. Pfuhler, 20-50 121st St., College Point 56, N.Y., U.S.A.

A RAILFAN'S REPORT ON THE MARITIME PROVINCES  
by Forster A. Kemp

PART THREE

From Sydney to Springhill Jct. -- Passengers intending to ride the "Railiner" from Sydney to Truro must get up early in the morning, for it leaves Sydney at 6:00 A.M. Of course, most restaurants are closed at this hour, so that most passengers get on without breakfast. On Friday, January 3rd, 1958, CNR Train 610 left Sydney with about 70 passengers. At 6:25 A.M. in North Sydney, about 15 passengers making a hurried connection from a delayed Newfoundland steamer pushed their bulky belongings into the car. Many passengers missed the train owing to a shortage of taxicabs at the wharf. About six more people boarded at Sydney Mines, filling the car to capacity.

The rocking, rolling Railiner then hurried down the windswept reaches of Bras d'Or Lake, pausing occasionally to detrain and entrain passengers. Dawn broke as the car approached the massive through truss bridge at Grand Narrows and crossed over to Iona. The sun was shining over the hills as the car came down to Port Hawkesbury, ran along the rebuilt section of the Inverness branch to Port Hastings Jct., and crossed over the Canso Causeway to pursue its scenic way to Havre Boucher and Antigonish. The number of passengers entraining at Antigonish only slightly exceeded those detraining, so that there were five standees out of that station, excluding the crew and deadhead employees who remained on the platforms. However, there were 12 persons standing from New Glasgow, and about 15 after Stellarton. It became virtually impossible to pass down the aisle due to the motion of the car combined with obstruction of the aisle by passengers and baggage. This one car was carrying about twice as many passengers as the five cars of Train No. 7 had carried two days previously. However, it was evident that such a schedule would be impossible with conventional equipment.

At Truro the Ocean Limited was waiting, and the Scotian came along shortly afterward to carry us to Springhill Jct. No steam power was noted, but despite the removal of some steam servicing facilities on the Sydney line, they are still in place on the main line. At Oxford Jct. diesel-electric 15843 with its trailer 15736 (mail and passenger) waited to begin their return trip to New Glasgow via Pugwash and Pictou. The coal chute at Springhill Jct. was still operating, so steam engines must still come there occasionally.

A Train of Yesterday - The Cumberland Railway & Coal Co. -- Engine 52, a small 2-8-0 of CNR-like appearance, awaited the Scotian's arrival at Springhill Jct. Its train was already made up and consisted of two drop-bottom gondolas, a hopper, a box car (all CNR) and an ancient open-platform coach numbered 602 with a faded green paint job very much in need of renewal. Inside the coach the clock was turned back at least 60 years. A blazing cone-topped stove stood inside the door, its hot fire emitting a cheery light and welcome heat. Three two-lamp brackets hung from the green ceiling between the frosted glass clerestory windows which bore the interlaced letters I.C.R. (or I.R.C. - the line was often referred to as the Intercolonial Railway of Canada, as well as the Intercolonial Railway). The windows were shaded by wooden slat shutters of a design now rarely found. Brass plates were embedded in the floor over the truck centre pins. These read, "J. Harris & Co., St. John, N.B., Builders". The clerestory ends bore the number 3044. This car is a real museum piece, but is badly in need of new paint, varnish and upholstery. The toilets are at the opposite end from the stove and bear brass plates marked, "For Ladies Only" and "For Gentlemen Only". The railways were particular about their passengers in those days!

The train left on time at 2:00 P.M. and proceeded over a fairly straight line on a high fill to the metal-sheathed station at Springhill. The empty cars were set out and a loaded hopper picked up and added to the train.



PASSENGER TRAINS OBSERVED DURING THE MEETING AT  
SUNNYSIDE STATION.-- EVENING-OF APRIL 4th, 1958.

C.P.R. No. 327

C.P. 2825 with 13 cars.

C.N.R. University Tours special, (New York via Fort Erie & D.L.&W.)

C.N. 6235, CN Mail & Express 9542, DL&W coaches 256, 255, 257, 247, 250, 249, 258, 259, 260, 261, Pullmans "Litchfield", "East Youngstown", and "Cemonton".

C.N.R. No. 92

C.N. 6404 with about half dozen cars, plus Rule Instruction Car 15025 and Business Car 60.

C.N.R. University and Oxley Tours special (New York, Philadelphia and Washington)

C.N. 6263, one CN express refrigerator car, Pullmans "Elm Leaf", "Poplar Gorge", C.N. coach 5422, Pullmans "Lake Eleanor", "Buchanan", "McClure", "Ravenna", "Lake Auburn", LVRR Diner-Lounge 1015, Pullmans "Elm Manor", "Clover Plot", "Poplar Borough" and "Elm Heights".

C.N.R. No. 18

C.N. 6527-6627 and train.

C.P.R. Calladine & Baldry and Oxley Tours special (for New York)

C.P. 2839, NYC express car 8695, NYC coaches 3007, 3011, 3068, 3031, 3030, 3125, 3128, 3131, Pullmans "Raisin River", "Little Fox River", NYC coaches 3147, 3143, 3052, 3012.

C.N.R. No. 89

C.N. 6214, LVRR coach 904 and combine 1050, Pullmans "Elm City", "Fir Springs", C.N. coaches 5619, 5226, diner 1257, coaches 5077, 5351, 5275.

C.P.R. No. 329

TH&B 403-401, express cars 7957 (NYC), 54 (TH&B), 9039 (NYC), TH&B coaches 76, 72, NYC coaches 2612, 3002, 2116, diner-lounge 675, Pullmans "Croton River", "Chagrin Valley", "Onondaga County", "Scioto River", "Cascade Waters", "Sacketts Harbor", "Little Miami River", "Stillwater River".

C.P.R. special (with additional Pullmans normally on 329)

CPR 2462, CP coach 1391, NYC express car 8163, Pullmans "Hampden County", "Willoughby Bay", "Imperial Temple", Santa Fe Pullmans "Hotel Villa" & "Hosta", NYC Pullman "Delaware Bay", Seaboard Pullman "Poplar Run", NYC Pullman "Wayne County", NYC coaches 2921, 2946, 3026.

C.N.R. MOTIVE POWER AT LINDSAY - March 29, 1958

(This report should be compared with that for Aug. 5, 1957 in Newsletter 140)

2-6-0	91	Spare engine to protect Lindsay-Bancroft-(Coe Hill and Maynooth); replaces 1520.
4-6-0	1520	Boarded up in west yard - for scrap.
2-8-0	(2540, 2550, 2316, 2619)	Used on wayfreights, Lindsay-Belleville.
2-8-2	(3228, 3340, 3401, 3409, 3450)	Used on through freights Midland-Belleville except 3401 boarded up in west yard for scrap.
4-6-2	5565	Used on way freights
0-6-0	7461, 7509	One regular yard engine, the other as spare. (Diesel 8496 replaced as yard engine when switching hours reduced and 7461 moved in.)
Diesel	1705	Regular Lindsay-Bancroft (Coe Hill & Maynooth)
Diesels	1234, 1240, 1242	Three road switchers currently at Lindsay (see Aug. 1957 notes)
Oil-elec.	15832	Used with trailer 15767 on trains 603-604 (trailer retired due to open-switch accident)

Corrections to Newsletter 140 information:

7509 only used to protect 8496; 7496 was boarded up in west yard.  
1705 works Lindsay-Bancroft regularly (not Lindsay-Haliburton)

PASSENGER TRAINS OBSERVED DURING THE MEETING AT  
SUNNYSIDE STATION.-- EVENING OF APRIL 4th, 1958.

C.P.R. No. 327

C.P. 2825 with 13 cars.

C.N.R. University Tours special, (New York via Fort Erie & D.L.&W.)

C.N. 6235, CN Mail & Express 9542, DL&W coaches 256, 255, 257, 247, 250, 249, 258, 259, 260, 261, Pullmans "Litchfield", "East Youngstown", and "Cemonton".

C.N.R. No. 92

C.N. 6404 with about half dozen cars, plus Rule Instruction Car 15025 and Business Car 60.

C.N.R. University and Oxley Tours special (New York, Philadelphia and Washington)

C.N. 6263, one CN express refrigerator car, Pullmans "Elm Leaf", "Poplar Gorge", C.N. coach 5422, Pullmans "Lake Eleanor", "Buchanan", "McClure", "Ravenna", "Lake Auburn", LVRR Diner-Lounge 1015, Pullmans "Elm Manor", "Clover Plot", "Poplar Borough" and "Elm Heights".

C.N.R. No. 18

C.N. 6527-6627 and train.

C.P.R. Calladine & Baldry and Oxley Tours special (for New York)

C.P. 2839, NYC express car 8695, NYC coaches 3007, 3011, 3068, 3031, 3030, 3125, 3128, 3131, Pullmans "Raisin River", "Little Fox River", NYC coaches 3147, 3143, 3052, 3012.

C.N.R. No. 89

C.N. 6214, LVRR coach 904 and combine 1050, Pullmans "Elm City", "Fir Springs", C.N. coaches 5619, 5226, diner 1257, coaches 5077, 5351, 5275.

C.P.R. No. 329

TH&B 403-401, express cars 7957 (NYC), 54 (TH&B), 9039 (NYC), TH&B coaches 76, 72, NYC coaches 2612, 3002, 2116, diner-lounge 675, Pullmans "Croton River", "Chagrin Valley", "Onondaga County", "Scioto River", "Cascade Waters", "Sacketts Harbor", "Little Miami River", "Stillwater River".

C.P.R. special (with additional Pullmans normally on 329)

CPR 2462, CP coach 1391, NYC express car 8163, Pullmans "Hampden County", "Willoughby Bay", "Imperial Temple", Santa Fe Pullmans "Hotel Villa" & "Hosta", NYC Pullman "Delaware Bay", Seaboard Pullman "Poplar Run", NYC Pullman "Wayne County", NYC coaches 2921, 2946, 3026.

C.N.R. MOTIVE POWER AT LINDSAY - March 29, 1958

(This report should be compared with that for Aug. 5, 1957 in Newsletter 140)

2-6-0	91	Spare engine to protect Lindsay-Bancroft-(Coe Hill and Maynooth); replaces 1520.
4-6-0	1520	Boarded up in west yard - for scrap.
2-8-0	(2540, 2550, 2316, 2619)	Used on wayfreights, Lindsay-Belleville.
2-8-2	(3228, 3340, 3401, 3409, 3450)	Used on through freights Midland-Belleville except 3401 boarded up in west yard for scrap.
4-6-2	5565	Used on way freights
0-6-0	7461, 7509	One regular yard engine, the other as spare. (Diesel 8496 replaced as yard engine when switching hours reduced and 7461 moved in.)
Diesel	1705	Regular Lindsay-Bancroft (Coe Hill & Maynooth)
Diesels	1234, 1240, 1242	Three road switchers currently at Lindsay (see Aug. 1957 notes)
Oil-elec.	15832	Used with trailer 15767 on trains 603-604 (trailer retired due to open-switch accident)

Corrections to Newsletter 140 information:

7509 only used to protect 8496; 7496 was boarded up in west yard.  
1705 works Lindsay-Bancroft regularly (not Lindsay-Haliburton)

## CANADIAN PACIFIC BEGINS C.T.C. OPERATION IN SOUTHERN ONTARIO

The Canadian Pacific Railway has begun the progressive installation of Centralized Traffic Control on the "Lake Shore Route" between Glen Tay and Agincourt, the southerly of the alternative main lines between these points. The first portion of the line to be completed will be the Belleville Subdivision between Glen Tay and Trenton. Work is proceeding westerly from Glen Tay, with the easternmost portion having gone into C.T.C. operation on January 28th. This subdivision is expected to be completely converted by the end of 1958, while Trenton-Agincourt (the Oshawa Subdivision) will be converted at a later date. The control for this entire CTC district is located in Toronto Union Station.

Sidings on the Belleville Subdivision are being changed to accommodate CTC operation. The 16 sidings in existence before CTC, which had an average length of 70 cars, will be reduced to eight sidings of 150-car length. Switches on the new sidings, of course, are to be electrically powered and operated directly by the Toronto dispatcher.

## INCLINE RAILWAY OPERATING IN METROPOLITAN TORONTO

The City of Hamilton, Ont. once proudly pointed to its two incline railways as a feature that could not be duplicated in very many other places, particularly in mountainless Toronto. The situation is now reversed, however, with Hamilton's inclines having been abandoned in 1931 and 1936, and with Toronto having recently acquired a new incline railway which, while only a midget compared to its Hamilton counterparts, is a true representative of the breed, nevertheless.

This interesting facility has been installed at the Metropolitan Toronto Don Valley Golf Course, on the west side of Yonge St. south of Highway 401. The golf course was opened to the public in 1956 and was the subject of immediate criticism because of the lack of provision (other than a treacherously steep footpath), for the golfers to reach the course, in the valley, from the level of the clubhouse on Yonge St. The Metropolitan Parks Department accordingly has installed a 125-foot-long single-track single-car incline railway, designed and constructed by the Cober Elevator Co., immediately adjacent to the clubhouse, and although not visible from Yonge St., is only a stone's throw from it. The railway was placed in operation in August, 1957.

The car has a capacity of 6 passengers plus equipment, and is operated by those riding on it, being electrically powered. Rails used as a form of U-frame in which counterweights travel below the running surface. The "right of way" is rock ballasted and enclosed by a chain link fence; total difference in elevation between termini is in the neighbourhood of 65 feet.

## MISCELLANY

---It is reported that the Toronto Hamilton & Buffalo Railway's 400-series passenger road switchers will be seen in Toronto as a regular practice in the future. The exclusive use of C.P.R. locomotives on the Toronto-Hamilton portion of T.H.&B. passenger runs in recent years has built up a considerable mileage surplus of operation with C.P.R. locomotives which is to be equalized in the future.

As most members are aware, the mileage operated by C.P.R., T.H.&B. and N.Y.C. locomotives on Toronto-Buffalo passenger runs has for many years been kept proportional to the line mileage operated by each company on this run. ---The CNR is testing an experimental heated boxcar in an attempt to devise a car of higher capacity than the standard refrigerator car, which would be capable of taking over a proportion of the winter traffic now handled by the latter. Heating is performed by two charcoal burners and a system of ducts beneath the car floor.

## CANADIAN PACIFIC BEGINS C.T.C. OPERATION IN SOUTHERN ONTARIO

The Canadian Pacific Railway has begun the progressive installation of Centralized Traffic Control on the "Lake Shore Route" between Glen Tay and Agincourt, the southerly of the alternative main lines between these points. The first portion of the line to be completed will be the Belleville Subdivision between Glen Tay and Trenton. Work is proceeding westerly from Glen Tay, with the easternmost portion having gone into C.T.C. operation on January 28th. This subdivision is expected to be completely converted by the end of 1958, while Trenton-Agincourt (the Oshawa Subdivision) will be converted at a later date. The control for this entire CTC district is located in Toronto Union Station.

Sidings on the Belleville Subdivision are being changed to accommodate CTC operation. The 16 sidings in existence before CTC, which had an average length of 70 cars, will be reduced to eight sidings of 150-car length. Switches on the new sidings, of course, are to be electrically powered and operated directly by the Toronto dispatcher.

## INCLINE RAILWAY OPERATING IN METROPOLITAN TORONTO

The City of Hamilton, Ont. once proudly pointed to its two incline railways as a feature that could not be duplicated in very many other places, particularly in mountainless Toronto. The situation is now reversed, however, with Hamilton's inclines having been abandoned in 1931 and 1936, and with Toronto having recently acquired a new incline railway which, while only a midget compared to its Hamilton counterparts, is a true representative of the breed, nevertheless.

This interesting facility has been installed at the Metropolitan Toronto Don Valley Golf Course, on the west side of Yonge St. south of Highway 401. The golf course was opened to the public in 1956 and was the subject of immediate criticism because of the lack of provision (other than a treacherously steep footpath), for the golfers to reach the course, in the valley, from the level of the clubhouse on Yonge St. The Metropolitan Parks Department accordingly has installed a 125-foot-long single-track single-car incline railway, designed and constructed by the Cober Elevator Co., immediately adjacent to the clubhouse, and although not visible from Yonge St., is only a stone's throw from it. The railway was placed in operation in August, 1957.

The car has a capacity of 6 passengers plus equipment, and is operated by those riding on it, being electrically powered. Rails used as a form of U-frame in which counterweights travel below the running surface. The "right of way" is rock ballasted and enclosed by a chain link fence; total difference in elevation between termini is in the neighbourhood of 65 feet.

### MISCELLANY

---It is reported that the Toronto Hamilton & Buffalo Railway's 400-series passenger road switchers will be seen in Toronto as a regular practice in the future. The exclusive use of C.P.R. locomotives on the Toronto-Hamilton portion of T.H.&B. passenger runs in recent years has built up a considerable mileage surplus of operation with C.P.R. locomotives which is to be equalized in the future.

As most members are aware, the mileage operated by C.P.R., T.H.&B. and N.Y.C. locomotives on Toronto-Buffalo passenger runs has for many years been kept proportional to the line mileage operated by each company on this run. ---The CNR is testing an experimental heated boxcar in an attempt to devise a car of higher capacity than the standard refrigerator car, which would be capable of taking over a proportion of the winter traffic now handled by the latter. Heating is performed by two charcoal burners and a system of ducts beneath the car floor.

# Upper Canada Railway Society

BOX 122, TERMINAL "A"  
TORONTO, CANADA

## NEWSLETTER

ADDRESS NEWSLETTER CORRESPONDENCE:  
STUART I. WESTLAND, EDITOR  
16 SONORA TERRACE, TORONTO 13

MAY 1958

NUMBER 148

### SOCIETY ACTIVITIES

The Society meets on the first and third Fridays of every month. The May general meeting will be held on the 16th at 8:30 p.m. in Room 486, Toronto Union Station. The program will consist of two interesting films produced for Canadian National Railways on the subject of safety in railway maintenance.

The June outdoor meeting will be held on the evening of Friday the 6th at the C.N.R. Port Credit station commencing at 7.30 p.m. This of course will be an evening of train observation on the main line.

PAST MEETINGS: April 18th--about 30 members in attendance at a regular meeting in Room 486; an excellent program of professional films including a recent one on the subject of Toronto's aluminum subway cars, showing them under construction and in operation; also shown was ROAD OF IRON, dealing with the construction and opening of the Quebec, North Shore & Labrador Railway.

May 2nd--Another successful activity, this consisting of a visit to the John St. Tower of the Toronto Terminals Railway Company, including a prior visit to the railway's track and signal maintenance shop in Union Station. Twenty three members spent an interesting evening examining the intricacies of operation of the tower, and in observing passing train movements not only "in the flesh", but also portrayed on the illuminated track diagram in the tower.

### COMING EXCURSIONS

Sunday, May 18th: The Buffalo Chapter of the National Railway Historical Society will operate the Annual Spring "Iron Horse Gallop", also advertised as a farewell to the steam powered passenger train out of Buffalo. This will be a return trip by special train on the Nickel Plate Road to Cleveland, leaving Buffalo at 9:00 A.M., E.D.T., and having three hours in Cleveland between 1:45 and 4:45 P.M. Arrival in Buffalo on the return trip is scheduled for 9:00 P.M. On the westbound trip there will be a one hour stop at Conneaut, Ohio to visit the railway's roundhouse and shops at this point. From East Cleveland to Cleveland the Cleveland Transit System rapid transit line will be ridden, and a side fantrip on the Shaker Heights Rapid Transit System is planned.

The fare is \$10.00 return from Buffalo, with tickets available from the Chapter's Trip Secretary, at 29 Alden Ave., Buffalo, 23, N.Y.

Saturday, June 14th: The 12th Annual Excursion of the Toronto Train Trip Committee, featuring a steam hauled special train from Toronto to Stratford and return, and a tour in Stratford of the C.N.R.'s locomotive backshop. There will be also, for those who may be interested, a side trip to the Shakespearean Festival Theatre in Stratford (to see the theatre only). Supper will be had at the Stratford Y.M.C.A.



the Timetable is as follows:

<u>WESTBOUND (Down)</u>	<u>STATION</u>	<u>EASTBOUND (Up)</u>
Lv 10:00 a.m.	Toronto	Arr 9:20 p.m.
Lv 10:11 a.m.	Sunnyside	Arr 9:10 p.m.
Arr 11:00 a.m.	Hamilton	Lv 8:18 p.m.
Lv 11:05 a.m.	Hamilton	Arr 8:13 p.m.
Lv 11:45 a.m.	Brantford	Arr 7:30 p.m.
Arr 1:01 p.m.	Stratford	Lv 6:30 p.m.

Times quoted above are  
Eastern DAYLIGHT.

Fares have been cut sharply over those of previous trips:

	<u>From Toronto</u>	<u>From Hamilton</u>
Adult	\$5.50	\$4.70
Children 5 to 11	4.15	3.75
" under 5	1.70	1.70

Tickets are available from Mr.A.S.Olver, 91 Mona Drive, Toronto 12 or Mr.S.J.Buckett, 36 Parkview Hill Cres., Toronto 16.

#### DEATH OF ROBERT R. BROWN

The May issue of the Canadian Railroad Historical Association's New Report carries the news of the passing, during April, of Robert R. Brown, known to railfans throughout this country and beyond as the father of railway historical research in Canada. He was for many years the Canadian Representative of the Railway and Locomotive Historical Society of Boston, the oldest railfan group on the continent; he was also a charter member of the Canadian Railroad Historical Association and active in the group until very recently.

While the Upper Canada Railway Society was never fortunate enough to count Mr. Brown among its members, nor has the Society ever published any of his work, Toronto fans, and those of other groups beyond those in which he was active, have cause to mourn his passing as his original work on so many Canadian railway topics provided the great part of the knowledge available to fans on these subjects today. All Canadian rail enthusiasts would do well to emulate his dedication to his chosen interest, his energy for research and his attention to detail.

It is to be hoped that Mr. Brown will have a worthy successor not necessarily in any one individual, but in a strong body of Canadian railfans inspired by his example.

- The Canadian Pacific Railway has extended the common carrier truckers' piggyback service between Montreal and Saint John, N.B., after inaugurating such service on the Montreal-Toronto line last October.

- The C.P.R. has applied for permission to abandon the portion of the Dominion Atlantic Railway between Weston and Centreville, N.S.

- The C.N.R. has withdrawn passenger service on the recently built branch line between Terrace and Kitimat, B.C., effective with the new timetables on April 27th.

TRIP REPORT - MONTREAL-QUEBEC CITY-ST. JOACHIM

by Clayton Morgan and Ian Macdonald

We left at 11.30 p.m. on Monday, April 7th aboard C.N.R. pool train 16, scheduled to arrive at 7.30 a.m., Tuesday, April 8th. Owing to a lengthy delay at Cornwall we did not arrive until 8.05 at Central Station. At Montreal, C.N.R. electric motor 182 coupled onto the train and hauled us into the station, as we witnessed enroute C.N.R. 4-6-4-T 49, numerous diesels, and motors 181, 185 and 200, which were sitting in the gloom of Central Station.

We went immediately over to Windsor Station, checked our bags and proceeded to peer through the glass doors of the station at the locomotives to be seen there. To our surprise we observed C.P.R. 4-4-4 2929 about to leave with a local passenger train. Moving hurriedly to the tracks at the rear of the station (by running about four blocks in a blinding snowstorm), we managed to get a fair photograph of the Jubilee amid the snow. Also seen at Windsor Station were C.P.R. 4-6-2's 2472, 2408, 2471, 2402, 2467 and 1229. Two RDC's arrived, one being C.P.R. 9112 and the other a Boston & Maine RDC-2 of unknown number.

Next observation point was the intersection of Ontario and Bleury to note M.T.C. operations. Street car traffic was very heavy as it was the morning rush hour. We boarded M.T.C. 3502 on the Outremont line and rode it to the Garland Terminus. The trackage in Montreal is terrible and the cars even worse. We then boarded car 1687 and rode same to the Cartierville Terminus. It seems to be a very long ride from the middle of town to Cartierville to require only one fare.

At Cartierville we took a few pictures and then rode back to Val Royal, where the Cartierville line, running on private right-of-way, passes underneath the electrified trackage of the C.N.R. At Val Royal we photographed C.N.R. gas-electric car 15824, which has also a pantograph and is used as a line car. Behind 15824 was trailer 15708, greatly reminiscent of an L.&P.S. interurban car, except that the windows were boarded up. We observed also a C.N.R. electric M.U. train, composed of two non-powered cars, a powered car, two more non-powered cars, and one more powered car. Front ends are painted bright yellow with a red door, and the sides standard C.N.R. green, the whole train striking us as resembling a cut of streamlined passenger coaches. The non-powered cars on these trains have controls and an engineer's cab.

At 4.50 p.m. we left for Quebec City aboard C.P.R. train 152, composed of three RDC's. We rocked and rolled over the line and after an uneventful journey arrived right on time at 9.00 p.m. The following morning, April 9th, found us photographing the equipment in the yard of the C.N.R. Montmorency Subdivision, formerly the interurban line of the Quebec Railway Light & Power Company. Much equipment was to be seen here, including passenger motors 401, 405 and 451-455, passenger trailers 404, 407, 408, 409 and 411, and two ancient passenger-baggage trailers, 105 and 113. The latter have ancient wood beam trucks built by Jackson & Sharp and patented in 1881, together with open vestibules and clerestory roofs; these cars are very short. In the yard also was an odd looking crane car, no. 8, C.N.R. line car 69457 (ex M.&S.C. - Toronto Suburban), originally an express motor,

and freight locomotives 229 and 230. Later motors 225 and 227 rolled in.

The Q.R.L. & P. is unusual for an interurban line in that the cars are single end and rely on wyes for reversing; however, at Quebec City is a turntable which performs the job nicely. Also unusual for a C.N.R. subsidiary is the maroon paint job, carried over from the previous ownership. After each run the cars head into the terminal, drop their trailers, are reversed by the turntable and backed into a spur track, where they are swept out and washed. All freight motors are black, carrying the C.N.R. diamond herald.

At 11.30 a.m. we boarded car 453, hauling trailer 113. At Limoilou we saw no. 6, a plow converted from a freight motor. The train normally stops at Ste. Anne de Beaupre only momentarily, but we desired to get a picture of the basilica. The conductor was most amicable when we asked him if we could stop long enough for pictures, so we jumped out, took a few pictures and boarded the car again. Ian then realized that he was wearing only one rubber, the other having been left at Ste. Anne.

At 12.10 the train met 454 at Chateau Richer on the fly, and arrived at St. Joachim at 12.35. The train laid over here until 2.00 p.m., so there was plenty of time to explore a French village. On the wye at St. Joachim we saw 12 old passenger trailers with open vestibules and 1881 style trucks. These were nos. 102, 104, 109, 111, 115, 117, 118, 120, 124, 127, 128 and 130, of which 102, 104, 109 and 111 have railroad roofs, and the remainder round roofs. These cars resemble coaches of the American Civil War era.

Also present were eight old Q.R.L. & P. hopper cars numbered 801, 803, 804, 806, 807, 850 and 851. C.N.R. 4-6-2 5061 brought in a way freight, chopped its train just before the station, wyeed on the electric railway wye, picked up a flat car loaded with McCormick harvesters and departed.

On departure at 2.00 p.m. we had the car to ourselves, but a few more passengers were picked up as we went along. Ian asked the conductor for a few minutes at Ste. Anne to recover his rubber, and upon stopping, he found it between the two tracks where it had remained from the photographic venture of two hours previous. En route to Montmorency Falls we saw 226 with a small freight at Ste. Anne and 225 switching at Chateau Richer. We left the train at Montmorency Falls to await the next train bound for Quebec City. In the wye at Montmorency Falls was 227 with a two car freight plus caboose. While we were waiting, C.N.R. 5061 roared through enroute to Murray Bay.

We then took 454 to Quebec City. After arriving at the terminal, we walked over the bridge to Limoilou, location of the shops, where three more open platform coaches were observed.

On April 10th we left Quebec City for Montreal aboard C.P.R. train 149, composed of an RDC-1 and an RDC-2. After arrival in Montreal, our next destination was the M.T.C. Lachine line, the only drawback to which is the fact that one has to ride buses to reach it. Two man cars are still used on this route, and the track is in reasonable condition, much better than that of the Cartierville line.

At 3.30 p.m. we boarded pool train 15 at Windsor Station and enjoyed a ride home in C.N.R. coach 5401 (which has six wheel trucks and is truly a luxurious car), arriving in Toronto at 9.45 p.m.

## A RAILFAN'S REPORT ON THE MARITIME PROVINCES - PART 4

## LOCOMOTIVES LARGE AND SMALL

by Forster A. Kemp

Cumberland Railway train no. 3 connects with train no. 3 of the C.N.R. at Springhill Junction, and while the  $1\frac{1}{2}$  hour connection provides sufficient time to eat in Springhill, the traveller will find that the town's nondescript eating places provide nothing more than sandwiches or ham and eggs. The "Maritime Express" provided a comfortable journey to Moncton, and the following morning, train no. 43 conveyed me to the valley town of Norton. Both these trains were diesel-powered, but a steam-hauled freight train was seen near Amherst, heading eastward. However, such trains are now few and far apart. Passenger trains between Moncton and Cape Tormentine, and Edmundston are still steam-hauled, while Moncton-Saint John trains are being changed over to diesels.

So we came to Norton, terminal of a railway line which has been called "the shrine of the true faith" for such it is to all who are interested in railways and motive power. The portion of the Minto Subdivision of the Woodstock Division of the Canadian Pacific Railway extending between Norton and Chipman, N.B. is the home of Canada's last operating 4-4-0 type locomotives.

As the overhanging roof of C.N.R. Business car no. 74 vanished into the cold dawn of early morning, the only sign of life was the wisp of steam which rose from the end of C.P.R. combination car 3363. The register book in the waiting room disclosed that the steam was being provided by engine 144, outshopped originally by the C.P.R. Delorimier Ave. Shops in 1886. All three of the diminutive A Class engines were in use during December.

The coach is heated during the night by steam from the engine, which is connected to it by a long rubber hose which passes under the enginehouse door.

The enginehouse itself is unusual. It stands in the middle of a wye, one leg of which runs parallel with the C.N.R. main line, while the other two slope down sharply and are joined at a switch located on the end of a two-span truss bridge across the Kennebecasis River. There is a short siding containing a van, used as a bunk house by non-resident members of the crew. A snowplow stands at the west end of the wye. The east end divides into two spurs which end in stop blocks at the end of the massively-timbered freight shed. They are separated by a short, high-level platform. There is also a crossover to the C.N.R., which is seldom used. A water tank is built into the enginehouse, and the only other C.P.R. building is the pumphouse, located on the bank of the river, near the bridge.

Shortly after the departure of C.N.R. no. 43, the wisp of smoke from the enginehouse began to thicken, and to rise higher into the cold morning air as the engine's blower was started to build up boiler pressure. Presently the chargeman uncoupled the steam hose, opened the enginehouse doors and engine 144 emerged into the light of the morning. The train crew began appearing shortly after. Of the five-man crew, three are regular members who have had this run for a number of years. They are Engineman John Myers, to whom the three little engines are often an occupation for off-duty as well as working hours;

Conductor Percy Lister and Trainman Irving Swift. All three have homes in or near Norton, and are naturally personally interested in the continuance of trains 559 and 560. After some preliminary examination and oiling around, the engine and coach were backed down to the station, a boxcar was taken from the adjoining spur, and the express and mail received from C.N.R. 43 was loaded.

Train 559 left Norton on time at 9.05 a.m., paused briefly to close switches, then proceeded briskly up the grade past Peek-a-boo Corner to Case Station, across the hillside to Pascobac School and over Pascobac Creek to Belleisle, a loading point for pulpwood and Christmas trees in season, where the box car was left on the siding. From the "new" station of Belleisle (recently moved from Minto, where it was a bunk house) the train follows the scenic valleys of Jolly Creek and Northrup Brook and soon is passing through forestlands which are broken only by the sideroads which connect the stations of Scotch Steelement, Annidale, Thorne, Perry and Thompson with their respective small hamlets. At Perry is located the line's only intermediate water tank, from which the crew and passengers, as well as the engine, usually partake of the clear spring water. It also provides an opportunity to photograph the train and for Mr. Myers to lubricate vital points on the machinery of no. 144, an opportunity of which he always avails himself.

Cody is the next stop, a small village on the shore of Washademoak Lake. A considerable portion of the mail and express traffic is transferred to two small trucks which meet the train here to distribute it through this and adjoining villages.

After leaving Cody, the train passed over a combination plate girder and through truss bridge, which is responsible for one of the weight restrictions of 136,000 pounds which keep the A Class engines in operation. This bridge includes a swing draw span, formerly used for the passage of small steamers and coal barges, but now seldom used. Up grade again, the train passed Washademoak station and moved into the bush, emerging near the group of old boxcars which serves as the station of Young's Cove Road. The main Sussex-Fredericton highway is crossed at this station, and mail is detrained for the nearby post office. This is also a loading point for saw logs and pulpwood, but no freight was handled, as it was Saturday.

The train continued on through the swampy bushland, emerged on a hill side at Granville, where the station was recently removed, eased down the grade to the bridge at Cumberland Creek, and stopped briefly at Cumberland Bay station, another shipping point which offered no freight that morning. The main task of the morning's trip was performed at the Avon Coal Company siding, a short distance east of Penn-lyn. The coach was left at a point at the top of the grade east of the sidings, and no. 144 continued to the opposite side of the Coal Creek bridge, where engine 5108 waited with five empty hopper cars. These were handed over from the large engine to the small one. No. 144 then hurried them across the bridge, making a good run for the hill. As the last of the cars passed the switch, they were eased to a stop and shoved into the siding. In the meantime, trainman Swift had opened the west switch of the siding, released the brakes on four loaded cars and ridden them out onto the main line. No. 144 was recoupled to the coach, then coupled to the loaded cars. After the air was put through the cars, the strange-looking train moved quickly down the "sag" and, more slowly, up a short grade to the bridge, which was



still under construction. Engine 5108 waited on the other side, and our train was coupled carefully to it. Then the train started off again, with its Mikado in the lead, four cars of coal, the diminutive 4-4-0 and then the coach. They wended their way through the last few miles of rolling bushland to Chipman. At the east end of the yard, the small engine was set out, to get a caboose from the yard to go to Fredericton. No. 5108 coupled up to the coach and drew up to the modern Chipman station, followed closely by no. 144, with combination car 3361 and a van, which was placed behind car 3363 to complete train no. 173 to Fredericton. Then the engine was placed on the shop track for servicing, next to no. 3750, the regular Minto switcher. Engines 29 and 136 were inside the shop, which has room for four engines.

Train 173 left for Fredericton on time at 12.25 p.m. behind engine 5108. After lunch, engine 144 had its fire cleaned and ash pans dumped, then was turned on the wye and picked up an empty boxcar. The train (560) left Chipman at 1.35 p.m., and had an uneventful trip. The boxcar was left at Cumberland Bay, but stops at Young's Cove Road, Cody and Belleisle were only a formality. Water was taken at Perry as usual. The train backed down to the end of the spur at Norton at 4.00 p.m., five minutes ahead of time!

C.N.R. train no. 13 was due at 5.41 p.m., but was delayed, and arrived at 6.30 p.m. behind engine 6146. Some fast running along the curving valley of the Kennebecasis River made up fifteen minutes on the 33-mile trip to Saint John, arriving at 7.35 p.m.

About two hours remained before the departure of C.P.R. train no. 41 for Montreal, so there was time for a visit to the Bay Shore roundhouse in Lancaster. This is reached by the Beaconsfield bus, but after 7.00 p.m. it is necessary to take the West Saint John bus and change at Tilton Corner. Upon reaching Sea St., which slopes steeply down to the tracks, a characteristic but almost-forgotten sound was heard, - a soft chuffing, with the slow clank of side rods that could only come from one class of locomotive. Sure enough, behind the roundhouse, in slow, typical plodding fashion, came no. 5755 (class R2c 2-10-0) pushing a long string of cars. During the next few minutes, three other engines passed by as they switched the inclined Bay Shore yard. These included another 2-10-0, 5754, and also 6933 and 3692. Outside the roundhouse stood 5425 and Maine Central E7 unit 710. Inside were two D4 class 4-6-0's, 453 and 490, a number of N2 class 2-8-0's, Pacific 2397, and a couple of 2-8-2's. (It was too cold to write these down, so numbers cannot be given).

A similar inspection was made at Mc Adam during the 25-minute stop there, and disclosed an interesting selection of motive power. Engine 6961, last of the V5 class 0-8-0's in eastern Canada, was switching in the yard, accompanied by 6928, 3660 and 3633. In the roundhouse were 2503, 2504, 5108, 5208, 2928, 802, 816 and several other P1, P2, G2 and M4 engines whose numbers I could not get. Mc Adam is still one of the most interesting C.P.R. points in Canada. There is a hotel in the station building, and patrons can be lulled to sleep by the shuttling switchers which plod up and down the yard. It is a good place to set up a tape-recorder. Not many hotels have such an interesting locale!

As no. 41 wound its way across Maine during the night, I thought over the preceding four days, that they would always be remembered in the future, when we would no longer be able to turn back Time's pages by going 500 miles to the east, and big wheels would roll no more in those present-day strongholds of steam, in Canada's Atlantic Provinces.

T.T.C. NOTES

- One way street operation went into effect on Monday, May 5th on Richmond and Adelaide Sts., east of York St. in downtown Toronto. The Bathurst carline was accordingly rerouted to loop via Adelaide, Church, Richmond and York. Preliminary to this change, the eastbound track on Adelaide Street from Victoria St. to Church St. was rebuilt, this having been Toronto Railway Co. trackage laid in 1911, and was in poor condition. It was a last remnant of the original trackage laid on Adelaide Street, all of which was installed by the T.R.C. in 1910 and 1911.

- Peter Witts no longer are operated from Roncesvalles Carhouse, which is the first all-P.C.C. division on the system (Lansdowne has no Witts, but has trolley coaches). The last Witts operated out of Roncesvalles on April 18th, when only two such cars were in service from that division. The previous Monday there had been seven cars, and about thirteen had operated out of Roncesvalles in weekday rush hours over the past winter.

- Current political discussions in Toronto centre about monorail versus subway in the debates on the subject of the Bloor rapid transit line. This resulted primarily from a recent visit by three suburban members of the Metropolitan Council to Texas, where they saw an experimental monorail line in operation. The T.T.C. Chairman has discussed monorail for Toronto, holding that the system will cost far more than its promoters claim. (He is no doubt thinking of such matters as air rights for a monorail line, etc., which would not be included in a pure engineering cost summary for such a system). There is also serious doubt that it would be wise for any transit system which has already invested heavily in rapid transit facilities of one type to expand the system using a completely different and non-interchangeable form of rapid transit.

- U.C.R.S.-B.E.R.A. member John R. Stevens reports that shelter has been provided for all three Canadian cars in the Branford museum's collection at Short Beach, Connecticut, with barns for T.R.C. 1706 (ex T.T.C. W-24, ex T.R.C. 1706) and Montreal & Southern Counties 9 having been completed in October, 1957. Toronto car 11, the single truck open trailer built in Hillcrest Shops, is not being retained in the paint scheme which it originally possessed, but is being repainted to match 1706. This car is considered (and reportedly has been used) as a horse car at Branford, although it was never so used in Toronto; however, the predecessor car 11, after which it was modelled, was a Toronto Street Railway Co. open horse car.

MOTIVE POWER NOTES

- A Whitcomb diesel locomotive, bearing serial number 60081 passed through Toronto on March 6th enroute to the Dominion Bridge Company at Dominion, P.Q.

- Canada Crushed and Cut Stone Co. four-wheel Plymouth diesel no. 7 has lost its original cab and distinctive sand dome. A new cab was built after the original cab was crushed a few months ago. No. 7 now works along with four electric dump cars on the high-level trolley road at the company's quarry operation on the hill above the Town of Dundas. No. 7 formerly worked on the non-electrified low-level switching tracks from the C.N.R., but this work is now handled by the company's other diesel, G.E. 150-H.P. no. 12, built in 1952.

## - C.N.R. Deliveries:

1800 H.P. M.L.W. Road-Switchers

3673, 3674	Jan. 7
3675, 3676	Jan. 9
3677, 3678	Jan. 14
3679, 3680	Jan. 20
3681, 3682	Jan. 23
3683, 3684	Jan. 29
3685, 3686	Feb. 6
3687, 3688	Feb. 10
3689, 3690	Feb. 14
3691, 3692	Feb. 19
3693, 3694	Feb. 24
3695, 3696	Feb. 27

900 H.P. G.M.D. Switchers

7251	Mar. 14
7252	Mar. 19
7253	Mar. 21
7254	Mar. 25
7255	Apr. 21

1200 H.P. G.M.D. Road-Switchers

1304	Mar. 3
1294, 1295	Mar. 7
1296	Mar. 12
1297, 1298	Apr. 15
1299	Apr. 17

1750 H.P. G.M.D. Road-Switchers

4238, 4239	Mar. 25
4240, 4242	Mar. 27
4241	Mar. 28
4243, 4244	Mar. 31
4245, 4246	Apr. 3
4247, 4248	Apr. 9
4249, 4250	Apr. 11
4251, 4252	Apr. 16
4253, 4254	Apr. 18

G.M.D. 1200 H.P. Narrow Gauge Road-Switchers

935-937	Apr. 1
(loaded on flat cars)	

- Canadian Pacific engines observed being hauled east out of Toronto dead in recent months, mostly on the morning Port Hope way freight, include the following:

888	March 31	2407	May 5	3722	May 2
2236	April 25	2840	May 7	5142	March 10
2333	April 23	3004	March 21	5164	April 18
2405	April 28	3427	May 9	6295	April 18

OSHAWA RAILWAY NOTES

The Oshawa Railway, like the N.S. & T., is now painting its equipment C.N.R. green. Sweeper 46 and locomotives 326, 400, 401, 402 and 403 have been repainted thus far, while construction flat motor 44 and locomotives 300, 325 and 327 still have the black, aluminum and red colour scheme. Line car 45 is still red.

Two C.N.R. 660-H.P. Alco diesels are still kept at the Oshawa Railway's North Barn. One works at the C.N.R. Depot, while the other works at the new General Motors south plant, where there is no overhead. Most of the maintenance on the diesels is done at Toronto, so that locomotives spend only three weeks in Oshawa and are then replaced by other ones.

The overhead was removed from the long-disused roadside line to Oshawa-on-the-Lake last year. The line was used mostly by passenger trolleys, which were replaced by buses in 1940. Its last known use was about ten years ago when it was re-opened briefly to permit the shipping of some gasoline from the tank farm at Oshawa harbour. The track is now buried in numerous places by driveways of recently-constructed homes.

end.

# Upper Canada Railway Society

BOX 122, TERMINAL "A"  
TORONTO, CANADA

## NEWSLETTER

ADDRESS NEWSLETTER CORRESPONDENCE:  
STUART I. WESTLAND, EDITOR  
16 SONORA TERRACE, TORONTO 13

JUNE 1958

NUMBER 149

### SOCIETY ACTIVITIES

The Society will hold a regular meeting in Room 486, Toronto Union Station, on Friday, June 20th commencing at 8:30 P.M.

There will be no meeting held on the first Fridays of July or August. As in previous years, the meetings for the third Fridays of those months will be of the outdoor type, and announcements as to locations will be made in the July and August Newsletters.

PAST MEETINGS: May 16th - 31 members attended a regular meeting in Room 486 which was featured by a showing of motion pictures from the collection of member John Freyseng, including many steam sequences, and shots of the Montreal & Southern Counties and Niagara St.Catharines & Toronto Railways.

June 6th - About a dozen members enjoyed an evening of train observation at the C.N.R. Port Credit station.

### METRO EXECUTIVE VOTES FOR START ON BLOOR SUBWAY

The seven-man Metropolitan Toronto Executive Committee voted 4 to 3 on June 10th to supply the financial assistance required to enable the T.T.C. to make an early start on construction of the Bloor Subway, probably by November 1st of this year. The vote came after the Federal government had finally given indication that no assistance would be given at that level. The degree of Provincial aid is unknown at this time, but in view of the urgency of the entire project, the Metro Committee decided that further delay cannot be entertained.

The next step in the provision of financial assistance is the approval of Metropolitan Council of the Committee's decision on June 17th, it being expected confidently that such approval will be forthcoming. Approval of the Ontario Municipal Board of the municipal expenditure is expected in about another month's time.

The T.T.C. reaction to this favorable news was the statement by Chairman Lamport that once final approval of the financial assistance of Metropolitan Toronto is given, the Commission is prepared to call first contracts for steel, cement, electrical equipment, tunnel segments, rails and cars worth 8 million dollars. Patterns for tunnel segments, identical to those used on the London Underground, have already been drawn by W.S. Atkins and Associates of Toronto. Other contracts which would be let immediately would be for ancillary construction, including underpinning of certain buildings on University Avenue, and the relocation of utilities outside of the path of subway construction.

Detailed engineering plans are underway by the T.T.C., as is detailed planning toward the acquisition of 17 million dollars worth of real property along the route.

The society has under preparation Bulletin 50, which will deal with Sir Adam Beck and his fruitless, yet intriguing plans for a system of Hydro Radial Railways in Southern Ontario some 40 years ago.

THEY'VE ALL QUIT LAUGHING AT THE P.G.E.

by Jay Graham

(Reprinted with Permission from the Imperial Oil Review)

Among the victorious advances recorded by British Columbians in their centennial year of 1958, many found one particular feat almost unbelievable. It was the news that their once-bumbling little railway, the Pacific Great Eastern, had pushed its tracks 265 miles north of Prince George into the Peace River district of B.C.

Most people had come to treat old "Please Go Easy" with good natured raillery. From the time the uncompleted railroad went bankrupt in 1918 and was taken over by the provincial government, until recent years, the P.G.E. had built up a continent-wide reputation as a quaint relic. Its rolling stock was called "a laughing stock" and its antiquated coaches, 15- to 25-mile-an-hour speeds, odd stopping places, rock slides, mechanical breakdowns, uneasy roadbed and shaky finances provoked merriment throughout the province.

Yet in the past three years, P.G.E. engineers and construction workers, using some 300 vehicles along with ballast and steel-laying trains and spiking and bolting machines did succeed in building the big northern extension. They spanned a dozen rivers, including the Fraser, Peace and the Parsnip, with huge steel bridges and creosoted wooden trestles, and they dynamited five tunnels. They built the roadbed through muskeg as deep as 100 feet, crossed the Rocky Mountain Trench and blasted their way through the Rockies via 3,000-foot-high Pine Pass.

From Little Prairie, twin branches run into Dawson Creek and Fort St. John. These carry the Pacific Great Eastern 730 miles north of Vancouver and bolster the claim of "the world's most scenic railway" that is going places and doing things.

From the big port city of Vancouver, Canada's third largest, P.G.E. diesel freight and passenger trains now move through four mountain ranges and past such scenery as the sheer east side of Howe Sound, the spectacular Fraser Canyon and the rolling range-land of the Cariboo. Its trains and stations will soon be linked by micro-wave radio, the only railway in Canada being thus equipped.

The farming, ranching and lumbering industries of British Columbia's central and northern interior and its towns, villages and hamlets have depended on the P.G.E. as a lifeline ever since it was built. Now its centennial-year arrival in the 53,000 square-mile Peace River block opens the way into one of North America's lost frontiers. Lying between the east slope of the Rockies and the Alberta and Yukon borders, this vast triangular prairie is rich in grain, cattle, lumber, coal and natural gas and shows possibilities of large oil deposits as well.

The area, however, has depended almost entirely on Alberta for supplies and markets. Until the building of the Hart Highway from Prince George to Dawson Creek five years ago, it was all but sealed off from the rest of B.C. Rail shipments to the west coast went via Northern Alberta Railways to Edmonton, doubling back westward along the C.N.R. Now the P.G.E. has brought the whole region 525 rail miles closer to the B.C. coast and linked it to the central interior.



Because of this and other recent feats, British Columbians are beginning to call the railway "the new P.G.E." - with nostalgia for the passing of its pioneering days.

The story of the old P.G.E. can be told in the puns and wisecracks flung at it over the years. One of the more uncomplimentary epithets, "Puff, Grunt and Expire", began to drop into the discard in 1950 when the railway started installing diesels to replace its steam locomotives. Today the line has 35 diesel locomotives which can haul up to 3,000 tons each. Four full freight trains, with as many second sections, can be found on the single-track line at any time of day. In the first six months of 1957 they moved 19,000 carloads, compared with a total of 15,500 in all of 1952.

Spruce, fir and jackpine lumber from the sawmills between Clinton and Prince George are the P.G.E.'s biggest freight items. Just as important to the local economy are the Hereford cattle that come out of the Cariboo stockyards each year, and the machinery, oil products and hundreds of other consumer goods that go in to the Cariboo. In July 1957, the P.G.E. traffic agent at Prince George booked in 101 cars, twice as many as in the previous July. Half of them carried oil products.

This increasing freight, aided by a recapitalization of the railway, helped pull the P.G.E. out of the red for the first time in 1954 and killed another old nickname - "Province's Greatest Expense". From the time its private builders gave up the ghost in 1918 until five years ago, the railway rapidly became a financial nightmare on wheels. It rolled up debt at a rate of \$5 million a year, not once earning even the interest. The original \$20 million cost rose to a debt of \$152 million - three quarters of the entire provincial debt. Then, in 1953, the provincial government wrote off the \$93 million in interest it owed itself and issued bonds for the remaining amount. By 1956 the railway had shown a profit of slightly more than \$1 million.

In this same period, two more homely little phrases that had bedevilled the railway for years began to go by the board. They were "The Railway that Begins Nowhere and Ends Nowhere" and "Prince George Eventually". Both stemmed from the fact that the P.G.E. started at Squamish, 40 miles from Vancouver, the city it was supposed to serve, and ended at Quesnel, 80 miles short of Prince George, its intended destination.

The grand scheme of the original builders back in 1912 was to link Vancouver with the Cariboo country and with the Grand Trunk Pacific Railway which had just come through at Prince George. In building the line they postponed work along the difficult mountainous terrain outside Vancouver and started building north from Squamish. When they quit in bankruptcy at Clinton with 178 miles of track laid, the government took over and carried on to Quesnel. For more than 30 years, no attempt was made to complete the missing link to Vancouver, and the P.G.E. ran between two villages. To get to the southern terminal at Squamish, passengers had to take a four-hour steamer trip up Howe Sound. Freight cars were barged up the Sound to P.G.E. rails that ran out onto the dock.

Finally, in 1953, the P.G.E. took up the challenge to go farther north and laid down heavy, modern rails over the northern gap from Quesnel to Prince George. The long-standing jeer, Prince George Eventually, fell by the right-of-way. Even then, as the first train

rolled into Prince George, some wag wrote on the arrival board, "Train No. 1 from Squamish due 13.00 o'clock - 40 years late."

The salt-water gap at the southern end remained for only two years after that. On June 11, 1954, the late Ralph Chetwynd, provincial minister of railways, turned to his deputy minister, Joseph Broadbent, and asked: "How long will it take you to build that line to Squamish, Joe?"

"Oh, two years!" Broadbent shot back.

"Good. I'll want it finished to years from today," Chetwynd said quickly.

Later Broadbent, who is now general manager of the P.G.E., told friends, "I was only kidding about it taking two years. It should have been more like four."

But Chetwynd immediately bet his hat publicly that the Vancouver-Squamish extension would be built on time and Broadbent went into a frenzy of activity. Half the 40-mile road had to be blasted out of rock or tunnelled. Men and equipment were landed by boats on narrow ledges of the Coast range and the boats kept cruising around below in case anyone fell off.

The first train ran over the line in two years to the day. "Every man in the P.G.E., including the clerks, was out driving spikes that last week," a railway official quipped.

Government and P.G.E. officials were jubilant. A grand opening day was set for August 28, 1956, and an important guest list prepared for the inaugural run from Vancouver to Prince George. When the historic day arrived, three separate trains were on the track, ready to go: Canadian Pacific and Canadian National diners and sleepers; a Milwaukee dome car with other cars from the Great Northern, Northern Pacific and Union Pacific lines; and the P.G.E. with its old sleepers and diner bringing up the rear.

Premier W.A.C. Bennett, Ralph Chetwynd and Einar Gunderson, vice-president of the railway, and other officials from all over B.C. were on the P.G.E. cars at the North Vancouver terminal. At that auspicious moment, the old P.G.E. hex which had haunted the railroad down the years, decided to put in an appearance. Just before the trains pulled out, word came of a rock slide at Mile 17, near Horseshoe Bay. It would take 10 or 15 minutes to clear the tracks.

Undaunted, the trains moved ahead, pulled up to the slide and waited while bulldozers cleared away the rock. They were there for 17 hours. Vancouver newspapers broke out with gleeful feature stories and cartoons, one of them depicting Premier Bennett sitting by the tracks patiently sipping a cup of tea.

In the end it turned out to be one of the gayest inaugural runs in railroading, with the guests hugely enjoying the stopover and the public equally enjoying the joke.

When the train finally moved ahead it encountered, all along the line, spirited celebrations that showed how much the P.G.E. meant to the people of the interior. Near Williams Lake, a Cariboo town 314 miles north of Vancouver, a masked posse on horseback swooped down on the train and "kidnapped" "Whispering" Bennett, "Please Go Easy" Chetwynd and "Run Again" Gunderson. Hustled into a six-horse stagecoach, they were driven to the station, placed on a makeshift gallows and accused of "cluttering up our railway tracks with trains and engines, also making it unsafe for cows or cowboys to sleep on the right-of-way."

Fortunately, the charge was dismissed and the trio was surrounded by a "Gay Nineties" group of Rat Trap Saloon girls and presented with ten-gallon hats. At Quesnel, 3,000 of the village's 4,500 citizens were down to meet the train. At Prince George, thousands whooped it up most of the night, dancing in the streets and watching can-can girls whirl their skirts on a 90-foot long bar, replica of one that had been famous in early days.

Stories of the P.G.E.'s celebrated, if somewhat delayed, advance to the north were just simmering down when, six months later, the railroad startled its fans and critics again by revolutionizing its passenger service. The second-hand sleepers and daycoaches, which had replaced much older cars just a few years before, were taken off the line, and replaced by self-propelled Budd R.D.C. cars.

Five of these cars, operating M.U., now run 150 miles north of Vancouver to Lillooet, where three are taken off. The other two go on to Prince George. Against a backdrop of mountains, lakes, forests and meadows, the silver R.D.C. with its orange and green trim is a post-card-like picture. Passengers sit in the pink-walled interior on upholstered tilt-back seats and look out at the scenery through large picture windows.

Despite its new cars, recent extensions and efficiency, the P.G.E. still retains a unique personal touch. Passengers on any one train never number more than 300 above Squamish, rocks still slide down the mountains to interrupt service, and freights sometimes run off the rails.

But such idiosyncracies seem unlikely to keep the P.G.E. from generating more and more new activity all the way along the line. Especially promising is the fast-developing Peace River block, with five billion board feet of timber locked in its pine, spruce and poplar forests, and 200 million tons of coal that has scarcely been touched. It has also been the site of silver, copper and mercury discoveries.

Its more immediate wealth, however, lies in farming, ranching, oil and natural gas. Three fifths of the block's farm income today is from field crops - wheat, oats, barley and hay - and two-fifths from livestock - mostly beef and dairy cattle and hogs. Some 5,000 head of cattle are shipped out yearly through Edmonton. The grain also goes east - out of Dawson Creek, B.C.'s biggest grain shipping point. Now, P.G.E. officials say, high-quality grains can be shipped south on their line for export from Vancouver. Access to Peace River grains - oats, barley and wheat - will prove a godsend to Cariboo ranchers. In recent years their grass-fed cattle have fetched lower prices than grain-fed animals from other areas.

And, looming larger every year, are the oil and gas resources of the Peace River block centred around Dawson Creek, Fort St. John and Taylor Flats. Eighteen oil wells and scores of gas wells have come on production in the last few years. During a peak month last year two dozen seismic crews and as many drilling rigs were active in the area.

With such new horizons beckoning, the P.G.E. has lately acquired a more complimentary nickname - Patience, Guts and Endurance. At worst, say British Columbians, it was a railway before its time. But the time is now. P.G.E. officials talk of still further advances -

of linking their tracks to the proposed monorail system which the Wenner-Gren corporation, now exploring the Rocky Mountain Trench, may one day build. If not, they may push on alone to Fairbanks, Alaska, some 1,200 miles away. No idle dream, the Alaska railway has been studied for years by U.S. and Canadian engineers and economists.

Whether that materializes or not, old Please Go Easy is now hustling along in a new mood as Canada's third largest railway. It can't really help it if once in a while rocks slide down the hillsides to block its way, if Cariboo cows stray on the tracks and bring train crews out on the chase, or if some little old lady insists on getting off at an unscheduled stop.

#### MOTIVE POWER NOTES

- The C.N.R. has sold 0-6-0 switcher 7439 to the International Harvester Co. for further duty at Hamilton, Ont.

- The C.N.R. has also donated two steam locomotives for exhibition purposes: Ten wheeler 1158 has gone to the Western Development Museum at Saskatoon, while E-10-a Mogul 86 was donated to the London and Port Stanley Railway on April 30th. Details are not as yet available as to why the latter railway would wish to preserve a steam locomotive, nor where the engine will be kept.

- C.N.R. E-10-a Mogul 91, now held as a spare at Lindsay, still sees some service, having made round trips to Belleville in way freight service on May 27th-28th and June 3rd-4th.

- It is reported that the C.N.R. plans to scrap E-7-a Mogul 674, which has been used over the past several years to haul the famous Museum Train. One other Mogul of this class, no. 713, which has been used in this duty over the past year, will still be available.

- C.N.R. Deliveries:

From G.M.D. Ltd:

<u>1750 H.P. R-S:</u>		<u>900 H.P. SW</u>		<u>1200 H.P. R-S:</u>	
4255, 4256	Apr. 23	7256	Apr. 24	1300, 1301	May 22
4257, 4258	Apr. 25	7257	Apr. 28	1302, 1303	May 30
4259, 4260	Apr. 29	7258	Apr. 30		
4261, 4262	Apr. 30	7259	May 2	<u>Road Pass "A" &amp; "B"</u>	
4263, 4264	May 3	7260	May 7	6533, 6631	May 14
4265, 4266	May 14	7261	May 12	6534, 6632	May 24
4267, 4268	May 24			6535, 6633	May 30
4269, 4270	May 30				

From M.L.W.

1800 H.P. R-S:	3697, 3698	Mar. 6
	3699, 3700	Mar. 7

- C.N.R. Scrappings:

March 21:	3434, 3720, 5564
March 28:	2381, 5566, 6149
April 4:	2422, 3462, 3482, 5064
April 11:	2402, 2657, 3467, 4045
April 18:	3438, 3510, 3710, 3730, 3739
April 25:	3729, 4191, 5586, 5596, 5608.

- The Montreal Locomotive Works 2400 H.P. Model DL-624 road switcher demonstrator, on the C.P.R. for some months as 7007 and later on the C.N.R. as 3899, was returned from the C.N.R. on March 24th and reshipped on April 1st to the Pacific Great Eastern Ry. (in P.G.E. colours) carrying the number 624.

- The RDC-1 formerly operated on the Duluth, South Shore and Atlantic Railway has been transferred to the C.P.R. and renumbered 9049.

At time of writing, it was expected that the Cumberland Railway & Coal Company would cease operation between Springhill and Parrsboro, N.S. after June 14th. The last run will probably be made by Trains 2 and 3, which have made the trip, daily except Sunday, for many years. The Board of Transport Commissioners approved the company's application to abandon the line after investigation following a bitterly contested hearing held on March 26th at Parrsboro. One mid-day train will continue to make a trip over the short remaining portion of the railway between Springhill and the C.N.R. connection at Springhill Jct.

#### ELECTRIC RAILWAY NOTES

- The T.T.C.'s program of track renewal on Bathurst Street which has been carried on over the past few years has progressed another step recently with the laying of new rail between Bloor and College.

- The 30 Peter Witt cars retired with the placing in service of the Kansas City P.C.C. cars are now on their way to George Street yard and scrapping. Full details of this will be given in a future issue.

- Niagara, St. Catharines & Toronto line car 30 was transferred to the Oshawa Railway during May. The car travelled on its own wheels just ahead of the caboose in a freight train, and gave considerable trouble because of differences in drawbar heights.

- To commemorate the end of service on the Montreal Transportation Commission's 5 and 5A-Ontario, 9-Rachel and 87-Davidson carlines after the operation of Saturday, June 21st, the Canadian Railroad Historical Association will operate a fantrip over these lines on the last day of operation, using car 1317 (1200 class SE steel two-man, rear entrance, Montreal roof), and a DE car on the Rachel line, which has no turning facilities at its westerly end. The trip will begin at Youville Shop (north end of the 55-St. Laurent bus route) at 12:15 P.M., E.D.T.

- Work has been commenced on a short section of road to link Fifth Avenue, Ville St. Pierre with St. Joseph St., Lachine, a distance of about one half mile. When completed, this road will permit operation of buses from Cote St. Paul to Lachine, replacing M.T.C. car route 91-Lachine, now almost entirely on private right of way. The changeover is now expected to occur some time during July.

- Trackage in the vicinity of the M.T.C.'s St. Henry car barn is being revised to permit the operation of route 17-Cartierville from that division, instead of from St. Denis, as at present.

- A visit to the Montmorency Subdivision of the C.N.R. (the former Quebec Railway's interurban line) around July 26th should prove rewarding to electric railway fans. This year marks the 300th anniversary of the founding of St. Anne's Shrine and also the 350th anniversary of the City of Quebec. The feast day, which should see extremely heavy traffic on the interurban line, falls on a Saturday this year.



CANADIAN PACIFIC RAILWAYCURRENT ROSTER OF DIESEL LOCOMOTIVESA. ROAD PASSENGER UNITS

<u>Class</u>	<u>Road Nos.</u>	<u>No.</u>	<u>Built</u>	<u>Model</u>	<u>H.P.</u>	<u>No. Cyls.</u>	<u>Max. Speed</u>	<u>M.U.</u>	<u>S.G.</u>
DPA-15a	1400-1404	5	GMD 1953	FP7A	1500	16	89	yes	yes
DPA-15b	1416-1421	6	GMD 1952	FP7A	1500	16	89	yes	yes
DPA-15c	1422-1431	10	GMD 1952	FP7A	1500	16	89	yes	yes
DPA-15d	1432-1434	3	GMD 1951	FP7A	1500	16	89	yes	yes
DPA-17a	1405-1415	11	GMD 1954	FP9A	1750	16	89	yes	yes
DPA-22a	1800-1802	3	EMD 1949	E8	2250	24 *	85	yes	yes (2)
DPB-15a	1908-1911	4	GMD 1951	F7B	1500	16	89	yes	yes
DPB-15b	1912-1919	8	GMD 1952	F7B	1500	16	89	yes	yes
DPB-17a	1900-1907	8	GMD 1954	F9B	1750	16	89	yes	yes

\* = Two engines

B. ROAD FREIGHT UNITS

DFA-15a	4000-4007	8	Alco 1949		1500	12	65	yes	no
DFA-15b	4008-4015, 4017-4019, 4027	19	MLW 1950		1500	12	65	yes	no
DFA-15c	4028-4037	10	GMD 1950	FP7A	1500	16	65	yes	yes
DFA-15d	4038	1	GMD 1951	FP7A	1500	16	65	yes	yes
DFA-16a	4042-4051	10	MLW 1951	FA2	1600	12	65-75 *	yes	no
DFA-16b	4052-4057	8	CLC 1952	C Line	1600	8	70	yes	yes
DFA-16c	4064-4065	2	CLC 1951	C Line	1600	8	70	yes	yes
DFA-16d	4076, 4078-4081	5	CLC 1953	C Line	1600	8	70	yes	no
DFA-16e	4082, 4083	2	MLW 1953	FPA2	1600	12	75	yes	yes
DFA-16e	4084-4093	10	MLW 1953	FA2	1600	12	75	yes	no
DFA-16f	4094-4098	5	MLW 1953	FPA2	1600	12	75	yes	yes
DFA-16g	4104, 4105	2	CLC 1954	C Line	1600	8	70	yes	yes
DFB-15a	4400-4403	4	Alco 1949		1500	12	65	yes	no
DFB-15b	4404-4423	20	MLW 1950		1500	12	65	yes	no
DFB-15c	4424-4433	10	GMD 1951	F7B	1500	16	65	yes	no
DFB-15d	4446-4447	2	GMD 1951	F7B	1500	16	65	yes	yes
DFB-15d	4448	1	GMD 1952	F7B	1500	16	65	yes	no
DFB-15e	4459-4462	4	GMD 1953	F7B	1500	16	65	yes	no
DFB-16a	4449-4454	6	CLC 1952	C Line	1600	8	70	yes	yes
DFB-16b	4455-4458	4	CLC 1953	C Line	1600	8	70	yes	no
DFB-16c	4463-4464	2	MLW 1953	FPB2	1600	12	75	yes	yes
DFB-16c	4465-4470	6	MLW 1953	FB2	1600	12	75	yes	no
DFB-16d	4471-4472	2	CLC 1954	C Line	1600	8	70	yes	yes

\* = Speed rating being changed from 65 to 75  
M.P.H. with renewals of axle gears.

C. SWITCHERS

DS-6a	6500-6505	6	MLW 1951	660	6	60	no	no
DS-6b	6506-6517	12	MLW 1952	660	6	60	no	no
DS-6c	6518-6522	5	MLW 1953	660	6	60	no	no
DS-6d	6523-6536	14	MLW 1955	660	6	60	no	no
DS-6e	6537-6547	11	MLW 1955	660	6	60	no	no
DS-6f	6548-6559	12	MLW 1956	660	6	60	no	no
DS-6g	6560-6561	2	MLW 1956	660	6	60	yes	no
DS-6h	6562-6600	39	MLW 1957	660	6	60	no	no
DS-6j	6601-6611	11	MLW 1958	660	6	60	no	no
DS-8a	6700-6703	4	CMD 1950 SW8	800	8	65	no	no
DS-8b	6704-6709	6	CMD 1951 SW8	800	8	65	no	no
DS-9a	6710-6720	11	CMD 1955 SW900	900	8	65	no	no
DS-10a	7010-7014	5	Alco 1943	1000	6	60	no	no
DS-10b	7015-7024	10	Alco 1944	1000	6	60	no	no
DS-10c	7025-7037	13	Alco 1945	1000	6	60	no	no
DS-10d	7038-7051	14	Alco 1946	1000	6	60	no	no
DS-10e	7052-7064	13	Alco 1947	1000	6	60	no	no
DS-10f	7065	1	BLW 1948	1000	6	60	no	no
DS-10g	7066-7075	10	BLW 1948	1000	6	60	no	no
DS-10h	7076-7080	5	MLW 1948 *	1000	6	60	no	no
DS-10i	7081-7095	15	MLW 1949	1000	6	60	no	no
DS-10j	7096-7098	3	Alco 1949	1000	6	60	no	no
DS-10k	7099	1	MLW 1949	1000	6	60	no	no
DS-10k	7100	1	MLW 1949	1000	6	60	yes	no
DS-10k	7101-7105	5	MLW 1949	1000	6	60	no	no
DS-10k	7106-7108	3	MLW 1949	1000	6	60	yes	no
DS-10m	7109-7114	6	MLW 1952	1000	6	60	no	no
DS-10n	7115-7118	4	MLW 1953	1000	6	60	no	no
DS-12a	7400-7405	6	CMD 1953 SW9	1200	12	65	no	no

\* = 7077 built by Alco.

D. ROAD-SWITCHERS

DRS-10a	8000-8003	4	BLW 1948	1000	6	60	no	yes
DRS-10a	8004	1	BLW 1948	1000	6	60	no	no
DRS-10a	8005-8012	8	BLW 1948	1000	6	60	no	no
DRS-12a	8100-8130	31	CMD 1953	1200				
DRS-15a	8400	1	Alco 1949	1500	12	65	no	no
DRS-15a	8401	1	Alco 1949	1500	12	65	no	yes
DRS-15a	8402	1	Alco 1949	1500	12	65	no	yes
DRS-15a	8403-8404	2	Alco 1949	1500	12	65	no	yes
DRS-15b	8405-8408	4	MLW 1950	1500	12	65	yes	no
DRS-15c	8409-8411	3	CMD 1952 GP7	1500	16	65	yes	no
DRS-15d	8412-8425	14	CMD 1953 GP7	1500	16	65	yes	no
DRS-16a	8426-8446	21	MLW 1954 RS3	1600	12	75	yes	no
DRS-16b	8447-8461	15	MLW 1954 RS3	1600	12	75	yes	no
DRS-16c	8462-8482	21	MLW 1954-5 RS10	1600	12	75	yes	yes
DRS-16d	8547-8552	6	CLC 1955 H Line	1600	8	75	yes	no
DRS-16d	8553-8556	4	CLC 1955 H Line	1600	8	75	yes	yes
DRS-16e	8557-8568	12	MLW 1956 RS.10	1600	12	75	yes	yes

→ DRS-16f	8569-8581	13	MLW 1956	RS10S	1600	12	75	yes	yes
→ DRS-16g	8582-8600	19	MLW 1956	RS10S	1600	12	75	yes	no
→ DRS-16h	8601-8610	10	CLC 1956	H Line	1600	8	75	yes	no
→ DRS-16j	8709-8728	20	CLC 1957	H Line	1600	8	75	yes	no
→ DRS-17a	8483-8500	18	CMD 1954-5	GP9	1750	16	65	yes	no
→ DRS-17a	8501-8521	21	CMD 1954-5	GP9	1750	16	65	yes	yes
→ DRS-17b	8522-8529	8	CMD 1955	GP9	1750	16	65	yes	yes
→ DRS-17b	8530-8546	17	CMD 1955	GP9	1750	16	65	yes	no
→ DRS-17c	8611-8635	25	CMD 1956	GP9	1750	16	65	yes	no
→ DRS-17d	8636-8708	75	CMD 1957	GP9	1750	16	65	yes	no
→ DRS-17e	8801-8823	23	CMD 1958	GP9	1750	16	65	yes	no
→ DRS-18a	8729-8748	20	MLW 1957	RS-11m	1800	12	75	yes	no
→ DRS-18b	8749-8800	52	MLW 1958		1800	12	75	yes	
→ DRS-16k	8824	1	MLW 1958		1600	16	75	yes	
→ DRS-24a	8900	1	CLC-TM						
			1955	TM	2400	12	75	yes	yes
→ DRS-24b	8901-8904	4	CLC 1956	TM	2400	12	75	yes	yes (2)
→ DRS-24c	8905-8910	6	CLC 1956	TM	2400	12	75	yes	no
→ DRS-24d	8911-8920	10	CLC 1956	TM	2400	12	75	yes	no

E. BOOSTER (NON-DRIVING) SWITCHERS

→ SB-10a	B100-B101	2	MLW 1951					no	no
→ SB-10b	B102-B103	2	MLW 1957					no	no

F. DIESEL-HYDRAULIC SWITCHERS

→ HS-5a	10-11	2	CLC 1956		500	6	35	no	no
→ HS-5b	12-16	5	CLC 1958		500	6	35	no	no

LOCOMOTIVES RENUMBERED AND RECLASSIFIED

<u>Previous Class</u>	<u>Previous Nos.</u>	<u>Present Class</u>	<u>Present Nos.</u>
DFA-15g	4099-4103	DPA-15a	1400-1404
DFA-15e	4058-4063	DPA-15b	1416-1431
DFA-15f	4066-4075	DPA-15c	1422-1431
DFA-15d	4041, 4040, 4039	DPA-15d	1432-1434
DFB-15c	4434-4437	DPB-15a	1908-1911
DFB-15d	4438-4445	DPB-15b	1912-1919
DFA-15b	4016 ★	DRS-16k	8824

★ = This locomotive wrecked August 8, 1957  
and rebuilt as road-switcher.

ABBREVIATIONS:

M.U. - Multiple Unit Control

S.G. - Equipped with steam generator  
for passenger train heating.

TM - Trainmaster.

# UPPER CANADA RAILWAY SOCIETY

JULY 1958

NUMBER 150

## SOCIETY ACTIVITIES

For the months of July and August, the Society will hold outdoor meetings on the third Fridays only. The July meeting, taking place on the 18th, will consist of an evening of transit observation at Danforth & Coxwell.

PAST MEETINGS: June 20th - For the second month in succession, a total of 31 members attended the General Meeting in Room 486, Toronto Union Station. Entertainment consisted of a showing of movies taken by John Mills which gave a kaleidoscopic review of British and European tramway systems.

- - - - -  
Freeman H. Hubbard, editor of RAILROAD MAGAZINE, 205 East 42nd St., New York 17, New York, has requested that members of the Upper Canada Railway Society convey suggestions to him as to ways and means of making that magazine more interesting to Canadian railwaymen and railfans. A fairly large proportion of readers are Canadians, but he would like to extend the magazine's influence in this country as a gesture of international friendship.

## NEW LOCOMOTIVE UNDER CONSTRUCTION BY GRAND RIVER RAILWAY

The month's biggest news concerns new electric railway equipment for two Southern Ontario properties.

The Grand River Railway has a new 70-ton steeple cab trolley locomotive well on the way to completion in the Preston shops. It incorporates a small amount of material, notably the centre sill, from the scrapped no. 222, a light box-cab motor. However, the bulk of the material is new, including electrical equipment, cab and trucks. The new engine will have more powerful motors than those used on 222.

The retention of electric power on the G.R.R.-L.E. & N. evidently stems from inability to obtain diesels which are short enough to negotiate the curves of certain industrial sidings and yet able to develop horsepower equivalent to the trolley locomotives. No. 222 was the oldest locomotive on the roster and the only one of the box cab type. The other nine locomotives are all of the steeple cab type, although of varying weights, and are numbered Grand River Ry. 224, 226, 228, 230, 232 and 234, and Lake Erie & Northern Ry. 333, 335 and 337.

New Subway Cars Arriving in Toronto -- Two subway cars of a group of six built for the Toronto Transit Commission by the Gloucester Railway Carriage and Wagon Co. of England arrived in Toronto on July 2nd. The cars are 5110 and 5115, being two of the experimental group of six (see details in Newsletter 140, Page 7). These cars were ordered originally well over three years ago as a portion of an order for 34

non-driving motor cars which were intended to make possible the operation of eight-car trains in the Yonge subway. Of this group 28 cars, numbered 5200-5227 were delivered two years ago and have been used as intended. The last six cars were, however, long delayed because of the decision to install considerable special equipment on them for experimental purposes. Two of the cars are to be full driving cars.

Delivery of the remaining four cars of this group is expected in six to eight weeks.

## EDITORIAL

### A NEGLECTED FIELD OF RAILFAN ENDEAVOUR

With the declining overall interest of the railfan movement in the motive power field that is certain to follow total dieselization, new outlets for interest will doubtless be sought. One field which does not seem to have received adequate attention from the average fan is that of railway car equipment.

The electric railway fan is usually exhaustive in his coverage of the rolling stock of a given property, and the most broken down pieces of non-revenue equipment in the furthest corner of the carhouse yard have attention lavished upon them, often more enthusiastically than upon first string base service passenger equipment. On the roster of an electric line, of course, the bulk of the equipment is self-powered, and this perhaps goes a long way in explaining the more general interest in all rolling stock in the electric railway field.

Steam fans, on the other hand, though they may look behind the tender now and again, seldom bother with photographs, rosters or the other usual aspects of the study of motive power, when it comes to car equipment, be it passenger, freight or non-revenue. This is probably due not only to the fact that such rolling stock is not powered, but also, in the case of freight cars at least, to the voluminous extent of the rosters of the larger roads, the mobility of this equipment, and the large numbers necessarily used on it. Passenger and non-revenue car equipment groupings, on the other hand, are easier to grasp and the equipment is intrinsically more interesting.

The present interest of a few fans in car equipment proves that this interest can be organized and become much more general. Such equipment is in actuality extremely interesting, and in the future the overall field of rolling stock will probably present considerably greater interest than the extremely standardized and colourless motive power field.

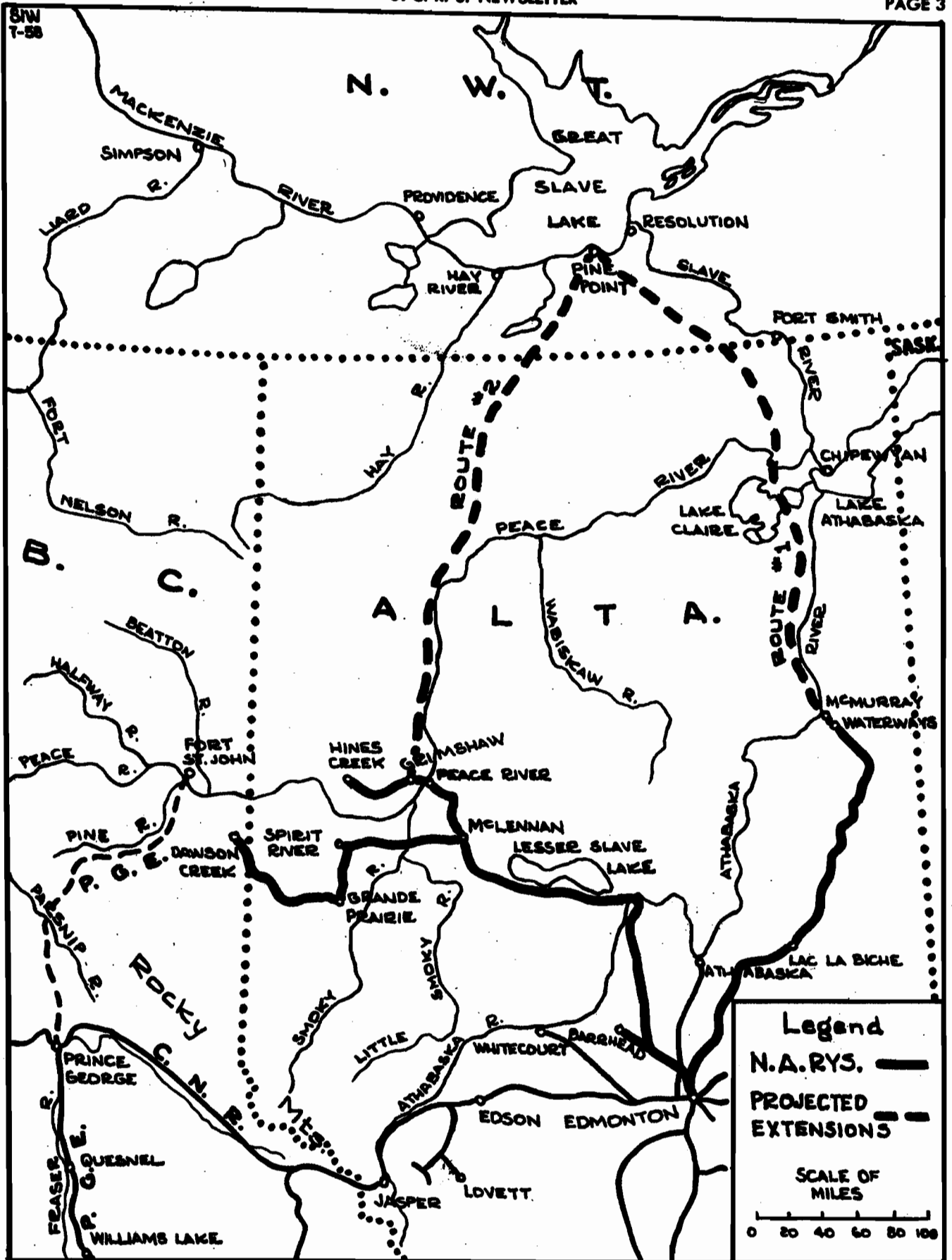
We would suggest that railfans would do well to begin photography and the assembly of data on steam road car equipment in earnest, so that total dieselization will not bring quite the void that many fans expect.

-- S.I.W.

### THE PINE POINT CONTROVERSY

Oscar D. Skelton, in his book "The Railway Builders" (Toronto, 1916) wrote of "that close connection between politics and railways which is distinctively Canadian." He was referring primarily to the great amount of Canadian rail mileage, including notably the C.P.R., the Intercolonial and the National Transcontinental, which was pro-





moted and located primarily as a result of political considerations, rather than for pure speculative gain. Events now transpiring in Northern Alberta show that pattern of the past to be repeating itself in the hot political controversy surrounding the projected extension of the Northern Alberta Railways to Great Slave Lake, in the North-West Territories north of the Alberta border.

What is possibly the world's largest lead-zinc deposit, in a 25-mile long ore body, is located at Pine Point on the south shore of Great Slave Lake, between Hay River and Resolution. The federal government has promised a 15 to 20 million dollar grant toward the construction of the 65 to 70 million dollar extension by the C.N.R. and the C.P.R., which together own the Northern Alberta Railways. The government is said to favour extension of the Waterways line of the N.A.R. to Pine Point (shown on the map of Page 3 as Route 1") because of somewhat shorter length and smaller construction cost as compared with a line from Grimshaw, some 16 miles west of the Peace River crossing on the Hines Creek branch (shown on the map as "Route 2"). There is extremely strong local pressure for the construction of the extension from Grimshaw because of the extensive agricultural lands in the Peace River valley north of this point, a considerable acreage of which is already under cultivation. So strong is this local feeling that there have been warnings of secession of the area from the Province of Alberta, seeking annexation to British Columbia, if the Waterways - Pine Point line is built in lieu of construction in the Peace River area.

Although the railways claim the Waterways route to be the more economical from a construction standpoint, the line would pass through typical Canadian Shield topography, uninhabited rock, lake and muskeg country. There would further require to be undertaken major bridges over the Athabaska and Peace Rivers. The Grimshaw route would have no major bridges and would pass through more level country with an agricultural potential. These arguments are used by the Grimshaw proponents, who claim further that the route which they propose would tap great timber reserves and an area where much oil drilling activity may be expected in the future.

A further complicating factor is the imminent arrival of the Pacific Great Eastern Railway in the Peace River country, and the possibility that pressure may be exerted on the B.C. government to extend the railway further, into the Alberta portion of the Peace River area and perhaps all the way to Great Slave Lake, if the federal government ignores the pleas of this area and builds from Waterways.

The Alberta premier has maintained a generally neutral stand in this dispute, but has promised a free land grant to the line if built from Grimshaw. Railway opinion has not been divulged, and it is probable that it will follow the thinking of the federal government on the matter of the route, because of the extensive construction subsidy that will be forthcoming.

In any case, whatever the route finally chosen, it would appear that 500 miles of new railway in Northern Alberta and the North-West Territories (being the first railway in this latter vast area of Northern Canada) is definitely soon to be under construction, and Canada's development frontier will once again be rolled back with the advance of the steel rail. Construction along either route is estimated to be a four-year project.

## TORONTO TRAIN TRIP ASSOCIATION - EXCURSION OF JUNE 14TH

The special train chartered for the 13th Annual Excursion of the Toronto Train Trip Association was powered from Toronto to Hamilton by C.N.R. road-switcher 4456, which later also handled this portion of the return journey. A wooden baggage car was coupled behind the engine, and the remainder of the consist was C.N.R. 5100 series coaches exclusively, with a remarkable variety of interior decoration styles and seat fixtures.

From Hamilton to Stratford and return Mikado 3423 hauled the train, as Mountain 6014, originally assigned to the run, was in use elsewhere.

At Stratford excursionists were treated to a conducted tour through the engine shop, the erecting shop being full of steam power undergoing minor repairs. Biggest surprise was the discovery of 2-10-2 4190 (ex 4100) in the erecting bay, being fixed up for use with a snowmelter in the Montreal yards. Oil-fired western engines were much in evidence, mainly 2-8-2's and 4-6-2's. Mountain 6064 was seen, converted to oil; it has lost its Vanderbilt tender, but the present conventional tender is painted green, a most unusual sight.

The overhead crane in the erecting shop was demonstrated a number of times by hoisting Mountain 6002 up and carrying it along over several other locomotives, and then returning it to its original position.

In addition to several freshly overhauled 4-6-2's and 2-8-0's in gleaming paint awaiting shipment, there were two tracks full of clean looking engines stored serviceable. Idle equipment not available for immediate use included among many other machines nos. 6400-6403, 5704 and 6028, the latter notable for its odd running boards, which are a remnant of its use during the 1939 Royal Visit.

An oddity at Stratford roundhouse was 0-9-a class six-coupled switcher 7312 (old 7157) with an extremely short 3100 gal. 7 ton tender with truck centres of only 8 feet!

A tour by bus to the Shakespearean Festival grounds was provided, and a tasty supper was served at the Y.M.C.A., there being no diners on the train for this excursion.

The U.C.R.S. members who took the trip this year agreed that a good job had been done to restore railfan interest to the T.T.T.A. trips, reversing a trend which had been evident and much criticized for some years past.

C.N.R. TRAINS DISCONTINUED

Effective June 2nd, the Canadian National Railways discontinued the following train services:

- #42 - Barrie to Toronto, Daily except Sunday & Monday.
- #45 - Toronto to Orillia, Daily except Sunday.
- #148 - Barrie to Toronto, Sunday only.

Also soon to be discontinued are Trains 25 and 26, between Montreal and Brockville.

## METROPOLITAN COUNCIL APPROVES BLOOR SUBWAY ASSISTANCE

At the conclusion of a record breaking meeting lasting from 2:30 p.m., July 3rd to 4:00 a.m., July 4th, Metropolitan Toronto Council voted 16-8 to provide financial assistance to the T.T.C. in the construction of the 10 mile Bloor-University subway system. All eight opposing votes came from suburban reeves who feel that the municipalities which they represent have more to lose than to gain in the financial participation of the Metropolitan Corporation. The approval in open Council followed the recommendation of the Executive Committee, as reported in Newsletter 149, Page 1, and the remaining step is now the approval of the Ontario Municipal Board of the municipal outlay. Although the eight recalcitrant municipalities are expected to oppose the immediate undertaking of the project further before this Board, most quarters are confident that little heed will be paid their pleas. If the final green light is given during August as expected, contracts will be called to start actual construction by November 1st of this year at the Union Station bulkhead of the Yonge St. Subway.

A ten-year construction schedule would see the entire project completed in 1968. The construction cost split is 55% for Metropolitan Toronto and 45% for the T.T.C.; Metro will own the right-of-way, while the T.T.C. will own all of the fixed installations thereon, in addition to the rolling stock.

T.T.C. NOTES

- Tangent track was recently reconstructed on a three-block section of Queen St. East, from Coxwell Ave. to Ashdale Ave., where old T-rail was replaced with new standard 104 lb. girder rail. Currently being reconstructed is tangent track on Bathurst St. hill, from Davenport Rd. to Nina Ave., which was laid originally in 1921 when the Bathurst carline was extended from Dupont St. to St. Clair Ave.

- Starting with the repainting of the Kansas City P.C.C. cars, the paint scheme on both P.C.C.'s and Peter Witts has been simplified with the deletion of buff-coloured striping on the belt rail and above the windows. The solid black striping now appearing on repainted cars creates a particularly different appearance on the Witts.

- The Toronto Transit Commission has a subway car truck overhaul program under way. The trucks are hauled from Davisville to Hillcrest car shop on a float, and are unloaded there on a new ramp in the north-west section of the property, on the most westerly track leading to the transfer table.

- The list of T.T.C. P.C.C. cars fitted with auxiliary braking control for instructors is as follows:

4000	4137	4151	4300	4398	4401	4500	4625
4001	4138	4152	4301	4399	4402	4501	4700
4002	4139	4198	4302	4400	4498	4550	4701
4136	4150	4199			4499	4601	4779

These cars are identified from the exterior by a small yellow circle on the front windshield placed near the run number. It will be noted that all cars selected are either at the beginning or the end of the number series for their respective groups.

MISCELLANY

- The C.N.R. has called for tenders on the complete conversion of Spadina Roundhouse for use by diesel locomotives.

- The C.P.R. has awarded a contract for the construction of a new station of modernistic design At Adarondack Junction, Quebec, which will feature knotty pine finish.

- The Board of Transport Commissioners has denied the application of the C.P.R. to abandon the Weston - Centreville N.S. line of the Dominion Atlantic Railway. Although the line is operated at a substantial loss and is in need of rehabilitation, the Commissioners felt that there is a good possibility of an improved traffic picture over the next year, and the case will be reviewed again at the end of this period.

- The C.N.R. is testing a pair of experimental passenger car trucks in main line service between Toronto and Montreal. These trucks are of German manufacture, being fabricated by the Westwaggon Works of Cologne, and are noted for their very smooth riding qualities.

- The old Aurora passenger station of the Metropolitan Division of the Toronto and York Radial Railway was torn down last February. The building had in latter years been used as a service station office, and had been moved well back from the street. This building was well known to local fans because it carried into recent times the station nameboard, including mileages to Toronto and Sutton. The station stood on the west side of Highway 11 (the main street of Aurora), just north of the United Church.

- Canadian Pacific engines observed being hauled east out of Toronto dead recently include the following:

2231	May 14	2464	June 23	2306	June 27
2233	June 5	2501	June 23	2318	June 25
2460	June 30	2804	July 2		

Engine 2231 is notable for having been driven by H.R.H. the Prince of Wales during one of his visits to Canada.

- The Flintkote Co. of Canada now has an ex U.S. Air Force 150 H.P. General Electric diesel at its Oak Park Gravel Plant near Paris. It was built in July 1951 and bears the serial number 30987.

COMING EXCURSIONS

- July 19th: C.R.H.A., Montreal: A traction trip using an M.T.C. observation car, leaving Youville shops at 12:15 P.M., E.D.T. for tour of many of the remaining lines. Fare is \$2.00.

- July 20th: C.R.H.A., Montreal: C.N.R. Hudson-hauled special train will leave Central Station at 8:00 A.M., E.S.T. for Joliette, Shawinigan Falls, Gameau, St. Prosper and Hervey, returning via Ste. Theele to arrive back in Central Station at 5:30 P.M., E.S.T. Fare will be \$7.00.

- July 20th: Buffalo Chapter, N.R.H.S: A steam hauled C.N.R. special train from Fort Erie to Sarnia and return, leaving Ft. Erie at 9:30 A.M., E.D.T. and getting back at 7:30 P.M., E.D.T. A two hour stopover in Sarnia will provide an opportunity to inspect locomotive servicing facilities. Round trip fare from Ft. Erie will be \$8.50.

- August 10th: C.R.H.A., Montreal: A traction trip, possibly using instruction car 1177, leaving Youville at 12:15 P.M. E.D.T. for Bois Franc and Cartierville. Fare is \$2.00.



# Upper Canada Railway Society

BOX 122    TERMINAL "A"    TORONTO

## Newsletter

AUGUST 1958

EDITOR: STUART I. WESTLAND    16 SONORA TERRACE    TORONTO 13

ASSISTANT EDITOR: J. A. MACLEAN

NUMBER 151

The Society's regular meeting schedule of the first and third Fridays will return in September, with a meeting scheduled for Friday, September 5th. This meeting will be held at the overpass just north of the Canadian National Exhibition Dufferin Gates, where C.N.R. main line operations, in the cutting below, together with T.T.C. Exhibition operations at the adjacent Dufferin Loop can be observed. This should be an observation meeting full of interesting activity.

Past Meetings - July 18th -- Only five members attended, but they enjoyed an observation period at the T.T.C. Danforth Carhouse, following which they repaired to the nearby basement of member Rex Rundle, to inspect his HO gauge model railroad.

August 15th -- Approximately 13 members enjoyed operation on two scales at Scarboro Junction Station; in addition to the full scale action on the C.N.R. main line, there was also in operation close by (at the corner of Harmony and Granger Aves., 300 feet north of the station) a  $\frac{3}{4}$ " scale 4-4-2 live steam locomotive on 150 feet of track. Members enjoyed a full evening of observation of live steam model operation and rode on the three-passenger flat car behind the Atlantic. This locomotive is the creation of Mr. Jacob Schieb, who demonstrated its operation and later, after the engine had been returned to its position in his cellar with its fire killed, some of the internal complexities of its construction. It was noted with interest that two pictures of Mr. Schieb's Atlantic hang in the agent's office in the nearby C.N.R. station.

### N.R.H.S. 1958 CONVENTION IN TORONTO

Recognizing that Toronto is still a point where both steam and electric railfan interest have ample scope, the National Railway Historical Society has selected this city as the locale for its three-day 1958 convention. Without doubt, many local members of the Upper Canada Railway Society will be interested in attending one or more of the various excursions and functions.

While individual trip times and fares, as well as other necessary information is not available to the Editor at time of writing, interested parties may obtain these details by writing to the 1958 N.R.H.S. Convention Committee, 840 Potomac Ave., Buffalo 9, N.Y. The general schedule of activities includes the following:

- Saturday, August 30th: C.P.R. special train will make circuit of that company's trackage in the Toronto area, visiting Lambton roundhouse, and then make a circle trip via Guelph Junction and Hamilton (returning via C.N.R. from the latter point). The annual convention banquet will be held in the Royal York Hotel following the arrival of the train back in Toronto.

- Sunday, August 31st: C.N.R. special train will proceed to Stratford for a tour of the locomotive shops and then proceed to Niagara Falls by way of Paris Junction. Following a tour of the Falls, a direct return to Toronto will be made.

- Monday, September 1st (Labor Day): Chartered street car trip on the T.T.C., including visits to carhouses and Hillcrest Shops.

JOINT TRIL C.R.H.A. AND MC KINLEY DIVISION, E.R.A.FIRST FANTRIP EVER OPERATED OVER THE Q.R.L. & P.

Saturday, 13th September, 1958, using car 401, fare \$2.50 for round trip. Leave St. Paul Terminal 1:30 p.m., E.S.T.; return by 5:30 p.m.

Sunday, 14th September, 1958. A tour of some of the remaining lines of the Montreal Transportation Commission. Trip leaves Youville Shop at 1:30 p.m., E.D.T. and returns at 5:15 p.m. Fare \$2.50.

For either of the above trips write to Joint Quebec Rwy. Trip Committee, Box 22, Station "B", Montreal 2, P.Q.

The Lake Shore Model Railroaders' Association will sponsor a fan-trip to London, Ontario, and a tour of the General Motors Diesel Ltd. locomotive building plant on Sunday, September 14th. The participants will travel on C.N.R. train 17, leaving Toronto Union Station at 8.30 a.m., E.S.T. It is expected that a party fare rate will be available. U.C.R.S. members have been issued a special invitation to attend; further details may be had by writing to John Sinclair, Secretary-Treasurer, at 25 Struthers Ave., Mimico, or calling him at GL.1-0415.

C.R.H.A. FALL FOLIAGE WEEKENDTwo steam Trips Out of Montreal

- (1) Saturday, 4th October.....via C.P.R. from Montreal Windsor Sta. to St. Gabriel, P.Q., and return, a 164 mile trip using a light steam locomotive (class not yet determined). Lv. Windsor Sta. at 8:30 a.m. E.S.T., returning about 5.00 p.m., E.S.T., with about a two-hour layover at the end of the line. Fare....\$4.00
- (2) Sunday, 5th October.....via C.N.R. from Montreal Central Station to Garneau and return, a 214 mile return trip using a C.N.R. 5700 4-6-4 locomotive. The train leaves Central at 8:10 a.m., E.S.T., and returns about 5:00 p.m., E.S.T., with a short layover at Garneau. Photo stops will include Ste. Ursule Falls and the Val Pichette Tunnel near Shawinigan Falls. Fare....\$6.00

All inclusive fare for both trips.....\$9.00

Children 5-11 inclusive.....Half Fare

Children under 5.....Free

Remittances payable to the Canadian Railroad Historical Association, 1000  
Write C.R.H.A., Box 22, Station "B", Montreal 2, P.Q.

N.S. & T. NOTES

The interurban passenger service on the Thorold - Port Colborne line of the Niagara, St. Catharines and Toronto Railway has been reduced to five round trips a day, Mondays through Saturdays. All express service has been discontinued and cars 41 and 82 (the latter converted from a passenger car to an express motor as late as 1955), are now out of service.

Also out of service is passenger car 83, with 620, 622 and 623 sharing duties on the Welland Subdivision, which now, of course, requires only one car at a time. Trailer 220 of the Montreal & Southern Counties Ry., which was sent to the N.S. & T. along with the 620 series motor cars in 1955, to supply body parts for the same, was scrapped some months ago.

EASTERN TRIP REPORT

by John Freyseng

## PART ONE

Many varied reports of the interesting railway operations in Eastern Canada have been published in the past. This factor, coupled with a curiosity to see the grandeur of the Maritimes proved overwhelming.

The trip to Montreal on the May 25th morning pool train was uneventful. One is accustomed to the lack of steam on this line, which once carried everything from Northerns to Consolidations. A meal in the dinette car proved to be an enjoyable experience. Because of the close connections between the C.P.R.'s Atlantic Limited and C.N.R. Pool 14, free taxi transfer service is provided from Turcot to Westmount for through C.P.R. passengers.

Train 42, the Atlantic Limited, followed closely on the heels of Hudson powered Train 237 from Ottawa. After the customary stop at Montreal West, the twelve-car consist curved south and headed across the mighty St. Lawrence. The gigantic construction of the Seaway could be seen on the left in the form of new approaches to the highway bridge and a new lift span for the C.P.R. Montreal fell far behind as the three diesel units sped across the Eastern Townships toward Farnham. Small farms glistening wet from recent showers raced past the dining car window while I tucked into a marvellous meal. No. 42 showed, then rolled past the modern Farnham station. Ten wheelers 424 and 946 were stored outside the roundhouse. Darkness and arrival at Sherbrooke meant the end of dinner and conversation, and so I retired in anticipation of the next day. Next stop, the Maritimes!

McAdam, New Brunswick, is surrounded by large tracts of fir trees. It is a typical railroad town, its size not even matching that of the railway installations. Three yard diesel switchers were puttering about the yard as 42 nosed its way into the divisional point. The early arrival found not a trace of steam; however, fears were shortly swept away as a large volume of smoke was suddenly emitted from the roundhouse. First out was D10 1044, which left for St. Stephen with the way freight. Next appeared G2 2598 and F1 2926. Apparently Trains 123-124 were being hauled by steam as the regular Dayliners had been involved in an accident at Saint John. Pacific 2598 was handling the second leg of the Saint John - McAdam - Edmunston trip to Aroostook. P2 5357 left for Saint John on a caboose hop just as G2 2628 steamed into town with Train 101 from Saint John. The elderly Pacific was cut off one end while 2598 was coupled on the other. Train 124 left town five minutes late, the mellow whistle wailing in the early morning mist.

A battery of minor explosions heralded the arrival of 9008, the daily accommodation from St. Stephen, which I boarded. At 9 a.m., accompanied by ludicrous comments on the dependability of 9008, Train 122 chugged out of town. The rolling gait soon gave way to a rocking, pitching motion as the "doodlebug" roared down the lightly ballasted right-of-way. The few passengers on board were all local citizens and the passenger section was soon filled with pipe smoke and laughter as the morning bull session with the crew got under way. An odd thing

about 9008 is the seating arrangement, three on the left side and two on the right. At Watt the gas-electric turned off the St. Andrews line and left for St. Stephen. Twenty minutes later 2926 drifted up to the station with M564 for St. Andrews. The F1 provided adequate power for the run, and after meandering around the edge of a large salt water inlet, the train halted before a very neat station. As this was too early in the season for tourists, there was nobody at the station except the Algonquin Hotel truck. However, there was much switching to do, in particular that for the Conley lobster plant, which requires several express refrigerator cars per day during the lobster season.

An extremely pleasant day was spent on the beaches, and all too soon 2926 whistled off for home. A beautiful sunset was witnessed through the open door of the wooden baggage car. Darkness had fallen by the time M563 arrived in McAdam, but the steam show continued. N2 3662 was switching in the yard while 2628 was patiently awaiting the arrival of the Edmunston train. A comfortable room in the McAdam Hotel, the paradise for railfans on top of the station, provided a good night's rest with 3662 lulling one very tired railfan to sleep.

Train 123 for Edmunston was again powered by 2598. The three-car train which replaced the damaged Dayliners consisted of a modern mail-express car, an elderly steel coach and a baggage car on the rear end. At Woodstock G2 2644 was in the siding with a northbound way freight. From Woodstock the train follows the Saint John River for over a hundred miles all the way to Edmunston, past Hartland with the longest covered bridge in the world (which carries part of the Eastern link of the Trans-Canada Highway); the mighty power dam at Beechwood which forced the railway to higher ground, and the great Beechwood log boom across the river where the pulp wood is backed up for over half a mile. At Aroostook, D4 492 replaced the G2 for the last lap because of the flimsy bridge across the Saint John River at Grand Falls. This bridge provides the reason why three M3 class 3300's were kept in service. But, alas, time has run out for the diminutive Consolidations. The day before, May 26th, the diesel had arrived. When the Budd cars return to service, the Aroostook - Edmunston line will be dieselized. Gradually the majestic fir-studded hills gave way to rolling potato fields. For the last ten miles the C.P.R. uses the Edmunston - Moncton line of the C.N.R. At the city limits, the C.P.R. branches off for the last mile into town on its own trackage. Parked in the one-stall engine house was M3 3579, and to judge from the pile of wood on the pilot, it had not been in service for quite some time.

In the early morning sun, the silhouettes of four dead S-1 class Mikados, nos. 3342, 3344, 3358 and 3347 could be made out in the C.N.R. Edmunston yard. This was the only steam power seen on the C.N.R. in the Maritimes. C.N.R. train 52 for Moncton, which I next boarded, had a 3000 series road switcher and a steam generating unit on the head end. These steam generator cars, resembling glorified boxcars, made possible the dieselization of this run, which traverses a very cold region. Once again the terrain became hilly and dotted with forests of fir as train 52 would southward. A huge trestle, seven-eighths of a mile long and 150 feet high, afforded a marvellous view of the surrounding country. The vestibule was crowded with rubber-necks using the dutch doors to the best advantage.

Plaster Rock is a small town situated on the Tobique River, which feeds pulp wood to the Fraser pulp mill, the town's chief industry. The mill accounts for the presence of the C.P.R. branch from Perth Junction. Behind D10 806 I rode the mixed train to the Junction. For 27 miles this line follows the Tobique River in a series of tortuous curves; one third of the line is carved directly out of the rock bank. When a new hydro dam was constructed at the mouth of the Tobique a few years ago, the line was raised 50 feet at one point. A very good view of the dam can be had as the train passes under part of the containing wall. The northbound way freight for Aroostook behind G2 2660 held M584 in the siding at Perth. The southbound way freight for Mc Adam passed through behind 2644. Then 806 picked up its train and left for the return trip to Plaster Rock.

Present in the Aroostook engine house with steam up were D10's 802, 934, 990, and G2's 2598 and 2660. Dead were 3387 and 3388, the other two M3's. Train 124 for McAdam arrived behind D4 492 only five minutes late. Ten minutes was required for the engine change, and once again 2598 was racing southward striving, with success, to match the Dayliner schedule. Certainly the large portly engineer knew his business, for the 70-inch drivers of his G2 had hardly time to cool from the heavy braking before they were accelerating again at a terrific rate after each stop. G2 2611 was waiting for us at Kilburn with a northbound extra; at Hartland, a southbound extra behind 2622 was passed. Two torpedoes brought us to a grand-slam stop at Bodec Junction; two extras were still blocking the line. 2628 was waiting to take over for the final lap to Saint John when we reached McAdam only five minutes late. Also waiting was P2 5422 which followed 2628 with a through freight. This was the only steam power on a through freight seen during the entire trip.

(The concluding portion of Mr. Freyseng's narrative will be presented in the September issue).

#### O.T.C. PLANS COMPLETE RAIL ABANDONMENT BY 1960

The year 1959 will witness the end of operation on two of Canada's three remaining street railway systems. The Montreal demise has been known for some time; however, the recent announcement of the Ottawa Transportation Commission that it plans to discontinue all car lines before the end of 1959 came as a distinct surprise after previous reports which had indicated a slow dissolution of the remaining rail system over a lengthy period of time.

An independent consulting firm, upon recently completing a survey of the Ottawa transit operation, recommended the conversion essentially as an economy move claiming that a yearly saving of more than half a million dollars could accrue to the system by ceasing to maintain street cars and street car repair facilities. The conversion of Champagne car barn for bus use was recommended, while the smaller Cobourg St. car barn would be abandoned. Although the small trolley coach operation now carried on by the O.T.C. (10 vehicles on one route) was not mentioned, it is expected that it will probably not outlast the rail operation by a great period, and may perhaps end with it.



MOTIVE POWER NOTES

- Ontario Northland Railway Pacific 701, which made the last run of a steam locomotive on the system in June, 1957, has been placed on permanent historical display on a siding near the Englehart station.

- Another locomotive recently set up for permanent display is C.N.R. Mogul 86, previously reported as "assigned to the London and Port Stanley Railway". Now owned by the city of London, Ontario, the engine was presumably stored on the city-owned L. & P.S. until arrangements for its permanent display location were made. Such arrangements have now been made, and the Mogul, complete with fresh paint job and new style circular C.N.R. herald on the tender, reposes in the Fairgrounds on Dundas Street East, facing west and visible from the street. A motor truck towed the locomotive over sections of temporary track by means of a chain attached to the pilot beam. The move was made during the early part of July.

.. Thos. McIlwraith

- Another locomotive of the same class, C.N.R. 88, as most members already are aware, has been set up with an old passenger coach on a short section of original track on the portion of the C.N.R. main line recently vacated because of Seaway construction, near Morrisburg, Ont. The locomotive, coach and the station building from Aultsville in front of which they stand, are the nucleus of a transportation museum planned by the Ontario - St. Lawrence Development Commission.

Unlike 86, which carries an up-to-date paint job, 88 has been painted and lettered as GRAND TRUNK 1008, in the style used by that company in its latter years. The rolling stock and station building are well boarded up to guard against vandalism. The display is easily visible from the Toronto - Montreal highway.

- Two light diesel switchers, formerly nos. 48 and 50 of the Mississippi Export Railroad, were observed at Belleville, Ont., on August 11th.

- Pacific Great Eastern Railway has taken delivery of two Montreal-built 1900 h.p. road switchers, numbers 589 and 590. Also on order from Montreal are three 1000 h.p. switchers. While the latter are under construction, M.L.W. has loaned the P.G.E. two "stock" 660 h.p. switchers painted in C.P.R. colours and carrying the road numbers 6612 and 6613 (although not lettered C.P.R.). The paint job anticipates the sale of these units when the C.P.R. next places an order for M.L.W. 660 h.p. switchers.

- The C.N.R. has dieselized, with single unit 4400 and 4500 series road switchers, the following passenger train services:

Trains 92, 95	: Toronto - Peterborough
Trains 93, 94	: Toronto-Belleville via Peterborough
Trains 9, 10	: Toronto-Belleville via main line
Trains 74, 81	: Toronto-Hamilton

The observed sequence of changeover on the Peterborough trains is as follows:

Trains 92, 95 -- Pacific 5302 made the last steam run on July 30th, with diesel 4572 taking over on July 31.

Trains 93, 94 -- (94 to Belleville evenings, 93 returning following morning). Road switcher 4564 made a trial run over July 28th-30th, but Pacific 5257 returned for the next

three days, making the last steam run over August 1st - 2nd. 4458 took over August 2nd - 4th (Saturday - Monday), and diesels regularly assigned thereafter. Seen on 92-95 to date have been 4403, 4458, 4460, 4564 and 4572.

## C.N.R. Deliveries:

<u>From M.L.W.</u>		<u>From G.M.D.</u>	
3701, 3702	June 20	6536, 6634	June 6
3703, 3704	June 27	6537, 6635	June 17
		6538, 6636	June 28
8240	June 6	6539, 6637	July 9
8241	June 8	6540	July 16
8242	June 26	6541	July 16
		6542	July 18

## C.N.R. Scrappings:

<u>2-8-2</u>		<u>4-8-4</u>		<u>4-6-2</u>	
3205	May 2	6107	June 13	5108	June 20
3258	June 27	6111	June 6	5113	May 9
3401	May 16	6114	May 30	5250	June 20
3442	May 9	6120	June 20	5277	June 27
3448	May 23	6141	June 13	5563	May 9
3449	May 9	6157	June 27	5567	May 23
3472	May 2				
3499	June 20	<u>2-8-0</u>		<u>4-8-2</u>	
3500	May 2	2366	May 9	6003	May 23
3505	May 30	2579	June 28	6008	May 16
3714	May 30	2646	June 6		
3728	May 2			<u>0-6-0</u>	
4067 (ex 3731)		<u>2-10-2</u>		7308	May 16
June 13		4017	May 2		
		4192	May 2	<u>0-8-0</u>	
				8418	June 6

T.T.C. NOTES

- The Annual Report of the Toronto Transit Commission for 1957 released on July 30th last, contains the following significant statements:

"The net income for the year 1957 was \$2,334,080 Both gross revenue and total expenses reached the highest figures in the history of public transit in Toronto.....It must not be anticipated that the net financial result for 1958 will be as profitable as was the case in 1957 .....It is the nature of the mass transit business since the last war to run in three, four or five year cycles. As costs rise, a fare increase produces excess revenue in the year of its introduction. This excess revenue becomes smaller for the next one or two years until rising costs result in a deficit. Therefore it is obvious that the financial results of any one year should not be considered alone, but rather as part of a cycle.....It is essential that additional subway lines be constructed to relieve the Yonge Street Subway and to replace surface street car lines which will have to be discontinued progressively on account of obsolescence and the slowing of the whole surface system caused by traffic congestion. It is for these reasons that the

Commission has been advocating the construction of additional rapid transit lines."

- New subway cars 5110 and 5115 have seen test service as a two-car train, but have not been in revenue service, and probably will not be until the other four experimental cars, 5111-5114, have arrived and can be used to make up a six-car train.

- Small Witt 2820, badly damaged in a rear end collision on Bathurst St. some months ago, has surprisingly enough had a complete new front vestibule built and is back in service.

- Five members of the Anthracite Division of the Electric Railroaders' Association held a fantrip in Small Witt 2896 on Saturday, July 5th. The six-hour excursion covered approximately half of the system, including such portions of unused track as Shaw St. and Church St. Various stops at carhouses and loop properties were made during the trip, as well as at the King St. West subway and the Bathurst St. hill track construction job. The five visitors from below the border had a very enjoyable (if individually expensive) trip.

-- John Freyseng

#### MISCELLANY

- The C.N.R. discontinued passenger service between Parkhead and Wierton, Ontario, after June 21st.

- The consist of Princess Margaret's special train, as observed at Banff, Alta. (C.P.R.) on July 28th was as follows: DPA 4035 flying the royal standard, DPA 1434, baggage 3016, diner PRINCESS, two MANOR class sleeping cars, dome car 508 and two business cars MOUNT STEPHEN and STRATHCONA. All of the rolling stock is stainless steel with the exception of the business cars; STRATHCONA carried shields containing a fancy "M".

- The Canadian Car Company is consolidating its Montreal car building operation into one expanded building at the site of its Dominion plant, the Turcot plant being slated for vacation. The new building will be two thirds of a mile long with over one million square feet of floor area. Two transfer tables will be employed.

- The C.N.R. has awarded a contract to Bird Construction Co. for the placing the substructure for a \$3 million steel viaduct approach, some 4500 feet long, to an ore dock at Port Arthur, Ont.

- Ground was broken on July 15th to start the construction of an eleven storey addition to the C.N.R.'s Nova Scotian Hotel at Halifax, which will have the effect of doubling the size of the building.

- The C.N.R. has called for tenders on the construction of a new line to extend from Brossard, P.Q. (Rouses Point Subdivision) to St. Hubert (Granby Subdivision).

- Tenders have also been called by the C.N.R. for the construction of a new yard office and yardmaster's tower in Sarnia.

- On July 14th the C.N.R. inaugurated piggyback service from the central provinces to the Maritimes, with daily service between Montreal, Toronto, Hamilton and London and 12 points in New Brunswick and Nova Scotia, namely Moncton, Saint John, Shediac, Petitcodiac, Dorchester, Sackville, Sussex, Amherst, Halifax, Bedford, Shubenacadie, and Stewiacke.

- It is the intention to construct a grade separation in the near future for Greenwood Avenue and the C.N.R.'s Oshawa Subdivision, in the eastern part of Toronto.

C.N.R. MONTREAL HUMP YARD UNDER CONSTRUCTION

In suburban Cote de Liesse, near Montreal, an 800-acre area of land is currently being graded, preliminary to the construction of what will become North America's largest automatic hump yard. Being built by the C.N.R. for 1961 completion, the yard is a \$28 million project embodying the latest techniques in yard operations, including electronics, radio, television and automatic computers to classify 7000 cars a day into trains heading for as many as 100 different destinations.

The 1958 construction program will spend about \$8 million, the largest allocation since the commencement of construction in 1956. About 1-1/4 million tons of earth and rock will be moved this year, some of this being used to create the humps. The main hump will be a double tracked one, descending into an 84-track classification yard, which can be split into two 42-track yards when cars are being pushed over the two tracks of the hump simultaneously, as will be done during rushes of traffic.

Beyond the main yard will be located a second hump leading to a local classification yard where cars will be sorted for delivery to Montreal area destinations.

The yard will boast a number of firsts and will be the continent's biggest yard in terms of capacity. There will be room for 10,000 cars, as well as the ability to receive, classify and assemble 7000 cars per day. Incoming freight will generally be ready to proceed to its receivers within three hours of arrival. 165 miles of track will be involved in the two classification yards, the receiving and departure yards and the car cleaning yard. There will be provided a car repair shop and a \$3 1/2 million diesel locomotive repair shop with a capacity of 40 locomotives. This shop will be one of the first elements of the entire project to see completion, expected during the current summer.

Six control towers will direct operations, with push button controls for the portion of the functions to be directly controlled by human hands. Ground personnel, e.g., car inspectors, will receive instructions from 350 talk-back speakers or from walkie-talkie sets. Locomotive crews will receive orders by cab radio. An electronic "brain" will weigh cars as they pass over the hump and will make a measurement of momentum, in which wind, temperature and car weight factors will be taken into account, and will then operate the retarders in such fashion as to control speeds in accordance with the momentum measurement.

Television cameras will be used in the receiving yard to record information on arriving cars from which switch lists will be prepared and transmitted to the various control towers by teletype. The system informs the tower operators in a quick and efficient manner of the track to which each car arriving at the hump should be directed.

---  
NOW AVAILABLE --- History of Toronto Railway Company and Toronto Street Railway, written by L. Pursley, U.C.R.S. member and long-time T.T.C. employee; published by Ira Swett, Interurbans, Los Angeles. 156 pages size 8 1/2 x 11 - 265 photographs - 14 car plans - 2 maps. Stitch bound - plastic coated cover. Obtainable locally from L. Pursley, 149 Elmwood Ave., Willowdale, Ont. Price \$3.00. (Please make remittances by money order, payable to Mr. L. Pursley). (Do not write to U.C.R.S. for copies of this book).

end

# Upper Canada Railway Society

BOX 122    TERMINAL "A"    TORONTO

## Newsletter

EDITOR: STUART I. WESTLAND    16 SONORA TERRACE    TORONTO 13

ASSISTANT EDITOR: J. A. MACLEAN

SEPTEMBER 1958

NUMBER 152

### SOCIETY ACTIVITIES

The Society meets on the first and third Fridays of each month from September to June. The first indoor general meeting of the 1958-59 season will be held in Room 486, Toronto Union Station at 8:30 P.M. on September 19th. The program will consist of a showing of 35 mm. slides and/or movies taken by members during the past summer. It is also hoped that members in attendance will be prepared to give, during the discussion period of the meeting, some brief summary of fantrips or other activities having rail interest which they have indulged in during recent months.

The first Friday meeting of October will be held on the evening of the 3rd, being an observation meeting at Bathurst and Front Streets.

### TWO U.C.R.S. EXCURSIONS SCHEDULED

(1) Sunday, September 28th: There will be operated by the Society a six-hour excursion on the Niagara, St. Catharines & Toronto Railway, starting from St. Catharines shops at 11:20 A.M., E.D.T. The chartered car will meet C.N.R. train 102 at Merritton at 11:32 A.M., E.D.T. and will be back at this point at 5:05 P.M. for the convenience of those who wish to take C.N.R. train 191 back to Toronto. Rumours are again rife that the Welland Subdivision passenger service is imminent of removal and there is accordingly the possibility that this will be the last excursion operated over the rails of this railway; a general attendance of Southern Ontario railfans on this account is hoped for. The fare on the N.E. & T. will be approximately \$2.50. Toronto members will leave Union Station at 9:00 A.M., E.D.T. aboard Train 101-102.

(2) Saturday, October 25th: An excursion by regular trains will be operated on this date to Midland, Ont. via Blackwater Jct., on the C.N.R. Trains 603 and 604, which provide all passenger service between Lorneville and Midland, are due to be removed after October 25th. Those in attendance should purchase weekend return tickets from Toronto to Midland going via Blackwater Junction. The return portion of the trip can be made either via Allandale and Newmarket or via Georgetown, the latter being for the more adventurous who like to see how much they can do with a weekend return ticket. The timetable will be as follows: (Times are E.S.T.)

Lv	Toronto	#92 (Not #41)	9:05 A.M.
Lv	Blackwater Jct.	#603	11:02 A.M.
Arr	Midland		1:50 P.M.
Lv	Midland	#604	2:30 P.M.
Arr	Orillia		3:25 P.M.
Lv	Orillia	#44	3:44 P.M.
Arr	Toronto	#44	7:10 P.M.

P.T.O.



Arr	Allandale		4:24 P.M.
Lv	Allandale	#662	4:35 P.M.
Arr	Georgetown		6:30 P.M.
Lv	Georgetown	#34	6:27 P.M. (NOTE BELOW)
Lv	Georgetown	#36	7:30 P.M.
Arr	Toronto		8:35 P.M.

Note - Connection with no. 34 not guaranteed if all trains are on schedule.

There are restaurants in Midland, but those planning to return via Georgetown are advised to bring a lunch.

Sincere apologies are offered the membership in respect of the late appearance of the August issue of the Newsletter. A compounding of various unfortunate factors delayed the production and mailing of this issue to the point where several events announced therein had already taken place by the time members had read of them. Every effort will be made by the Publications and Production and Mailing Committees to prevent a recurrence of this situation in the future.

#### BLOOR SUBWAY RECEIVES O.M.B. APPROVAL

Commencing on August 19th, the Ontario Municipal Board sat on the matter of the approval of the participation of the Municipality of Metropolitan Toronto in the financing of the T.T.C. Bloor subway project. Six suburban municipalities, led by the small Village of Long Branch, succeeding in delaying approval of the project by questioning the legality of the type of financing proposed. Little sympathy was shown these filibustering suburbs, (which fear reduced funds for their own works projects), and after a patient hearing of their case, the decision to approve the Metropolitan participation was given on September 5th.

This approval has set in motion various projects which are preliminary to the commencement of subway construction. One of these is the placing before Metropolitan Council of a by-law to expropriate land along the 10-mile right-of-way.

The T.T.C. is to call for tenders on \$8 million worth of construction equipment and materials, such as tunnel sections which may be flown in from England. Before the end of the year, various utilities and monuments which lie in the path of construction on University Ave. will be undergoing relocation, and the first task will be the shifting of the South African war memorial at Queen St. (The Sir Adam Beck statue, pictured in the recently released U.C.R.S. Bulletin no. 50, will no doubt require moving also, and it seems ironic that Sir Adam, who spent so many years fighting for electric railways that were never built, now has to move over to let an electric railway be constructed!)

Construction of the University Ave. line, to be the first stage of the project, designed to relieve the Bloor-Queen portion of the Yonge Subway which is approaching capacity in peak hour loadings, will be completed in three years and will allow abandonment of the Dupont car line. Work on the Bloor Street sections will begin in 1962, to continue for the remainder of the overall 10-year construction period.

A mock-up of a new design of lightweight subway car has been constructed at Hillcrest shops, and this will be used in the study of the type of rolling stock to be ordered for the Bloor line.

MOTIVE POWER NOTES

- The C.N.R. has ordered a further 144 diesel locomotives as detailed in the following tabulation:

<u>Quantity</u>	<u>Road Nos.</u>	<u>Builder</u>	<u>TYPE</u>	<u>CLASS</u>	<u>NOTES</u>
27	6767-6793	M.L.W.	1800 HP RPA	MPA-18b	
5	6867-6871	M.L.W.	1800 HP RPB	MPB-18b	
69	4271-4339	G.M.D.	1750 HP RS	GR-17u	
4	1800-1803	M.L.W.	1400 HP RS	MR-14a	A
16	1034-1049	G.M.D.	1200 HP RS	GR-12t	
23	8500-8522	M.L.W.	1000 HP SW	MR-10q	B

Note A - New type of locomotive; four 1600 H.P. M.L.W. locomotives will be upgraded to 1800 H.P. to release some electrical and mechanical components to incorporate in 1800-1803. The identity of the 1600 H.P. units has not been decided.

Note B - 8500-8522 will use a new model engine, although still rated at 1000 H.P., and have thus been assigned to this new number series (as distinct from 8000-8299).

- C.N.R. 9005 (E.M.D. 1500 H.P. RPA unit, class GFA-15a) is being rebuilt as a 1500 H.P. road-switcher to be numbered 4824, class GR-15b.

- Grand Trunk Western 79 (E.M.D. 600 H.P. switcher) is slated for scrapping to provide parts to keep the other unit of this class, 78, in operating condition. These locomotives are now 20 years old.

- Grand Trunk 3041 and 3042 (Alco 1600 H.P. road-switchers, class MR-16d, were transferred to the Central Vermont on March 3, 1957 and to the C.N.R. on December 30, 1957.

- Central Vermont 3900 and 3901 (E.M.D. 1200 H.P. road-switchers, class GR-12j, were transferred to the C.N.R. on January 2, 1958.

- Grand Trunk Western 1269 and 1270 (E.M.D. 1200 H.P. road-switchers), class GR-12j have been renumbered from the "light" 1200 series to the "heavy" 1500 series as 1509 and 1510.

- Since the evening of August 25th, the R.D.C. cars on C.P.R. trains 382-381 (Toronto-Peterborough) have been replaced by a 1600 H.P. road-switcher hauling a train. This has also eliminated the G5 Pacific which has always been used in place of the Dayliners on Weekends (up Saturday, down Monday). Dayliners 9050, 9051 and 9052 last ran on Friday, August 22nd and Pacific 1271 last ran on the train on Saturday August 23rd; Monday, August 25th. Since the evening of August 25th, an 8400 or 8500 series road-switcher has hauled the train.

- The dieselization of C.N.R. trains 92-95 as reported last month was short lived. The advent of cooler weather has seen steam locomotives return as the diesels in use have no train heat generators. On 94-93, 4403 made the last diesel run over Aug. 18-19, and since August 19-20, 5257 and 5292 (4-6-2's) have been in use. On 92-95, 4564 made the last GP-9 run on August 18, engine 1267 (1200 H.P.) ran on August 19, and steam took over on August 20. Pacifics 5062, 5261, 5299 and 5302 have all seen use on these trains since that time.

- C.N.R. 1910-1926 (G.M.D. 1200 H.P. road-switchers, class GRG-12g) have been renumbered as 1901-1917, class GRG-12n. This is the same class as the heretofore lone locomotive 1900.

- The five C.N.R. R.D.C. cars ordered some months ago (Newsletter 145, P.6) were delivered as follows:

RDC-1:	D-107	Apr. 30	RDC-2:	D-201	May 16
	D-108	Apr. 29		D-202	May 21
				D-203	May 23

- C.N.R. motive power observed at Lindsay, August 4, 1958 (cf. previous lists in Newsletters 140 and 147):

2-6-0: 91; 4-6-0: 1520 (for scrap); 2-8-0: 2550, 2580, 2616;  
2-8-2: 3228, 3239, 3273, 3409, 3489; 4-6-2: 5589; 0-6-0: 7461,  
7465, 7509; 1000 H.P.R-S: 1705; 1200 H.P. R-S: 1231, 1241, 1245.  
Of these, 91 and 7509 are held as spare engines.

- General Motors Diesel Ltd. will bring out shortly a new model of locomotive known as the Model GMD-1. This is a locomotive for branch line service, available with four or six wheel trucks and having 1200 H.P. The locomotive will be equipped with a steam generator.

#### MISCELLANY

- The Greater Winnipeg Transit Commission has retained Norman D. Wilson, Toronto transit consultant to make generalized studies toward the provision of a future rail rapid transit system for the Manitoba capital. Subways, monorails and surface railways on a private right-of-way are all mentioned as media to come under study. (Editor's Note: This comes just three years after the last of Winnipeg's centre mall car lines was abandoned, which in themselves were potential rapid transit routes).

- The Ontario Northland Railway stands possibly on the threshold of a new traffic bonanza as the Ontario government currently studies a proposal to establish a seaport on James Bay at Moosonee to serve as a water-rail trans-shipping point, particularly in respect of the possible development of iron ore mining on the Belcher Islands in Hudson Bay and of nickel deposits at Rankin Inlet.

- The Hydro-Electric Power Commission of Ontario is underwriting \$17 million of the \$18 million cost of the relocation of the C.N.R. main line in the St. Lawrence Seaway construction area.

- The C.N.R. has announced that the "Continental Limited" will be discontinued for the winter season, and that the schedule of the "Super-Continental" will be slowed so that more local stops can be added. There appears to be an ever-widening gap in the competitive positions of the two major railways as regards transcontinental passenger traffic.

- - - - -

The T.T.C. has undertaken the construction of a fourth escalator at Eglinton Subway Station, connecting the platforms with the concourse above. Increased use of this station over the past year has made the extra facility necessary, as recent counts reveal a daily use of the station by 105,000 passengers, a total greater by 13,700 than last year.

# Upper Canada Railway Society

BOX 122 TERMINAL "A" TORONTO

## Newsletter

EDITOR: STUART I. WESTLAND

16 SONORA TERRACE

TORONTO 13

ASSISTANT EDITOR: J. A. MACLEAN

OCTOBER 1958

NUMBER 153

**SOCIETY ACTIVITIES** The Society meets on the first and third Fridays of every month from September to June. The October General (indoor) meeting will be held at 8:30 P.M. in Room 486, Toronto Union Station on the 17th and the entertainment will consist of a showing of steam slides of international interest.

A meeting will be held on Friday, November 7th at Dundas and Bloor Streets to observe transit and railway operations.

**Past Meetings** -- September 19th: The first General Meeting of the 1958-59 season saw a good attendance (approximately 35 members) who witnessed a showing of movies and slides depicting trips taken by members during the past summer. The varied selection ranged all the way from the railway exhibits at the Brussels World's Fair to scenes of the Comox Railway & Logging Co. on Vancouver Island.

October 3rd: Observation session at Bathurst and Front Streets.

**Coming Excursion** -- The membership is again reminded of the informal excursion (using regular train services to Midland, Ontario via Blackwater Junction). This is a farewell excursion to C.N.R. trains 603 and 604 which will be discontinued with the forthcoming timetable change. For more full details of this trip, members are referred to page 1 of the September issue.

**N.S. & T. Excursion of September 28th** -- The Society's chartered car excursion on lines of the Niagara, St. Catharines and Toronto Railway on Sunday, September 28th was a distinct success. 24 members were in attendance for the six-hour trip on car 622. Both Port Dalhousie lines, the Port Weller line and the Welland Subdivision as far as Fonthill were covered, including a side trip to the extreme end of the Fonthill cannery spur line.

### ST. CLAIR TUNNEL CO. ELECTRIFICATION ABANDONED

The Canadian National Railways' electric operation through the tunnel between Sarnia, Ontario and Port Huron, Michigan under the St. Clair River was completely discontinued effective 8:00 A.M. on September 28th. For some time past diesel locomotives (Grand Trunk Western 4900 series road switchers) had been handling passenger movements through the single track tunnel, with the box cab electric motors still doing duty on freight trains.

This development follows the trend evident on this continent of the abandonment of various local trunk line electrification projects at tunnels or terminals in order to eliminate locomotive changes and costly maintenance of power distribution facilities. No information is yet at hand as to the disposition of the St. Clair Tunnel Co. electric locomotives.

C.N.R. SEEKING QUEBEC - ST. JOACHIM DE-ELECTRIFICATION

The C.N.R. has applied to the Board of Transport Commissioners for permission to abandon all electric interurban passenger operations on the Montmorency Subdivision between Quebec City, St. Anne's Church and St. Joachim. This is, of course, the operation that is still better known to railfans as the Quebec Railway, Light and Power Co. interurban line, although the C.N.R. had owned track and equipment since 1950. The fact that the C.N.R. had made no substantial changes to the operation over an eight-year period had led many to believe that this interurban was one of the very few in the more or less "permanently safe" category, and the present application comes as a bitter surprise to many.

The Board sat on this matter on September 9th, but a decision has not been given as of time of writing. It is expected that the granting of this application would result in the de-electrification of the 25 mile line, with diesel locomotives to handle the remaining freight service.

MISCELLANY

- Since discontinuing express service by rail, the Niagara, St. Catharines and Toronto Ry. had placed cars 41 and 82 in dead storage, and the cars are already officially listed as "scrapped".

A watermain has been laid under the northerly portion of the trackage of the Port Weller line, during the process of the laying of which the N.S. & T.'s track was removed and rebuilt. The September 28th excursionists report that this track is now the smoothest on the system.

- The Ottawa Transportation Commission has called tenders for 67 new buses which would be used to replace directly 67 street cars, with the remaining 29 cars to operate for a further indefinite period. The first route to be converted in the final abandonment program would be the system's strongest, the B (Bank-Lindenlea) line.

- The C.N.R. has placed an order with Canadian Car Co. for 40 narrow gauge hopper cars for Newfoundland service.

- The C.P.R.'s two-stall enginehouse at Peterborough underwent an unusual metamorphosis in July and August. Tracks were removed, including leads and switches, the pit filled in and roof vents and stacks removed and covered in. The interior was cleaned and is now used by an industrial firm for warehousing. No change was made in basic structure or paint, so that externally the shed still appears to be in service.

- The car ferry "Ashtabula" sank in 27 feet of water in Ashtabula harbour on September 18th after colliding with a bulk carrier. The operation of this ferry was described in Newsletter 116, p.2 and 139, p.5.

- Pitts-Foley (C.A. Pitts and Foley Bros. of Canada) have been awarded the contract for the construction of 193 miles of railroad for the Quebec Cartier Mining Co. The new line will extend north from Port Cartier, on the St. Lawrence River, to Lac Jeannine, P.Q.

- The C.N.R. has called for tenders for the construction of a new passenger station at Prince Albert, Sask.



- Dayliners (from the 9050-9051-9052-9063 pool) returned to C.P.R. trains 382-381 on weekdays, effective with the trip of Train 382 on September 8th. These trains operate from Toronto to Havelock, not just to Peterborough as stated in the last issue.

- The Calgary Transit System is studying a combined road-rail service to serve South Calgary commuters. The transit system has purchased seven acres of land adjacent to Turner Siding on the C.P.R. which would serve as a terminal for feeder bus routes, from which passengers would transfer to a C.P.R. shuttle operation to the centre of the city. Road-railers are also under study in the event that the C.P.R. does not wish to operate a service of this kind with its own equipment. A C.P.R. official has already stated, in spite of the transit system's enthusiasm, that he does not believe the suggested operation "would work".

- The British Columbia Electric Company, after divesting itself of all rail passenger operations, now wants to divest itself of the subsidiary B.C.E.R. in its entirety. A new company, B.C. Transit Ltd. has been formed by Vancouver men with a view to purchasing and operating the B.C.E.R. system.

### MOTIVE POWER NOTES

- Since the C.P.R. dieselized the Guelph-Goderich mixed train service, 0-6-0 6275 is doing yard switching at Goderich. The diesel has only a short layover at Goderich before returning to Guelph, with not enough time for local switching. Because of this, the last active C.P. 0-6-0 in Eastern Canada was called out of retirement.

- A survey of the majority of the remaining steam locomotives on C.N.R.'s subsidiary Grand Trunk Western on September 27th revealed the following:

At: Milwaukee Jct., Detroit: 6405, 5633, 5634, 6407

3752 observed on Train 22 and 6037 on Train 54.

Pontiac: In roundhouse: 4079, 5038, 5043, 5630, 6328, 6332

Stored outside: 8327, 8375

Durand: (Yard appeared to be switched by four 0-8-0's exclusively, as no diesel switchers in evidence): 8328, 8374, 8378, 8380.

In roundhouse: 2668, 2672, 2683, 3748, 3750, 3754, 3755, 3757, 4070, 4076, 5627, 5629, 6040, 6330, 6333, 6408, 8305, 8314.

Stored in yard: 5632, 6038, 6322, 6323, 8316, 8325.

Battle Creek (only locomotives stored dead at this location):

In yard: 2681, 7524, 7528, 8307, 8313, 8317, 8319, 8324, 8344, 8346, 8370, 8377, 8381, 5048, 5628, 6313, 6314, 6315, 6316, 6320, 6325, 6326, 6329, 6331, 6335, 6406, 6409, 6410, 3732, 3746, 3516, 3523.

In roundhouse: 6319, 6327, 6334, 3753, 4078.

- As of the end of September, C.N.R. Mogul 674, late of the Museum Train, was at London, Ont. for scrapping.

- Newsletter 152 erratum: Central Vermont 3900 and 3901 are Alco 1600 H.P. road-switchers, class MRG-16c, not the type and class as stated in the September issue.

CANADIAN NATIONAL RAILWAYSLOCOMOTIVES RETIRED DURING 1957

(Scrapped Unless Otherwise Noted)

<u>TYPE</u>	<u>CLASS</u>	<u>NUMBERS</u>
Road-Switcher	CR-12c	1621
	GR-17h	4538
2-6-0	E-7-a	713 (Held for Museum Train)
	E-10-a	80 (ex 902)
	"	88 (ex 910 - to Morrisburg museum)
	"	93 (ex 923)
4-6-0	G-16-a	1140, 1145, 1157
	G-17-a	1162-1164
	H-6-c	1307, 1314, 1315
	H-6-d	1543 (ex 1338)
	H-6-f	1349
	H-6-g	1355, 1360, 1364
	H-10-a	1427, 1433
2-8-0	M-3-a	2093, 2099, 2114, 2124
	M-3-e	2173
	M-5-b	2187
	N-3-b	2344, 2348, 2352, 2353
	N-3-c	2358, 2359, 2362
	N-3-d	2371, 2377, 2379
	N-1-b	2385, 2387, 2427, 2430, 2431, 2433, 2436, 2441-2443
	N-1-c	2447, 2452
	N-2-b	2466, 2474, 2487, 2497
	N-4-a	2517, 2519, 2522, 2529, 2547, 2569, 2574-2576, 2625, 2635, 2638, 2639, 2641-2643, 2647, 2658
	N-4-h	2810
	N-5-b	2714, 2728, 2734
	M-1-a	2822 (ex 2021)
	M-1-b	2827 (ex 2052)
2-8-2	S-1-j	3198
	S-1-a	3238
	S-1-b	3266, 3271
	S-1-d	3343
	S-1-f	3405, 3418, 3419, 3421, 3425, 3427, 3441, 3443, 3451, 3474, 3476, 3484, 3494, 3498
	S-1-g	3514
	S-2-b	3563
	S-3-a	3703
2-10-2	T-1-b	4018
	T-1-c	4022, 4031, 4035, 4036, 4041
	T-3-a	4206
	T-4-a	4307, 4309, 4310, 4314
	T-4-b	4317, 4330

4-6-2 J-1-a 5003  
J-3-a 5033, 5037, 5041  
J-3-b 5049, 5053, 5056, 5063, 5075  
J-4-b 5087  
J-4-c 5091, 5098  
J-4-d 5121  
J-4-f 5150, 5156  
J-7-a 5252, 5269  
J-7-b 5284  
K-1-a 5507  
K-1-d 5521  
K-1-e 5535, 5536  
K-2-c 5554-5556  
K-3-a 5573, 5574  
K-3-b 5582, 5587, 5592, 5595  
K-3-g 5613  
K-4-a 5631

4-8-2 U-1-a 6009, 6012  
U-1-b 6020, 6026

4-8-4 U-2-b 6134

0-6-0 0-9-a 7220 (ex 7125)  
7225 (ex 7131)  
7307 (ex 7228, ex 7134)  
7315 (ex 7244, ex 7173)  
0-10-a 7253 (ex 7043)  
0-15-c 7311  
0-12-b 7322, 7326, 7328  
0-12-d 7337  
0-12-a 7360, 7363, 7372, 7375, 7397, 7409, 7410  
0-12-f 7415, 7423  
0-16-a 7345, 7347, 7348, 7351-7354  
0-18-a 7431, 7450, 7455, 7473  
0-18-d 7521  
0-19-a 7528  
0-20-a 7532, 7533

0-8-0 P-5-b 8309, 8315  
P-5-c 8321, 8324  
P-5-d 8331, 8338  
P-5-e 8344

GRAND TRUNK WESTERN

2-8-0 N-4-d 2664, 2671, 2681  
N-4-e 2684

2-8-2 S-1-f 3410  
S-1-h 3521  
S-3-a 3709, 3716  
S-3-b 3741

4-6-2 J-3-a 5048  
0-6-0 0-18-b 7477, 7478, 7481, 7483, 7494  
0-19-a 7522, 7525

DULUTH WINNIPEG AND PACIFIC

2-8-0 M-8-a 1981-1984  
N-2-a 2455-2458, 2460-2464

NEWFOUNDLAND LINES

4-6-2 J-8-a 593 (to storage), 594  
2-8-2 R-2-b 303, 305  
R-2-c 308, 314, 316-319  
R-2-d 320-329  
(308 and 327 sold to Grand Falls Central Railway)

CENTRAL VERMONT

2-8-0 M-3-a 450-452, 454  
N-5-a 461, 464-472  
0-8-0 P-1-a 501, 504, 507  
2-10-4 T-3-a 707  
4-8-2 U-1-a 602

CANADIAN PACIFIC RAILWAYLOCOMOTIVES SCRAPPED DURING 1957

<u>TYPE</u>	<u>CLASS</u>	<u>NUMBERS</u>
4-6-0	D4g	421, 442, 457, 473, 474, 485, 488
	D9c	582
	D10d	626
	D10e	816, 822, 823, 832, 836, 864, 869
	D10g	876, 880, 896, 928, 941, 944,
	D10h	998, 1005, 1017, 1030, 1045, 1051, 1054, 1075, 1079,
		1084, 1096, 1110
4-6-2	G5b	1204, 1225
	G1p	2202
	G1s	2215
	G1t	2227
	G3b	2306
	G3c	2318
	G3d	2327, 2331, 2335, 2336, 2337, 2340
	G3e	2359
	G3f	2366, 2371, 2375
	G3g	2394, 2396, 2400, 2401, 2404, 2406, 2411, 2417
	G3h	2419, 2440, 2457

	G2g	2507
	G2r	2511, 2526
	G2q	2524
	G2s	2528, 2537, 2538, 2564, 2580, 2590
	G2u	2613, 2623, 2624, 2655
	G2u (x)	2650
	G4a	2711
	G4b	2712, 2715
4-6-4	H1a	2805, 2809
	H1b	2817
	H1c	2824
	H1e	2861, 2862
4-4-4	F1a	2911-2919, 2921-2925, 2927
	F2a	3001-3003
2-8-0	M3b	3369
	M4a	3404, 3409
	M4c	3417
	M4d	3439
	M4f	3454
	M4g	3474, 3477, 3480, 3506, 3510, 3520
	M4h	3563
	N2a	3618, 3629, 3654
	N2b	3712, 3726, 3727, 3738
	N2c	3744, 3751, 3753
	N4c	3955
	N4d	3956
2-8-2	P1d	5103, 5106, 5111, 5115, 5117, 5119
	P1e	5123, 5124, 5129, 5133, 5136, 5143, 5150, 5151, 5156, 5161, 5165, 5166, 5172, 5173, 5176, 5178-5181, 5184, 5186, 5188, 5189, 5191-5193
	P1n	5213, 5242, 5245, 5248
	P2a	5302, 5307
	P2b	5314, 5315, 5318, 5319, 5321, 5324
	P2c	5327, 5329, 5331-5333, 5335, 5337, 5338, 5340, 5341, 5344
	P2d	5345, 5346, 5348, 5351-5353, 5355, 5356, 5358, 5359
	P2e	5360, 5363, 5371, 5373, 5377, 5379
	P2f	5388, 5395, 5396, 5399, 5402, 5417
	P2h	5417
2-10-0	R3c	5770, 5778
	R3d	5787
2-10-2	S2a	5803, 5805, 5806, 5810
2-10-4	T1b	5920-5929
0-6-0	U3d	6227
	U3e	6277
0-8-0	V4a	6922, 6924, 6930, 6935
	V5a	6962 (ex 6602)
0-10-0	W1a	6952



EASTERN TRIP REPORT

by John Freyseng

(Concluded from August issue)

The last half of my eastern trip commenced on May 29th from Mc Adam and was in the form of a huge loop, starting off in an eastward direction.

In the pre-dawn mist, C.P.R. V5 6961 lurked about the yard marshalling a westbound freight. This odd looking engine with its enclosed cab certainly is a brute, developing 60,000 pounds tractive effort. However, the effect of dieselization was felt even at McAdam, verified by the long row of dead engines seen from the eastbound Atlantic Limited.

Gas electric 9003 was waiting patiently as 41 eased to a stop before the new station at Fredericton Jct. It paused only long enough to unload a few sacks of mail and drop an express refrigerator car. 9003 then picked up the refrigerator car and moved up to the platform to entrain passengers and wait for train 101, the St. John - Mc Adam local, which arrived a few minutes late, once again behind 2628. After the customary pause for the exchange of mail, train 101 and 9003 both departed. 9003, like its sister 9008, is no slouch. Accompanied by a rather terrifying sound, the gas electric towing the express refrigerator attained very good speeds, sometimes as high as 55 miles per hour. The run was completed without any stops enroute and train M579 for Woodstock behind D10 1097 awaited our arrival at Fredericton. The D10 was the only steam locomotive running out of Fredericton at that time. Pl 5108, which used to handle the Chipman-Fredericton run, was dead.

Apparently two road switchers have replaced nearly all the steam power between Fredericton Jct. and Chipman. The two diesels leave from Mc Adam early in the morning with a freight for Fredericton. At Fredericton they split up, one diesel handling the yard work while the other unit pulls the mixed to Chipman and back. In the late evening two two units return to Mc Adam with a freight. In theory, the two trains between Fredericton and Chipman are separate trains passing somewhere near Minto. However in practice the train from Chipman is delayed long enough (about two hours) so that the diesel can make the round trip. This operation replaces five steam locomotives, two between Fredericton and Mc Adam, two between Chipman and Fredericton, and one spare. The trip to Chipman was still interesting even though it was not steam powered. The C.P.R. leaves Fredericton in a very odd fashion, the whole train finally being wyed in order to leave town in the right direction. Several huge earth shovels having a height equal to a two story house, used in removing coal by the strip mining process, were passed. At Minto, the local switcher, N2 3682, was marshalling cuts of hopper cars. Train M560 had left for Norton before our arrival. The road switcher traded trains in the yard, picking up the morning's train from Norton and returned to Fredericton.

Although nothing was moving in the yard, there was plenty to see, for this is the home of the three Americans, class A1 number 29 and class A2 numbers 136 and 144. Number 29 was stored outside with its stack covered and had not seen service for more than a month although it had just recently returned from McAdam for repairs. In the engine house was 144 with two machinists working on the valve gear. Apparently 136 and 144 take turns on the Norton-Chipman mixed, each

running for a week at a time. Also in the house was D10 861 which used to run between Fredericton and Chipman. At dusk N2 3682 returned from Minto and retired for the night. How huge the Consolidation appeared beside the diminutive Americans.

Next morning 3682 switched together a few cars for the train to Fredericton and then left for the Minto coal fields. The rest of the morning was spent by myself crawling all over 29 and photographing it from all directions. The few people working at the engine house found this amusing and as well as being friendly, they supplied much information. Shortly after lunch, the long awaited whistle sounded heralding the arrival of the aged 136. It paused at the station for awhile and then commenced to switch in the yard, the box cars towering over it. Upon completing this, the engine was refuelled by means of an ancient wooden crane lifting large wooden buckets of coal. After the servicing of 136 the train for Norton was made up with the previous day's combine from Fredericton and backed into the station.

The ride passed very quickly - the old creaking wooden bridges, the interesting water stop at Perry, and the descent into the pretty Kennebecasis River Valley where Norton lies. While watching 136 being put away for the night, I couldn't help musing over the fact that the smallest and the oldest are not always the first to disappear.

The last day of May was spent visiting the Cumberland Railway and Coal Co. at Springhill, N.S. There was no activity at the mine, it being Saturday afternoon, and the mine switcher was parked in the engine shed; 43, the ex-S. & L. Mogul, was sitting outside, waiting to be dismantled. A very interesting day can be spent on the company's property inspecting the odd and elderly equipment which includes two three-way stub switches. The mixed from Parrsboro slowly clanked up to the station, Consolidation 52 leading, tender first. There were five other passengers riding to the junction besides myself, all children returning home after visiting Springhill for the day. 52 didn't break any speed records as the train ambled along, the rear end crew providing an enjoyable ride in the ancient combine. At Springhill Junction the Consolidation dropped the four freight cars from Parrsboro in the yard, and departed for Springhill as train M4, the combine bobbing on the rear.

The following morning was extremely wet and the drumming of the rain on the Truro station roof was drowned out only by D.A.R. Pacific 2627, preparing to leave for Windsor with the daily-except-Sunday mixed. This G2 was slightly different from the rest seen so far; glistening on her tender was "Land of Evangeline". The 20-car mixed wound past pine studded hills alongside small rivers for most of its trip, now and again crossing tide swollen streams on interesting wooden bridges. Local passenger traffic was brisk and by the end of the run the combine was fairly well filled. D10 1050 and G1 2209, both lettered "Canadian Pacific", were slowly moving a Jordan spreader and a string of dump cars as a track gang re-ballasted the wye at Windsor. G2 2505 arrived from Kentville with a freight just before the RDC from Halifax stopped to take on fuel oil.

Space aboard the Dayliner was at a minimum as train 11 proceeded to Yarmouth. The hills surrounding the Annapolis Basin were blotted out by rain and the various rivers emptying into the Basin were next to overflowing as the flood tide raised the water level higher and higher. D.A.R. D10 1038 was apssed and D10 903 was busy switching the Kentville yard. A strong wind had replaced the rain as 9058 rolled out onto the pier at Digby. "Princess Helene", the connection for

Saint John was awaiting departure time, with most of her passengers anticipating a rough crossing. The Bay of Fundry was quite rough, a heavy swell running down its full length, but by evening the cloud had broken and the passengers reclining in the comfortable front lounge were rewarded with a beautiful sunset over the heaving sea.

Bay Shore roundhouse at Saint John was unusually quiet. The once busy Decapods 5754 and 5755 were standing quietly in line with a string of dead Consolidations. Yet these large engines were still an impressive sight to the person who had never seen one before. D4 453 was steaming in the roundhouse along with V4 6932. Outside of this, the only other activity was N2 3624 switching at Lancaster.

A very comfortable night's sleep was had aboard train 42 and the morning was greeted by the return of Quebec's quaint Eastern Townships. Soon the train slowed and then swung away from the old track - The Atlantic Limited was using the new lift bridge over the seaway canal for the first time.

And so a very pleasant trip had come to an end. Since then, many things have changed. For example, passenger service between St. Stephen, St. Andrews and Mc Adam has ceased and undoubtedly many more diesels have appeared, but two things will never change, the spectacular country and the enchanting people of the Maritimes.

#### APPENDIX TO FOREGOING ARTICLE

Dead C.P.R. power noted on the eastern trip:

May 26, 1958 - Mc Adam:

G2 - 2504	P1 - 5107	P2 - 5330
2626	5173	5361
		5452
G3 - 2397	F1 - 2928	
		D10- 1002

June 4, 1958 - Saint John, Bay Shore roundhouse:

N2 - 3637, 3700, 3719, 3725, 3752  
R2 - 5754, 5755.

#### T.T.C. 1958 CAR SCRAPPINGS

A list of the large Witt cars retired upon the placing in service of Kansas City P.C.C. cars 4750-4759 is as follows, together with the date that each car was towed to George Street Yard to be turned over to the scrapper. These cars were thoroughly stripped of usable parts while stored in Russell yard, to a greater degree than in the case of any previously retired Peter Witts. The Western Iron and Metal Company once again was the purchaser of the cars, and burned the bodies at the usual spot on Leslie Street.

2312 Sep. 19	2350 Sep. 18	2380 Aug. 6	2412 July 16
2318 July 22	2352 Aug. 5	2384 July 17	2422 Aug. 5
2322 July 15	2354 July 21	2392 July 15	2428 Sep. 22
2332 July 23	2356 July 15	2398 July 21	2430 July 16
2336 July 17	2362 July 23	2400 Sep. 22	2434 Sep. 18
2342 Sep. 19	2364 July 22	2404 July 15	2440 Aug. 6
2344 Aug. 6	2372 Sep. 17	2408 Aug. 5	2444 July 23.
2346 Sep. 17	2378 July 22		

# UPPER CANADA RAILWAY SOCIETY

## NEWSLETTER

NOVEMBER 1958

NUMBER 154

**SOCIETY** The Society meets on the first and third Fridays of every  
**ACTIVITIES** month from September to June. Meetings held on third  
Fridays are "general" meetings which take place in Room  
486, Toronto Union Station. The November meeting will be held on the  
21st at 8:30 P.M. and will be featured by the playing of various tape  
recordings of railroad sounds made by Society members.

First Friday meetings are usually of an informal or "outdoor"  
type. The December meeting will be held on the 4th. The location  
will be announced at the meeting of November 21st.

Past Meetings - October 17th - A general meeting in Room 486 which had  
excellent attendance (about 45 members), and at which  
a very interesting program of colour slides taken in Australia and  
Great Britain was presented. A striking contrast was noted between  
the generally dirty condition of most of the British Railways' loco-  
motives shown and the almost unbelievably immaculate condition of the  
power on the various "light" and industrial railways, some of the loco-  
motives of which are much older than virtually anything now in service  
on this continent.

### THE OBSERVANCE OF THE LAST RUNS OF C.N.R. 92, 95, 603 AND 604 - OCTOBER 25, 1958

On Saturday, October 25th, 16 U.C.R.S. members and friends  
gathered at Toronto Union Station, prepared to bid adieu to two C.N.R.  
passenger services being removed that day. The first of these was  
trains 92 and 95 between Toronto and Peterborough and the other was  
603 & 604 between Lindsay and Midland (via Blackwater and Lorneville).

The group boarded no. 92, which left behind J-7-c Pacific 5299.  
At Scarboro Junction the train was switched onto the Uxbridge Sub-  
division, which, between this point and Blackwater, was originally the  
3 $\frac{1}{2}$  ft. gauge Toronto & Nipissing Ry. It was not difficult to observe  
the 'narrow gaugeness' of the line as the train scurried along the  
many short, steep grades and the equally numerous curves which abound  
south of Uxbridge.

Number 96 from Belleville, hauled by another J-7-c, 5302, was  
crossed at Goodwood, then no. 603 was met at Blackwater. Here,  
members Kemp and Brown, having come from Montreal via Peterborough,  
joined the party. After exchanging express with 92, train 603 left  
with 5292, mail-express car 7732 and coaches 5170 and 5196. A rapid  
run was made to Lorneville where the train curved from the ex-T. & N.  
line to the former Midland Railway's Belleville-Midland track. Loco.  
5292 then backed the train into the station which is located at the  
diamond formed by the crossing of the two lines, loaded mail and ex-  
press, and departed. At Orillia a connection was made with northbound  
train 41, pulled by diesels 6524-6616. As 603 left for Midland it  
paralleled the C.P.R.'s Orillia branch for a short distance and C.P.  
N2a Consolidation 3666 was observed as it shuffled cars around the yard.

At Martyrs' Shrine the train followed the customary practice of wyeing. The tail track here consists of the remains of a former C.N. branch from the shrine to the Penetang branch, via Wyebridge. A rather expeditious reverse run was made into Midland. Three GR-12's, running MU, were passed at Tiffin and a dieselized Montreal-built O-4-O-T belonging to Canada Steamship Lines was observed in a coalyard on the outskirts of Midland. At the station a sign of past passenger operations was the siding leading down to the steamer dock. The only passenger steamer in evidence was the "City of Dover", (frequently called the 'Noazark'), which runs to Honey Harbour in summer months.

There was little ceremony as 604 prepared to leave. About three autos and six bystanders arrived to observe the occasion, a group of children climbed aboard to take their last ride, the train crew shook hands with some friends and departed. There were few local residents along the line to wave goodbye to 604.

The party disembarked at Orillia, took their last photos of the train, boarded no. 44 and proceeded to Allandale behind locos. 6519-6619. At the latter place three of the party remained on train 44 in order to arrive in Toronto 'de bonne heure' while the other 15 walked around the station to catch train 662 for Georgetown. There was motor car 15832 and trailer C-1, but the former did not seem to be emitting its characteristic hiccoughs. The source of the noise, hidden behind a boxcar, was GR-12f road-switcher 1244 which was pulling both cars until the engine of 15832 could be repaired. The latter motor had been brought over from Lindsay to replace car D-1, formerly on this run and which, along with trailer C-2, has been moved to Cochrane.

The unexpected upsurge in passenger traffic placed a heavy strain upon the capacity of 15832 and seven people found themselves sitting on various bags and boxes in the express compartment. As the train left Allandale numerous dead steam locos were observed in the yard. They were 1350, 1527, 2577, 3306, 3388, 6035, 6176, 6182, 6251 plus an unidentified 2-8-2 and 4-8-4.

At Georgetown 14 members of the party left 662 to await the Toronto train while Dick Ganger, who had come up from Buffalo for the excursion, continued on to Hamilton to make his connection for home.

Between 6:30 and 7:30 train 175 passed through behind 5257 and train 37 arrived with loco. 5265. Finally 6014 drifted in with train 36 and the group returned to Toronto and intermediate points.

With the discontinuance of local trains such as those ridden by Society members for the last time on this trip, it is becoming increasingly difficult to make interesting rail circuits on weekend return tickets.

Associate members Raymond Corley and Henry Moxon of Peterborough also observed the last runs of train 92 and 603 on October 25th. They boarded 93 at Peterborough and met Forster Kemp and Douglas Brown who had come up on train 17 to Belleville. No. 93 was one hour late, since it had waited for 2nd 17 to arrive at Belleville.

A quick run to Lindsay was experienced, whence the four-man party left 93 and inspected the engine house; the impact of dieselization was apparent. On the back storage track were 1520 (still not gone for scrap), 7509 and 7465 (stored). In the house or yard were steam locomotives 91, 3252, 3458, 3503, 5292 and 7461 and diesels 3002 and 4400.



7461 left for Peterborough to do daily switching (in place of a 1200 H.P. road-switcher this Saturday), as soon as train 92 got in; 5292 was being readied for train 603 to Midland and 3002 for train 389 for Haliburton.

Train 603 backed into the station (after turning on the wye) at 11:00 A.M., D.S.T., and after pictures by the group and one other unidentified fan, pulled out at 11:13 (three minutes late) with one baggage car and two coaches. The train paused beside the engine house for about two minutes while the locomotive foreman and shopmen said the farewells to the train crew. The train then raced to Blackwater Junction, without stops at Mariposa or Manilla.

By the time 603 had turned on the wye, backing down the west leg to Blackwater station, train 92, with engine 5299, two head end cars and one coach, was only a mile away and immediately rolled in a few minutes early. The Toronto contingent unloaded from 92 to join Kemp and Brown on 603, while Corley and Moxon returned on 92.

Some time was taken to unload mail etc., and 92 left about one minute late. Lindsay was reached on time, where engine crews were changed, and then on to Peterborough, with a pause at Reaboro to unload mail, and a stop at Omeme. Peterborough was reached seven minutes early, but no one was on hand at the station to recognize the occasion.

Later, at 6:30 P.M., train 95 pulled out of Peterborough westbound on its last run, observed by member Corley, with the same crew that brought 92 in. Otherwise only two children were on hand to bid farewell.

#### EDITORIAL

#### ONTARIO - ST. LAWRENCE DEVELOPMENT COMMISSION RAILWAY MUSEUM PROJECT

As many of our members already know, one of the secondary benefits deriving from the St. Lawrence Seaway project is the establishment near Morrisburg of the new Crysler's Farm Battle Memorial Park. This park will be over two miles long and a mile and a half wide, fronting on the new shoreline of the St. Lawrence River, and is to contain, among other attractions, "Upper Canada Village", a group of early buildings removed from areas being flooded, a museum, the obelisk commemorating the Battle of Crysler's Farm, and a memorial cemetery. In addition to the above centres of interest, the Ontario-St. Lawrence Development Commission, which is in charge of planning the park, hopes to include a railway museum, to be located near the main entrance to the park, where a short section of the original Grand Trunk main line has been left in place. The track is occupied by C.N.R. Mogul 88, now again bearing its original G.T.R. number 1008, and C.N.R. wooden coach 3474, while the former Aultsville station, a typical early frame structure, has been moved to this location.

It will be seen from the above outline that the planners have plenty with which to occupy their minds apart from the railway exhibit, and as it does not number any rail historians among its staff, the Commission has approached our Society and the Canadian Railroad Historical Association, of Montreal, with the suggestion that the two railfan organizations jointly assist in the setting up of additional railway historical exhibits, to be housed in the station building.

A comprehensive Proposal embodying the societies' ideas has already been prepared and submitted to the Commission. If the suggestions made therein are adopted, the station interior will be transformed into an attractive museum designed to appeal both to railfans and to the general public. While much space will be devoted to the Grand Trunk Railway, it is hoped also to include material on the secondary railways which served the Seaway valley, and which later became parts of the Canadian Pacific and New York Central systems.

The setting up of an exhibit on the scale proposed will require considerable quantities of historical artifacts such as photographs, drawings, maps, plans, models, timetables, tourist folders, posters, advertisements, tickets, newspaper and magazine clippings, and "hardware" of any kind relating to railways in the period 1856 to the present. Our members are asked, therefore, to canvass their collections for suitable items they would be willing to contribute to this worthwhile project. It is expected that displays will be changed at intervals to attract repeat visitors, and it will therefore be possible to arrange for members not wishing to donate material outright to lend it for a stated period, say six months or a year at a time. If you have, or know the whereabouts of, items of the types mentioned above, you are requested to communicate with our Corresponding Secretary, Mr. R.J. Sandusky, R.R. 6, Brampton, Ontario, or phone ATwater 9-1298.

In addition to the provision of display material, the two associations have offered to assist with the preparation of the large amount of graphic work required, and members able and willing to contribute their time and artistic skill to the making of items such as signs, caption cards, explanatory charts, etc., are invited to offer their services.

This is a very worthwhile project, being carried out under the auspices of a responsible public body, and to be located in a place where it will undoubtedly be visited annually by large numbers of tourists. We railfans are thus offered a unique opportunity of assisting in the establishment of what should become a major tourist attraction, and - more important - a place where the fascinating story of railroading will be brought forcibly to the attention of the general public, whose knowledge of and interest in railway matters can always stand increasing.

J.A.M.

#### ELECTRIC LINES NEWS

- The "B" - Bank-St. Patrick car line of the Ottawa Transportation Commission is scheduled for conversion to bus operation on Sunday, November 23rd, when 34 new buses will take over service on that route.

The next step in the conversion program will be the purchase of 30 more buses to replace the "R" - Preston carline in the spring of 1959. Although only two lines will then remain ("A" - Britannia and "S" - Holland-Laurier), the conversion program is reportedly not to be completed until some time between 1965 and 1967.

- New T.T.C. subway cars 5110 and 5115 have been operating since September 17th with conventional cars on Run 14, which has them in action during rush hours only.

- The T.T.C. plans to install closed-circuit television cameras under a subway train in the course of studying flange squeal on various curves on the Yonge line.

THE NEWFOUNDLAND SCENE - 1958

by John D. Knowles

The C.N.R. Newfoundland Lines are now completely dieselized, the only steam engine left on the property at the end of July being Baldwin-built Pacific 593, which had been retained for possible display in Bowring Park at St. John's. The plan has evidently fallen through, and the engine was stored in St. John's roundhouse.

This four-stall brick building, built in 1944 to replace an older frame structure, is now abandoned, with many window panes broken. Its turntable still sees much use turning passenger train cars, but the diesel locomotives are kept in the engine shop, a poured concrete building constructed in 1931 and located across the street from the station.

Management was evidently desirous of putting steam back on branch line trains and on the Clarenville-Gambo auto ferry during the summer of 1957 to ease the motive power shortage, but this apparently was not permitted by the Board of Transport Commissioners. The stored steam engines were subsequently scrapped at the east end of Bishop's Falls yard, where the writer saw a long line of them with boilers, cabs and tenders cut in a few places and the cut segments sprawling grotesquely in all directions, but the identity of each engine still clearly discernible. Two Mikados and two Pacifics won a reprieve by being sold to the Grand Falls Central to tide that railway over until the arrival of diesels there.

As the C.N.R. has doubled the amount of rolling stock on the Lines since taking over in 1949, yard expansion is essential. Little change has been made to St. John's yard as yet, but the roundhouse will undoubtedly be demolished when work gets under way. The railway is bounded by the city on one side, and by the South Side Hills on the other, the only possibility of yard expansion being to fill in some river flats.

At Clarenville, the  $\frac{1}{2}$ -way point on the main line, work has commenced on laying additional sidings. Like most other major yards on the Newfoundland Lines, Clarenville is hemmed in by water on one side and by hills on the other. The limited space available for yard facilities at important points is one physical reason why the Newfoundland Lines have not been standard gauged.

The lead track at the west end of Clarenville yard is on a steep grade; it starts a sharp descent immediately upon leaving the main line, running down to the water and out onto a wharf where freighters in trans-Atlantic service call. Some of the yard sidings actually climb considerably after leaving the lead track to regain the level of the main line. This situation made hard work for the 4-6-2's formerly employed in yard service.

At Windsor (Grand Falls station) some sidings have been laid down on the flats east of the existing yard. There was little difficulty obtaining suitable vacant land at this point. While the village of Windsor grew up unplanned and unregulated, it was confined to the northerly side of the tracks.

The biggest yard construction project currently in progress is at Corner Brook and Humbermouth, and has already been mentioned in these pages. Corner Brook and Humbermouth were formerly two distinct yards,

separated by a considerable distance of twisting single track hugging the shore of the Humber around Seal Head. Corner Brook is Newfoundland's second city, and the home of Bowater's Newfoundland Pulp and Paper Mills Ltd., the world's largest paper plant. Humbermouth is an engine terminal, and the  $\frac{1}{2}$ -way point on the main line for operating purposes. The two yards are to be expanded to join each other as one big yard. Much work has already been done on blasting and bulldozing the hillside down and dumping the material into the Humber to provide ground on which to build the expanded facilities. Humbermouth's quaint five-stall roundhouse with its roofed-over and walled-in turntable is expected to disappear and be replaced by a modern diesel shop, where snow in the turntable pit will be no problem.

The rather conventional nine-stall frame roundhouse at Bishop's Falls, mid-point of the main line, has not been touched by yard expansion, nor have the three-stall buildings at Clarenville and Port aux Basques. The latter two facilities, while having the usual radial floor plan, have three-way stub switches instead of turntables, neatly solving the problem of snow in the turntable pit.

At Port aux Basques the greatly enlarged yard and new wharf with its huge shed are complete, and have long been in use for freight. Until three years ago, the yard facilities here were so limited that it was necessary to turn westbound trains at Dennis Pond wye, and back the remaining  $2\frac{1}{4}$  miles to the Port, frequently after nightfall. At the time of my visit, it was expected that the old wharf and station would be abandoned when the new 7500 ton ferry "William Carson" was finally placed on the North Sydney - Port aux Basques run this fall.

The two vessels on the run during my visit have been handling it for some years past. The details of these ships follow:

	<u>Official Number</u>	<u>Gross Tonnage</u>	<u>No. of Passengers</u>	<u>No. of Crew</u>	<u>Maximum Boiler Pressure</u>
S.S. Cabot Strait	178517	2045	139	39	210 psi
S.S. Burgeo (pronounced burjo)	172670	1421	122	36	210 psi

Port of registry of both ships is St. John's, Nfld.  
They are licensed for Canadian east coast ports only.  
S.S. Cabot Strait is not to be operated in ice.

The advent of the diesels has resulted in the operation of even longer passenger trains. One train observed had 20 cars from Corner Brook to St. John's: a steam generator car, an express refrigerator and a baggage-box (these two loaded with sack mail), an R.P.O., an express car, a baggage car, five coaches, two diners and seven sleepers. This was an unusually long train, and several of the cars were dead-heads, but two 900 class diesels handled it. This is a far cry from the Newfoundland Railway's practice of avoiding double heading by running sections 20 minutes apart, an arrangement which had the merit of keeping the length of trains down to the length of station platforms. Now, sleeper patrons are apt to be unceremoniously discharged into the darkness on a section of rough, sloping roadbed far below the level of the car steps and far beyond the end of the platform lights.

The present dieselized operation is by no means colourless. The most spectacular occurrence witnessed was while riding train no. 1 at about 40 M.P.H. near mile 510. It came to an abrupt stop at a point remote from any settlement and numerous heads appeared along the length of the train to see what had happened. The two engines, with steam generator car and baggage-box attached, were standing some distance ahead of the rest of the train, obviously the result of a break-in-two at speed. Fortunately, none of the draft gear was damaged by the rough stop, and it was only necessary to recouple the train and pump up the air in order to proceed.

The continuously undulating and curving track provides another reason why the Lines are not likely to be regauged in any rush. Slack running in and out at the back of a string of light narrow gauge equipment can provide some sharp jolts, and it is certain that heavier standard gauge equipment could not be used over track on the existing alignment. There are of course, even more important economic considerations in the matter of gauge change, and the large amount of new narrow gauge rolling stock and motive power placed on the Lines in recent years gives ample indication of the C.N.R.'s intentions.

The 547-mile trip on the main line need never be dull, and the fan who has tired of snapping pictures from the back of the observation-sleeper has only to wander into its smoking compartment to find congenial company. Smoker yarns are far from being a thing of the past in Newfoundland, and much general knowledge on local matters can also be picked up there by the visitor.

The C.N.R.'s green, black and yellow passenger stock livery and circular crest have finally made an appearance in Newfoundland on four new cars delivered this year and on some overhauled cars. Previous livery was solid green. The new colours have also been applied to the business car no. 2-Avalon, which has been completely rebuilt in St. John's shops from a slat-sided car with art glass windows to a more modern smooth-sheathed style with an expertly-done interior.

In addition to the steam generator cars (2950 series), several other new groups of cars have made their appearance in the last two years. These include the 3700 series caboose-type flangers, the 1590 series baggage-box cars (converted for passenger train use from 8100 series boxcars of 1954 vintage and painted green), the 6700 series hoppers and a large additional group of refrigerator cars. The 6700's are the first hopper cars in Newfoundland, although there have long been various types of ballast dumps and ore cars there. A large group of refrigerators was seen in transit in Cape Breton. The cars were shipped completely painted and lettered, but with the underbody equipment and brake staffs removed. The bodies were placed directly on standard gauge flat cars, with the trucks loaded separately on the extreme ends of the flats. The hoppers, on the other hand, were loaded onto flatcars complete, resting on their own trucks. Also recently received were two 60-ton capacity 12-wheel depressed centre flat cars, which supplement two 50-ton eight wheelers of 1941 vintage and a Bowater's eight wheeler of much lighter construction. The flangers appear to have partly replaced the ubiquitous wooden wedge plows, as well as the flanger equipment mounted on the steam engines, but they have not displaced the Cooke rotary plows.



### The Millertown Railway

The Millertown Railway has been abandoned with the penetration of public roads into the Red Indian Lake area and the shifting of much of the Anglo-Newfoundland Development Co.'s activity from Millertown to Badger (mile 294 on the C.N.R.). A Toronto dealer tore up all track from Lake Ambrose to Buchans Jct. save for that across the top of Exploits Dam. This was left in place for the crane which works on the dam. One of the Millertown engines was also left there to haul automotive vehicles across the dam by flatcar, there being no bridge over the Exploits River in the vicinity.

### Grand Falls Central Railway

While the Grand Falls Central Railway was completely dieselized with the purchase of three 70-ton G.E. engines nos. 101-103 built in December 1957, it is less than two years since the company bought four steam engines from the C.N.R. Alco Pacifics 598 and 599 were purchased for switching service to replace 4-6-0 no. 9 and 2-6-2-T no. 10, while M.L.W. Mikados 308 and 327 were obtained to replace North British-built Mikados 14 and 15. The four ex-C.N.R. engines were little changed in appearance, other than alteration of the number plates to remove the C.N. name. They continued to have red pilot beams, the C.N. numbers, classification and haulage rating on the cabs in C.N. colours. The G.F.C. insignia was applied to the tenders. This consists of a pine tree with a circle representing a roll of newsprint superposed; the words Grand Falls Central Railway appear around the perimeter of the circle and the initials A.N.D. in the centre of the circle for Anglo-Newfoundland Development Co., the parent organization. The insignia was done in aluminum and green, which clashed oddly with the colour of the numerals on the cabs. Latterly engine 308 had the tender of 15, while 598 had the tender of no. 9. No. 327 was built as recently as 1949, while 308 was completely rebuilt in 1954 following a collision with a diesel which left it stripped of cab and pony trucks. The G.F.C. retained only 4-6-0 no. 6 and 2-6-2-T no. 12 of their own engines, the latter a much more modern machine than no. 10. Nos. 6 and 12 were being dismantled in Botwood in August. The four C.N. engines were also at Botwood in more or less intact condition except for 598, which had lost its leading truck. Three (excluding 308) had already been sold to Corner Brook foundry for scrap. Engines 1, 4, 9, 10, 14 and 15 had been disposed of.

The G.F.C. is managing to make three diesels do the work which formerly required four to six steam engines in service. One engine is assigned to the Grand Falls switching run, while the other two belong at Botwood. A Botwood engine makes two daily round trips to Grand Falls, arriving there about 2 P.M. and 1 A.M. If the tonnage so requires, two engines are used on the main line running multiple unit. There is no spare engine, so that it will doubtless be necessary to buy another engine before long.

The Grand Falls Central has obtained the best Millertown Railway engine, no. 23, a six-wheel 14-ton Plymouth, and renumbered it 100. It has been repainted in the same colours as the three G.E. engines, red and yellow trimmed with black. The Plymouth is not used on a

regular switching run, but is brought out occasionally when a car is to be moved on a portion of the Botwood wharf trackage subject to weight restrictions.

Also being transferred from Millertown to the G.F.C. are the freight car-like combine no. 3, noted for its spartan but spotless white, green and orange interior, and express car no. 4. These two cars were seen tied up at Millertown Junction, where they were awaiting the replacement of some sharp wheels before moving the 35 miles over the C.N.R. Presumably no. 3 is being transferred to replace G.F.C. combine no. 1, which is out of service at Grand Falls. No. 1 was formerly a grade school car and originally a private car, and is much heavier than the other G.F.C. combine, no. 6.

The only other steam engine seen in Newfoundland was a heavy 0-4-0-T stored on a wharf at Corner Brook along with Bowater's home-made snow plow.

### MOTIVE POWER NOTES

#### -C.N.R. Deliveries:

##### G.M.D. 1200 H.P. road-switchers:

1314, 1315	Sept. 12	1009, 1010	Sept. 16
1316, 1317	Sept. 17	1011	Sept. 19
1318	Sept. 19	1012	Sept. 22
1319	Sept. 22		
1320	Sept. 23	1900	Sept. 12
1321, 1322	Sept. 29		

#### -C.P.R. Deliveries:

##### G.M.D. 1200 H.P. road-switchers:

8100, 8101	June 13	8116, 8117	Sept. 5
8102, 8103	June 23	8118, 8119	Sept. 9
8104 - 8106	June 27	8120, 8121	Sept. 29
8107, 8108	July 5	8122, 8123	Oct. 6
8109	July 9		
8110, 8111	Aug. 21	All of these locomotives are being used on the Western Region.	
8112, 8113	Aug. 25		
8114, 8115	Aug. 28		

- The Canadian Locomotive Co. has begun work on the construction of six 40-ton diesel-hydraulic locomotives for the Calcutta, India, Port Authority.

- On the third and fourth last days of operation of C.N.R. Peterborough - Toronto trains 92 and 95, new G.M.D. road-switchers 1319 and 1322, together with the first of the G.M.D. steam generator units, 15450, were used in two test runs. Pacific 5299 took over for the last two days of operation.

- The Society's Peterborough observer reports that diesels started taking over about 80% of the freight service on the C.N.R. through that city on September 27th. About one 2-8-0 or 2-8-2 per day is still seen, but M.L.W. 1600 H.P. road-switchers 3001-3007, 3018 and 3019 now rule the line.

- Another C.N.R. locomotive being preserved is Pacific 5030, which was donated by subsidiary Grand Trunk Western to the City of Jackson, Michigan in May of this year.

- C.N.R. MLW-built passenger locomotives 6751-6851 and 6755-6855 (1600 H.P. "A" and "B" unit combinations) have been upgraded to 1800 H.P. per unit and renumbered 6759-6859 and 6758-6858 respectively. Components removed from these locomotives are being used in four new 1400 H.P. road-switchers (Road Nos. 1800-1803) under construction by MLW for the railway. 6759-6859 were released on October 28th, while 6758-6858 were still undergoing conversion at time of writing.

- 1500 H.P. road-switcher 4824 of the C.N.R. was outshopped by General Motors Diesel Ltd. on October 27th. having been constructed from the components of now scrapped EMD built (1948) road freight "A" unit 9005, which was involved in a wreck at South Junction, Ontario on May 17th last.

#### MISCELLANY

- The Canadian Pacific Railway operated piggyback in a passenger train for the first time on October 30th. when two express trailers were carried on flatcars in Train 6 from Winnipeg to Fort William. Ten cars have been equipped for use in this special service (five each way per day) which allows early next-morning delivery of Winnipeg shipments at the Lakehead.

- The CANADIAN HOME IMPROVEMENT TRAIN, carrying 11 cars displaying modern household furnishings and equipment will spend six weeks touring Canada early in 1949. 29 Canadian cities will be visited, beginning at Kingston, Ont. on January 15th and finishing at Toronto at the end of February.

- Further extensions of the now prospering Pacific Great Eastern Railway are already under study by the British Columbia provincial government. One extension receiving consideration is a new line into Hudson Hope, B.C. at a point where there are reserves of high-grade bituminous coal; also being studied is a northerly extension from Fort St. John, crossing the Beatton River at the Blueberry, then proceeding due east to the Alberta border, tapping an area which contains iron ore and which is adjacent to the Boundary Lake oil fields. This line could serve as a link with the Northern Alberta Railways' Pine Point extension if it eventuates that this line is built from Grimshaw rather than Waterways, Alta.

- The C.N.R. has continued the express service formerly handled between Toronto and Peterborough by C N R. Trains 92 and 95 by an express only extra train, usually consisting of two express cars and a caboose, and hauled by a G.M.D. 1200 H.P. road-switcher. The train operates on a schedule that is generally similar to that of the defunct 92 and 95. (Editor's Note: Since trains are still being operated, wherein lies the economy of dropping one passenger coach?)

#### EXCHANGE SECTION

- Jerome Moses, 43-57 Union St., Flushing 55, N.Y., U.S.A. has for sale thousands of transfers, tickets and tokens from the United States and Canada. He invites interested parties to write for his price list.

# Upper Canada Railway Society

BOX 122 TERMINAL "A" TORONTO

## Newsletter

EDITOR: STUART I. WESTLAND 16 SONORA TERRACE TORONTO 13  
ASSISTANT EDITOR: J. A. MACLEAN

DECEMBER 1958

NUMBER 155

**SOCIETY ACTIVITIES** Meetings of the Upper Canada Railway Society are held on the first and third Fridays of every month from September to June. The next general (indoor) meeting will be held in Room 486, Toronto Union Station at 8:30 P.M. on December 19th, the scheduled program being a showing of 35 mm. colour slides.

The first meeting of 1959 will take place on January 2nd, and will comprise a train-observation session at West Toronto C.P.R. station. Members will convene at about 8:00 P.M.

**Past Meetings** - November 21st -- 36 members were in attendance. The entertainment planned for the evening (tape recordings of railroad sounds) unfortunately did not materialize, but those in attendance did not appear unduly disappointed, as an open conversation meeting was held to the apparent satisfaction of all.

**December 5th** - A party of six members enjoyed an observation meeting at Danforth Station despite very cold weather. When the station waiting room was locked for the night at 10 P.M., the party repaired to the basement of member Rex Rundle for HO gauge model railroad operation.

The time has again arrived to remind the membership that the Annual Meeting of the Society will be held next month, at which time the election of Directors for 1959 will be held. Any resident member of the Society may be nominated for the office of Director of the Society provided a written nomination form carrying two signatures is in the hands of the Chairman of the Annual Meeting, and that the nominee has signified his willingness to stand for office. Further nominations may be made from the floor at the Annual Meeting, when called for by the Chairman.

With much regret it must be reported that Toronto member James V. Salmon passed away on November 18, 1958, after several months of failing health. Mr. Salmon joined the Society in 1950, and soon became well known to Toronto members as an ardent researcher and historian of the electric railways of this area; his specialty was the Toronto Suburban Railway, and his efforts turned up a considerable quantity of photographs and information on this defunct property. He will long be missed by those members of the Society who knew him; it is difficult to point to another member who approaches his chosen avocation with such energy as did Jim Salmon.

The sympathy of all U.C.R.S. members is extended to his bereaved family.

1958 MEMBERSHIPS EXPIRE ON DECEMBER 31ST; PLEASE RENEW PROMPTLY.  
RESIDENT MEMBERSHIP \$2.50, ASSOCIATE MEMBERSHIP \$1.50.

The Toronto Metropolitan Model Railroad Club, which was burned out of its quarters at Queen St. West and Northcote Ave. during October, has established itself in a factory building at 7 Oakland Avenue, in North York. The initial plan, of course, is to begin construction of a new HO gauge layout, but a later development, which will be of considerable interest to U.C.R.S. members, will be the creation of a museum of railway relics in the same building. Although the club already owns some such material, undoubtedly contributions of further items for the museum would be welcome.

### GRAND VALLEY OBSERVATIONS - OCT. 27, 1958

By Ronald D. Cooper

An inspection hike was made on October 27th over the C.N.R.'s Kitchener - Galt (west side) branch line, which the Board of Transport Commissioners gave the railway permission to abandon several years ago. Despite recent advice from the C.N.R. at Toronto that the line is now due to be torn up, physical indications on the branch are strangely to the contrary.

There has been extensive tie replacement and re-ditching work along the line during the past summer, and there has been an extensive siding relocation at Blair within the past few weeks. Several hopper car loads of coal were noted in Galt, and there was one hopper at German Mills.

This is a very scenic branch, running in the valley of the Grand River; there is a handsome little wooden trestle one-half mile west of Doon, about 30 feet high and 100 feet long, which is without lateral bracing. Rail on the branch was rolled in 1873 and is of 56 lb. weight and 19 foot 6 inch lengths.

Observations at Preston Car barn - Various changes have occurred around the barn and shop facilities of the Grand River - Lake Erie and Northern Railways in the three years since passenger service was discontinued.

One of the main line tracks adjacent to the shop building is now used as a siding and had a caboose stored on it on October 27th; the track is now equipped with a derail switch. The easterly two tracks in the car barn have had the overhead removed and these bays are now being used for the storage of the remaining three buses in the fleet of the subsidiary Canadian Pacific Transport Co. (The former bus garage on the Preston Car and Coach Co. property is now used as an express terminal and truck garage). A fifth stall has been added to the carhouse for storing the bonder and line car. This is a short stall, about half the length of the others. The outside yard east of the barn has been rearranged and there are now only two tracks for the storage of equipment.

The new locomotive (see Newsletter 150, page 1) has now largely taken shape, and closely resembles the other units on the roster, the only major difference observed being in the floor framing.

The Brantford station of the Lake Erie and Northern Railway has been demolished. This two level station was one of the most interesting on an interurban line in Southern Ontario.

Grand River Railway caboose no. 10 has been relettered Canadian Pacific 435001. It was C.P. 435084 prior to 1946.

-- William Hood



LONDON & PORT STANLEY RAILWAY NOTES  
by William Hood

Several changes have occurred on this railway since a visit made earlier in the year, and none of these changes can be described as being for the better.

Motor car 2, which was wrecked in a level crossing collision with a truck during the last months of passenger operation, was scrapped during 1958. Many parts were salvaged from this car for use in maintaining the remaining motors. Preston trailer 5 and St. Louis trailers 7, 9 and 11 were sold to a scrap metal dealer, who burned them in a field and trucked away the remaining metal.

The remaining Preston trailers, 1 and 3, have been reportedly sold to a resident of Port Stanley whose intention is to convert them into a lunch stand. This individual has, however, gone bankrupt in the interim, and the future of the cars now appears to be in doubt. No. 3 has been heavily damaged by vandals.

Motor car 4, which was damaged in the same accident that caused the demise of car 2 is still stored in the carhouse, no attempt having as yet been made to repair the damage. Car 14 is also currently unserviceable owing to mechanical trouble.

There are, therefore only four serviceable cars, which are operated in semi-permanently coupled pairs, i.e., cars 6-10 and 8-12. These trains handle the express run on alternate days. Cars 6 and 8 have had the seats in the smoking sections removed in order to make a sort of express compartment.

The three electric locomotives L-1, L-2 and L-3, are still in service along with diesels L-4 and L-5. Parked adjacent to the carhouse and scheduled for scrapping are baggage trailer B-1 and the unused former Chesapeake & Ohio caboose A-306.

As to the line itself, there is an atmosphere of decay. Track is now in very poor condition and all trains are restricted to a 30 M.P.H. top speed. Loose rail joints and spikes were noted and the track is overgrown with weeds. The overhead is now very slack, no tightening up having taken place since the abandonment of passenger service.

The spur which ran from the main line into the N.Y.C. St. Thomas station has been removed; the original L. & P.S. London Station, out of service for many years, but an interesting landmark to railfans, has finally been torn down.

OSHAWA RAILWAY OBSERVATIONS  
by Clayton Morgan

Line car 30 of the Niagara, St. Catharines and Toronto Railway, which had been on loan for several months to the Oshawa Railway, left Oshawa in a C.N.R. freight train on November 11th to return to St. Catharines. All Oshawa equipment is being painted C.N.R. green in common with the adoption of that colour for equipment on the N.S. & T. At time of writing only work motor 44 retained a black paint job.

The O.R. has renewed about three blocks of street trackage on Bruce St., and some newly built trackage is also in evidence on Richmond St. near the G.M. training centre; the trackage into the Hou-daille Industries on the Oshawa South branch has been rearranged extensively. Rumours that the North Oshawa branch is now used exclusively by diesels are without foundation, as electric operation has been recently witnessed there.

OTTAWA TRANSPORTATION COMMISSION NEWS

The B - Bank-St. Patrick car line of the O.T.C. won a reprieve from its November 24th abandonment date by virtue of the General Motors strike which has delayed the delivery of the buses which are to enable the substitution. The route is expected to continue to operate as a carline into late December or early January. In the meantime, of course, weekend rail operation for the winter (in order to keep track flangeways clear of snow and ice) has begun, and the B line will unexpectedly have a few more Saturdays and Sundays of rail operation, to the benefit of out-of-town railfans seeking final photos of the line.

The present street car fleet is as follows:

<u>No. in Group</u>	<u>Car Numbers</u>	<u>Present Seats</u>	<u>Year</u>
3	685, 695, 696	57	1913
19	800-805, 808-816, 818-821	46	1924
19	822-826, 828-833, 838-842	46	1926
20	850-856, 858-866, 868-869, 880-881	46	1927
9	900-901, 903-906, 908-910	46	1933
12	911-916, 918-923	46	1934
4	1000-1003	46	1947
<u>86</u>			

10 sold for scrap November 1958 - 7 600's

1 902 } Damaged in  
2 806, 843 } accidents.

(Permission had been granted to sell all ten 600's, but three were kept instead of damaged cars.)

The 800's run the bulk of the car mileage. The 900's and 1000's are used in rush hours only, and will probably be the next cars scrapped. The 1000's are slow loading due to small doors, while the 900's have less desirable mechanical features than the 800's. The 600's are used only as a last resort.

LARGE NEW C.N.R. YARD AT WINNIPEG

The Canadian National Railways broke ground during October on a four-year project which will create a modern hump classification yard for the Winnipeg area. Covering 628 acres and stretching for two miles along the southern outskirts of St. Boniface, Man., the new yard will speed up the flow of eastbound and westbound freight through the Winnipeg terminal and provide improved service for the Winnipeg area. It will be capable of receiving, classifying and dispatching 7000 cars per day, and will move them through the terminal operation 30 per cent faster than at present. The handling time for incoming local freight will be cut by 50 per cent.

The project has been named Symington Freight Yard, after the Hon. H.J. Symington, who has been for 20 years a C.N.R. Director.

The heart of the yard will be the hump, carrying two tracks leading down into 62 classification tracks. A total of 102 miles of

track will be laid to form 96 operating tracks for classification, receiving and departure yards, and an additional 60 tracks for other purposes.

One of the principal features of the yard, as at Cote de Liesse, will be an electronic computer that will take charge of free-rolling cars on the hump and guide them at speeds just fast enough for a gentle coupling. The "brain" determines the effect of such factors as weight, weather and rolling resistance of the freight cars, as well as the distance they must roll to coupling point, and reduces their speed by activating the retarders.

Symington Yard should rank among the continent's most modern freight yards when it goes into full operation in 1962.

### MOTIVE POWER NOTES

#### -C.N.R. Scrappings:

2548, 5604, 6018	July 4th	3738, 6036	July 11th
2573, 5132, 7373	July 18th	2602	August 15th
7411	August 22nd	1574, 2622	August 29th
4073	Sept. 5th		

#### -C.N.R. Deliveries:

##### G.M.D. 1200 H.P. road-switchers:

1000-1003	Aug. 22nd	1305, 1307, 1310, 1311	July 23rd
1004-1006	Aug. 29th	1306, 1308, 1309, 1312	July 22nd
1013-1015	Sept. 30th	1323, 1324	Sept. 30th
1016, 1017	Oct. 7th	1325	Oct. 28th
1018	Oct. 10th	1326	Oct. 29th
1019, 1020	Oct. 17th	1327	Nov. 10th
1021, 1022	Oct. 23rd	1328	Nov. 12th
1023, 1024	Oct. 28th	1329	Nov. 13th
1025	Oct. 29th		
1026, 1027	Oct. 31st	1901, 1902	Nov. 12th
1028	Nov. 6th	1903	Nov. 13th
		1904	Nov. 18th

##### M.L.W. 1800 H.P. road-switchers:

3705, 3706	Aug. 12th	3719, 3720	Sept. 9th
3707, 3708	Aug. 14th	3721, 3722	Sept. 11th
3709, 3710	Aug. 19th	3723, 3724	Sept. 16th
3711, 3712	Aug. 21st	3725, 3726	Sept. 18th
3713, 3714	Aug. 28th	3727, 3728	Sept. 22nd
3715, 3716	Sept. 2nd	3729, 3730	Sept. 26th
3717, 3718	Sept. 4th		

M.L.W. 1000 H.P. switcher: 8245 Aug. 19th

- Although the C.N.R.'s official scrap list for 1957 (Newsletter 153) includes 2681 and 7528, they are still in fact in storage at Battle Creek, Mich. 8300, 8306, 8310 and 7529 are in storage at Port Huron.

--Norman Herbert,  
Detroit, Mich.

MISCELLANY

- National Steel Car Co. of Hamilton, Ont. recently completed 17 welded aluminum covered hopper cars for Aluminum Jamaica Ltd., their design having followed the completion of extensive impact testing at Aluminium Laboratories, Kingston, Ont. The cars weigh 32,600 lbs., and are about nine tons lighter than steel cars of the same design.

- The construction of a hydro-electric power project at Rapide Beaumont, P.Q. on the upper St. Maurice River will flood about 3½ miles of the C.N.R.'s National Transcontinental line on the west bank of the river. Track relocation, however, involves ten miles of new line, now located at a higher elevation on the east bank, with new bridges having been built over the Croche and St. Maurice Rivers. The central piers of the new St. Maurice bridge are the highest on the C.N.R. system, one being over 170 feet in height from foundation to bridge seat.

- Two new tracks and platforms are being added to Montreal's Central Station, necessitating various changes to the track layout at the south end of the Mount Royal Tunnel. These additional facilities will be used primarily by north-end commuter trains.

- The body of Montreal and Southern Counties Ry. express car 501 is in use as an employees' storage shed near the C.N.R. roundhouse in Belleville, Ont.

- The C.P.R. demolished the station at Wingham, Ont. following the discontinuance of passenger service into the town and has further removed the trackage crossing and west of the Maitland River, having constructed a new station, to handle freight and express only, in the eastern part of the town. The municipality is in the process of acquiring the abandoned right-of-way west of the river in order to establish a town park.

- A Boston, Mass. consulting firm, engaged on a two-year survey of Northern Manitoba's economic potential, has recommended that the provincial government take over the Hudson Bay Railway from the C.N.R. if lower freight rates cannot be otherwise obtained. It further has recommended that the C.N.R.'s Winnipeg-Gypsumville branch be similarly taken over and extended some 200 miles northerly from Gypsumville to link with the Hudson Bay line at Wekusko, Man.

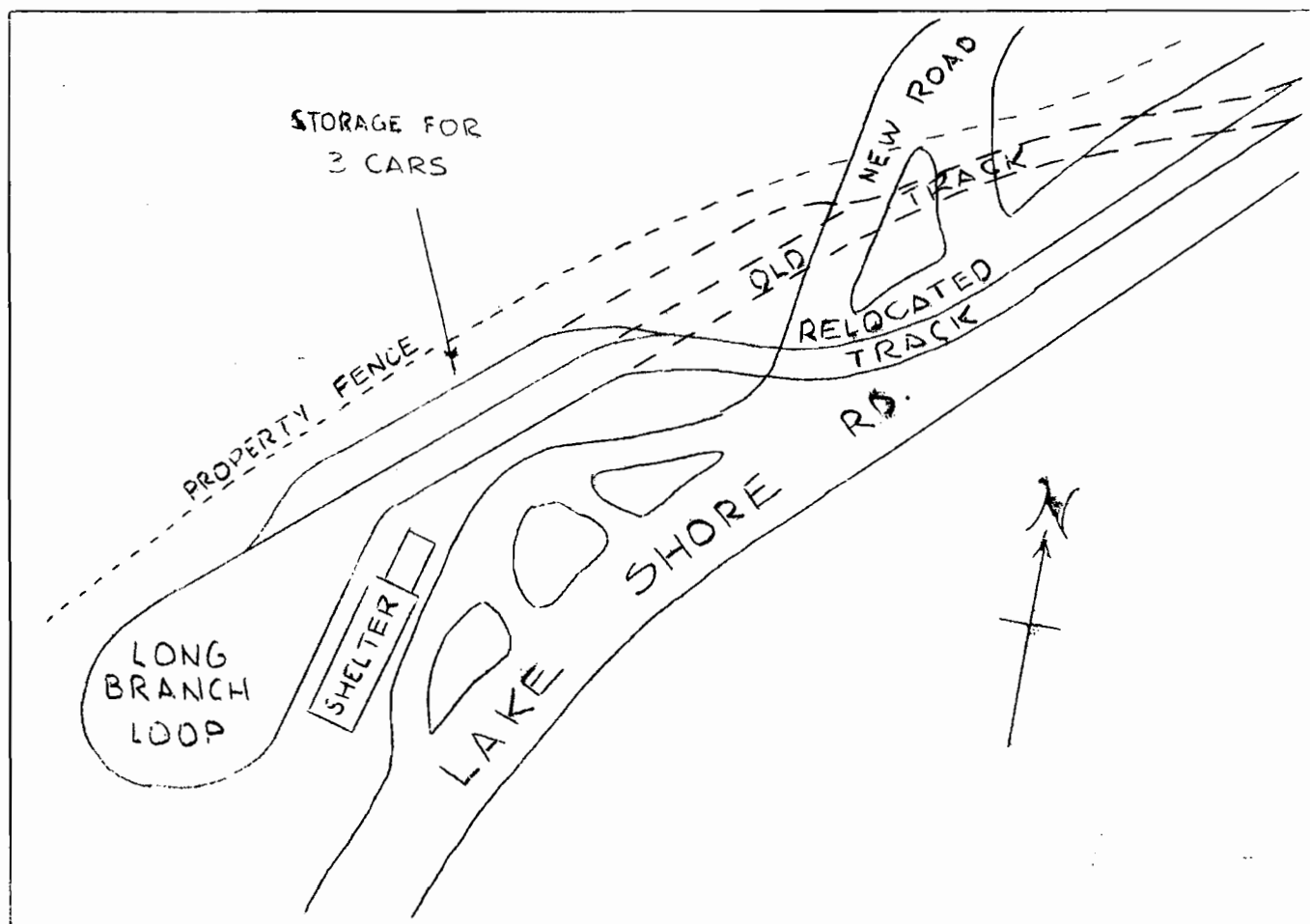
- Work on the Don Valley Parkway in Toronto near the Prince Edward Viaduct has necessitated a relocation of the C.P.R.'s Leaside-Union Station line at this point. Trackwork at this point was in progress at the time of writing.

- Still on the subject of track relocation, the far westernmost extremity of the Toronto Transit Commission's track system has also been affected by a highway improvement project. In preparation for the construction of an elaborate interchange between Highway 27 and Lake Shore Road, the Long Branch carline tracks have been relocated.

In connection with the above work, track rehabilitation, in association with a road paving job, has been carried out between Brown's Line (Highway 27) and 32nd Street (Long Branch Ave.). This work consists of a regrading of the track, using mostly the old rails, which are still in good condition. At a later time it is planned to rebuild the trackage in like manner easterly to 23rd Street.

T.T.C. TRACK RELOCATION AT BROWN'S LINE

(See Page 6)



Track on the new alignment was connected up for use on the night of November 8-9. Track on the old alignment was subsequently lifted.