

February, 1959 - Number 157

The Society meets on the first and third Fridays of every month from September to June. The meeting of February 20, 1959 will be held in Room 486, Toronto Union Station, at 8:30 P.M., and will feature a showing of colour slides of steam and electric interest of Yugoslavia and Germany by Alan B. Crompton.

The first Friday meeting in March will be held on the sixth, consisting of an evening of observation at Sunnyside.

PAST MEETINGS: January 16th: The Annual Meeting of the Society for 1959 saw the presentation of Officers' Reports for 1958 and the election, by acclamation, of the nine Directors to serve the Society during 1959. There were present 34 members and one guest. Entertainment presented after the conclusion of the business of the Annual Meeting was a program of tape recordings of railway sounds made by Society members.

➤ February 6th: A visit to T.T.C. Davisville control room and car shop was enjoyed by 28 members, who saw the control panel demonstrated, had a full description of methods and problems of assigning cars for the day's use or repair, a demonstration of car door operation and isolation, and a brief examination of new cars 5110-15.

1959 OFFICERS, DIRECTORS AND COMMITTEE CHAIRMEN

In accordance with the practice outlined By the Society's by-Laws and Regulations, nine Directors are chosen by election at the Annual Meeting to serve for the ensuing year. The selection of Officers and Committee Chairmen is performed at a meeting of the newly elected Directors, normally held one week following the Annual Meeting. Members of Committees are chosen on an informal basis by the respective Committee Chairmen appointed at this Directors Meeting.

The 1959 Annual Meeting did not provide an election, as the nine names submitted to the Chair by the Nominating Committee were not added to from the floor. The nine members elected as Director of the Society for 1959 by acclamation at the meeting of January 16th are as follows:

R. John Bost
E. John Freyseng
John A. Maclean
George A. Meek
John M. Mills
Albert S. Olver
James Roach
Robert J. Sandusky
Stuart I. Westland

It will be noted that there was one change from the 1958 slate of Directors. Mr. R. J. Bost replaced William Hood, who did not stand for re-election.

At a Directors' Meeting held at 542 Cranbrooke Avenue on January 23rd, the 1958 Officers were all reappointed for a further term, as follows:

President:	John A. Maclean
Vice-President:	John M. Mills
Recording Secretary:	E. John Freyseng
Corresponding Secretary:	Robert J. Sandusky
Treasurer:	Albert S. Olver.

The Committee Chairmen as chosen for 1959 are substantially as they were in 1958 with a significant change having taken place in the constitution of the Publications Committee:

Directors' Advisory Committee:	J. A. Maclean
Production & Mailing Committee:	J. M. Mills
House Committee:	J. M. Mills
Program & Excursion Committee:	R. J. Sandusky
Publications Committee:	S. W. Westland
(Electric Bulletin Editor:	J. W. Hood
(Steam Bulletin Editor:	J. A. Maclean
(Newsletter Editor:	S. I. Westland
Curator:	S. I. Westland

It will be noted that, for the first time, the responsibilities of the position of Bulletin Editor have been split up, one editor to handle those Bulletins dealing with steam railway subjects, and another to prepare those concerning electric railway matters. It is anticipated that this move will lead to greater efficiency in the production of Bulletins, as the responsibility of planning and producing issues of both types has been found in recent years to be increasingly onerous for one man.

N. S. & T. TO DISCONTINUE LAST RAIL PASSENGER SERVICE

Since March 1st, 1950, when the Port Dalhousie West rail passenger service of the Niagara, St. Catharines & Toronto Railway was abandoned, the interurban service between Thorold and Port Colborne has represented the last remaining rail passenger operation of a once extensive and fascinating system. This service, an anachronism in this day and age, even to the extent of its being a branch of a bus route, has been on the veritable brink of abandonment for many years, but has been retained largely due to the inability of the company (or any other successor bus operator) to provide an acceptable service between Thorold and Fonthill, the northerly portion of the Welland Subdivision, where the line cuts "cross-country" without any closely paralleling road. Declining patronage, nevertheless, has already spelled the end of Sunday service, and Monday through Saturday service has been reduced from the once hourly schedule to five trips a day.

The Board of Transport Commissioners has finally seen fit to grant the railway permission to abandon passenger operation on the line entirely, and it is the railway's intention to discontinue the five trips-a-day service after the operation of Saturday, March 28th. Notices inserted in St. Catharines area newspapers by the company make no mention of any replacement bus service, and it would appear that the territory is possibly being abandoned altogether to Canada Coach Lines which already operates a paralleling service in some locations.

The four cars which have held down the operation since 1955 (the ex W.E. & L.S. - M. & S.C. 620, 622 and 623, and the out-of-service - in again car 83) will thus close out the passenger car history of the N.S. & T. which was probably the most colourful of any electric railway in Ontario.

The abandonment will be particularly regretted because it will close out the service of a railway which, when in its prime, possessed a super-abundance of railfan appeal.

The Society will operate a "farewell" excursion over most of the N.S. & T. trackage on Sunday, March 29. The car will leave St. Catharines shops at 10:00 a.m. E.S.T., and return at 5:45 p.m.

Connections will be made with C.N. trains 102 and 191 at Merritton. The fare of approximately \$3.00 will be collected on the car.

➤ O.T.C. ABANDONMENT — A Canadian electric railway abandonment has already occurred during 1959 with the substitution of buses for cars on the "B" (Bank - St. Patrick) route of the Ottawa Transportation Commission after January 12th. Included in this abandonment was the "Lindenlea Loop" line, the trackage of which was completely rebuilt only nine years ago. It will be recalled

that the B line was to have been abandoned as far as rail operation is concerned from Monday, November 24th (or actually after the last operation on the schedule for Friday, November 21st, since weekend operation was with buses in any case). Slow delivery of buses from General Motors, however, postponed the conversion for a month and a half. On January 12th, new G.M. buses numbered in the 5901 series finally took over.

More buses are currently on order the delivery of which will enable the substitution of street cars on the S (Holland - Laurier) and R (Preston - Rideau) routes on February 16th, in an accelerated abandonment program.

The O.T.C. will ask the city for further monies in the near future to purchase 40 more buses and erect a \$1½ million garage, which facilities would result in the termination of rail service on the last line, A - Britannia on June 1st of this year. The conversion of the ten trolley coaches used on the Bronson line to diesel buses has apparently been investigated and subsequently abandoned as these vehicles are reportedly for sale.

On January 10th, 24 surplus street cars were taken to the Woodroffe yards and the Britannia Park siding, 19 being stored at the former location and five at the latter point. Tenders have been accepted from local scrap dealers for these cars, but two of them will be purchased for preservation by the Canadian Railroad Historical Association. These cars are to be numbers 696 and 1002. The Branford Electric Railway Association has purchased the trucks from two other cars.

Scrapping of the retired cars has commenced; despite the report in *Newsletter 155*, Page 4, which implied that the 900's and 1000's would precede the 800's to the torch (which information came from official sources), only two 900's were retired on January 10th as compared with 15 800's.

The numbers of the cars withdrawn on that date are as follows:

687	812	823	836	856	1000
695	819	821	838	864	1001
696	820	832	841	908	1002
811	822	834	842	911	1003.

Canada's last built "conventional" cars, the 1000 series, the four cars of which were originally to have been followed by 16 similar units, were thus retired in one move after just over ten years' service. Sixty-two cars remain on the roster as of the date of writing, but tenders have already been called for the purchase by scrap dealers of 22 more cars after the conversions of February 16th. It is reported that the use of Champagne carhouse will cease as of that date, with the east end Cobourg Barn and its awkward stub end tracks to serve the A line until the final close out in late spring.

Some overhead has already been removed from the outer portion of the abandoned B line.

- much of the above information from

Henry M. Mather, Ottawa.

C.R.H.A. FAREWELL TRIP FOR QUEBEC — ST. JOACHIM LINE

March, 1959 will go down as a black month in the history of Canadian interurban electric railways — perhaps the most black of all, as this month will witness the finale of passenger service on such railways as far as the entire country is concerned. The discontinuance of passenger service on the Welland Subdivision of the Niagara, St. Catharines and Toronto Railway has already been noted, and will be marked by a U.C.R.S. - sponsored fantrip on March 29th.

Two weeks before this, on March 14, 1959, the Canadian National Railways will cease operation of the erstwhile Montmorency Division of the Quebec Railway, Light and Power Company between Quebec City and St. Joachim, QC, through Montmorency Falls and Ste. Anne's Church. The Canadian Railroad Historical Association will sponsor a six-hour fare-well excursion in the form of a last round trip over the length of the line on the day following the close of operations, Sunday, March 15th.

Wood passenger car 401 and combine 105 will be used on the special train, which will depart Quebec's St. Paul Street Station at 1:00 P.M. and arrive back at the same terminal in the neighbourhood of 5:15 P.M. The fare for the trip will be \$2.50 per person and it would probably be well to make reservations in advance.

➤ Ontario Premier Leslie M. Frost recently announced in the provincial legislature a plan to extend the Ontario Northland Railway some 80 miles southerly from North Bay, the southerly terminal to Parry Sound. This extension, which was mooted during the 1920's but has been a dead issue for many years, would enable the railway to transport Northern Ontario's mineral wealth, including that from the proposed Belcher Island development in James Bay southerly to tidewater entirely on its own rails and avoid the dangers to shipping inherent in the Hudson Strait route.

➤ The C.P.R. inaugurated a new piggyback terminal west of Highway 27 on North Queen Street early in January, known as the Queensway Terminals. This facility will serve the western portion of the Toronto area and will divert some trailers from the downtown John Street terminal. There are four tracks, each of which holds 10 cars, together with the usual ramps and platforms. Provision is made for additional tracks as need may arise. A modern six-room office building has been constructed to house staff at the site.

LOCOMOTIVE POWER NOTES

➤ C.N.R. Deliveries:

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

1029	January 9, 1959	1913	December 13	1334	December 19
		1914	December 21	1335	December 22
1905	November 20, 1958	1915	December 22	1336	December 29
1906	November 24	1916	December 24	1337	December 31
1907	November 24	1917	January 9, 1959		
1908	November 25				
1909	November 28	1330	November 24, 1958		
1910	December 2	1331	December 5		
1911	December 4	1332	December 8		
1912	December 10	1333	December 19		

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

4271 January 13

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

3731	October 3, 1958	3733	October 10	3735	October 24
3732	October 3	3734	October 10	3736	October 24

➤ The following is a resume of changes in Grand Trunk Western operations since the arrival of passenger diesels this winter in the Detroit area:

All 4-8-2's are in storage and 6408 appears to be the only 4-8-4 in service, on commuter trains only. 4000 series Mikados, in addition to 3700's, handle freights and commuter trains. Pacific 5629, formerly active at Detroit, has not been seen recently. Two diesel switchers have replaced some of the steam locomotives at Durand.

- Norman Herbert, Detroit

➤ A survey of the C.N.R. Belleville roundhouse revealed the following, on January 31st:

In steam: 2649, 3282, 3409, 3461, 3503, 5703, 6127, 6167, 6219, 6221, 6242, 6243, 6246, 8322, 8336 and 8393.

Dead in roundhouse, stored or undergoing minor repairs: 90, 2644, 3239, 3272, 7464, 7510.

Stored outside roundhouse, headlights covered and stacks capped: 2580, 2619, 6172, 6248.

On the same date, en route to Toronto behind 4-8-4 6246, presumably for scrapping were 2663, 3475 and 5253.

Diesel power at Belleville on this date included two switchers, seven 3000 series and

one 1200 series road-switchers.

Between 35 and 40 per cent of the freight on the Toronto - Belleville line is still handled by steam; some Northerns are also working from Belleville to Brockville. The Belleville road-switchers work mostly on the branch lines, although some steam is still used between Belleville and Lindsay.

- John Freyseng

- A similar survey at Palmerston roundhouse during January showed the following power:
In Steam: 1532, 5296, 5584.
Dead inside roundhouse: 1530, 1560, 1564.
Stored outside roundhouse: 81, 1348, 1401, 1525, 1586, 5575.
Diesels in yard, M.U. in pairs: 1707-1717, 1722-1733.
- The only steam switcher remaining at Kitchener is 7435.

- R. J. Sandusky

NEW QUEBEC IRON ORE RAILWAYS TAKING SHAPE

WABUSH LAKE RAILWAY COMPANY

Four major steel companies, headed by Pickards, Mather & Company of Cleveland, Ohio, are letting initial contracts for a new 33.5 mile railway in the south-western portion of Labrador, which will in effect form a branch line to the Quebec, North Shore and Labrador Railway. The new line will proceed westerly from Emiril Siding (mile 224 on the Q.N.S. & L.) to the Wabush Lake area, terminating at a point very close to the Quebec-Labrador boundary, where the Wabush Iron Company will develop low grade iron ore reserves estimated to exceed a billion tons. The railway will be a subsidiary of the Wabush Iron Company, and has already been granted a franchise and a right-of-way by the Newfoundland provincial government. Engineering and survey work is expected to start immediately.

The Wabush Iron Company, which is itself owned by the Youngstown, OH Sheet and Tube Company, The Steel Company of Canada, Interlake Iron Corporation and Pickards, Mather and Company, will establish an open-pit mine, a concentrator and a townsite at Wabush Lake.

QUEBEC - CARTIER RAILWAY COMPANY

A much longer line than the Wabush Lake project will be the Quebec-Cartier Railway, an affiliated project of the Quebec-Cartier Mining Company. This line will generally parallel the Quebec, North Shore and Labrador, starting from Shelter Bay, QC, on the St. Lawrence River some 40 miles west of Seven Islands, and running initially some 193 miles northerly to Lac Jeannine.

The Quebec-Cartier Mining Company, a wholly owned subsidiary of the U.S. Steel Corporation, was incorporated under Quebec provincial charter in 1957. In addition to the railway it plans deep harbour and loading facilities at Port Cartier (Shelter Bay), construction of a hydro-electric power plant on the Hart Jaune River, 20 miles from Lac Jeannine, a mine site development, a concentrator and two townsites (one at each end of the railway). Production is expected to get under way in 1961 at an annual rate of 8 million tons of concentrates. Two hundred million tons of concentrating ore is thought to be in the ore body at Lac Jeannine.

Further bodies at Mount Reed (ten miles north of Lac Jeannine) and Mount Wright (65 miles north) may well result in later extensions of the railway. The ore body at Lac Jeannine is over 1000 feet in depth and could result in one of the deepest open pit mines in North America.

The construction contract for the railway was let on September 9, 1958, after the incorporation of the railway company under Quebec Legislative Bill 211. The contractors are C. A. Pitts General Contractor Limited of Toronto and Foley Brothers of Canada, of Montreal. Construction time for the entire line is estimated as two years, with the first train to operate between end terminals in November, 1960.

Engineering work was done by Tibbets, Abbott, McCarthy and Stratton, railroad engineering consultants of New York City, and Cartier, Cote and Piette, consulting engineers of Montreal.

Base camps for construction have been established at Mile 6, Mile 30 and Mile 76, with two more to follow at a later date. Stormont Company Limited has sub-contracted to grub and clear the right-of-way, and Arbec Construction and Campbell Brothers of Montreal will do sub-structural work for bridges on the line. A tote road has already been constructed over the full length of the right-of-way.

Map: Iron Ore Railways of Quebec Province.

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SPRING EXCURSION

Sponsored by

THE CANADIAN RAILROAD HISTORICAL ASSOCIATION

in co-operation with

THE UPPER CANADA RAILWAY SOCIETY

Sunday, May 10th, a MOGUL and a 2-8-0 will double-head a STEAM rail trip to be operated over the lines of the Canadian National Railways. This rare combination of steam power will travel from Belleville, Ontario (113 miles east of Toronto) through picturesque country to Bancroft - returning via Trenton Junction. Several photo stops and movie runs are planned on a leisurely schedule.

Refreshments will be available. Come and enjoy a spring day on and about a steam train, a friendly chat with fellow rail enthusiasts, and take home some good photos of a never-to-be forgotten event while these STEAM locomotives are still available.

Belleville is readily accessible to those from the eastern United States and Canada. The special train will leave Belleville at 7:45 a.m. E.S.T. and return about 6:10 p.m. E.S.T.

Send cheque or money order in Canadian funds — \$8.00 for adults and \$4.00 for the junior steam enthusiasts (5 to 11 years of age).

Tickets and additional information are available from:

Passenger Agent, Canadian Railroad Historical Association, P.O. Box 22, Station B, Montreal 2, Canada.

➤ **Note:** Toronto area fans who wish to stay overnight at Belleville may take train 6 on Saturday afternoon (May 9th) or take train 10. Those arriving by train are recommended to the Quinte Hotel, in Belleville, which has all the amenities of a modern hotel. Those driving to Belleville will find good motel accommodation in the district.

Much steam power is still based at Belleville and can be seen by those arriving early.

The special will return to Belleville on Sunday in time to catch train 15 for Toronto.