

March, 1959 - Number 158

Meetings of the Upper Canada Railway Society are held on the first and third Fridays of every month from September to June. The first meeting for April will be held on the evening of April 3, at the CPR Leaside Station.

PAST MEETINGS

February 20th - 42 members were present at an indoor meeting in Room 486 featured a showing of colour slides by Alan B. Crompton, which ran the gamut from Yugoslavia to a fantrip pulled by a 2-8-8-4 on the Duluth, Missabe and Iron Range. Of particular interest was a group of colour slides taken in Great Britain as long ago as 1937. Mr. Crompton's unusual and varied selection and his interesting and often humorous asides in connection therewith were much enjoyed by all present.

March 6th - About 12 members and guests were present at an observation meeting at the CNR Sunnyside Station.

Late Item - TTC Subway cars 5111-5114 arrived in Toronto on railway flatcars on March 10, 1959. They were shipped from Halifax, where they were unloaded from ocean-going freighters, on March 6. These four cars complete the group of 34 ordered in 1955 to enable eight-car train operation on the Yonge Subway. Along with cars 5110 and 5115, which arrived during 1958, 5111-5114 will form a six-car experimental train, each car having certain non-standard features. A summary of the experimental equipment on each of the six cars will be presented in a future issue.

CONSULTING ENGINEERS FOR BLOOR SUBWAY ANNOUNCED:

FUTURE TORONTO RAPID TRANSIT PROJECTS LISTED

The following terse: announcement, which appeared in the *DAILY COMMERCIAL NEWS* early in March, and which is reproduced verbatim below, contains, in spite of its cryptic terms, much information concerning future rapid transit construction in Toronto:

22252-T-164-RAPID TRANSIT SYSTEM.

TORONTO, MARCH 9, 1959

Future Work Outlined.

Bloor Street and University Avenue lines.

Owner - Toronto Transit Commission, 35 Yonge St., (? - Editor); H.E. Pettett, secretary.

Interested - Municipality of Metropolitan Toronto. 67 Adelaide Street East; F. C. Gardiner, Chairman; W. W. Gardhouse, clerk.

Consulting Engineer - Norman D. Wilson, 128 Glen Road.

Consulting Engineers - (construction report on extension of Yonge Street subway from Union Station north on University Avenue to Queen Street West) - De Leuw Cather & Company of Canada Limited, 52 St. Clair Avenue East.

Consulting Engineers - (design and type of tunnel work) - W. S. Atkins & Associates 33 Price Street.

Consulting Engineers - (shop design) - A. D. Margison & Associates, 30 Eglinton Avenue East.

Consulting Engineers - (bridges and approaches) - T. O. Lazarides & Associates Limited, 209 Davenport Road.

Soil Tests - Racey, MacCallum & Associates Limited, 20 Carlton Street.

Management Consultants - J. D. Woods & Gordon Limited, 15 Wellington Street West.
Consulting Architects - John B. Parkin Associates, 1500 Don Mills Road.
Reported: Forming of special four-member board to supervise planning and construction
of Bloor - University Subway.

Last Report, February 19, 1959.

First Report, January 23, 1952

NEW INFORMATION BELOW

1968 has been set as date for start of construction of the Spadina subway line, north from Bloor Street West to Wilson Avenue in North York. This proposed line will link up with the University section of the Bloor - University line.

The following extensions are proposed, for construction after completion of the Spadina line: Yonge Street Subway, north from Eglinton Avenue through Lansing and Willowdale to terminal near Finch Avenue; East-west Subway, from Keele Street terminal to Islington Avenue. Etobicoke, then north-west to Kipling Avenue; line east from Woodbine Avenue terminal along Danforth Avenue to Kingston Road, then north-east through Scarboro north of St. Clair Avenue East; Eglinton Avenue line, from Weston Road, York Township to Victoria Park Avenue in the Scarboro border.

T.T.C. has order specifications prepared for cast iron segments for tunnel work on the University section of the Bloor-University subway. Architects A.G. Keith of Engineers and Architects Margison and Keith, 224 Merton Street, and John B. Parkin Associates, 1500 Don Mills Road, have been named for preliminary work on design of stations. Norman L. Anderson, formerly project manager for Mannix-McNamara joint venture has been appointed to assist in preparing structural contract documents. The estimated cost of the Bloor-University subway is \$200,000,000.

Cost of the first stage (University section) is estimated at \$40,000,000, including purchase of 40-subway cars.

The Metro Executive Committee and T.T.C. are to meet on Friday, March 6th, to determine whether Metro or T.T.C. will undertake acquisition of necessary properties."

Map: Future Rapid Transit System for Toronto.

0158-001.pcx

➤ The T.T.C. has called for tenders on the construction of an addition to the St. Clair Division office building at 76 Wychwood Avenue, such addition to have an approximate floor area of 2000 square feet.

➤ The Ottawa Transportation Commission Britannia car line private right-of-way is to be retained by the City of Ottawa after abandonment and developed as a limited access highway, according to a recent announcement by the Ottawa mayor.

EDITORIAL:

1959, THE END OF AN ERA - OR A PHASE?

As Canadian railfans, particularly those interested in electric railways, entered the year 1959, they realized that this year would extinguish a great part of what limited interest remained in Canada in the electric railway field. It had been made known not too long previously that the Quebec City - St. Joachim interurban line of the C.N.R. would cease operation early in the year, and that Ottawa street car operation, after a great many conflicting reports as to its expected longevity, would last out only the first half of the year. The final demise in Montreal during 1959 had been known for some time, and before the year was many days old came the report that the last nominal passenger service on the N.S.&T. would soon be withdrawn. Only in Toronto would electric railway passenger transport continue into 1960 and the indefinite future.

Aside from Toronto and a few freight-only operations, then, history might well record that the electric railway era in Canada died in 1959. On the other hand, it might record something

quite different — that a phase only ended in this year, and that another, which actually began in Toronto in 1954, went on in its ascendancy to provide a whole new chapter in Canadian electric railway history — the rapid transit era. That Toronto will continue to build a rapid transit network is an accepted fact, and the long term plans of the T.T.C., as announced at the end of February leave no doubt as to this fact. The general location of the currently projected routes, for which construction may well continue until the year 2000, are shown on the map on Page 3.

However, still on the horizon, but significant simply because they are there have been recent hints of interest in subway construction in Winnipeg and Montreal. The Chairman of the Greater Winnipeg Transit Commission stated publicly of recent date that the construction of a subway system in Winnipeg is the next logical step for the Commission, and one which would be aimed at arresting the downward trend of riding currently plaguing the system. This is a rather new reason for embarking on subway construction, but it cannot be denied that the subway, if built, would probably quite effectively serve this end. Winnipeg may yet be too small for subway construction to make sense, but the chairman's statement has definite significance insofar as it shows that rail rapid transit is very much in the running in current thinking, even on all-bus properties; this trend of thought, together with the lead given now and in the future by the T.T.C. can only lead to the adoption of rapid transit more generally by Canadian (and U.S.) cities in the future. (Did not a "trend of thought", plus examples set by certain properties, lead to the substitution of buses for street cars on such a universal scale?)

Montreal, of course, as a large city and one that definitely needs rapid transit, has been the centre already of much subway discussion. A fairly concrete proposal for a north-south and east-west line was put forward in 1954, after the tramway conversion program had got underway in earnest. However, conversion has continued virtually to completion and the subway plans gather dust, so that "Canada's Metropolis" (should it still be so called, with no street cars, let alone a subway?!) must get along as best it can with all transit on rubber tires.

Interest in the Montreal subway rekindles from time to time. The latest news on the subject concerns a large French financial firm which is considering backing a subway project for the city.

Unfortunately, the Montreal Transportation Commission does not seem to have much to say about rapid transit at present, and it would appear that a profound change in management personnel and/or thinking will be required before this form of transport will catch on in this city. Eventually, however, it is believed that the high operating cost involved in heavy bus operations on two or three paralleling streets (e.g. St. Catharine and Dorchester) will force the consideration of a more economical form of mass transit

To summarize, it is the feeling of this writer that the future could hold much of interest by way of electric railway expansion in this country. Progress will be undoubtedly slow and setbacks will be encountered, as in the present course being run by the Bloor Subway in Toronto.

Nevertheless in the field of rapid transit there would seem to be shaping up a definite second phase to Canadian electric railway history, at least in Toronto and Montreal, and the extension of this to several of the other cities cannot be ruled out as a possibility - S.I.W.

C.P.R. NEW BRUNSWICK CONSTRUCTION PROGRAM

A two million dollar improvement program will see a considerable revamping of Canadian Pacific Railway facilities in the Province of New Brunswick, which, along other things, will signify the end of service for the 4-4-0 type locomotives on the Norton - Chipman line.

A new freight yard is to be established at Lancaster, near Saint John, to have an eventual capacity of 2000 cars. Grading on the 75 acres for this yard will commence in the spring of 1959.

The finished facility will be 6000 feet long by 400 feet in width, and will contain 24 tracks, each of which will accommodate 100 cars. The railway's present piggyback facilities at the Mill

Street freight sheds in Saint John will be transferred to the Lancaster yard.

Piggyback terminal facilities have recently been installed at Fredericton and will also be established at Aroostook, NB. The extension of several sidings between Saint John and Megantic will be undertaken in order to capitalize on the economies of longer trains made possible by diesel motive power. A further improvement planned is the ballasting of the C.P.R.'s Moosehead Subdivision across the State of Maine. The laying of 100 lb. rail over 7½ miles between Midland and Chipman on the Minto Subdivision will complete a heavy duty line through the area's coal field.

As a prelude to the end of 4-4-0's 29, 136 and 144, B.& B. crews will shortly commence the work of renewing steel and fortifying two bridges on the Minto Subdivision between Chipman and Norton, to allow diesel power to operate over this line.

A further installation of 100 lb. rail currently planned is on six miles of the Edmunston Subdivision into Grand Falls.

➤ The Canadian Pacific Railway plans to construct a special repair shop for R.D.C. cars at Glen Yard in Montreal, costing, an estimated \$300,000.

MOTIVE POWER NOTES

➤ Observations from the C.N.R.'s dieselized Atlantic Region: M.L.W. switchers 8237-8245 have been transferred to the Atlantic Region from the Central Region. Switcher assignments at major points in the Maritimes are as follows:

Moncton: 8124, 8144, 8146

Truro: 8183, 8240, 8241, 8245

Halifax: 8184, 8186, 8207, 8208, 8228-8233, 8237-8239 8244.

➤ M.L.W. passenger diesels 6758-6766 and 6858-6866 are now all assigned to the Montreal - Halifax - Sydney service. Diesels 6768-6868 made their first round trip into Halifax on February 2nd. on Trains 60 and 59. Many Central Region units of the 3600, 3700, 4200, 4300, 4400, 4500 and 9300 series are presently being used between Montreal and Moncton, a few of which proceed as far east as Truro upon occasion. - George Parks, Truro, NS

➤ The following power was observed at C.N.R. Hamilton roundhouse on February 21st, 1959:

0-6-0 7442 Stored inside. 2-8-0 2568 Stored outside, rods removed.

7511 Stored inside.

0-8-0 8302 Stored inside. 2663 (a) In steam.

8304 In steam. 2-8-2 3431 Stored inside.

8343 In steam. 3457 Stored inside.

8347 In steam. 3459 (b) In steam.

8385 In steam. 4-6-2 5296 Stored inside.

8395 Stored inside. 5607 Stored outside, number plate

S.P. car 15832 Stored inside. and rods removed.

(a) - Erroneously reported as enroute for scrap in *Newsletter 157*.

(b) - This locomotive is one of a very few Mikados equipped with Vanderbilt tender.

All of the above locomotives are based at Hamilton.

- John Freyseng

➤ The following locomotives were stored dead outside of Spadina roundhouse, as observed on February 28th, 1959:

0-8-0: 8352, 8364, 8398, 8421, 8448

4-6-2: 5031, 5062, 5565

➤ The C.N.R. has converted 18 of the 20 4-8-2's of class U-1-f (6060 - 6079) to oil burners at Stratford shops, using tenders from scrapped 2-10-2's of the 4300 series. During the conversion program, the locomotives lost the distinctive conical smoke box front, which gave them a

semi-streamlined appearance. The 18 converted locomotives have been sent to the Western Region where they will burn Alberta oil. The two locomotives of the class not so converted, one of which is 6071, are earmarked for scrapping.

➤ C.N.R. Pacific 5529 was delivered to the Museum of Transport in St. Louis, Missouri, on November 16th, 1958.

➤ C.N.R. Deliveries:

From Montreal Locomotive Works:

1800 H.P. Road-Switchers:

| | |
|------------|------------------|
| 3737, 3738 | November 3, 1958 |
| 3739, 3740 | November 7 |
| 3741, 3742 | November 12 |
| 3743 | November 17 |
| 3744, 3745 | November 20 |

1800 H.P. Road Passenger Units:

| "A" | "B" | |
|-------------|-----|-----------------|
| 6767 - 6867 | | January 5, 1959 |
| 6768 - 6868 | | January 19 |
| 6769 | | January 23 |
| 6770 | | January 23 |
| 6771 | | January 30 |
| 6772 | | January 30 |

From General Motors Diesel Limited:

1200 H.P. Road-Switchers

(Model GMD-1):

| | |
|------|------------------|
| 1030 | January 16, 1959 |
| 1031 | January 16 |
| 1032 | January 16 |
| 1033 | January 16 |
| 1034 | January 30 |
| 1035 | February 5 |
| 1036 | February 11 |
| 1037 | February 17 |
| 1038 | February 18 |
| 1039 | February 19 |
| 1040 | February 20 |
| 1041 | February 24 |
| 1042 | February 28 |
| 1043 | March 4 |
| 1044 | March 4 |
| 1045 | March 6 |
| 1046 | March 10 |
| 1047 | March 12 |
| 1048 | March 20 |

1750 H.P. Road-Switchers:

(Model GP-9):

| | |
|------|------------------|
| 4271 | January 13, 1959 |
| 4272 | January 23 |
| 4273 | January 26 |
| 4274 | January 23 |
| 4275 | January 26 |
| 4276 | January 30 |
| 4277 | January 30 |
| 4278 | January 30 |
| 4279 | January 30 |
| 4280 | January 30 |
| 4281 | January 30 |
| 4282 | January 30 |
| 4283 | February 5 |
| 4284 | February 5 |
| 4285 | February 9 |
| 4286 | February 9 |
| 4287 | February 13 |
| 4288 | February 16 |
| 4289 | February 19 |
| 4290 | February 20 |
| 4291 | February 2 |
| 4292 | February 25 |
| 4293 | February 27 |
| 4294 | February 28 |
| 4295 | March 6 |

➤ C.N.R. Scrapings:

At London

At Stratford

| | | | | | | | |
|------|------------------|------|------------|------|------------|------|------------|
| 48 | January 30, 1959 | 5572 | January 9 | 1396 | January 23 | 6028 | January |
| | | 23 | | | | | |
| 83 | January 23 | 5597 | January 9 | 2526 | January 16 | 6032 | January 16 |
| 2469 | January 30 | 6302 | January 23 | 2587 | January 30 | 6102 | January 30 |
| 2662 | January 16 | 7355 | January 30 | 2629 | January 19 | 7369 | January 20 |
| 3519 | January 9 | 7434 | January 16 | 3292 | January 22 | 7467 | January 30 |
| 5055 | January 9 | 7503 | January 9 | 3466 | January 29 | 7501 | January 7 |
| 5110 | January 23 | | | 5103 | January 28 | | |

➤ The C.N.R. has ordered 140 more diesel locomotives for late 1959 delivery, and it has been reported in connection with this that steam operation on the system will be confined to the Prairie Provinces and Ontario west of Fort William where all units have been received. It would thus appear that the summer of 1959 represents the last chance for steam photography in Southern Ontario, at least on the C.N.R. The order is broken down as follows:

| <u>From Montreal Locomotive Works:</u> | | <u>From General Motors Diesel Limited:</u> | |
|--|--------------------------|--|--------------------------|
| 50 | 1800 H.P. road-switchers | 38 | 1200 H.P. road-switchers |
| 26 | 1000 H.P. switchers | 24 | 1750 H.P. road-switchers |
| | | 2 | 1200 H.P. switchers |

The 26 switchers from M.L.W. will be specially designed for hump yard operation and will be used at the yards now under construction at Montreal and Moncton.

MISCELLANY

➤ The Canadian Home Improvement Train, originally scheduled to start on a cross-country tour in January, will not set out until September of this year. Its tour will start from Toronto and extend over 42 days, involving 36 stops of about 10 hours' duration each.

➤ The C.N.R. will introduce R.D.C. cars on the Guelph-to-Owen Sound and Stratford-to-Southampton services effective June 21st.

➤ Further information has come to hand concerning the proposed Broken Ridge Tramway (see *Newsletter 156*, Page 10). This line, owned by the Garibaldi Development Company of Vancouver, will be a six-mile aerial tramway starting at a point seven miles from Squamish, BC, (on the Pacific Great Eastern), on which 100 electrically driven gondola cars will convey 600 passengers per hour to the Royal Alpine Hotel at an elevation of 6000 ft. Hagbery Construction Company Limited of Vancouver will supervise construction of the track.

➤ The C.N.R. is offering for sale various surplus properties formerly used by the Montreal & Southern Counties Railway at St. Lambert, QC.

➤ A petition is being circulated among the residents of Matane, Gaspé and Rimouski counties in the Province of Quebec to press for the construction of a railway between Matane and the town of Gaspé, a 225-mile distance along the north coast of the Gaspé Peninsula. The circulators claim that the lack of a railway in the area "has a stifling effect on commerce, industry, communications, transportation and the cultural and social life of the region."

➤ The C.N.R. has ordered 400 46-ft. flat-cars from National Steel Car Company, to be equipped for piggyback service. The delivery of this equipment is expected by August and will raise the C.N.R.'s piggyback car total to over 700.

ARNAUD RAILWAY COMPANY INCORPORATED

The Wabush Iron Ore Company Limited, owner of the Wabush Lake Railway Company (see *Newsletter 157*) plans a second railway to complete its mine-to-ship rail haul. This railway, the Arnaud Railway Company, the incorporation of which has already been approved by the Quebec provincial legislature, will extend 22.7 miles from Seven Islands (southerly terminus of the Quebec, North Shore and Labrador) to Point Noire, QC, where dockage facilities are to be established. Another

subsidiary company, the Dominion Dock Company, will supervise these facilities.

Ore concentrate will thus be transported over the Wabush Lake Railway from the mine site to Emiril Siding, thence over the Q.N.S.& L. to Seven Islands, and finally over the Arnaud Railway to the Pointe Noire dock.

EXCHANGE SECTION

- Fred V. Stephens, P.O. Box 253, Moncton, NB, wants to hear from parties having photos of the 4-4-0, 2-6-0 and 4-6-0 type locomotives of the C.N.R. and C.P.R. for sale or trade.
- A. H. Coverdale, 140 Hendon Drive, Calgary, AB, has Northern Alberta Railways steam and diesel power, passenger and work train equipment, size 616 to sell, as well as many C.N.R. and C.P.R. photos of the same size.
- Omer S. A. Lavallee, P.O. Box 22, Station "B", Montreal, Quebec has for sale at 50¢ per copy a 16 page offset bulletin covering the Quebec Railway Light & Power Company's Montmorency Division interurban line (latterly owned by the Canadian National Railways). Included are photos, car roster, history and map.
- The Vancouver Island Railway Historical Association has for sale at a price of 50¢ per copy an illustrated bulletin on the narrow gauge Kaslo & Slocan Railway of British Columbia. Orders for this bulletin should be sent to the Association at 587 McKenzie Avenue, Victoria, British Columbia.
- The program for the April 17th meeting will be a talk by a C.N.R. representative on the proposed C.N.R. Toronto freight bypass.