

October, 1959 - Number 165

The Society meets on the first and third Fridays of every month from September to June. The October indoor meeting will be called to order on the 16<sup>th</sup> at 8:30 P.M., in Room 486, Toronto Union Station.

For the evening's entertainment all members who take 35 mm. colour slides of rail subjects are requested to bring not more than 10 slides taken during the summer of 1959 for showing at the meeting.

PAST MEETINGS

➤ September 18<sup>th</sup>: Approximately 30 members present; tape recordings of steam action in Southern Ontario.

BOARD OF TRANSPORT COMMISSIONERS APPROVES

C.P.R. AGINCOURT YARD

On September 11<sup>th</sup>, 1959, the Board of Transport Commissioners handed down its decision approving the application of the Canadian Pacific Railway to construct a main hump classification yard for the Toronto area east of Agincourt in the Township of Scarborough. This decision was taken after careful consideration of the opposition of surrounding property owners to the location of the yard in this area, which opposition has been organized and vocal for some years past.

The text of the Board's approval is reproduced in full hereunder, as it is felt that the reasons behind the judgment will be of interest to Society members and because they are felt to be significant in not only this particular instance, but as they might apply generally to projects of this type undertaken by either of the major railways.

DECISION

The area concerned was viewed on the ground by the Commissioners who heard the application and we subsequently had, in determining it, the advantages given by an actual view of the proposed site of the yard and effected lands, residential areas and highways.

I have already stated that I am convinced that Canadian Pacific needs additional facilities in the nature of a hump yard somewhere in the Toronto area. I have also reached the conclusion that the Company has made out a good case for the proposed yard on the site chosen at Agincourt.

It is the site in the Toronto area that meets hump yard requirements to the greatest extent.

Comparing the Company's proposal and the alternative put forward by the Agincourt Ratepayers' Association and their respective advantages and disadvantages to the Company and to Scarborough and its residents, I have concluded that the Company's project should not be rejected by this Board in favour of the alternative proposed by the Association.

Construction and operation of the yard will inevitably cause a measure of noise and fumes, and increase the volume of railway traffic within Scarborough and across highways there, as well as other disturbances and disadvantages normally caused by a hump yard operation. But because of the distances (approximately 4,000 feet) between the hump and the nearest home within the Glen Watford residential area, the distance (607 feet) from Canadian Pacific's main line tracks to the nearest residence in Glen Watford, the rise of the land from Glen Watford to the hump (which puts the yard proper out of sight from the homes in Glen Watford, with the yard proper beyond the hump and still more distant from Glen Watford), the manner in which the yard will be operated with diesel engines and a minimum of engine whistling, and provision of grade separation and

automatic protection at crossings where required, it is my view that the yard will not be unduly close to residential homes nor unduly disturb or endanger the people of Scarborough nor depreciate the value or attractiveness of their homes and residential areas to such an extent as to warrant rejection of Canadian Pacific's application. I am not unsympathetic to the objections and fears expressed on behalf of the home owners represented by the Association, but one must face the facts that industrial expansion is a requirement of population, which are so desirable and sought after, bring with them a need for transportation facilities; that there is such a need in the Toronto area, which has a concentration of industry and population and a great volume of railway traffic; and that such railway facilities have some disadvantages to the community in which they are located, including noise, fumes and increase in railway traffic within the community and across its highways. Notwithstanding certain disadvantages to the community that may accompany the yard, I think it is in the public interest to authorize it.

I would also reserve for future determination questions as to who shall bear the costs of grade separations and protection at highway crossings, the cost of constructing the diversion of Bellamy Road and relocating public utility lines, and as to possible grants from the Railway Grade Crossing Fund. It appears to me at this time, however, that the yard is a major new capital project essentially for the greater convenience and improved facility of the Company in serving the traffic needs of a large area of Canada, and consequently, subject to the following reservation, the entire cost of the yard and all such works should be borne by Canadian Pacific, but I would reserve decision on those questions, as above stated, pending submission of plans, estimates of cost and any further submissions the parties may make in that respect. The reservation is that to the extent that such works are or will be necessary within the next few years, even if the yard were not established, they may qualify for grants from the Fund and justify an apportionment of their cost of construction, maintenance and operation between Canadian Pacific and other interested parties.

Order to go accordingly.  
Dated at Ottawa, this eleventh day  
of September, 1959.  
(Signed) ROD. KERR

I concur:  
(Signed) J. M. Woodard  
(Signed) A. Sylvestre.

C.N.R. TO INSTITUTE NEW HERALD AND MAJOR  
COLOUR CHANGES ON ROLLING STOCK

The Canadian National Railways has engaged an American industrial designer, James Valkus, as the first step in a major program of changing the appearance of those things which the public sees most - station buildings, rolling stock, advertising material and uniformed employees. In a move to impress upon the Canadian public that the railway is a dynamic organism, changing to keep abreast of the times, a modernization program less costly but probably far more impressive to the man-in-the-street than dieselization, C.T.C. and electronic hump yards is being designed to rid the railway of much of the atmosphere of changelessness, and unprogressiveness that continues to haunt most railways in spite of vast sums spent on technological improvements. It is hoped that a changed public attitude resultant upon the altered dress of many of the things which the public associates with the railway will eventually reflect on the balance sheet. The program is also designed to boost employee morale and to induce the public to regard the C.N.R. organization as more than just a railway, but a multi-service organization dealing in communications, hotel accommodations and other forms of transportation.

The first step in the "facelifting" constitutes the designing and selection of a new herald for use on locomotives, car equipment and advertising material, one that will combine eye-catching appeal with a dramatic effect. The industrial design consultant has been given full rein in this respect. During 1960, further steps which will be generally geared to routine maintenance programs will see changed colours on passenger and freight rolling stock including the disappearance of one of railroading's most entrenched traditions, the tuscan red box car. Station and yard buildings, generally painted also in "box car red" on the C.N.R., will be progressively repainted in new and brighter colours.

A more elaborate program of modernizing those areas with which the public comes into most frequent contact, the interiors of passenger rolling stock and hotels, is to be undertaken, although details as to the extent of this are not available at this time. Finally, the traditional conservative garb of uniformed employees is to be restyled in order to present a smarter and more modern appearance and to be more comfortable for the wearers.

It is estimated that this program of modernizing the outward aspects of the C.N.R.'s physical plant, printed literature and employee dress will take four years to accomplish in full. It is hoped that the completion of this program, coupled with the service improvements made possible by technological progress, will cause the C.N.R. to impress itself on the public-at-large by the mid-1960's as a progressive and dynamic organization, as is the management's hope in instituting this forward thinking step.

#### C.P.R. OPERATING DEPARTMENT REORGANIZED

As of July 1<sup>st</sup>, 1959, the three operating Regions and eight operating Districts of the Canadian Pacific Railway were reorganized into four operating regions, each of which reports directly to the system headquarters at Montreal. These Divisions of the railway and those subsidiary operations which fall within each of the four Regions are listed herewith.

##### **ATLANTIC REGION**

###### (Headquarters - Montreal)

Brownville Division (headquarters at Saint John, NB)  
Woodstock Division  
Farmham Division  
Montreal Terminals Division  
Laurentian Division (includes M. & O. Subdivision from Hurdman East and the Winchester Subdivision from Govehill to Vaudreuil)  
Dominion Atlantic Railway  
Bay of Fundy Steamship Service  
Quebec Central Railway

##### **PRAIRIE REGION**

###### (Headquarters - Winnipeg)

Fort William Terminals Division  
Kenora Division  
Winnipeg Terminals Division  
Portage Division  
Brandon Division  
Regina Division  
Moose Jaw Division (includes the

##### **EASTERN REGION**

###### (Headquarters - Toronto)

Smiths Falls Division (excludes the, M. & O. Subdivision from Hurdman East and the Winchester Subdivision from Grovehill to Vaudreuil)  
Trenton Division  
London Division  
Bruce Division  
Toronto Terminals Division  
Sudbury Division  
Schreiber Division  
Canadian Pacific Electric Lines  
Great Lakes Steamships

##### **PACIFIC REGION**

###### (Headquarters - Vancouver)

Medicine Hat Division  
Lethbridge Division (excludes the Altawan and Notukeu Subdivisions)  
Calgary Division  
Edmonton Division  
Revelstone Division  
Vancouver Division

Altawan and Notukeu Subdivisions)  
Saskatoon Division

Kootney Division  
Kettle Valley Division  
Esquimalt & Nanaimo Railway  
B.C. Lake & River Service  
B.C. Coast Steamship Service

#### 4-4-0 POWERED MONTREAL EXCURSIONS

The Canadian Railroad Historical Association will operate excursions on Saturday, November 21<sup>st</sup>. and Sunday, November 22<sup>nd</sup>. hauled by C.P. 4-4-0 No. 144, late of Chipman, New Brunswick. This engine is 73 years old. The Saturday trip, which leaves Windsor Station at 8:45 A.M., E.S.T. will be a Mystery Tour in the Montreal area, and will include a lunch stop. The Sunday trip will leave Windsor Station for Cornwall at 9:00 A.M., E.S.T. Fares are \$6.00 per trip, or \$11.00 for both trips. Children under 5 years free, children 5-12 years ½ fare. RESERVATIONS MUST BE MADE IN ADVANCE. Write Passenger Agent, C.R.H.A., P.O. Box 22, Station "B", Montreal, QC.

#### T.T.C. NOTES

➤ Large Witt car 2414 is in storage at Russell Division with certain parts removed; this car will presumably not see further service.

➤ Track reconstruction on Queen Street West from Shaw Street to Bathurst Street is currently in progress, the work having commenced at Shaw Street and moved easterly. In this work, 122 lb. rails laid in 1922 are being replaced with new 104 lb. girder rail, the sheet asphalt paving which marked this stretch of trackage is being reinstated in the renewal program. The durability of the methods of track construction adopted by the T.T.C. in the early 1920's in rebuilding worn out trackage inherited from the Toronto Railway Company was attested to by the condition of the trackage just before reconstruction began. Although 37 years of heavy traffic had worn the rail heads sufficiently thin as to require replacement, the trackage had generally maintained a good alignment and foundation failures were few or absent; indeed, to the eye of the layman, this track did not appear to require replacement.

New rail was stored and welded along the south side of the street, requiring closing of sections of same to eastbound vehicular traffic; westbound traffic was unaffected. The ties and foundation laid in 1922 were continued in use, new wood shims being used as required to support the new rail.

➤ The first visible step in subway construction has been the laying of a new gas main in the Bloor-Avenue Road vicinity out of the way of the future subway structure. Neat yellow signs carrying the T.T.C. insignia informed passers-by that the work in progress was preparatory work to full scale subway construction.

The Provincial Government expressed certain concern over the fact as recently revealed to it that the heads of three ventilation shafts for the University Avenue subway were required for placement in Queen's

Park. After some discussion as to requiring their relocation, it was decided to allow the shafts to remain in the planned positions, as the T.T.C. has agreed to camouflage the shaft heads in such manner that they will blend with the park surroundings. The Province has also started a move to have a direct underground passageway from the Parliament Buildings to Queen's Park Station included in construction plans.

➤ Moving away from rails for a moment, as many members take an interest in trolley coaches, it is reported that the T.T.C. has purchased five of the 10 trolley coaches owned by the Ottawa Transportation Commission and operated on the Bronson route from 1951 until earlier this year.

The five vehicles involved are 48 passenger Canadian Car & Foundry coaches numbered 2006-2010

by the O.T.C., and to be renumbered 9140-9144 in Toronto. The other five in the series, Nos. 2001-2005, have been sold to the Kitchener Public Utilities Commission.

The Ottawa operation was Canada's newest trolley coach installation, and becomes the first of the modern systems to be abandoned.

#### MOTIVE POWER NOTES

➤ Active in Prescott, ON, during May was C.P.R. 2-8-0 3546; at Smiths Falls on June 6, 1959 were the following:

In steam: 1227, 1255, 2326, 2334 (all 4-6-2)

Stored in roundhouse: (4-6-2's): 1223, 1228, 1231, 2218, 2224, 2514; (2-8-0): 3528; (2-8-2): 5416; (0-8-0): 6933 (reported steamed up as reserve power occasionally).

Stored outside: 840, 870, 964, 1087, 1106 (all 4-6-0).

➤ C.N.R. 3432, 4063, 5281 and 6155 were stored in Brockville until mid-July at which time they were moved to Turcot Yard to clear the way for dismantling of the Brockville engine servicing facilities to make way for a proposed overpass on William Street. As of August 25<sup>th</sup>, 0-8-0 8445 and 4-6-0 1402 had been stored for several weeks in Brockville although actually in transit through the town.

#### All above notes from Donald R. McQueen, Brockville, ON

➤ A summary of steam power observed in Northern Ontario by member Allen Crompton in late August and September follows hereunder:

##### C.N.R. (August 22-29, 1959)

Bracebridge - no steam power; one diesel switcher (1324) in engine shed.

North Bay - no steam power; various diesels operating from O.N.R. roundhouse.

Sudbury - no steam power; about six 1200 series diesels.

Capreol - no steam power; about 24 diesels of all types in house.

Allandale (September 12, 1959) - 66 steam locomotives, all stored, as follows:

1315	2467	3216	3257	3306	3386	5125	6154
1350	2476	3222	3262	3315	3388	6033	6159
1383	2659	3223	3285	3325	3390	6035	6174
1397	2685	3227	3290	3334	3391	6121	6176
1531	3200	3229	3291	3340	3395	6124	6179
1533	3206	3242	3296	3372	3396	6130	6186
1541	3209	3244	3301	3375	3398	6135	7429
1551	3215	3254	3304	3385	5112	6152	7458
2375							8359

##### C.P.R.

North Bay -	894	1201	2398	2421	2424	2454
	2471	3491	5160	5168	5175	5183
	5362	5401	5411	5418		

All of the above were live and working during the week of August 22-29<sup>th</sup> except 3491, which was being readied for movement to Angus for scrapping, and 5160 and 5175, which were dead but in apparent operating condition. 2421, 2424 and 5401 had been out of service for a short time, but were steamed up during the week and sent to John Street, Toronto. More freight was behind steam power than diesel through North Bay during the week. Freight trains were reportedly working between North Bay and Sault Ste. Marie by steam.

Temiskaming - 814 (switching), 1010 (on way freight to Angliers).

Mattawa - 5225 (on way freight from Mattawa to Gendreau).

Sudbury - 2471, 3696, 5149, 5325, 5367, all dead but in operating condition, stored in

roundhouse. 3696 was into Sudbury for a washout and light overhaul prior to being returned to Little Current. Steam was working in from North Bay nearly every day, being serviced at the Sudbury roundhouse, while three locomotives come in from sub-depots for overhaul once a month, being replaced if necessary by one of the Sudbury engines while the overhaul is in progress.

Espanola - 3607 (switching).

Little Current - 1085 (substituting for 3696 on switching).

Britt - no steam power, local switching diesel.

Parry Sound - 3462 (switching)

Ontario Northland Railway (August 22-29, 1959)

North Bay - 200 (4-6-0); 503 (2-8-0), both stored in roundhouse, apparently serviceable.

503 has connecting rods removed.

Englehart - 701, on display, small railing around engine. Illuminated at night.

➤ C.N.R. Deliveries:

(a) From General Motors Diesel Limited:

4296	March 12	4307	March 31	4318	April 30	4329	May 30
4297	March 12	4308	April 3	4319	April 30	4330	June 3
4298	March 16	4309	April 7	4320	May 11	4331	June 5
4299	March 25	4310	April 14	4321	May 12	4332	June 17
4300	March 25	4311	April 17	4322	May 19	4333	June 17
4301	March 24	4312	April 23	4323	May 22	4334	June 19
4302	March 25	4313	April 23	4324	May 22	4335	June 23
4303	March 30	4314	April 23	4325	May 26 (See below)		
4304	March 31	4315	April 28	4326	May 28	4336	June 23
4305	March 30	4316	April 28	4327	May 29	4337	June 29
4306	March 31	4317	April 30	4328	May 30	4338	June 29
						4339	July 9
1099	March 31	7034	July 22	7035	July 22		

(b) From Montreal Locomotive Works:

6871	March 9	1800	March 30	1802	April 29		
		1801	March 30	1803	April 29		
6777	March 9	6782	March 31	6786	April 20	6790	April 30
6778	March 13	6783	March 31	6787	April 20	6791	April 30
6779	March 13	6784	April 8	6788	April 24	6792	May 13
6780	March 23	6785	April 8	6789	April 24	6793	May 13
6781	March 23						
8506	March 5	8511	April 9	8515	May 7	8519	May 7
8507	March 6	8512	April 10	8516	May 19	8520	June 3
8508	March 16	8513	April 21	8517	May 22	8521	June 9
8509	March 24	8514	April 29	8518	May 25	8522	June 16
8510	April 1						
3830	May 19	3835	May 26	3840	June 11	3845	July 17
3831	May 19	3836	May 29	3841	June 11	3846	July 13
3832	May 21	3837	May 29	3842	June 25	3847	July 13
3833	May 21	3838	June 5	3843	June 25	3848	July 16
3834	May 26	3839	June 5	3844	July 7	3849	July 16

3100 July 7                      3101 June 19

➤ C.N.R. diesels 2208 and 9310 pulling a northbound freight train were in collision with 4335, on Train 56, at Udney, ON, on August 1<sup>st</sup>. It is understood that all three units are beyond repair and will be scrapped.

➤ The City of Calgary has purchased ten-year old Selkirk type locomotive 5934 from the Canadian Pacific Railway as a permanent exhibit, now located near the Stadium, between 6<sup>th</sup> and 9<sup>th</sup> Avenues S.W. Nearby will be constructed a replica of an old-time C.P.R. station, which will serve as the headquarters of the Calgary Tourist and Convention Association. Tenders for the construction of the station building, estimated to cost \$7,000 have already been called.

#### MISCELLANY

➤ The C.P.R. has replaced the 72-year old swing span railway bridge linking Sault Ste. Marie, Ontario with Sault Ste. Marie, Michigan by a new lift span, 369 feet long. Work on the abutments for the new bridge began in December, 1957, and erection of the lift span and its two 153-foot supporting towers got underway in the fall of 1958. The lift span was erected over the old swing span, still in operation, and over the period of a weekend, the latter was cut away in the centre and the new span dropped 65 feet into place over it. The old span and the island on which it rested are now being removed.

➤ The C.N.R. opened its new 300 acre classification yard at Sarnia, Ontario on August 13<sup>th</sup>. This yard, which was three years in construction and cost \$5 million is reputed to be the second largest in Canada.

➤ The Northern Alberta Railway is offering for sale as surplus buildings a four-stall engine shed, an oil house (a McKeen car body), a locomotive foreman's office, sand shed, sand bin, supply shed and coal shed, all at Rycroft, Alberta.

➤ A study is to be undertaken to determine the desirability of routing the C.N.R.'s proposed Toronto hump yard by-pass line across the top of a projected flood control dam to be erected at Claireville, in the north-west extremity of the Township of Etobicoke.

➤ All rails have now been lifted on the old Canada Atlantic line of the C.N.R. easterly from Scotia, Junction to Algonquin Park Station. This line is now totally dismantled west of the park.

➤ The Grand River Railway and Kitchener City Council jointly are planning the removal of the section of the railway which runs along the centre of King Street East to a new right-of-way further south, which would pass through a new industrial area. The abandoned right-of-way would be used in the development of a dual highway.

➤ A three-man commission has been appointed to study and decide upon the route for the controversial northerly extension of the Northern Alberta Railways to Pine Point, N.W.T., on the south shore of Great Slave Lake (see *Newsletter 150*, "The Pine Point Controversy").