

October, 1955 - Number 117

The Society meets on the third Friday of every month in Room 486, Toronto Union Station at 8:30 P.M. The next meeting will be held on October 21st, the program will consist of a talk on the Newfoundland lines of the Canadian National Railways by Mr. J. D. Knowles, illustrated with slides.

CHANGE IN U.C.R.S. EXCURSION POLICY

The Directors of the Society have decided, at a recent meeting, that the group should withdraw from all further participation in the Toronto Train Trip Association, sponsor of the annual June Saturday steam excursion. This step was taken only after it had been ascertained beyond any doubt that the members of the Society almost unanimously agreed on the following points, which may be taken as the Society's official reasons for withdrawing from the Association:

- Of recent years the trips have become very expensive for a one day outing.
- The excursions have in reality lost almost totally their "railfan flavour"; too much time is devoted to visiting places other than railroad properties, and photo opportunities have been poor or non-existent.
- Certain recent trips have been largely repetitive of former trips.
- It has been felt that the Society, which actually started these trips in 1946, has had too little say in the planning and conduct of these excursions.

Coincident with this move, the Directors have made another of a more positive nature: an Excursion Committee has been set up, under the Chairmanship of John A. Kelley. This Committee will endeavour to plan and arrange most of the future excursions of the Society, the intention being to have more frequent, but less expensive, out-of-town trips than have been available in the past. It is hoped especially to give the steam fans more of an outlet for their interest — it is admitted freely that electric excursions have been more numerous heretofore.

The first in this new series of trips has already been arranged, and details follow:

U.C.R.S. FALL RAIL RAMBLE

SATURDAY, OCTOBER 22nd

C.N.R. ALLANDALE DIVISION

TRAIN	(READ DOWN)		STATION	(READ UP)		TRAIN
27	7:20 A.M.	LV	Toronto	AR	7:35 P.M.	34
27	8:33 A.M.	AR	Georgetown	LV	6:37 P.M.	34
661	8:40 A.M.	LV	Georgetown	AR	6:30 P.M.	662
661	10:02 A.M.	AR	Beeton	LV	5:23 P.M.	662
661	10:20 A.M.	LV	Beeton	AR	4:55 P.M.	M394
661	11:00 A.M.	AR	Allandale	-	-	-
61	11:45 A.M.	LV	Allandale	-	-	-
61	12:52 P.M.	AR	Collingwood	LV	1:45 P.M.	M394

Members intending to take in this trip who wish to start from Beeton instead of Toronto should call John Kelley at LA. 8450 if they desire transportation by car from Toronto to Beeton station. Members with cars willing to take extra passengers should also get in touch with John Kelley.

This trip will cover the Beeton - Collingwood branch, the Alliston - Creemore portion of which is to be abandoned after October 29th.

Note that trains 661, 61 and 662 are normally motor trains worked by diesel electric unit

D-1 with trailers C-1 and C-2.

Round trip fares: Toronto - Collingwood: \$4.45

Passengers should buy their own tickets at departure stations.

N.S.& T. EXCURSION; OTHER NOTES

The Society operated a very successful photographic excursion on the Niagara, St. Catharines & Toronto Railway on Sunday, October 9th, using car 620, late of the Montreal and Southern Counties Railway. Favoured by near perfect weather, the group of 25 excursionists traverse the Port Colborne, Port Dalhousie West, Port Dalhousie East and Port Weller lines in that order. Excellent moving and still shot opportunities were made available, especially on the two Port Dalhousie lines.

Car 620 is still the only unit of the M. & S.C. series in use on the N.S.& T. 622 has been rehabilitated externally, but still needs some interior work, 623 will be the last of the three to enter service. Car 621 is still in Montreal, reputedly being held for possible purchase by the Seashore Electric Railway. Trailer 220 is stored on the north track in St. Catharines, the legend "MONTREAL & SOUTHERN COUNTIES" on the letter board fully visible to curious passers-by.

A gold maple leaf insignia containing the words CANADIAN NATIONAL has been applied to 620, 622 and 623, below the windows instead of the red square used on other N.S.& T. cars. New sign linens (with signs for the Port Colborne line only) have been installed. The cars have received a new varnish application on interior trim, and the toilet and drinking water facilities have been removed. The lavatory compartment has been retained, however, with batteries installed on the floor. These provide power for certain lights in the event of a de-wirement.

The new equipment certainly helps to breathe new life into the remaining rail passenger operation of the N.S.& T. and should have a good number of years of useful life left in it.

As regards other N.S.& T. rolling stock: The latest report (obtained from the carshop) on the disposition of the 80's is as follows:

80 - to be scrapped (is already retired in the yard)

82 - to be converted into express car to replace 40 (M.& S.C. 504 is definitely not coming to property)

83 - will be held as spare passenger unit.

The remaining N.S.& T. passenger equipment will, thus, still comprise four cars.

Car 130 has already been stripped of much of its equipment. Single truck sweeper 23, after spending the summer at an exposed position in Port Colborne and having nearly every window broken, is now in the out-of-service line-up in St. Catharines yard. Line cars 30 and 31 have both recently been repainted traction orange. Locomotive 20 is still based at Port Colborne.

MOTIVE POWER NOTES

The Ontario Northland Railway is currently scrapping Confederation type (4-8-4) 1100 at North Bay. 1102 and 1103 remain in the house here, but see little if any service. 1101 was scrapped some years ago.

➤ The C.N.R. has ordered three small (400 H.P.) road switcher from Canadian General Electric Company (to be built at Erie, PA). These units are for work train service in Western Canada.

Presumably they will bear numbers 1502-1504 and class designation ER-4-b.

➤ New C.N.R. diesels have been received as follows:

From M.L.W.	8036-8039	(September)
From C.L.C.	3000	(August 18 th)
	1630-1633	(August)
	1634, 1635	(September)

From G.M.D. 2000-2003 (September)

➤ The series of GP-9 road switchers currently being delivered to the C.N.R. as above noted, bear numbers 2000-2044, and their arrival has caused another renumbering of old steam locomotives. Engines affected are 2-8-0's of classes M-1-a and M-1-b, and have been renumbered as follows:

<u>OLD</u>	<u>NEW</u>	<u>OLD</u>	<u>NEW</u>	<u>OLD</u>	<u>NEW</u>
2015	2820	2027	2824	2054	2328
2016	2821	2040	2825	2059	2829
2021	2822	2046	2826	2063	2830
2024	2823	2052	2827		

L.E.& N. — G.R.R. STEEL CARS SOLD

The Canadian Pacific Electric Lines, the Lake Erie and Northern and Grand River Railways, on which passenger service was abandoned on April 23rd last, have sold their steel passenger cars, and it is reliably reported that the purchaser is another 1500 V. D.C. electric line, the Chicago, South Shore and South Bend Railroad. This is believed to be the first major purchase of Canadian electric railway equipment by an American line.

More definite information on this rather startling development will be given as it becomes available.

M.& S.C. 107 TO GO TO ROCKWOOD

Montreal and Southern Counties Railway car 107 is now the property of the Ontario electric Railway Historical Association, being the third car in the Association's collection. It is a double end, wooden, railroad roof combination car built by the Ottawa Car Company in 1912. It is planned to move the car to Rockwood next spring providing sufficient funds can be raised.

THE RAILROADS OF HAMILTON — AN HISTORICAL REVIEW

The (now) City of Hamilton's first interest in railways took shape in 1834, when the Legislature of Upper Canada signed a charter giving a group of men the right to construct a rail line from London to the harbour at Burlington Bay. Allan MacNab of Hamilton was listed among the incorporators, though the line was not planned to touch this community.

Nothing more happened until the construction of the Champlain and St. Lawrence stimulated MacNab and his group to further action with proof that "it could be done". The charter was amended in 1837, and the name changed to the Great Western Rail Road Company. However, there were further delays as finances were poor.

In the meantime, Hamilton and Brantford fell out. The cause of this quarrel was the permission to build additional lines to Niagara Falls and Windsor; originally the route was to have passed through Brantford and Ancaster, skirting Hamilton at the top of the mountain. But Sir Allan MacNab and Dr. James Hamilton of West Flamboro, determined that their respective communities should share in the plan, succeeded in having the line diverted, bringing it through Dundas and Hamilton. The first train rolled toward Niagara Falls in November, 1853. However, there was considerable animosity between Hamilton and Brantford for several years.

To build the Great Western, rails and other equipment (including workmen) had to be imported from Great Britain. These came to Montreal by sailing vessel, and were transferred there to schooners which brought them to Stoney Creek. The equipment, unloaded here, was then hauled by horse and oxen along mud roads to the site of construction several miles distant.

Original locomotives on the line came from Great Britain also, with a few by American builders.

When operations started, so did Great Western troubles. The Chief Engineer had to tell

the Directors that aggregate costs had exceeded his original estimates by more than \$1,200,000.

It was not known what type of rails would stand up to both Great Western traffic and Canadian weather, so four different weights of rail were installed in the 228 miles of main line.

To add to the troubles, landslides occurred on the Dundas mountain, in the Desjardins gorge, and elsewhere, blocking traffic for days at a time. Finally, there were two boards of directors, one in England and one in Canada, and naturally these did not agree.

Despite the hardships, the pioneer made good. By the end of 1854, 50 locomotives were on the company roster. In 1855 another line of track was added, between Hamilton and Toronto.

In the late 1850's the Great Western built its own shops for the manufacture and repair of locomotives and cars.

Somewhat earlier a Hamiltonian by the name of Dan. C. Gunn had built locomotives in his machine and boiler shop on Wentworth Street North, but he closed his shops in the depression of 1857. The Great Western had been a customer of Mr. Gunn.

The new G.W.R. shops fabricated the SCOTIA, first locomotive with a steel boiler (previous engines had boilers of iron).

The Hamilton steel industry was born of those rails from England — they could not stand up to climatic extremities and it is reported that as many as 20 rails a day would snap in cold weather. To reroll the faulty rails, the Great Western completed in 1864 the first rolling mill in Ontario. This firm, the Ontario Rolling Mills Company, was amalgamated years later with four other companies to form the Steel Company of Canada, now Hamilton's number 1 industry.

With its rolling mill and fine shops, which were the largest in Canada, the Great Western was looked upon as Canada's standard railway, and assumed the dominant position in the economic life of what was then the railway centre of Ontario.

However, the Grand Trunk Railway of Canada had invaded Southern Ontario, and a battle for supremacy occurred between the two railways as each gobbled up various smaller Ontario lines during the 1870's. The Great Western leased the Wellington, Gray and Bruce Railway, in which Hamilton was interested. It opened the line to Elora in 1870 and to Southampton in 1872.

In 1882 the Grand Trunk was victorious, taking over the Great Western, and offices, shops, etc. were all relocated elsewhere. The blow crippled Hamilton economy as seriously as had the depression of 1860.

Hamilton acquired another railroad in the '70's. A group of city business men established the Hamilton and Lake Erie Railway (Hamilton - Simcoe - Port Dover), with shops at Ferguson Avenue and Barton Street, its own grain elevator and wharf at the foot of Wellington Street, and a station at Ferguson Avenue and King Street. (This is the station which was suddenly wiped from the civic scene in more recent times when it was demolished by a derailed locomotive).

Before its absorption into the G.T.R. system six years after the Great Western disappeared, the Hamilton and Lake Erie had amalgamated with the Hamilton and North-Western (Hamilton - Allandale), another small independent line built about the same time, and the Northern Railway of Canada, to become the Northern and North-Western Railway.

At the beginning of the next decade, the Hamilton City Council began flirting with the C.P.R.; there followed one of the great "might-have-beens" of civic history. Hamilton nearly acquired a union station; had this happened, city geography would have been vastly different today.

Alive to the benefits of rail facilities, two aldermen proposed to council that the city acquire a right-of-way through Hamilton, to be used in common by all railways. They also proposed a grant of \$300,000 to the C.P.R., to induce this railway to come to Hamilton.

The council went along with the proposal, though not all the way. The city made its offer to the C.P.R., and President William C. Van Horne undertook to study the layout of the city. His plan included a union station on Cannon Street, east of John, to be named Cannon Street station

after the London, England terminal. He differed with council on the route of the common line through the city, and waived any money payment by the city, asking only for free right-of-way and station grounds. Mr. Van Horne's offer was turned down and the whole union station scheme came to naught.

The C.P.R. finally arrived in Hamilton only as late as 1912, with the opening of a line from Guelph Junction connecting with the Toronto - Windsor main line. The company had shared, however, a service through this city from Toronto to Buffalo, acquired through negotiation with the T.H. & B. Railway in 1897.

Like the Great Western 50 years before, the Toronto, Hamilton and Buffalo Railway started off with a series of delays. Its origin was the Brantford, Waterloo and Lake Erie Railway, which started in 1884 with second hand equipment in fifth rate condition. Though completed, the line did not pay, and in 1892 the railway was seized by the bondholders, who operated it themselves for a short time. The present T.H. & B. Railway was incorporated in 1884, but construction started nine years later at Brantford. By the time the line had reached Hamilton, it was bankrupt. A group of New York and Rochester financiers came to the rescue and the first train rolled in 1895. The company then absorbed the B.W. & L.E. line, completed the Hunter Street tunnel and extended trackage to Welland to meet the Michigan Central.

- September 24th, 1955 was the last day on which C.N.R. passengers crossed the Detroit River between Windsor and Detroit by means of train ferry. Henceforth buses and trucks will be used.
- C.N.R. locomotive 2540 was reported as scrapped in *Newsletter* 115. This should have read 2450.
- The last street car operation in Winnipeg (and anywhere in Canada west of Toronto), was on Monday, September 19th.
- The 7 - Mount Royal car line of the Montreal Transportation Commission was converted to motor bus operation on September 4th.
- T.T.C. track forces are currently renewing Dupont line rails on Bay Street between Grenville and Davenport Road.

EXCHANGE SECTION

- Kenneth S. MacDonald, 145 Ryan Court, Fredericton, NB, has for sale, 10¢ each, size 616 pix, Canadian, U.S. and Mexico, steam locomotives, trains, street cars, N.G., etc. State railroads and types wanted.
- Roger Boisvert, 1150 St. Julie Street, Trois Rivieres, QC, wants pix of following C.P.R. locomotives; 418, 421, 482, 483, 490, 1278, 1293, 1294, 1301, 2506, 2507, 2532, 2544, 2546, 2554, 2556, 2557, 2560, 2566, 2568, 2573, 2587, 2589, 2591, 2605, 2610, 2618-2620, 2632, 2635, 2638, 2639, 2645, 2656, 2663, 3051, 3555, 3683, 3705, 3737, 3739, 3743, 3760, 5222, 5234, 5240, 5245, 5334, 5354, 5372, 5376, 5396, 5397-5399, 5404, 5415, 5425, 5426, 5447, 5448, 5454 5457, 5473, 5764, 6924, 6934. Also without smoke deflectors: 2332, 2346, 2804, 2806, 3100.
- R. Jack Bost, Kilgrogan Crescent, Brimley Post Office, ON, has for sale one 116 Kodak camera, f4.5 lens, with leather carrying case, reasonable.