

August, 1957 - Number 139

SOCIETY ACTIVITY: The Society meets once only during the months of July and August. The August meeting, to be held on Friday the 16th, will consist of a tour through the Canadian Pacific Lambton roundhouse and engine servicing facilities, located at the southwest corner of St. Clair Avenue and Runnymede Road. Members will assemble at 7:45 P.M. at the entrance gate on the south side of St. Clair west of Runnymede. Following the tour, the meeting will adjourn to the nearby C.P.R. West Toronto Station for train observation.

The first Friday meetings will recommence on September 6th, with a combined steam and electric observation evening at the T.T.C.'s new Humber Loop. This meeting will convene at 7:30 P.M.

Members are reminded of the auction of railfan material to be held as part of the entertainment at the September meeting in Room 486. It is hoped that members will be on the lookout for items suitable for auctioning.

COMING EXCURSION: The Society will operate an excursion on the Niagara St. Catharines & Toronto Railway on Sunday, September 8th. This will be a 6-hour trip, using Car 83, and will leave the St. Catharines at 11:00 Daylight Time. An innovation for those who do not wish to drive to St. Catharines, the car will meet C.N.R. train 102 at Merritton immediately after leaving St. Catharines, and will connect with train 91 at the same point at the conclusion of the trip. Fare will be approximately \$2.50, payable on the car.

JOINT WEEKEND WITH C.R.H.A.: In pursuance of the policy of holding joint events with the Canadian Railroad Historical Association of Montreal, the first of what is hoped will be an annual series of Joint Weekends will be held in Montreal on October 5th and 6th. The program embodies a special car tour of the remaining lines of the Montreal Transportation Commission on October 5th, using one of the famous open observation cars, weather permitting, or closed unit of the M.T.C. Historical collection in the event of rain.

The following day, October 6th, a special Fall Foliage excursion will be operated on the Canadian Pacific as far as Labelle, using a H-1-a class Hudson and air-conditioned coaches. Also included in the train will be an open-platform observation parlour car, one of the few remaining in Canada. For those who do not wish to go all the way to Labelle, side trips will be operated at slight extra cost to that famous mountain resorts at Mont Tremblant.

Fare for the Montreal street car trip will be \$1.50. For the Labelle trip, fare in coaches \$5.00, in parlour car \$7.00. Further information and reservations from the Canadian Railroad Historical Association, Box 22, Station B, Montreal, Quebec. Reservations must be received by September 15th.

PAST MEETINGS: July 19th - Observation meeting at Bayview Junction; a good summer attendance (15 members), but the onslaught of mosquitoes from the nearby marshes at sundown caused the early breakup of the meeting.

July 28th - The T.T.C. excursion mentioned in the last issue was scheduled for this date, after the date of opening of the Queen Street extension became known. However, the apparent apathy of the regular membership toward this trip (because of vacation interference and a lack of enthusiasm for a ride over the new line a full week after it had gone into operation) caused cancellation of the excursion.

The July activities of the Society could hardly be placed in the successful classification; however, two things were learned which will guide planning in the future:

(1) For future observation meetings at Bayview Junction, the mid-summer months should be avoided;

(2) Unless much careful preparation is undertaken (announcements many weeks in advance, etc.), charter excursions are risky during July and August.

Those who were disappointed by the cancellation of the T.T.C. trip will be glad to learn that a Small Witt trip is now being planned for October.

T.T.C. OPENS QUEEN STREET EXTENSION CAR LINE

The long-awaited relocation of Queen and Long Branch car service from Lake Shore Road to the new central mall car tracks on Queen Street West extension was accomplished in the early hours of Sunday, July 21st. The final touches to the new route were made during the week preceding the 21st, culminating almost two years of heavy construction. Among the final touches were the installation of a new east-to-north curve (Queen to Roncesvalles) at the east-end intersection, and the placing of a top layer of ballast along the length of the open track, which covers the ties and makes the track rather less open in appearance. The west-end track connection (where the new tracks join the old on Lake Shore Road) was of course not made until the actual changeover date, although overhead had been tied in as switches previous to this time.

On Friday, June 19th, PCC car 4104, carrying T.T.C. officials and invited guests, made a special run from Roncesvalles carhouse westerly over the new trackage to the Queen route loop and return, stopping, for inspection purposes at numerous points. It remained, however, for two U.C.R.S. members, John Kelley and Harold McMann, to mark the opening of the new line in a much more thorough and painstaking fashion. Staying up all night to observe the actual changeover and the operations in connection therewith, they gathered the facts which follow:

➤ The last Long Branch car to pass over the old Lake Shore Road trackage was 4711 on Run #7 which left Humber Loop to run into Roncesvalles Carhouse at 2:15 A.M.

➤ The last Queen car (and the last car) to pass over the old track was 4086 on Run #25, leaving Humber Loop at 2:21 A.M. and arriving at Roncesvalles & Queen at 2:25 A.M. The only passengers it carried were Messrs. Kelley and McMann, and one drunk who was not aware of the historical significance of the trip (our informants state that he was not aware of much of anything).

One other passenger boarded eastbound at Ellis Avenue

➤ With the passage of car 4711 by the point of junction of the new and old lines at the west end of the diversion just prior to 2:15 A.M., track crews began the work of removing rails at the junction point from the alignment of the old line, and swinging them over to that of the new. After 4711 and 4086 ran in, there was no night car operation west of Roncesvalles Avenue, with two buses doing duty on Long Branch and one on the affected portion of the Queen route.

The bus on Queen service travelled on Lake Shore Road rather than the Queen Street Extension, so that the actual switchover to the new routing did not come about until the emergence of the first day cars at 5:00 A.M.

➤ Crane car C-2 ran through the new subway under the C.N.R. Oakville Subdivision at 4:00 A.M. to assist in moving over the westbound track. With this completed, it ran out to Hillside wye and returned to shift over the eastbound. Also undertaken during the 2½ hour gap was the removal of extraneous overhead at the King-Queen-Roncesvalles-Lake Shore Road intersection, being that on the Lake Shore Road side of the intersection which was abandoned after the passage of car 4086.

➤ The first car in regular service to run over the new trackage was 4105 on Run #1, Queen route, leaving Roncesvalles Avenue at 5:00 A.M. after emerging from the carhouse; leaving the new Humber Loop at 5:10 A.M. and arriving at Roncesvalles Avenue again at 5:15 A.M. in a 15-minute circuit of the new car line. The first Long Branch car was 4702 on Run #1 leaving Roncesvalles

Avenue at 5:05 A.M. and Humber Loop at 5:12 A.M. to become the first car in regular service to pass through the railway underpass. Operation of the first few cars was gingerly as the operators "felt out" the new track.

At time of writing, operation over the reserved track still appears to be slow, but it is supposed that this is due to a too-generous schedule and that adjustment will follow. As predicted, the new line has proven a great boon to the operation of the Queen route, which formerly was affected by some of the worst traffic jams in the Toronto area, in the vicinity of the Humber River where the Queen Elizabeth Way debouched its traffic on to city streets. The Lake Shore motor traffic and the street car operation are now totally separated, much to the relief of all travellers in the area.

The Queen Street extension carline is a model surface electric railway facility and proves that rails in the present day transit picture should not necessarily be restricted to the third-rail, full-subway type of installation. The only regret that can be expressed at its opening is that a great many more examples of the same type of thing do not exist, both in Toronto and in many other cities.

OTHER T.T.C. NOTES

➤ The Long Branch and Queen night car services were combined as one long route from Neville Loop to Long Branch, effective July 28th. This is the longest, local car routing (over 15 miles one way) ever operated in the Toronto vicinity.

➤ The T.T.C. has called tenders for the construction of an additional entrance at the west end of the Eglinton subway station.

➤ PCC car 4018 is currently operating on an experimental set of light weight one-piece steel wheels. Similar in appearance to inboard-bearing truck wheels on a steam locomotive, these wheels give a peculiar ringing sound when the car is crossing special work.

➤ The T.T.C. has sold its last steam passenger ferry boat, and one of the last paddle wheelers on the continent, the *TRILLIUM*, to the Municipality of Metropolitan Toronto for conversion to a scow to assist in carrying fill to build up the level of Toronto Islands. This ends a 48-year career for this venerable ferry, which in latter years was used at peak periods of island travel only.

The sister ferry *BLUEBELL* was retired in 1956 and has already suffered the same fate as that planned for the *TRILLIUM*.

EDMONTON OBSERVATIONS

By J. D. Knowles

The Edmonton Transit System has retained intact street car No. 1, a double truck, monitor roof car. It sits on a short section of track in the weedy yard of the 80th Street carhouse, which is now a bus and trolley coach shed. The car is sadly neglected, with all glass missing, but still carrying large signs on the sides from the last day of rail operation. Nearly in the yard are the bodies of Preston-built "Prairie-type" car 29 and arch roof car 61, also a Preston product.

These three cars were all single enders. There is also the body of work car No. 6. In Westlock, AB, there is another body similar to that of 61.

The modern 80-series Peter Witts were finally sold for scrap.

Although there is no rail to be seen in the downtown streets, the (open) double track and overhead on the famous High Level Bridge still remain in place.

REPORT ON JULY 6TH. EXCURSION

By John Freyseng

A casual observer in the Toronto Union Station on the morning of July 6th. would have seen a group of people trying to tell a bewildered agent that the C.P.R. does run a train to Port Burwell. This was indeed the group of U.C.R.S. members who turned out for the scheduled informal summer trip.

Train 21 left for Chicago at 8:00 A.M. E.S.T., and after making stops at Parkdale and West Toronto, was already late. Another member joined the party at Streetsville. At Milton, P-1 5135 passed by with an extra freight while a C.N.R. Consolidation with the Allandale wayfreight waited patiently at the diamond. Train 643, the connection at Guelph Junction for Guelph, was a steam train consisting of G-1 2231 with two wooden cars, instead of the usual S.P. car. P-1 5169 was observed in the yard. G.R.R. motor 226 was passed at Galt and road-switcher 8437 was in the siding at Orrs Lake with an eastbound freight. Upon arriving at Woodstock a few minutes late, the party detrained and went forward to aid in the inspection of units 4098 and 8467. After No. 21 left town, D-10 986 backed out from the engine yard to pick up train M660, the Port Burwell mixed. At this point, much to the dismay of several members, it was found that the windows of combine 3307 were stuck fast. However, with the aid of a pole obtained from the baggage section, and a few solid whacks on the outside frames with a tripod, all the windows were opened, causing a few disgruntled looks on the faces of the local passengers.

The train left town with 19 cars, combine 3307 bobbing on the rear, 15 minutes late. At Ingersoll, a stop of ten minutes was made while express was unloaded for the St. Thomas mixed (D-10 1086 and combine 3357). The ample time gave the members a chance to inspect the odd manual gates which protect the C.P.R. from Highway No. 2. The control levers are mounted on a box on the station platform at least a hundred yards from the highway. Direct connection to the gates is made by two rods.

After crossing over to the Port Burwell Subdivision, we left Ingersoll at 12:05, 20 minutes late. The next stop was Tillsonburg, where the complicated track layout of the Tillsonburg Loop Line was examined. A story has it that when the line was being built, the railway was offered a substantial sum if the station was located within a mile of the town hall. The route, however, was already planned to pass through the edge of the town, outside the one-mile limit. In order not to lose a tidy sum, the railway built a spur towards the town and built the station at its end, within the limit. To further complicate matters, the C.N.R. Brantford - Tillsonburg line crosses the C.P.R. at the point where the station spur joins the Port Burwell Subdivision. An interlocking tower controls the switches to the interchange and the station spur as well as the crossing. Southbound C.P.R. trains arrive at and leave the station via one route while northbound trains use a different route. Much backing up is involved, especially in the case of northbound trains which turn off the main line onto the interchange track, then reverse over the C.P.R. main line into the station. Upon leaving the station, the train moves forward across the C.P.R. main line, backs up onto the main line, then runs forward crossing the interchange track and the C.N.R.

After unloading a few pieces of express, train M660 left town in a hurry in order to gain time, much to the pleasure of the railfans on the rear vestibule who were scanning watches and calculating speeds as high as 50 M.P.H. A mile south of Tillsonburg the train roared over Otter Creek on the first of the high trestles. South of Eden, Little Otter Creek and a parallel highway were crossed on a magnificent trestle towering, it seemed, at least 150 feet in the air.

Around twenty pieces of express were unloaded at Staffordville while the engine crew chatted with the lady agent. Arrival at Port Burwell was at 1:45 P.M., only ten minutes late.

The main point of attraction was the train ferry "*Ashtabula*". She had already docked when we arrived, and D-10 888, with four idler flats, was busily engaged in unloading. This fascinating operation is very ticklish due to the weight of the loaded hoppers. Only sections

of each string of cars are drawn off at a time so as to keep the ferry as much as possible on an even keel. Most of the freight is coal although a little general freight is shipped, across from Ashtabula, Ohio. The "*Ashtabula*" is quite a large ferry with a high hull. She has two funnels and in most respects resembles the older train ferries operating on Lake Michigan. She is the only ferry operating on any of the Great Lakes other than Lake Michigan.

The bread and butter of Port Burwell, like the rest of the "Ports" on Lake Erie, is the fishing industry. The author was greatly interested in watching the fishermen repair their nets, build new boats and prepare their sturdy craft which dotted the harbour. Among other points of interest was the C.P.R.'s antiquated coaling system. A pole crane operated by a hand winch lifts a large wooden bucket of coal to the top of the tender where it is dumped by hand. This is not only a laborious task, but also about the dirtiest in Port Burwell.

Alas, the time flew too quickly, and under great clouds of smoke train M659 stormed out of town. It was all engine 896 could do to move the fourteen cars, most of them hoppers full of coal, up Port Burwell hill. The remainder of the cars the ferry had brought over had to go out later in an extra.

Combine 3307 is an all-steel car rebuilt from a colonist sleeper with the uppers and lowers still in place in the passenger section. Two ingenious members decided to have a rest, so with much clatter, Lower 1 was made up and in no time at all the prodigy children were resting in peace.

Two panel-truck loads of homing pigeons were loaded on at Tillsonburg after the train was carefully weaved onto the Loop Line. D-10 961 was in the siding at Ostrander with a southbound caboose hop. It would meet 888 further down the line and bring up the remainder of the cars from Ashtabula.

Because there was only one short stop, which was made at Ingersoll, M659 arrived at Woodstock on time. D-10's 882 and 1086 were in the engine yard. At 5:30, just before the party boarded train 632 for home, a threeway meet took place. A westbound freight behind H-1 Hudson 2317 and train 632, the "milk train" behind 8472 arrived at the same time. Both trains took siding, leaving the main line clear for Dayliner 629, comprising the usual 9050, 9051 and 9052.

At Galt, 632 picked up an express car and at Puslinch it met 37, the westbound "*Royal York*". P-1 5152 was again passed, this time westbound with the help of 2223 at Guelph Junction. The trip was completed with an on-time arrival at West Toronto where most of the members departed.

Those who attended will agree that a good day with near perfect weather was enjoyed by all.

MISCELLANY

➤ The C.P.R. discontinued the operation of Trains 612 and 613 between Kingston and Sharbot Lake on June 17th. A bus service is now given on the same schedule. The mixed train service between Orangeville and Walkerton and between Orangeville and Wingham - Teeswater was withdrawn after August 3rd, on which date a party of U.C.R.S. members made a last trip over the latter line. Mixed train service on the Dranoel - Lindsay - Bobcaygeon line (M605,606) is expected to be withdrawn shortly.

➤ The two long sidings on the east side of the Don River between a point North of Gerrard Street and Eastern Avenue were recently removed to make way for a Hydro pole line. These tracks served no industries, and were used by the C.P.R. only for the occasional storage of surplus or bad-order freight cars.

EQUIPMENT NOTES

➤ C.N.R. engines stored in tallow on Central Region at June 1, 1957:

<u>Sarnia:</u>	<u>Stratford:</u>	<u>Fort Erie:</u>	<u>Palmerston:</u>	<u>Lindsay:</u>	<u>Belleville:</u>
3458 6182	3459 6126	3218 6254	81	7464	90
5109 6184	3470 6131	3313 6257	1530		
5114 6236	5134 6222	3416 6303	5066		
5143 6243	5264 6255	3431 6312	5575		
5576 6249	5279 6401	3452 8297	5584		
5605 6306	5285 6403	3480	5601		
6100 6317	5292 7446	3436			
6124 6324	5296	3431	<u>London:Hamilton:</u>	<u>Port Huron</u>	
6147 6336	5298	3509	7511	8337	7529
6148 7499	6022	6140		8359	
6174 7520	6030	6151			

<u>Turcot:</u>	<u>Joffre:Allandale:</u>	<u>CapreolNakina:</u>
1340 3464 6021	7531 3231 3338	1322 3242 3216
1500 3704 6153	8298 3235 3345	1357 3244 3290
2553 3715 6155	8371 3239 3377	1397 3262 3291
2610 3733 6156	8435 3248 3436	3325 3334
2611 4054 6173	8446 3256 3463	3372 3396
2612 5559 6208	3263 3481	<u>Limoilou:</u> 3386
3406 5561 6231	3283 3500	4207 3395
3411 5562 7475	3293 3594	3398
3419 5597 7527	3295 3736	
3429 6002 7530	3332	

➤ The C.N.R. has ordered 48 steam generator cars from Canadian Car Company for year-end delivery. Each car will have two steam generating units, a diesel generator set, water tanks with a 3000 gallon total capacity and 50 gallon fuel tanks. Paint scheme of these cars will match the colours now standard for C.N.R. passenger equipment.

➤ Both major railways have recently placed substantial orders for new diesel-electric motive power. During June, the C.N.R. ordered 146 units from Montreal and G.M.D. for Canadian lines in addition to four, from E.M.D. and Alco, for American lines. The C.P.R. during June ordered 117 units from Montreal and G.M.D. Full details as to types, classes and road numbers will be given as soon as this information has been assembled.

➤ C.N.R. deliveries:

4592, 4593 June 13; 4594, 4595 June 18; 4596, 4597 June 21; 4598, 4599 June 25; 4600 4601 June 27; 4602, 4603, 4604 June 29; 4605, 4606 July 4; 4607 4600 July 9; 4609, 4100 July 11; 4101, 4102 July 16; 4103 July 17.

➤ C.N.R. scrappings:

7220, 7225, 7360 May 31; 93 May 15.

➤ C.N.R. ten-wheeler 1311 was rented to the Barrie Tannery, Barrie, in May after an explosion destroyed the plant's boiler.

➤ The C.P.R. dieselized Peterborough switching on July 19th, when 660 H.P. 6589 (new from MLW) arrived to replace ten-wheeler 815, which had been the regularly assigned yard locomotive for at least 20 years.

➤ Unfortunately, the item on C.N.R. 8438 came out in rather peculiar fashion in the last issue of the *Newsletter*; the way in which it should have read is: "Recently renumbered C.N.R. 0-8-0 8438 (old 8211) at Toronto still bears the 8211 front number plate. The plate has been reversed and "8438" painted on the back thereof.

➤ The Montreal Transportation Commission abandoned carlines 2-Centre, 22-Notre Dame East, 35-Notre Dame-Cote St. Paul and the inner end of 91-Lachine on June 23rd. On the same date, in order to complete the removal of cars on Notre Dame East, routes 10-Delormier, 44-Papineau and 58-Rosemont were shortened at the inner end, no longer running downtown to Place d'Armes. This involved the construction of a small amount of new track, probably the last to be built in Montreal.