

Upper Canada Railway Society

BOX 122 TERMINAL "A" TORONTO

Newsletter

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DECEMBER 1958

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NUMBER 155

SOCIETY ACTIVITIES Meetings of the Upper Canada Railway Society are held on the first and third Fridays of every month from September to June. The next general (indoor) meeting will be held in Room 486, Toronto Union Station at 8:30 P.M. on December 19th, the scheduled program being a showing of 35 mm. colour slides. The first meeting of 1959 will take place on January 2nd and will comprise a train-observation session at West Toronto C.P.R. station. Members will convene at about 8:00 P.M.

Past Meetings - November 21st -- 36 members were in attendance. The entertainment planned for the evening (tape recordings of railroad sounds) unfortunately did not materialize, but those in attendance did not appear unduly disappointed, as an open conversation meeting was held to the apparent satisfaction of all.

December 5th - A party of six members enjoyed an observation meeting at Danforth Station despite very cold weather. When the station waiting room was locked for the night at 10 P.M., the party repaired to the basement of member Rex Rundle for HO gauge model railroad operation.

The time has again arrived to remind the membership that the Annual Meeting of the Society will be held next month, at which time the election of Directors for 1959 will be held. Any resident member of the Society may be nominated for the office of Director of the Society provided a written nomination form carrying two signatures is in the hands of the Chairman of the Annual Meeting, and that the nominee has signified his willingness to stand for office. Further nominations may be made from the floor at the Annual Meeting, when called for by the Chairman.

With much regret it must be reported that Toronto member James V. Salmon passed away on November 18, 1958, after several months of failing health. Mr. Salmon joined the Society in 1950, and soon became well known to Toronto members as an ardent researcher and historian of the electric railways of this area; his specialty was the Toronto Suburban Railway, and his efforts turned up a considerable quantity of photographs and information on this defunct property. He will long be missed by those members of the Society who knew him; it is difficult to point to another member who approaches his chosen avocation with such energy as did Jim Salmon.

The sympathy of all U.C.R.S. members is extended to his bereaved family.

1958 MEMBERSHIPS EXPIRE ON DECEMBER 31ST; PLEASE RENEW PROMPTLY.
RESIDENT MEMBERSHIP \$2.50, ASSOCIATE MEMBERSHIP \$1.50.

The Toronto Metropolitan Model Railroad Club, which was burned out of its quarters at Queen St. West and Northcote Ave. during October, has established itself in a factory building at 7 Oakland Avenue, in North York. The initial plan, of course, is to begin construction of a new HO gauge layout, but a later development, which will be of considerable interest to U.C.R.S. members, will be the creation of a museum of railway relics in the same building. Although the club already owns some such material, undoubtedly contributions of further items for the museum would be welcome.

GRAND VALLEY OBSERVATIONS - OCT. 27, 1958

by Ronald D. Cooper

An inspection hike was made on October 27th over the C.N.R.'s Kitchener-Galt (west side) branch line, which the Board of Transport Commissioners gave the railway permission to abandon several years ago. Despite recent advice from the C.N.R. at Toronto that the line is now due to be torn up, physical indications on the branch are strangely to the contrary.

There has been extensive tie replacement and re-ditching work along the line during the past summer, and there has been an extensive siding relocation at Blair within the past few weeks. Several hopper car loads of coal were noted in Galt, and there was one hopper at German Mills.

This is a very scenic branch, running in the valley of the Grand River; there is a handsome little wooden trestle one-half mile west of Doon, about 30 feet high and 100 feet long, which is without lateral bracing. Rail on the branch was rolled in 1873 and is of 56 lb. weight and 19 foot 6 inch lengths.

Observations at Preston Car barn - Various changes have occurred around the barn and shop facilities of the Grand River - Lake Erie and Northern Railways in the three years since passenger service was discontinued.

One of the main line tracks adjacent to the shop building is now used as a siding and had a caboose stored on it on October 27th; the track is now equipped with a derail switch. The easterly two tracks in the car barn have had the overhead removed and these bays are now being used for the storage of the remaining three buses in the fleet of the subsidiary Canadian Pacific Transport Co. (The former bus garage on the Preston Car and Coach Co. property is now used as an express terminal and truck garage). A fifth stall has been added to the carhouse for storing the bonder and line car. This is a short stall, about half the length of the others. The outside yard east of the barn has been rearranged and there are now only two tracks for the storage of equipment.

The new locomotive (see Newsletter 150, page 1) has now largely taken shape, and closely resembles the other units on the roster, the only major difference observed being in the floor framing.

The Brantford station of the Lake Erie and Northern Railway has been demolished. This two level station was one of the most interesting on an interurban line in Southern Ontario.

Grand River Railway caboose no. 10 has been relettered Canadian Pacific 435001. It was C.P. 435084 prior to 1946.

-- William Hood

LONDON & PORT STANLEY RAILWAY NOTES

by William Hood

Several changes have occurred on this railway since a visit made earlier in the year, and none of these changes can be described as being for the better.

Motor car 2, which was wrecked in a level crossing collision with a truck during the last months of passenger operation, was scrapped during 1958. Many parts were salvaged from this car for use in maintaining the remaining motors. Preston trailer 5 and St. Louis trailers 7, 9 and 11 were sold to a scrap metal dealer, who burned them in a field and trucked away the remaining metal.

The remaining Preston trailers, 1 and 3, have been reportedly sold to a resident of Port Stanley whose intention is to convert them into a lunch stand. This individual has, however, gone bankrupt in the interim, and the future of the cars now appears to be in doubt. No. 3 has been heavily damaged by vandals.

Motor car 4, which was damaged in the same accident that caused the demise of car 2 is still stored in the carhouse, no attempt having as yet been made to repair the damage. Car 14 is also currently un-serviceable owing to mechanical trouble.

There are, therefore only four serviceable cars, which are operated in semi-permanently coupled pairs, i.e., cars 6-10 and 8-12. These trains handle the express run on alternate days. Cars 6 and 8 have had the seats in the smoking sections removed in order to make a sort of express compartment.

The three electric locomotives L-1, L-2 and L-3, are still in service along with diesels L-4 and L-5. Parked adjacent to the carhouse and scheduled for scrapping are baggage trailer B-1 and the unused former Chesapeake & Ohio caboose A-306.

As to the line itself, there is an atmosphere of decay. Track is now in very poor condition and all trains are restricted to a 30 M.P.H. top speed. Loose rail joints and spikes were noted and the track is overgrown with weeds. The overhead is now very slack, no tightening up having taken place since the abandonment of passenger service.

The spur which ran from the main line into the N.Y.C. St. Thomas station has been removed; the original L.& P.S. London Station, out of service for many years, but an interesting landmark to railfans, has finally been torn down.

OSHAWA RAILWAY OBSERVATIONS

by Clayton Morgan

Line car 30 of the Niagara, St. Catharines and Toronto Railway, which had been on loan for several months to the Oshawa Railway, left Oshawa in a C.N.R. freight train on November 11th to return to St. Catharines. All Oshawa equipment is being painted C.N.R. green in common with the adoption of that colour for equipment on the N.S.& T. At time of writing only work motor 44 retained a black paint job.

The O.R. has renewed about three blocks of street trackage on Bruce St., and some newly built trackage is also in evidence on Richmond St. near the G.M. training centre; the trackage into the Hou-daille Industries on the Oshawa South branch has been rearranged extensively. Rumours that the North Oshawa branch is now used exclusively by diesels are without foundation, as electric operation has been recently witnessed there.

OTTAWA TRANSPORTATION COMMISSION NEWS

The B - Bank-St. Patrick car line of the O.T.C. won a reprieve from its November 24th abandonment date by virtue of the General Motors strike which has delayed the delivery of the buses which are to enable the substitution. The route is expected to continue to operate as a carline into late December or early January. In the meantime, of course, weekend rail operation for the winter (in order to keep track flangeways clear of snow and ice) has begun, and the B line will unexpectedly have a few more Saturdays and Sundays of rail operation, to the benefit of out-of-town railfans seeking final photos of the line.

The present street car fleet is as follows:

<u>No. in Group</u>	<u>Car Numbers</u>	<u>Present Seats</u>	<u>Year</u>
3	685, 695, 696	57	1913
19	800-805, 808-816, 818-821	46	1924
19	822-826, 828-833, 838-842	46	1926
20	850-856, 858-866, 868-869, 880-881	46	1927
9	900-901, 903-906, 908-910	46	1933
12	911-916, 918-923	46	1934
4	1000-1003	46	1947
<u>86</u>			

10 sold for scrap November 1958 - 7 600's
 1 902) Damaged in
 2 806, 843) accidents.

(Permission had been granted to sell all ten 600's, but three were kept instead of damaged cars.)

The 800's run the bulk of the car mileage. The 900's and 1000's are used in rush hours only, and will probably be the next cars scrapped. The 1000's are slow loading due to small doors, while the 900's have less desirable mechanical features than the 800's. The 600's are used only as a last resort.

LARGE NEW C.N.R. YARD AT WINNIPEG

The Canadian National Railways broke ground during October on a four-year project which will create a modern hump classification yard for the Winnipeg area. Covering 628 acres and stretching for two miles along the southern outskirts of St. Boniface, Man., the new yard will speed up the flow of eastbound and westbound freight through the Winnipeg terminal and provide improved service for the Winnipeg area. It will be capable of receiving, classifying and dispatching 7000 cars per day, and will move them through the terminal operation 30 per cent faster than at present. The handling time for incoming local freight will be cut by 50 per cent.

The project has been named Symington Freight Yard, after the Hon. H.J. Symington, who has been for 20 years a C.N.R. Director.

The heart of the yard will be the hump, carrying two tracks leading down into 62 classification tracks. A total of 102 miles of

track will be laid to form 96 operating tracks for classification, receiving and departure yards, and an additional 60 tracks for other purposes.

One of the principal features of the yard, as at Cote de Liesse, will be an electronic computer that will take charge of free-rolling cars on the hump and guide them at speeds just fast enough for a gentle coupling. The "brain" determines the effect of such factors as weight, weather and rolling resistance of the freight cars, as well as the distance they must roll to coupling point, and reduces their speed by activating the retarders.

Symington Yard should rank among the continent's most modern freight yards when it goes into full operation in 1962.

MOTIVE POWER NOTES

-C.N.R. Scrappings:

2548, 5604, 6018	July 4th	3738, 6036	July 11th
2573, 5132, 7373	July 18th	2602	August 15th
7411	August 22nd	1574, 2622	August 29th
4073	Sept. 5th		

-C.N.R. Deliveries:

G.M.D. 1200 H.P. road-switchers:

1000-1003	Aug. 22nd	1305, 1307, 1310, 1311	July 23rd
1004-1006	Aug. 29th	1306, 1308, 1309, 1312	July 22nd
1013-1015	Sept. 30th	1323, 1324	Sept. 30th
1016, 1017	Oct. 7th	1325	Oct. 28th
1018	Oct. 10th	1326	Oct. 29th
1019, 1020	Oct. 17th	1327	Nov. 10th
1021, 1022	Oct. 23rd	1328	Nov. 12th
1023, 1024	Oct. 28th	1329	Nov. 13th
1025	Oct. 29th		
1026, 1027	Oct. 31st	1901, 1902	Nov. 12th
1028	Nov. 6th	1903	Nov. 13th
		1904	Nov. 18th

M.L.W. 1800 H.P. road-switchers:

3705, 3706	Aug. 12th	3719, 3720	Sept. 9th
3707, 3708	Aug. 14th	3721, 3722	Sept. 11th
3709, 3710	Aug. 19th	3723, 3724	Sept. 16th
3711, 3712	Aug. 21st	3725, 3726	Sept. 18th
3713, 3714	Aug. 28th	3727, 3728	Sept. 22nd
3715, 3716	Sept. 2nd	3729, 3730	Sept. 26th
3717, 3718	Sept. 4th		

M.L.W. 1000 H.P. switcher: 8245 Aug. 19th

Although the C.N.R.'s official scrap list for 1957 (Newsletter 153) includes 2681 and 7528, they are still in fact in storage at Battle Creek, Mich. 8300, 8306, 8310 and 7529 are in storage at Port Huron.

--Norman Herbert,
Detroit, Mich.

MISCELLANY

- National Steel Car Co. of Hamilton, Ont. recently completed 17 welded aluminum covered hopper cars for Aluminum Jamaica Intl., their design having followed the completion of extensive impact testing at Aluminium Laboratories, Kingston, Ont. The cars weigh 32,600 lbs., and are about nine tons lighter than steel cars of the same design.

- The construction of a hydro-electric power project at Rapide Beaumont, P.Q. on the upper St. Maurice River will flood about 3½ miles of the C.N.R.'s National Transcontinental line on the west bank of the river. Track relocation, however, involves ten miles of new line, now located at a higher elevation on the east bank, with new bridges having been built over the Croche and St. Maurice Rivers. The central piers of the new St. Maurice bridge are the highest on the C.N.R. system, one being over 170 feet in height from foundation to bridge seat.

- Two new tracks and platforms are being added to Montreal's Central Station, necessitating various changes to the track layout at the south end of the Mount Royal Tunnel. These additional facilities will be used primarily by north-end commuter trains.

- The body of Montreal and Southern Counties Ry. express car 501 is in use as an employees' storage shed near the C.N.R. roundhouse in Belleville, Ont.

- The C.P.R. demolished the station at Wingham, Ont. following the discontinuance of passenger service into the town and has further removed the trackage crossing and west of the Maitland River, having constructed a new station, to handle freight and express only, in the eastern part of the town. The municipality is in the process of acquiring the abandoned right-of-way west of the river in order to establish a town park.

- A Boston, Mass. consulting firm, engaged on a two-year survey of Northern Manitoba's economic potential, has recommended that the provincial government take over the Hudson Bay Railway from the C.N.R. if lower freight rates cannot be otherwise obtained. It further has recommended that the C.N.R.'s Winnipeg-Gypsumville branch be similarly taken over and extended some 200 miles northerly from Gypsumville to link with the Hudson Bay line at Wekusko, Man.

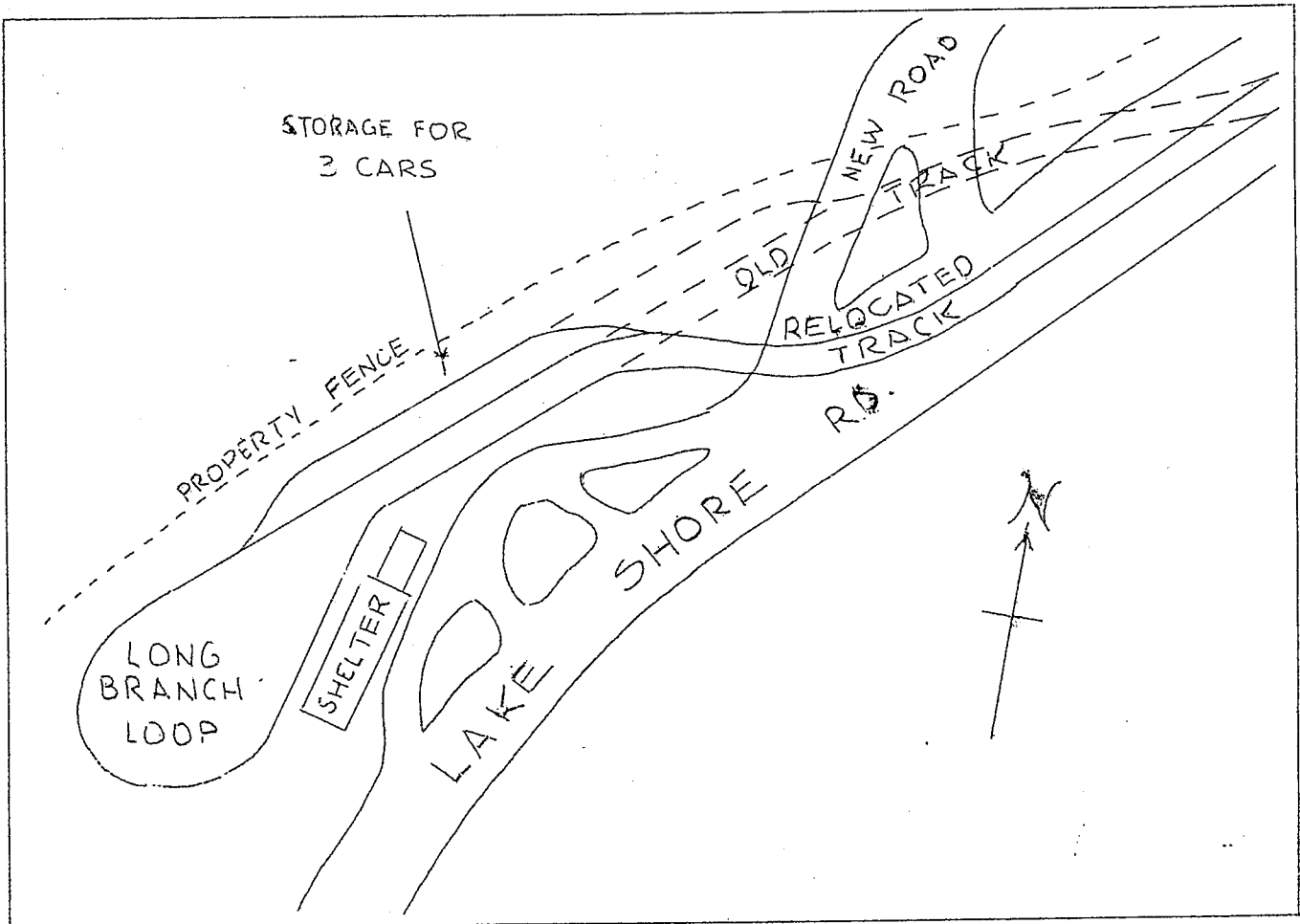
- Work on the Don Valley Parkway in Toronto near the Prince Edward Viaduct has necessitated a relocation of the C.P.R.'s Leaside-Union Station line at this point. Trackwork at this point was in progress at the time of writing.

- Still on the subject of track relocation, the far westernmost extremity of the Toronto Transit Commission's track system has also been affected by a highway improvement project. In preparation for the construction of an elaborate interchange between Highway 27 and Lake Shore Road, the Long Branch carline tracks have been relocated.

In connection with the above work, track rehabilitation, in association with a road paving job, has been carried out between Brown's Line (Highway 27) and 32nd Street (Long Branch Ave.). This work consists of a regrading of the track, using mostly the old rails; which are still in good condition. At a later time it is planned to rebuild the trackage in like manner easterly to 23rd Street.

T.T.C. TRACK RELOCATION AT BROWN'S LINE

(See Page 6)



Track on the new alignment was connected up for use on the night of November 8-9. Track on the old alignment was subsequently lifted.