

November, 1956 - Number 130

The Society meets on the third Friday of every month at 8:30 P.M. in Room 486, Toronto Union Station. The next meeting will be held on November 16th.

GRAND RIVER - LAKE ERIE & NORTHERN RAILWAYS SCRAP PASSENGER EQUIPMENT

The fate of the steel passenger equipment of the Canadian Pacific Electric Lines (Grand River - Lake Erie & Northern Railways) has finally been decided. After abandonment of passenger service on April 23rd, 1955, the fleet of eight passenger cars, two combines and an express car has been held in serviceable condition at Preston and Brantford awaiting possible sale. Protracted negotiations were carried on with the Chicago, South Shore and South Bend Railroad of Indiana, which has for some years been seeking a bargain in good used equipment for rush hour service.

Although the C.P.R. management wished to keep the negotiations secret until concluded, word got abroad quite early in the U.S. and filtered back to Canada, resulting in the regrettable appearance of an erroneous announcement of a completed sale in *Newsletter 117*. This was of course corrected in the following issue.

In any case, the South Shore Line eventually decided that the equipment did not have a sufficiently high top speed for its purposes, and the sale did not go through.

There being little chance of the disposing of the cars to any other purchaser, the C.P.R. finally decided to scrap the equipment, with the exception of cars 622 (express) and 626 (combine, built 1948). The cars were burned behind the Preston shop building, and the metal remains shipped out in gondola cars. Scrapping commenced on September 26th and was completed by mid-October.

Cars 622 and 626 have been demotorized and will be painted tuscan red and used as service equipment. More exact details of this development on these two cars will be printed when known.

THE KINGSTON CENTENARY JOINT CELEBRATION - OCTOBER 27, 1956.

To mark the centenary of the opening of the Grand Trunk Railway line between Montreal and Toronto, the Canadian Railroad Historical Association and our Society held their first joint excursion on October 27th, the actual centennial date. Toronto enthusiasts proceeded to Kingston on Train 14 powered by Northern 6226. At Belleville two narrow gauge diesels for the Newfoundland lines were seen loaded on flat cars.

The Montreal group arrived in Kingston on Train 5, hauled by engine 6214. The party proceeded to the LaSalle Hotel for dinner. Mr. Omer Lavallee of the C.R.H.A., in a short speech after the dinner, observed that the visit was significant not only because it commemorated the opening of the Montreal - Toronto rail line but also because the opening of the line marked the beginning of the era in which railways commenced to provide a comprehensive network in Canada rather than serving merely as feeders to navigation lines.

Mr. Lavallee also noted that the Kingston locomotive works had produced its first engine, Grand Trunk 88, in October, 1856. Accordingly, the group's visit to the locomotive works after the meal was a chance to see the changes in locomotive production.

At the plant the last three of the order of 20 "Trainmaster" (Nos. 8901-8920) for the Canadian Pacific were seen. Other diesel locomotives were seen in various stages of construction. (The recent order of steam locomotives for India had been completed). A standard gauge four-wheel diesel with buffers and hook-and-chain couplers for Arabia was on hand modified for use as a shop switcher. This engine was one of an order built by the Canadian Locomotive Company's subsidiary,

Davenport-Besler.

The Kingston plant has trackage of metre gauge and 3' 6" as well as standard gauge, to handle export orders.

Following the tour through the locomotive works, the part proceeded to the Canadian Pacific station to see 4-6-0 engine 437 arrive from Renfrew hauling train 612. After a brief period of sightseeing downtown, the enthusiasts returned to Toronto and Montreal aboard trains 6 and 15.

LOCOMOTIVES OF THE COOKSVILLE BRICK & TILE COMPANY

(Cooksville, Ontario)

No.	Wheel Arrangement	Type	Builder	Date	Builders	No.	Notes
1	0-4-0 T	Saddle Tank	Montreal	1914		53170	A
2	0-4-0 T	Saddle Tank	Montreal	1910		49114	B
3	0-4-0 T	Saddle Tank	Montreal	1921		62923	C, F
4	0-4-0 T	Saddle Tank	Can. Loco.	1930		1895	D, F
5	B	33-ton gas chain drive.	Whitcomb				E, F

NOTES:

- A - was narrow gauge, used in clay pit. Scrapped 1936.
- B - Built originally for contracting firm Haney, Quinlan & Robertson as No. 10. Scrapped 1947.
- C - Built as Ontario Hydro-Electric Power Commission # 49, for Queenston - Chippawa Power Canal construction work. Subsequently was Fraser Construction Company # 49 on Welland Canal work.
- D - Built as Beauharnois Construction Company # 123.
- E - Purchased second-hand from U.S.A. 1940.
- F - Nos. 3-5 sold for scrap to Industrial Metals Company, Cherry Street, Toronto, 1955.
- Narrow gauge operation in the clay pit was discontinued about 1932.
- There was also a large old locomotive in service for the Ontario National Brick Company (old name of company), prior to 1. 2 and 3, probably a 4-4-0 or 2-6-0 purchased from one of the common carriers. However, details are not known.
- The Cooksville Brick & Tile Company's plant and clay pit are located on the north side of Highway #5 and on the south side of the C.P.R. Credit Valley line, on the western fringes of Cooksville, ON, some 8 miles from the western city limits of Toronto. The clay pit railway operation was discontinued in May 1955, when locomotives 3-5 were disposed of. Motor trucks now work in the pit. The plant switching from the C.P.R is now performed by a Whiting Tractmobile.

Photo: Cookville Brick and Tile Engine No. 4. [0130-001.jpg](#)

Photo: Cookville Brick and Tile Engine No. 3. [0130-002.jpg](#)

Photo: Cookville Brick and Tile Engine No. 2. [0130-003.jpg](#)

Photo: Cookville Brick and Tile Engine No. 5. [0130-004.jpg](#)

T.T.C. NOTES

- Four damaged Peter Witt cars were scrapped recently. These were Small Witt 2816 and Large Witt 2390 which were sent to George Street yard on September 24th, and Small Witt 2792 (already stripped) and Large Witt 2308, which followed on September 25th. Again the Western Iron & Metal Company was the purchaser, and burned the cars at Cherry Beach. The disposal of these cars leaves 168 Peter Witt cars on the active roster (72 Large and 96 Small).

- An additional escalator has been installed at St. Clair subway station to serve the street car loading platform. Another subway improvement is the recent opening of a small "park-ride" parking lot on the Eglinton Terminal property on formerly unused ground just west of Platform 10.
- The T.T.C. has advertised for sale its oldest ferry boat, the 1906-built paddle wheeler BLUEBELL, which has seen only limited service in recent years, alternating in dry dock with the similar but somewhat newer TRILLIUM.
- Several firms of consulting engineers have been retained in connection with the preliminary plans for the Bloor Street rapid transit line:
 - Racey, MacCallum & Associates: soil tests.
 - DeLeuw Cather & Company: preliminary plans for University Avenue section between Front and Queen Streets.
 - W. S. Atkins & Associates: technical advice on the practicability of tunnelling certain portions.
 - A.D. Margison & Associates: preliminary plans for shop and yard layout at Greenwood & Danforth Avenues.

RANDOM OBSERVATIONS ABOUT ONTARIO, 1956

In May, an assignment which involved 4500 of travel in Ontario was received. This afforded an excellent opportunity to observe railway and boat operations in the Province, and observations of interest to boat and rail fans are recorded in this article.

➤ The C.N.R. station in Sarnia is an ideal vantage point for those interested in activity on a large scale and in various types of motive power. Road and switcher-type steam locomotives, diesel switchers, and oil-electric railcar and the electric locomotives used in the Sarnia - Port Huron tunnel provide the activity. Oil-electric car 15836, hauling a trailer, operates two return trips daily to London. This is a combination baggage and passenger unit and is in excellent condition, one of the few remaining service representative of this type of equipment which was common in Canada and the United States about twenty years ago. This unit provides local service on the London - Sarnia portion of the C.N.R. Toronto - Chicago line.

The 3300-volt A.C. pantograph-equipped tunnel locomotives of the St. Clair Tunnel Company are in almost continuous service and four units operate together. Three of these are the 6-wheel type and the fourth is an 8-wheel type. On these sets there is frequently a motorman at each end to afford convenient change in direction of operation. Seals on the doors of freight cars entering Canada from the United States behind these sets are examined by a Customs officer while the train is in motion. Freight trains are hauled through the tunnel without a caboose. Each freight car is given a thorough mechanical inspection after the electric locomotives are uncoupled. The electrified route mileage is 2.3 and the approaches to the tunnel provide a 2% grade. The tunnel was opened for traffic in 1891 and electric operation commenced in 1908. The original locomotives still provide the service.

Those interested in boats find satisfaction in the continuous passing of freighters along the St. Clair River. A small diesel-powered ferry with four rows of longitudinal seats provides a service between Sarnia and Port Huron.

➤ Niagara St. Catharines & Toronto interurban car 83 was use a for a ride to Electric Park from Thorold. When two cars are in service on Thorold - Port Colborne line, they usually meet at this siding. The cars on this line appear handsome in their green livery but the motorman complained of the poor visibility of the car afforded motorists because of this colour.

The trip to the siding was rough but not as uncomfortable as the return trip made on former Montreal & Southern Counties car 623. It is difficult to understand how these cars stand up on

such rough track. There is a continual unpleasant movement between a passenger's body and the back of the seat. Patronage was scant on this mid-afternoon trip; only eight persons left persons left Thorold and no passengers remained after Electric Park. On the return trip a maximum load of eight was carried.

The only suggestion of the electric railway activity which once existed in Port Dalhousie is the fare boxes used in conjunction with the amusement park. The passenger pen which served Port Dalhousie East and displayed the sign "High Speed Electric Trains to Niagara Falls" has disappeared. When the beat-train service was operating, a passenger on the boat, having seen this sign exclaimed, on seeing the interurbans, "Aw, they are only street cars!" The pen at Port Dalhousie (West) remains. On the occasion of a plant picnic at Port Dalhousie in 1938, seventeen cars were seen in the storage yard at his point.

➤ In Guelph, C.P.R. oil-electric car 9004 on the Guelph Junction Railway was seen. This is a baggage-passenger unit which operates between Guelph and Guelph Junction on the C.P.R. Toronto - Windsor line.

➤ The highlight of the journeys was a trip on the C.P.R. steamship "Assiniboia" from Port McNicoll to Fort William, leaving the Port at 3:15 E.S.T. on a Saturday and arriving at Fort William at 7:45 on Monday. This steamship, and its sister ship the "Keewatin" are 350 feet in length, 43 feet in breadth and have a speed of 15 knots. They ride extremely well and without vibration. The accommodation and meals are of the highest order and the service is excellent.

American tourists expressed amazement at the appearance of the Pacific-type steam locomotive which brought the boat train into Port McNicoll from Toronto (Leave Toronto 12:01 P.M., arrive Port McNicoll 3:00 P.M., Wednesdays and Saturdays). Presumably they considered Canada might not be so "backward" when they saw the diesel road-switcher which drew the connecting train from Fort William. The appearance of the boat train from Toronto is always spotless and it presents a fine sight as it draws the train onto the dock at The port. This dock is famous for its fine floral display.

Dense fog was encountered on Lake Superior, but as the vessels are radar-equipped, the fog alarm signal is sounded on the whistle only when a neighbouring boat is detected on the radar screen. There was a water-level fog on the St. Marys River which provided the illusion of neighbouring boats in the process of sinking, as only their superstructure could be seen. The "Assiniboia" and the "Keewatin" were Clyde-built in 1807, and had to be cut amidships into two portions in order to reach Lake Erie through the small locks, and were then re-assembled. It was learned from a reliable source, although it is almost unbelievable, that the "Assiniboia" was extensively damaged at the Soo Locks when another vessel crashed into the lower gates of the lock while the "Assiniboia" was almost at the upper (Lake Superior) level in the lock chamber. The gates were demolished and the "Assiniboia" lunged forward on a wall of water and crashed into a third ship.

➤ There is still some remnant of street car trackage in Fort William and the body of a car, which once served this city and Port Arthur, rests outside a house on a highway east of the Port. It is in the decrepit condition usually associated with these bodies. The arrival of the "Canadian" was observed in Port Arthur and in Fort William. In the latter city, this train is given a thorough exterior cleaning.

In Geraldton, train 79, which runs from Longlac to Fort William, was seen. As usual in small communities, the arrival of the train is an event of importance and there was a considerable group assembled to witness its arrival. Among the passengers disembarking were the members of an Indian family including a squaw and papoose. The extremely poor road east from Longlac to Cochrane follows the Cochrane-Nakina branch of the C.N.R. for a considerable portion of the road's length.

There is much of railfan interest in Cochrane where the C.N.R. Senneterre - Nakina line meets the North Bay - Moosonee line of the Ontario Northland Railway. A readily-accepted invitation was extended to ride the diesel road-switcher in the Cochrane yards. The train heating boiler on this unit had been filled with concrete for increased traction.

A large amount of unusual vertical, surface, aerial and subterranean horizontal transportation exists in the City of Timmins. A visit was made to the Hollinger Mine and a descent was made to the 5300-foot level in a mine cage which operates about 27 M.P.H. There is an extensive mine railway system which is operated by battery-powered and trolley-powered locomotives, and when the rumble of one of the 14-car ore trains is heard, refuge must be taken in one of the bays provided while the train passes. The Hollinger mine is backfilled with gravel taken from a pit about 3½ miles distant. The gravel is conveyed in buckets on an aerial tramway from the pits to the mine. The pits cover a very extensive area and are provided with a railway system on which a diesel and a steam engine operate. A snowplough is included on the roster of this railway.

Timmins has, in addition, activity on the Ontario Northland Railway.

In Temagami, a hotel room overlooking the Ontario Northland tracks and station was secured. An excellent view of operations was possible but the activity on the railway and the presence of a whistling post nearby was not conducive to good sleep.

A small portion of the trackage of the former Sudbury - Copper Cliff Suburban Electric Railway is visible in the Ramsay Lake Park area of the city of Sudbury. The electric railway of the International Nickel Company is an interesting one to visit. It performs switching duties around the smelter at Copper Cliff and hauls 13-car trains of red-hot slag over the extensive slag dump to the active dumping area. This railway has the unenviable reputation of passing through what most be the worst scenery traversed by any railway — the man-made desert created by the fumes from the smelter which it serves. A roster of this railway and a description and roster of the Sudbury - Copper Cliff line is contained in Bulletin 34.

➤ The car ferry dock in Cobourg, uses by the C.N.R. Cobourg - Rochester train ferries until abandonment of the service in December 1949, is still in good condition. The former right-of-way of the Cobourg & Peterborough Railway was followed from Cobourg to Rice Lake as closely as roads would permit. This line was opened for traffic in 1854, and made a 2¾-mile crossing of Rice Lake on land fills and a trestle. The trestle was a constant source of trouble; one spring a portion was carried away by ice. Service was discontinued from Peterborough to Cobourg in 1893 but summer excursions operated from Cobourg to the Lake for a number of seasons following this.

The rails were eventually lifted in 1915. Because of the long time since abandonment, the route is difficult to trace, but the start of the earth fill at Harwood on the south side of the lake, and at Picnic Point on the north side, are still discernable. A long fill can be seen at the intersection of the road running north from Picnic Point and the road to Keene.

➤ The building formerly occupied by the Peterborough Radial Railway in that city has been demolished. The only trace of street car operation noticed in that city was at the Jackson Park loop.

➤ The Ottawa Electric Railway (now the Ottawa Transportation Commission) is still very active despite the extensive abandonments which have occurred. The cars and roadbed appear to be in good condition. The Britannia Park route is especially interesting with its private right-of-way roadside portions and the section where it traverses open country to reach the Park. Rush hour traffic is extremely heavy, being mostly Government employees.

➤ Kingston station is very busy when the daytime trains between Montreal and Toronto arrive. They are scheduled to arrive within twelve minutes of each other and frequently both are in the station at one time.

➤ The body of one of the former Yonge Street cars was seen to the west of Simcoe, off Highway

3, and in Tillsonburg, the body a London Street Railway car was seen.

➤ The three-unit Toronto - London train of RDCs arrive in London at 7:15 P.M., E.S.T. The two rear units are uncoupled from the Windsor unit at this point and towed away by a diesel switcher.

Those interested in live steam models should visit Springbank Park in London. This railway provides an interesting ride at a fare rate of speed in the amusement section of the Park.

➤ The greatest surprise of the journey occurred Sunday, July 22, when a C.P.R. RDC car swept into view around the curve to the south of Flesherton station on the Toronto - Owen Sound line.

It stopped at the station for an interval which would be sufficient to discharge and receive passengers. This was apparently a trial trip in respect of the RDC operation recently inaugurated for trains 706 and 707.

➤ There is much to interest boat and railfans in Ontario; it is hoped that this article will assist readers in planning; itineraries in pursuit of their interests.

MONTREAL ABANDONMENTS TO CONTINUE UNABATED

The conversion program effected by the Montreal Transportation Commission on September 2nd, involving the St. Catherine Street group of carlines, was the step which really "broke the back" of the Montreal street railway network. It had been thought that, for the next year or two at least, further abandonments would be of a minor nature.

However, the M.T.C. soon made public its conversion program for 1957: this will affect generally those routes close to the river: 58-Wellington, 2-Centre, 31-St. Henri, 35-Notre Dame-Cote St. Paul, 48-St. Antoine and 22-Notre Dame-George V, the last named being the only line on the east side of downtown to be affected.

One bright note in an otherwise dismal Montreal picture is the announcement that four observation cars have not finished their duties with the 1956 conversions, though they will no longer be able to traverse Montreal's main street. For 1957, at least, the cars will be routed as follows: From St. James via Bleury, Park Avenue, Laurier, Cote St. St. Catherine, Bellingham, Maplewood, Descelles, Queen Mary Road, Girouard, Upper Lachine Road and St. James to Bleury.

MOTIVE POWER NOTES

➤ C.N.R. locomotives scrapped: May 11th - 2193; May 24th - 2378; July 12th - 2545; July 20th - 2397, 2594, 3504, 3722, 4042, 4202; July 27th - 3506, 5067, 7238.

➤ C.N.R. delivery dates:

G.M.D. 1200 H.P. Road-Switchers: 1241 - September 4th; 1245 - September 20th; 1246 - September 21st; 1247 - September 28th.

G.M.D. 1200 H.P. Switchers: 7020 - September 27th; 7021 - October 3rd; 7022 - October 5th; 7023 - October 10th; 7024 - October 15th; 7025 - October 16th; 7026 - October 19th; 7027 - October 22nd; 7028 - October 25th; 7029 - October 26th.

➤ C.N.R. 3, 4 and 5, 400 H.P. industrial type diesels built by G.E. at Erie, PA, passed through Toronto on October 5th, enroute Peterborough for Customs clearance, from which point they were sent to the Western Region.

➤ Five 6300 series 4-8-4's are being transferred permanently from the Grand Trunk Western to the C.N.R. Central Region. Four of these (6312, 6317, 6324 and 6336) were given Class 5 (major) repairs at Stratford during October.

➤ T.H.& B. 2-8-0 No. 103 was finally placed on display in a fenced enclosure in Hamilton's Gage Park on October 18th.

➤ THE TREASURER OF THE SOCIETY IS NOW ACCEPTING DUES PAID IN RESPECT OF MEMBERSHIPS FOR 1957. PLEASE RENEW EARLY.