

August, 1960 - Number 175

The Society meets during the summer on the third Friday of each month. The August meeting will be held on August 19<sup>th</sup>, and will take place aboard T.T.C. car 2420 which will leave Wellington and York Streets at 8:00 P.M. on that evening, for a three-hour excursion during which stops will be made for night photography. This meeting is intended for members and bona-fide guests, and no fare will be collected from such persons. (Please, no children).  
PAST MEETINGS: - The meeting on July 15<sup>th</sup> took place at Scott Street interlocking tower of the Toronto Terminals Railway, and the members present enjoyed an interesting and instructive insight into the way trains are operated into, out of and past the Union Station. We appreciate the co-operation of Messrs. Lang and Davis of the T.T.R. staff during our visit.  
SOCIETY NEWS: - The Directors of the Society recently had the melancholy duty of accepting the resignation of the popular Recording Secretary, Mr. John Freyseng, both from this post and also as Director. The Directorate greatly regrets the departure from its ranks of this genial and enthusiastic officer. Mr. George Meek has been appointed Recording Secretary for the balance of 1960, and Mr. James Browns already known to members as the Chairman of the Preservation Committee in charge of the arrangements for 6213, was appointed Director for the remainder of the year.

- It is proposed to inaugurate the holding of an Annual Banquet for Society members, to be held during the month of October. In order to assess the probable number of participants, it is requested that the form enclosed with this *Newsletter* should be completed and returned, so that we will have information on which to base negotiations as to location and cost.
- Society lapel pins are now available. These are reproductions in sterling silver, blue and white of the Society crest and are slightly less than ½" in diameter. Two types are available, the conventional pin-on type, and the variety which fastens into the lapel button-hole by means of a screw-type fastening. Owing to the favourable terms of manufacture, the price has been set, at \$2.50 each, rather than the \$3.00 previously quoted, and may be ordered from Box 122. Those members sending advance orders at the \$3.00 rate should request a refund, if this has not already been received.
- The Society is considering, the possibility of adding to its museum activities through the amalgamation of the Ontario Electric Railway Historical Association, provided that suitable arrangements can be made. It is felt that museum projects represent the best hope for future strength of rail fan organizations, and the U.C.R.S. would thus ensure that it would receive the benefit of all efforts along every time of railway historical endeavour. It is understood that whatever arrangements may be worked out, the Rockwood museum would remain financially independent. Members wishing to comment on this suggestion are invited to do so at the September indoor meeting.

MORE ITEMS ON RAILWAY EXTENSIONS

Further to notes in the July issue concerning new railway projects in Canada, some further items are noted:

- Prolonged investigations have now been completed into the routing of the proposed extension of the Northern Alberta Railways into the Peace River area to serve lead and zinc mining operations on the south shore of Great Slave Lake. The recommended route extends northward from Grimshaw, Alberta, something over 400 miles from the proposed terminus. One

of the problems involved possible disturbance of the nesting grounds of the almost-extinct, Whooping Cranes, only 30 of which birds exist, nesting in Wood Buffalo National Park along the route. The Minister of Northern Affairs & Natural Resources recently assured the members of parliament that no disturbance to these birds would be permitted, whatever route was chosen. On the other side of the coin, the railway may never be built at all, but the mining products may be brought out by road, which would be cheaper to construct.

➤ Further information on the Pacific Northern Railway: Owned by five companies equally: Wenner-Gren (BC) Development Company; A. V. Roe (Canada) Limited, Montreal; Perini Limited, Toronto; Associated Electric Industries Limited, London, England; and Cleveland Bridge & Engineering Company, Darlington, England. Each company will appoint two directors to the Board, and two other independent directors have been appointed. The railway is estimated to cost \$225,000,000. The company has posted a \$500,000 performance bond with the Provincial Government, and is reported to have spent five million dollars in surveys and planning for the railway and an associated power project. Contracts have been let for clearing and levelling the terminal yard area at Summit Lake, 27 miles north of Prince George, BC, and it is hoped to have 30 miles of grading done this year, and to commence track laying next year.

#### MOTIVE POWER NOTES

➤ C.N.R. has donated 2-8-0 2747 to the town of Transcona, MB, and 4-6-0 1165 to the Canadian Railroad Historical Association. It has now been announced that no further locomotives will be donated, but must be purchased at \$5,000 each.

➤ In addition to three 1000 H.P. switchers purchased new from Montreal Locomotive Works, the Sydney & Louisburg has purchased a 70-ton 660-H.P. switcher from the Pacific Great Eastern Railway. Numbered 553 on the P.G.E. it was built by General Electric in 1949.

➤ The Wabash Railroad recently advertised their 43-ton 1939 General Electric diesel switcher for sale in the Toronto press. This engine was a familiar sight in the St. Thomas, Ontario yard.

#### EXCURSION REPORT - JULY 9<sup>TH</sup>. AND 10<sup>TH</sup>. , 1960

The second "Railfan Weekend" organized by the Society took place on July 9<sup>th</sup> and 10<sup>th</sup>. On Saturday, July 9<sup>th</sup>, a total of 82 passengers took part in a T.T.C. excursion featuring two Small Witt cars, 2870 and 2756, on a tour covering such points as 18<sup>th</sup> Street Loop (New Toronto), Jane Loop, Avon Loop etc. The planned itinerary had to be rather severely modified owing to the presence of one parade and two cloudbursts, one of which flooded the Bloor Street underpasses (west of Lansdowne Avenue) to a depth of three feet. Between storms the sun shone, however, and since there were ample photographic opportunities, the rain did not spoil the trip but rather made it more unusual.

Sunday, July 10<sup>th</sup>, witnessed what will probably be the last steam-powered departure from Toronto when C.N.R. 4-8-4 6167, splendidly painted and shined up left with the U.C.R.S. special train for Niagara Falls. As was the case on June 5<sup>th</sup>, the passenger load was unexpectedly large and the train consisted of 10 coaches plus baggage car, and a second baggage car modified for use of the lunch service in the middle of the train. Passenger stops were made at Sunnyside, Port Credit and Oakville, and at Hamilton the tank was filled through a hose. From Hamilton to Rymal the train was assisted by a 1700-class diesel owing to a 5-mile speed restriction at a washout on the hill. The diesel was detached before the first run-past at the top of the hill a mile north of Rymal station. A second and very scenic stop took place on the Grand River bridge south of Caledonia, which was crossed by the train no less than four times in the course of the run-past. A third run-past was held at

Canfield Junction.

At Port Colborne some confusion arose when it became evident that one of the announced run-pasts could not be made. The locomotive took water from two 1000-gallon tank trucks and during this stop it was planned to substitute an unplanned run-past at Port Robinson. North of Port Colborne the train backed along the bank of the Welland Canal and reversed at Welland Junction where more photographs were taken of the complex wyeing procedure. After the aforementioned stop at Welland River bridge at Port Robinson, the train arrived at Niagara Falls about 20 minutes late. Here a free shuttle bus was provided for transfer to the central part of Niagara Falls for dinner during the three-hour stop.

The announced time of departure was delayed about 25 minutes because coal (from a gondola car) and water (through a hose) took longer than expected. After departure at 7:25 P.M., E.D.T. a very fast run to Hamilton was made, with a special stop at Merritton owing to incomplete orders and a near-stop at St. Catharines because of the large number of people on the platform.

The same passenger stops were made as previously, and unfortunately an on-time arrival at Toronto was prevented when we were delayed by a preceding local passenger train; thus arrival at Toronto Union Station was about 15 minutes late. The conductor, trainmen and engine crew did everything in their power to comply with the wishes of the Excursion Committee, and we are sure that the 448 passengers enjoyed a fitting end to 104 years of steam in the Toronto area.

We were particularly glad to welcome a large delegation from the C.R.H.A. of Montreal, some of whom were observed on occasion hard at work on behalf of U.C.R.S. Committees, and we are grateful for their assistance. It is to be hoped that the growing tradition of visits "en masse" between Montreal and Toronto may continue and increase in the future.

Let those who enjoyed the trips give a thought to the members of the Lunch Committee and the Safety Committee on both the June and July excursions. These men voluntarily gave up most of their opportunities for photography, and all of their opportunities for relaxation, in order to ensure the safe and agreeable operation of the trains. The present rebirth of vigour in the activities of the Society would be impossible without such unspectacular but necessary and sometimes unpleasant, work by a few unselfish members.

#### MISCELLANY

➤ Following in the footsteps of the C.P.R. which recently obtained a controlling interest in the Canadian operations of the huge Smith Transport highway truck system, the Canadian National has purchased several smaller highway trucking firms. In the Maritime Provinces are Sydney Transfer and Storage Limited, and Eastern Transport Limited, while in Western Canada are Empire Freightways Limited and East-West Transport Limited. An option has been taken on Midland-Superior Express Limited in Central Canada.

➤ The C.N.R. recently moved the world's largest and heaviest steel girder from Dominion Bridge Company, Montreal, to the Steel Company of Canada in Hamilton. The girder is 130 feet long and 14 ft. high, and weighs about 200 tons, and will form part of a new open-hearth furnace for Stelco, serving as runways for a large mobile crane. Moving the huge girder required seven days for the 365 mile journey. A second similar girder will be moved later.

➤ As of August 6<sup>th</sup>, dismantling of the C.N.R.'s Howland-York River line was almost complete, with the girders from the Burnt River bridge at the east end of Howland yard loaded into a gondola car. The Howland turntable was scrapped, as was the one at the terminal of the Haliburton branch. Most buildings: on the I.B. & O. remain standing, and it is reported that the C.N.R. intends to retain title to the roadbed.

- The C.N.R.'s Goodwood, Ontario, station was dismantled recently and replaced by a small shed.
- The Huntsville and Lake of Bays Railways's summer-only service is not operating for the second consecutive year. The track and equipment have not been dismantled, but are in poor condition. Heavy snows caved in the roof of the engine house last winter, with the two 0-4-0-Ts inside.

#### T.T.C. NOTES

- The Bathurst (Adelaide) carline has again been rerouted (see *Newsletter 148*, Page 8). The latest change was necessitated by extension of the eastbound one-way regulation on Adelaide Street to include the portion from Simcoe Street to York Street, in addition to the section east of York Street previously covered. Effective June 13<sup>th</sup>, 1960, cars were routed from Vaughan Loop via south on Vaughan and Bathurst, east on Adelaide, south on Church, returning via west on King and north on Bathurst. The familiar "Victoria" destination sign has finally been superseded by the "Church" sign. The extended one-way regulation was introduced in conjunction with other special traffic regulations necessitated by the closure of portions of University Avenue for Bloor - Danforth - University rapid transit construction.
- In order to relieve the westbound track on King Street downtown, Kingston Road (Dufferin) P.M. Trippers will be rerouted during the period of the Canadian National Exhibition, August 24<sup>th</sup> to September 10<sup>th</sup>. Westbound Trippers will be routed from the Don Bridge via west on Queen, south on Dufferin to the C.N.E. Western entrance, returning via north on Dufferin and east on King. A.M. Trippers will continue to use the regular route, using King Street in both directions between the Don Bridge and Dufferin.
- Small Witt 2754 suffered fire or smoke damage to its entire interior at Russell carhouse on July 28<sup>th</sup>. Car 2796, standing on the next track, also received minor damage.
- The T.T.C. has called tenders for a 1800-sq. ft. addition to the Roncesvalles Division office building.
- The following seven Large Witts in cannibalized or damaged condition are in storage at Russell Carhouse: 2320, 2338, 2382, 2386, 2394, 2406 and 2414. The seven remaining single truck sweepers, which have seen little service since the purchase of the double truck sweepers, are all now at Russell. These are double-end ex-Toronto Civic Railway sweepers S18, S19, S20, and single-end T.T.C.-built sweepers S25 to S28.

#### EXCHANGE SECTION

Stuart I. Westland, 36 Fishleigh Drive (please note new address) would like to purchase copy of timetable-brochure, now out of print, issued by the U.C.R.S. for the June 5<sup>th</sup> C.P.R. excursion to Port McNicoll.

- Railfans, Historians - It's still available: A STATUTORY HISTORY OF THE STEAM AND ELECTRIC RAILWAYS OF CANADA, 1836-1937, a 765-page book listing in point form the legislation for all Canadian railways. This book is a gold mine of information for those interested in Canadian railway history. A separately-bound appendix is supplied, containing 18 maps. Obtainable from the Dominion Department of Public Printing and Stationery, Ottawa, Ontario. Book and appendix for \$4.00, Canadian funds. Make money orders payable to the Receiver General of Canada.

#### REPORT OF THE PRESERVATION COMMITTEE

For the benefit of members unfamiliar with this project, CNR 4-8-4 No. 6213 is being located

on a site recently prepared by the City of Toronto, just east of Stanley Barracks in the Canadian National Exhibition grounds. The U.C.R.S. Preservation Committee has been entrusted with the care of this locomotive.

Construction of the concrete base for the engine was completed around July 22<sup>nd</sup>. The visible portion of the base is about 100 feet by 11 feet, but, like, an iceberg, there is much more to it than meets the eye. Beneath each rail, a reinforced concrete beam extends over four feet into the ground; these beams support the weight of the locomotive. Adequate drainage has been provided, and a conduit has been installed so that the locomotive may be wired for lighting. A sidewalk surrounds the base about eight feet away from it, and an iron picket fence six and one half feet high has been erected on the inside edge of this walk.

With the near completion of the base, final preparations were made to ready No. 6213 for display. The engine was cleaned and the paint touched up where necessary. U.C.R.S. members Bunker, Butler, Haddow, Jordan and Brown replaced all glass with plexiglass (to eliminate, or at least reduce breakage), and made provision for locking the cab. All small removable fittings were spotwelded in place to discourage souvenir hunters. For their fine work in restoring No. 6213 to display condition, and their excellent cooperation with the U.C.R.S., the staff at C.N.R.'s Spadina Shop (especially Messrs. Crux, Nisbet, Williams, Withrow, Powell and U.C.R.S. member I. Samuel) must be highly commended.

Finally, on Wednesday, August 10<sup>th</sup>, the moving operation began. At 6:50 a.m. (EST), No. 6213 left Spadina for the last time, with assistance from MLW switcher 8513. (Was this choice of diesel coincidental?) At the exhibition spur, No. 6213 was separated from the diesel by several flat-cars. Then, slowly and with much complaining from the flanges, it was pushed along a tortuous stretch of track beneath the elevated Gardiner Expressway and along a road to a resting place by the Exhibition Works building. The remainder of the move down the Midway to Stanley Barracks is being made by the simple expedient of laying prefabricated track sections ahead of the locomotive, moving it, and then lifting the track once the engine has passed. (At last the modellers have a prototype for "Snap Track". Providing the motive power for No. 6213 is a large front loading earth mover whose wheels are larger than the 4-8-4's drivers!

The Railway hopes to have the engine installed by Tuesday, August 16<sup>th</sup>. It is expected that a supplement, with illustrations of the moving operation, will be included with the September "Newsletter".

#### **U.C.R.S. NEWSLETTER PHOTO SUPPLEMENT**

Highlights of the July 10th Niagara Falls junket sponsored by the U.C.R.S. – our last fling with CN 6167 before her date with the torch. A superb record of vanishing splendour submitted by Jim Brown.

Photo: 6167 throws out a fine plume of smoke, on the Welland River bridge at Port Robinson.

Photo by J. A. Brown

[0175-001.jpg](#)

Photo: The locomotives's good proportions are evident in this photo, taken at Grand River near Caledonia. Note the two smoke rings. Photo by J. A. Brown

[0175-002.jpg](#)

Photo: Another action shot of 6167, crossing the Michigan Central and the Wabash at Canfield Junction. McNicoll. Photo by J. A. Brown

[0175-003.jpg](#)

Photo: Nothing but the best! A view of the "watering up" arrangement at Port Colborne.

Photo by J. A. Brown

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