

April, 1959 - Number 159

SOCIETY ACTIVITIES: The Society meets on the first and third Fridays of every month from September to June. First Friday meetings are "outside" or informal gatherings, while those held on third Fridays constitute a business meeting followed by a program of prepared entertainment in Room 486, Toronto Union Station.

PAST MEETINGS

March 19th: - 37 members and 5 guests were in attendance at this inside meeting and it is with pleasure that it is reported that all five guests filled out membership application forms. Entertainment was provided by a showing of films; a new film produced by the C.N.R. dealt with recent branch line construction projects such as the Kitimat, Lynn Lake and Chibougamau branches, and this was followed by a film made on the property of the Winnipeg Electric Company portraying the rigours of duty for a street railway switchman; finally some reels of steam operation taken by Society members in the Toronto area was shown.

April 3rd: - Outdoor observation meeting at C.P.R Leaside Station.

THE CANADIAN NATIONAL RAILWAYS' TORONTO BY-PASS
AND HUMP YARD PROJECT

On March 11th, President Donald Gordon of the Canadian National Railways revealed to a gathering of elected representatives and officials of various municipalities in Metropolitan Toronto a \$90 million project for a new line across the northern fringes of the Toronto area. This new route intended to divert freight traffic away from the congestion of the centre of the city, would extend some 32 miles from Dunbarton on the Oshawa Subdivision to Malton on the Brampton Subdivision.

Main line freight traffic would thus be diverted away from the Oakville and Oshawa Subdivisions between Burlington and Dunbarton via the Milton Subdivision to Georgetown, the Brampton Subdivision to Malton, and the new line to Dunbarton.

The map which forms Page 3 of this issue shows the route planned for the by-pass line.

It follows a course generally closely paralleling the north boundary of the Toronto Metropolitan area through the Townships of Markham and Vaughan, and dips somewhat southerly at each end to effect the connection with existing lines.

The new line will provide access for freight trains from the Brampton, Newmarket, Bala, Uxbridge and Oshawa Subdivisions to a new 4½-mile long, ½ mile wide hump classification yard to be established in a north-south alignment along the west side of Keele Street in Vaughan Township, extending northerly from the by-pass, and in the location shown on the map.

The need for new facilities of this type for the C.N.R. in the Toronto area has been dictated by the changing proportion's of local and through traffic (local traffic to and from Toronto terminals is increasing nearly twice as fast as through traffic), and the industrial expansion in the outer suburbs, particularly to the west and north-west. The railway's thinking in this general regard is best summed up by the following extracts from a speech delivered by Mr. Gordon in December of 1957:

"The wheel-like rail network is particularly unsuited to the handling of the freight business in and around Toronto. So long as most freight transfers took place near the hub of the terminal network, the capacity of the terminal facilities was likely to be strained only to the extent

that traffic was increasingly concentrated in the heart of the city. The centre of the city has had for some time a restricted capacity to generate more freight traffic. Now that the future pattern in Toronto is clearly one of peripheral expansion, the arrangement of our facilities is not in harmony with the requirements of traffic movements. Instead of Toronto being primarily a point on the main line of east-west traffic, it is rapidly becoming one where traffic originates or terminates, and more trains are made or broken up than are run through. Freight transfers, instead of being easily made from the hub of the terminal into a small industrial area nearby, are rapidly assuming a sort of "V"-shaped pattern. Freight moves in on one of the six radiating lines, and often has to be delivered to points on another subdivision. With our existing facilities it has to go into the centre and back out again - down one spoke of the wheel to the hub, and then back out another spoke to the perimeter. Transfer facilities between the subdivisions are just not good enough.

"Recent trends in the number of freight cars moved on the perimeter of the terminal indicate that the transfer problem is becoming more acute. The number of freight cars moved into, out of and between the new industrial districts outside the city has about doubled in the last five years, whereas car handling in the terminal area as a whole has increased by only 9 per cent.

The problem is thus one of a changing geographical distribution of traffic, as much as it is of overall expansion. This means, however, that any further growth in the total traffic through the terminals will have to be somehow superimposed on facilities already strained to the limit.

"Nearly 90% of truck trips within the area are strictly local. The high concentration of truck traffic from point to point in Metropolitan Toronto highlights acutely the type of influences which are increasing the local terminal problems of the railway. High density traffic is spreading to the outlying points of the district. The growth trends in truck traffic point to still further expansion of both road and rail traffic in the fringe areas of the city; every outward movement of the railway's terminal radius multiplies the car handling business between zones. In other words, the further out on the spokes that you go, the further you are from the next spoke on the wheel, especially when you have to get there by way of the hub rather than the rim."

The C.N.R.'s expressed general objectives of the newly announced project are fourfold:

- (1) To improve freight service to existing firms.
- (2) To attain a terminal layout whereby suburban, industry will be attracted and encouraged to expand.
- (3) To reduce traffic in the present terminal area to the point where the railway would consider joining Metropolitan authorities in the evolution of plans for improved passenger commuter services, in conjunction with other agencies of public transportation.
- (4) To put the railway's operations on a more efficient and profitable basis through judicious investment of new capital funds.

The acquisition of the land necessary to execute the project is scheduled to begin shortly.

Strong opposition from associations of property owners in developed residential areas adjacent or near to the new line is expected, and some considerable organization has occurred already in an effort to fight the C.N.R. plans. It is expected that the line would not be completed and in operation until some five years hence, during which time property acquisition and construction would take place.

The minimum width of right-of-way for the new line will be 100 feet, and on cut or fill up to 350 feet will be required. The hump yard, which will make extensive use of electronics in its operation, will take up 1185 acres of land. The maximum gradient on the by-pass is planned as 0.7%. Six major ravines must be bridged over the 32-mile extent of the line, and six crossings of other railway lines must be made; three of the latter would be with other C.N.R. lines, and

three with lines of the C.P.R.

After detailed plans of the project have been finalised, the C.N. intends to engage in an operational study of the existing terminal facilities in downtown Toronto, with a view to determining how much of these might be abandoned, and to what extent the existing lines to the downtown area could be used for commuter passenger service, which would presumably materialize only after arrangements for municipal subsidy had been concluded.

Because of the greatly improved operating efficiency and economy that the access line and hump yard would permit, it is to be sincerely hoped that the C.N.R. will maintain the courage of its convictions and pursue this project through to completion. The objections being raised by the Markham, Vaughan and other local factions have little lasting validity and should soon die after just damages have been paid to the relatively few who will truly suffer hardship by virtue of the new construction. The period of construction of these new rail facilities in the immediate area will prove to be one of great interest to Toronto railfans.

Map: New C.N.R. Toronto Terminal Facilities.

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➤ National Railway Historical Society, Buffalo Chapter is operating an excursion on the Canadian National Railways from Fort Erie to London and return on Sunday, May 24th. Leave Fort Erie 9:30 A.M. Eastern Daylight Time, stop at Hamilton 11:30-12:00, through Guelph, stop at Stratford 2:40-3:30, at London 4:20-5:00, returning via Paris Junction, Brantford and Port Colborne, arriving at Fort Erie 7:30 P.M.

Fare \$7.00; children 5-12 years of age, \$3.50. Tickets obtainable from Buffalo Chapter, N.R.H.S. at 29 Alden Avenue, Buffalo 23, NY. Please indicate whether you intend to use diner.

N.S.& T. RAIL PASSENGER SERVICE ENDS

by J.D. Knowles

Saturday March 29th was the final date of scheduled passenger service on the Niagara, St. Catharines & Toronto Railway's Thorold - Welland - Port Colborne run, which was the last N.S.&T. rail passenger service and the last interurban electric railway passenger service in Canada.

With clear skies and a recent fall of snow, the many visiting trolley enthusiasts had an ideal opportunity to photograph this line under winter conditions, a new experience for many of the visitors from the U.S.A.

Of the four remaining passenger cars, 622 was unserviceable under a blanket of snow on a siding at St. Catharines shops; 620 spent the early part of the day on a charter by a Brooklyn group, and 83 left St. Catharines shops at 10:15 A.M. to handle the regular service on the Welland Subdivision, a considerable number of enthusiasts boarding right at the shops.

Car 623 replaced 83 after the second round trip. Local residents out for a last ride and visiting railfans overtaxed the capacity of 623, which dropped further and further behind schedule as the afternoon wore on, despite valiant efforts of the two-man crew to keep on time.

Car 83 was sent back to the barn to be swept out in preparation for its use in transporting a group of officials of the railway and the various municipalities to a dinner party in Port Colborne.

Mr. H. J. MacIntyre, long connected with the C.N. electric lines in various capacities, had arranged to use 83 for the party because he had also used this car (then Toronto Suburban Railway 107) for the last run on the Toronto - Guelph interurban line on August 15th, 1931.

The last scheduled southbound trip from Thorold (at 6:15 P.M.) ran in three sections: 83 in the lead as a private car, followed by 620 which was brought out for one trip to handle the overload of revenue passengers, and 623, also hauling revenue passengers. All cars were comfortably filled. A lady who detrained at Beaverdams had ridden the first car on the Welland line 52 years ago.

Upon reaching Port Colborne, car 83 turned into the electrified freight line along the north side of the C.N.R. leading to the Canada Cement plant to unload the officials and await their later return, while the other two cars set out on the last scheduled northbound run with 623 in the lead. Many of the enthusiasts rode right through to St. Catharines shops.

On Sunday March 29th the Upper Canada Railway Society operated a two-car outing with 83 and 623, which was to be the last use made of N.S.&T. passenger cars. From St. Catharines shops the cars travelled via the Grantham Subdivision to Merritton Transfer, under the catenary overhead suspended from steel latticework poles, to meet C.N.R. train 104. Locomotive 19 was working at the Transfer.

With more than 90 Canadian and U.S. enthusiasts on board, the cars set out for a run over the remarkable line to Thorold, past the mountains of pulp logs at the Merritton paper mills, past Hayes Steel over the bridges and high embankment where once there were twin shelters on opposite sides of the track, over the C.N.R. overpass, past the stagnant muddy ponds of various improbable colours, up the long climb overlooking the Merritton wartime housing and within sight of the Twin Flight Locks of the Welland Canal, over the twisting high fill with its various bridges above a residential section of Thorold and across the very substantial through truss bridge which spans the main street of Thorold on an acute angle, finally to rumble along the trestle at second storey level a few feet away from the rear of the buildings on the west side of the main street and emerge at Thorold station, opposite an old stone mill building built in 1827 and located on the side of the old Welland Canal.

A run through the many miles of open country to Welland and Port Colborne followed, with a photo stop and movie runpast at Beaverdams, plus a side trip on the Commonwealth Electric spur at Welland. Locomotive 21 was tied up at Port Colborne station, and single truck sweeper 23, resplendent in a new orange paint job and C.N.R. circular crest, was at the Canada Cement crossing.

Returning northwards, the chartered cars took a siding at Fonthill to meet a southbound freight hauled by engine 19. The cars proceeded to St. Catharines and ground their way up Geneva Street to St. Paul for a lunch stop.

Following lunch the enthusiasts were reloaded at Geneva and St. Paul, and the cars picked their way back north along the left side of Geneva Street on the offset single track, the last time a railfan special would disorganize auto traffic on that street.

The cars then proceeded out the line which formerly terminated at Lakeside Park in Port Dalhousie. Photo stops and movie runpasts were provided at Martindale Creek trestle and the Swing Bridge.

Returning to St. Catharines, line cars 30 and 31 were noted in the spur at Welland & Court, the former temporarily fitted with a nose plough which was still covered with snow from its latest foray to open the lines. At this point a transfer of passengers was made to get all enthusiasts wishing to catch C.N.R. train 191 onto car 623, which then transported them to Merritton Transfer.

At the same time car 83 proceeded out the Grantham Subdivision as far as the Queen Elizabeth Way overpass, which was as far as that line had been ploughed. The Lake Shore Subdivision to Port Weller was not traversed, as it had not been ploughed beyond the end of Facer Street.

Car 83 then returned to the shops, rolling into the building for the last time at 5:50 P.M. Car 623 arrived at the shop from Merritton Transfer 10 minutes later, thus ending the excursion. Cars 83, 620 and 623 were parked in the warmth of the shop just as on any other evening, but the morrow would see commencement of dismantling.

The north west corner of the yard, traditional catch-all boneyard corner for perhaps 25 years, which normally held at least half a dozen weather beaten and cannibalized hulks, was strangely empty, with only the remains of express motors 41 and 82 therein. The well-painted locomotives and sweeper 22 were scattered about the yard as usual, and these vehicles at least will continue

to see service for perhaps another two years until the system is de-electrified and diesels from the C.N.r. pool take over the freight service.

Thus came to an end the passenger service of the N.S.&T. which road had long been a favourite of Ontario trolley fans by virtue of diversified and colourful operation, the interesting area it served, and its great assortment of rebuilt and "hand-me-down" rolling stock.

QUEBEC RAILWAY MAKES LAST PASSENGER RUN

by Angus Joss

The abandonment by the C.N.R. of the interurban electric railway service between Quebec City and St. Joachim after the operation of Sunday, March 15th. marked the end of passenger service on a line where such had begun in 1889, by the steam-operated Quebec, Montmorency and Charlevoix Railway.

At 11:59 P.M., March 15th, the last outbound train left Quebec City, arriving at St. Joachim at 1:25 A.M., March 16th. It left St. Joachim on the return trip at 1:30 A.M., the trip officially ending at Ste. Anne station, and then continued as an extra into Quebec City. A bus operation on the paralleling highway took over service effective March 16th.

Abandonment followed a successful application to the Board of Transport Commissioners by the C.N.R., made originally during the summer of 1958, after a period of declining traffic.

In the neighbourhood of 1000 daily passengers only were using the service in the last months of operation. A further factor inducing abandonment was the plan to erect a new post office on the site of the Quebec City terminal, which project is now being undertaken.

The line will be de-electrified and will lose all identity as an interurban. The passenger equipment will doubtless be scrapped, but the disposal of the electric locomotives formerly used in freight service (C.N.R. 225-230) is presently unknown. The C.N.R. is continuing to operate diesel hauled freight service over the former electric line and beyond to Nairn's Falls.

T.T.C. TO CONVERT OAKWOOD CARLINE

The Toronto Transit Commission has announced its intention to abandon street car operation on the OAKWOOD route on an as yet unspecified date late in 1959. The immediate reason for abandonment is the fact that special trackwork layouts on the route require renewal within the near future and it is deemed more economical to convert to free-wheeled operation than to replace the special work. The critical locations involved are the Gilbert Loop, the curves at Oakwood and Eglinton Avenues and the intersection at Oakwood Avenue and Rogers Road. The latter layout will be renewed simply as a pair of curves which will serve the Rogers Road carline, to continue with street cars into the indefinite future.

Both the Oakwood and Rogers carlines were originally constructed and operated for the Township of York as part of the "Township of York Railway" system. Both routes were inaugurated on November 19th, 1924 (Rogers only to Dufferin Street on that date), and throughout their history have operated as comparatively lightly travelled feeders to the main carline service on St. Clair Avenue. As a result of this type of traffic, the 1924 trackwork is still in good condition on the tangent sections.

Complete ownership of the routes was assumed by the T.T.C. on January 1st, 1954. Although the two lines were identical in nature and history up until recent times, they have lately grown apart in importance, with the Rogers route being extended to St. Clair Subway Station during rush hours effective May 16, 1955, taking over part of the function of the St. Clair Avenue carlines; in the meantime, the Eglinton West Express bus route was inaugurated on December 12, 1955, from Eglinton Subway Station to Gilbert Loop, diverting considerable traffic from the Oakwood route.

The replacement service for the Oakwood route will be a northerly and westerly extension of the Ossington trolley coach route to Gilbert Loop, providing a continuous crosstown service

from Eglinton Avenue to King Street.

Conversion of the route will await completion of trolley coach overhead which in turn will await the completion of such work on another trolley coach extension to be undertaken this year, that being a northerly extension of the Weston route to Main Street and Blondin Avenue in the Township of North York. The use of motor buses on short turn runs on the Nortown route is expected to release sufficient trolley coaches that these extensions can be serviced with units from the existing 140-vehicle fleet.

C.N.R. LOCOMOTIVE ORDER

The following 140 diesel units were ordered recently by the CNR, all for use on Canadian lines:

<u>Quantity</u>	<u>Type</u>	<u>Road Nos.</u>	<u>Classification</u>	<u>Note</u>
18	GMD 1200 R-S	1050-1067	GR-12w	
20	GMD 1200 R-S	1338-1357	GR-12u	
30	MLW 1800 R-S	3100-3129	MR-18e	A
20	MLW 1800 R-S	3830-3849	MR-18f	B
10	GMD 1750 R-S	4147-4156	GR-17y	C
14	GMD 1750 R-S	4340-4353	GR-17z	
26	MLW 1000 SW	8600-8625	MS-10r	D
2	GMD 1200 SW	7034, 7035	GS-12g	

Notes:

A - New number series a/c 80 M.P.H. gearing.

B - New number series a/c light axles (series placed after MLW 1600 H.P. R-S (3800-3822).

C - New number series a/c lighter weight than 4100-4139. (4100-4199 reserved for GM R-S with 83 M.P.H. gearing).

D - New number series a/c new 251 series engine and GE-752 traction motors.

➤ The C.N.R. and C.P.R. both inaugurated the haulage of moving vans loaded with household goods on flat cars during recent weeks. This service will be given, however, only in those locations where piggy-back services have already been established.

➤ The Australian Electric Traction Association, Box 2266, G.P.O. Sydney, N.S.W., Australia, is currently offering to members of the U.C.R.S. a special concession rate for new subscriptions to *ELECTRIC TRACTION*, the Association's monthly magazine devoted to news and feature articles concerning electric railways in Australia and elsewhere. Subscriptions are offered to members of the Society at \$3.00 per annum, at a saving of \$1.00 over the normal \$4.00 price, during the months of June, July and August only.

Money orders should be made payable to the A.E.T.A. at Sydney and forwarded to the Subscription Editor at 22 Kitchener Street, Caringbah, N.S.W., Australia, with a brief note advising the Association that advice of the special offer was obtained from the U.C.R.S. *Newsletter*.

REPORT FROM THE PETERBOROUGH AREA

C.N.R.: - During the winter months, the M.L.W. 1600 H.P. road-switchers (3000 series), which had taken over most of the Lindsay - Belleville freight operations were withdrawn for other duties, and 2-8-2's and 2-8-0's came back to swing the balance in favour of steam. Then during March G.M.D. 1200 H.P. road-switchers (singly and in multiple) took over again, with changes in freight schedules.

➤ On March 23rd, a large C.N. Transportation Limited orange semitrailer took over the Toronto - Peterborough "express only" service, which had been operated since the demise of Trains 92 and 95 in the fall of 1958, (by a F.M. 1200 H.P. road-switcher, two express cars and a caboose, running

via Lindsay roughly on the previous schedule of 92 and 95. Thus one less train now appears on C.N.R. rails. However, in the last month of operation of this train there was an interesting change of practice. The Toronto diesel was taken off at Lindsay and a Lindsay steam locomotive assigned to Peterborough and return. On the first day of this operation Mikado 3272 handled the train, followed on the next day by Consolidation 2649 and then for most of the next week by Mogul 91. After about 10 days the regular G.M.D. 1200 H.P. road-switcher took over the through run, until March 21st.

➤ Passenger trains 93 and 94 were dieselized on Monday evening, April 6th. Pacific 5292 made the last steam run (up Saturday on 94, and down Monday on 93); this is the locomotive that made the last run to Midland on Trains 603 and 604 last October. G.M.D. Road Passenger "A" units have taken over, 6527 making the first run on 94 on April 6th evening.

As of the present time the only C.N.R. steam operation through Peterborough is on one or two freights per day.

C.P.R.: - On March 3rd, the Havelock - Lindsay - Bobcaygeon way freight service (Trains 83 and 84) was dieselized with 660 H.P. switcher 6591 (which has been assigned regularly to date). During January and February D4 class 4-6-0 No. 434 was used only occasionally, with heavier D10's used, as long as the train operated only to Lindsay. In the final week of steam, 851 and 1088 were assigned, with the latter making the final steam run on March 1st.

➤ As of the present time, the only steam operation on the C.P.R. through Peterborough is on one of the Toronto - Havelock way freights (usually a G2 Pacific), and an occasional D10 4-6-0 on work extras. Also, on weekends, RDC run 382-381 is replaced by a train which is usually hauled by G5 Pacific 1271, but occasionally by an M.L.W. 1600 H.P. road-switcher.

EXCHANGE SECTION

➤ Kenneth S. MacDonald, 58 Walker Street, Truro, NS, has 616 size pix for sale @ 15¢ apiece of locomotives, trains and equipment of the Cumberland Railway and Coal Company, Dominion Atlantic, Sydney & Louisburg, Old Sydney Collieries, Dominion Steel and Coal and C.P.R. 4-4-0's.

PROGRAM FOR MAY 15th. MEETING

➤ The meeting of May 15th will be held in Room 486, Toronto Union Station, commencing at 8:30 P.M. The entertainment planned for this meeting is a showing of movies of British railways taken by Mr. John Mills.