

UCRS NEWSLETTER- 1960

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The Society meets on the first and third Fridays of every month. The December indoor meeting will be held on December 16th in Room 486 of the Toronto Union Station, at 8:30 P.M. We are pleased to announce that Mr. O. S. A. Lavallee of Montreal will address the meeting on "*Craigellachie, Before and After*" which will incorporate original photographs taken on the Canadian Pacific Railway in the west about 1886.

The first Friday meeting in January will be held on January 6th at CPR West Toronto station.

SOCIETY NEWS: - Dues for 1961 are now payable. The treasurer would appreciate it if all dues renewals could be made in Canadian Funds; cheques drawn on banks outside Metropolitan Toronto require 15¢ additional to cover bank charges.

The Secretary gives notice that he will move at the December meeting that the word "male" be deleted from Paragraph 2(a) of Section 3 of the Society's By-Laws and Regulations, so that in future membership will not be restricted to male members.

The Society's By-Laws and Regulations will be reprinted and distributed to members in the near future; it is hoped to include this with the January *Newsletter*.

TORONTO SUBWAY CONSTRUCTION

Construction on the University Avenue section of Toronto's new subway line is proceeding satisfactorily, enough since much of the distance is being built in tunnel rather than by cut-and-cover, the activity does not impress itself upon the public consciousness to the same extent as did the Yonge Street line. The tunnelling work is being accomplished from several shafts, with large temporary buildings to house, associated machinery etc., these being the only above-ground sign of the subterranean activity. The tunnels themselves are 16-foot diameter and are approximately 45 feet below the street. Extremely soggy ground conditions require the use of the technique of tunnelling under compressed air extensively used in the construction of London Transport's network of deep-level tube lines in similar ground conditions.

Driving of the tunnels started south from shafts at Edward Street and Queens Park, and was proceeding at the rate of 15 feet per day; station sections are being done first, since at these points the original 16-foot "pilot tunnels" must be enlarged to 24-foot diameter. [Cut-and-cover construction at Queens Park (College Street) and St. Patrick (Dundas) stations will be used only for the mezzanine and sidewalk entrances.] Work on this larger tunnel section began early in October while the "pilot tunnel" construction proceeded to form the actual tubes in which the track will be laid.

North of Queens Park where cut-and-cover methods are being used, concrete floor, walls and roof of Museum Station have been completed, and the familiar wooden decking which has been carrying traffic, is now being removed starting north from Queens Park on the east side of the street, and the pavement will then be reinstated. North of Bloor Street where the line swings west to its temporary terminus at St. George Street, excavation is complete and concrete pouring actively under way. Traffic on St. George Street and Bedford Road is being

maintained over short sections of wooden decking. The south-to-east section of the future three-way junction at Avenue Road and Bloor Street will be built at this time to the north side of Bloor Street, and then left until the Danforth Avenue section of the line is built.

Below Edward Street the familiar wooden decking reappears on University Avenue down almost to Front Street where the line turns east to meet the end of the Yonge Street line at York Street. Part of the street has been decked, and part has been temporarily closed, so that a system of one-way streets has been introduced to handle the traffic that would normally use University Avenue. Here, as farther north, work at stations is being done first to enable the contractors to work on "station finish", i.e., all the detailed work that turns a hole in the ground into an attractive, efficient rapid transit station. Contracts have been let for this work, which will begin as soon as the structural construction permits.

Contracts have not yet been let for the additional subway cars that will be required. It is understood that the lowest tenderer's proposed cars embody major changes in the design as suggested, and presumably the delay in letting the contract is to permit these changes to be assessed.

All three major candidates for Mayor in Toronto's elections December 5th embodied a speeded-up subway construction programme in their election platforms. It is questionable how much effect the successful candidate's efforts will meet, since the subway is a Metro matter. One of the candidates for Mayor was former Chairman of the T.T.C., A. A. Lamport.

MISCELLANY

- The C.N.R. has called the first tenders for clearing and fencing the site of "Toronto Yard" to be situated in Vaughan Township north of Toronto.
- Plans are being made to transfer trains of seven railroads (including the Grand Trunk Western now using Dearborn Station in Chicago, into Union Station, Chicago; negotiations have become stalled by the railroads' demand that they be guaranteed against any tax increase as a result of the change. Alternatives suggested include transfer to other stations on the south side of the "Loop". The site of Dearborn Station would become a new campus of the University of Illinois.
- It is understood that plans are under way by a local group to resume operations on the well-known "Portage Railway" (Huntsville & Lake of Bays Railway) which has been out of service for the last two years.
- The excursion steamer "*Island King IP*" was destroyed by fire at her winter berth in Lachine, Quebec on November 14th. This steamer will be better known to Torontonians as the "*Dalhousie City*" of the Canadian National Steamships, operated until 1949 from Toronto in connection with Niagara, St. Catharines & Toronto Railway services from Port Dalhousie to Niagara Falls. She was built in Collingwood in 1911.
- The distinctive arch-roofed wooden engine house of the C.N.R. at Lindsay, Ontario is soon to be demolished owing to changes in motive power assignments as a result of dieselization. This building, which closely resembles a British engine shed, was originally built by the Grand-Trunk Railway at Port Hope, and was moved in sections and re-erected at Lindsay about 1907.
- The new Moncton hump yard of the C.N.R. was officially opened early in November when C.N.R. President Donald Gordon drove the last spike in the yard, and the Lieutenant-Governor of New Brunswick pulled the switch that gave the appropriate signal to move the first train over the hump.
- Work has now started on the preparations for the construction of a new Union Station in Ottawa, to be located in the south suburbs of the city. The old station site would be

sold to the National Capital Commission in connection with the re-development programme for the capital. Also to disappear in the proposed change, to be completed in 1964, will be the C.P.R.'s distinctive Interprovincial Bridge between Ottawa and Hull.

➤ Despite reports that the Northern Alberta Railway was completely dieselized on October 1st, 2-8-0 74 continued to switch Dunvegan yard until mid-October when C.P.R. 8101 took over.

RAILWAY EXTENSIONS IN CANADA

➤ The Chairman of the Ontario Northland Transportation Commission, operators of the O.N.R., stated recently that an O.N.R. line between Timmins and Kapuskasing, Ontario is "within the foreseeable future". Development of mineral deposits in the area along with the already extensive newsprint and lumbering operations would make the line economically feasible.

➤ Further work on the Pacific Northern Railway, extending from the Pacific Great Eastern Railway near Prince George, BC, has been held up since it has been determined that it comes under the jurisdiction of the Provincial Public Utilities Commission, from whom it must secure a license after a public hearing, rather than under the Dominion Railway Act. A delay is thus required until the hearing takes place and the license is issued. It is commonly believed that the company is not averse to the delay, since the allied Peace River power development scheme would not be economic unless permission could be obtained to export power to nearby points in the U.S.A., and at present this is not permitted under government regulations. Meanwhile 1500 miles aerial reconnaissance and mapping have been carried out along the proposed route, and a very small amount of work at the southern terminus of the line.

➤ A junction between the Northern Alberta Railway and the Pacific Great Eastern Railway in the vicinity of Fort St. John on the Alberta - British Columbia border is proposed. This would facilitate shipment of lead and zinc from the Pine Point mineral deposits on Great Slave Lake to the coast.

FURTHER RAILWAY MERGERS IN THE U.S.A.

➤ I.C.C. approval has been given for the amalgamation of the three subsidiaries of the Canadian Pacific Railway in the Middle-Western states, viz. the Soo Line, the Duluth South Shore & Atlantic and the Wisconsin Central. Another merger being proposed is one involving the Nickel Plate, the Norfolk & Western and the Wabash.

ELECTRIC LINES NOTES

➤ A 2½ mile relocation of the Grand River Railway south-east of Kitchener is proposed for the section of line now paralleling King Street. The proposed new route would cost approximately \$750,000 and would be very superior for industrial development. Implementation of the plans, which have been approved by the Board of Transport Commissioners, is being held up by C.P.R. insistence that the city pay maintenance costs on the new roadbed for five years, which is not agreeable to the Ontario Municipal Board.

➤ Cars of the Bathurst line in Toronto since October 17th have been operating on a temporary "shoo-fly" just south of the bridge over the C.N.R. Bathurst Street yards, during the erection of steelwork for the overhead section of Toronto's lakeshore expressway.

➤ Negotiations are under way between the T.T.C. and an investment firm aimed at construction of a "parking deck and major office building" over the Eglinton Terminal of the Yonge Street subway, which was designed with such a building in mind.

➤ Safety zones have recently been constructed at the northbound car stops on Bathurst Street at King Street and at Queen Street.

➤ The London & Port Stanley Railway lost \$27,972 in the first 10 months of 1960, contrasted with a surplus of \$11,778 for the same period in 1959. An offer to purchase by the C.N.R. was refused two years ago, and no further offers have been received.

➤ Hopes are again high for a start on construction of Montreal's first subway line. The newly-elected mayor of Montreal recently stated on a television interview that he would be in a position to announce a start on subways "much sooner than most expect". This would require legislation to give the Montreal Transportation Commission power to build and operate subways, and to permit the city to guarantee M.T.C bonds for this purpose. Apparently two straight lines at right-angles to each other are now proposed, rather than the "lazy-J" outline previously mentioned.

GERMAN RAILWAYS MARK 125TH. ANNIVERSARY

December 7th. will mark the 125th. anniversary of the inauguration of the first railway line in Germany, between Nuremberg and nearby Furth. A special postage stamp - showing a locomotive, naturally - is being issued to commemorate the occasion.

In the beginning of the railway era, railways were built and operated by private companies. Later they united in associations. Then the various German provinces operated the railways regionally. In 1919, the Weimar Constitution provided that "the railways serving as general transportation are to be owned and uniformly administered by the Reich". This was arranged by having the provinces sell their railway properties to the central government.

Under the law creating the present "Bundesbahn", although the system is federally owned, it is self-administered. There is an administrative Council and a Board of Directors. On the Council are Government officials, Bundesrat (Parliament) delegates, trade unionists and representatives of industry. The right of supervision lies with the Federal Minister of Transport and Communications.

Once upon a time, back in the last century, the local railway station was likely to be a community's pride and joy. Countless children and their parents regarded a stroll downtown "to see the evening train come in" as a fine way to end a good day. Few in that era would have predicted that the arrival of more and more trains would eventually degrade the railway station from a high-vaulted cathedral of progress to a smoke-stained eyesore.

Recent years, however, have seen the advent of new and streamlined stations that are a pleasure not only to depart from but also to arrive at. In West Germany, this evolution has been partly a result of World War II. In 1945, no less than 450 station buildings had been completely razed or heavily damaged. But in the last few years no less than 300 of them have been either extensively renovated or completely rebuilt.

Although the modernization of West Germany's railway system is going on apace and standards of speed and comfort have risen far above pre-war levels, the German Federal Railways or Bundesbahn still has its troubles - many of them troubles of a special kind, unknown in other countries. The arbitrary division of Germany, and the subsequent disruption of almost all traffic on the east-west arteries by the Soviet Zone authorities, rank first among these problems.

Following the establishment of the Communist regime in Eastern Germany only a few through trains were permitted by the Soviet Zone authorities to make daily runs over the great trunk lines which once were humming with passenger and freight traffic between West and East Germany. Nowadays, with the exception of the Paris-Warsaw Express, even these few trains may not be routed beyond Berlin. On the branch lines, the rails themselves have been

removed at the inter-zonal border, bridges blocked and the right of way abandoned to weeds and brambles.

Under these circumstances the Federal Railways, incorporated after the inauguration of the German Federal Republic, were faced with the task of reshaping the Western part of the truncated railway system which they had fallen heir to. It was a gigantic undertaking, rendered if possible even more difficult by the new system's obligation to pay the pensions of all former railway employees living in the territory of the federal republic, irrespective of whether formerly they had worked in West or East Germany.

However, even with this financial handicap, the Bundesbahn has won praise for the job it has done in repairing war damage and in bringing the entire plant up to the latest requirements. New trunk lines have been laid down to handle the increased traffic flow from North to South. Some 13 percent of the entire network of approximately 20,000 miles has been electrified, chiefly with a view to improving tourist traffic through the Rhine Valley and in various other scenic regions. On other lines, hundreds of steam locomotives have been replaced by diesels, and the entire rolling stock has been renewed. The signal system has been modernized, the roadbed strengthened to permit higher speeds, and thousands of level crossings eliminated, contributing materially to the safety of road traffic.

As for the station buildings, first things came first - and so during the early post-war years, new station buildings were not essential for the maintenance of the service. But the 300 that now have been renovated or rebuilt were worth waiting for. All of them are of streamlined design, with generous expanses of glass, spacious waiting rooms, wide platforms, fluorescent lighting and many modern appurtenances. The new German railway stations bear little resemblance to the smoky, badly ventilated pre-war structures.

A copy of the Society's recently-issued prospectus is enclosed. After reading it over, why not pass it on to one of your railway-minded friends? Additional copies are available on request.

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