

June, 1961 - Number 185

The Society meets on the first and third Fridays of every month except during July and August when meetings are held on third Fridays only. The last indoor meeting of the season will be held in Room 486, Toronto Union Station, on Friday June 16<sup>th</sup> at 8:30 P.M. The entertainment will consist of a series of 16mm C.N.R. movies.

➤ The Hamilton Chapter meets on the fourth Friday of every month. The June meeting will be held on the 23<sup>rd</sup> at the home of Douglas Page, 27 Rutherford Avenue.

➤ Mr. R. J. Sandusky has resigned as a Director of the Society, due to a further out-of-town assignment by his employer. Mr. A. Crompton has been appointed to fill the vacancy.

COMING EXCURSIONS: - Members are reminded of the two trips to be operated on July 8<sup>th</sup> and 9<sup>th</sup>, details of which have already been mailed.

#### EXCURSION REPORT - JUNE 3 AND 4

On June 3<sup>rd</sup> another of the Society's popular T.T.C. tours was held, this being the first to include three cars. These were 2424, 2894 and 4708, which ran on a circuit of west end trackage and made the long suburban run to Long Branch. Excellent weather prevailed and all participants declared themselves satisfied.

On June 4<sup>th</sup> the Society's first excursion of the 1961 season was held. 480 passengers rode in a train comprising nine coaches, baggage car and lunch-counter car in near-perfect weather conditions. Leaving Toronto Union Station on time, the first and rather unexpected stop occurred at Cabin "D" where a ninth coach was added to accommodate the large number of passengers. After stops at Parkdale and West Toronto the special proceeded to the first photo stop on the Credit River bridge near Georgetown, and then on to Guelph for water, provided by the Fire Department from a convenient hydrant. At Guelph Junction the special diverted to the Fergus Subdivision, but soon returned to Guelph Junction when it was discovered that one of the trainmen had been left behind. Nothing daunted, we were soon on our way once again and after run pasts at Glen Christie and Brantford encountered the main line at Lynden and proceeded west again. At Paris a run-past was held over the long Grand River bridge; the shortest way from the station to the river bank proved to be via the grounds of the local lawn bowling club, whose members were suddenly taken aback by the general activity. A dinner stop at Brantford was next, while the engine took coal and water, and then our special wended its homeward way via Caledonia (with a run-past a short distance north of there) and Hamilton (traversing the Ferguson Avenue street trackage on the way), achieving the almost impossible for railfan excursions by arriving in Toronto Union Station three minutes early, a fitting conclusion to an excellent excursion.

#### ORIENT EXPRESS WITHDRAWN

Late in May the most famous train in the world made its last trip. The Orient Express, subject of books and plays and supposed scene of espionage and intrigue, was withdrawn as such, victim of air travel and iron curtain inconveniences.

The Orient Express, established in June 1883, was the first of many international expresses operated by the great Wagons-Lits company over the various state railways of Europe, linking all the major cities of the continent. Its original route was from Paris via Strasbourg, Karlsruhe, Munich, Salzburg, Vienna, Bratislava, Budapest and Bucharest to the

Rumanian seaport of Giurgiu, whence by steamer and rail connections the traveller could reach Instabul (Constantinople), gateway to Turkey and the Orient. Later railway construction enabled Instabul to be reached directly by rail via Belgrade and Sofia.

There are actually two other trains which incorporate the word "Orient" in their titles: These are the Arlberg-Orient Express (Paris - Basle - Zurich - Innsbruck - Salzburg - Vienna - Budapest - Bucharest) and the Simplon-Orient Express (Paris - Lausanne - Brig - Milan - Trieste - Belgrade - Sofia - Instabul with connection for Athens). The Simplon-Orient express was established shortly after World War I when it was felt advisable to route the train away from the German and Austro - Hungarian railway lines; it was retained when the Orient and Arlberg-Orient Expresses were re-established in the mid-twenties.

The "Orient Express" and its near-relations never really recovered from the dislocations of World War II and subsequent expansion of air travel, and more recently the eastern extremities of all the services have been by through cars over connecting services rather than via a separate train. The last through car (Paris - Bucharest three times weekly) has now been withdrawn owing to lack of patronage, and since there is now no through car east of Vienna the Orient name has been dropped as inappropriate. The two other services continue to operate.

Some account of the international expresses of Europe might be of interest. There are many of these trains operated over lines of the various state railways in an excellent example of international co-operation. (The Orient Express at one time ran through 13 countries). In most cases sleeping cars, provided almost invariably by the Wagons-Lits company, operate throughout the length of the run, often supplemented by a Wagons-Lits restaurant car. These elegant royal blue cars, bearing a cast bronze coat-of-arms and lettered in an apparently random manner in several languages, are a familiar sight on European main lines. Motive power and cars providing equivalent of Canadian coach accommodation (if operated) are provided by the individual state railways. Some of the more interesting are:

Nord Express:	Paris - Cologne - Hamburg - Copenhagen - Stockholm - Oslo.
Catalan:	Geneva - Crenoble - Barcelona.
Rheingold:	London - Hook of Holland - Cologne - Mannheim - Basel - Rome.
Scandinavian-Italian Express:	Stockholm - Copenhagen - Hanover - Basel - Rome.
Tauern Express:	London - Ostend - Cologne - Stuttgart - Munich - Lubljana - Belgrade.
Brenner Express:	London - Hook of Holland - Cologne - Mannhein - Munich - Innsbruck - Rome.
Balkan Express:	Vienna - Graz - Zagreb - Belgrade.
Adria Express:	Copenhagen - Hanover - Munich - Salzburg - Lubljana.
Night Ferry, Golden Arrow:	London - Paris.

With the exception of the Night Ferry, connections for London are via cross-channel steamer. Through Wagons-Lits sleeping cars are operated on the Night Ferry. In addition to the above, through sleeping cars are operated to Moscow by an exchange of trucks between standard gauge and Russian wide-gauge lines.

For shorter trips, in the last few years a network of "Trans-Europe Expresses" have been established. These are articulated diesel streamliners, providing super-fast service. First-class passengers only are carried, a special supplement is payable and seats must be

reserved in advance. Examples of these services are Paris - Brussels - Amsterdam; Paris - Cologne - Dortmund; Marseilles - Milan.

#### C.N.R. HUMP YARD CONSTRUCTION

The C.N.R.'s four new hump yards being established in four major rail centres are in various stages of construction. Moncton Yard was officially opened November 2<sup>nd</sup>, 1960. It contains a single-tracked hump, one master and five group retarders, 40 classification tracks, a total mileage of 79 and a car capacity of 5,062. It cost \$15-million. Montreal Yard (formerly called Cote de Liesse) is virtually complete, and the new main-line trackage associated with it was put into use on June 5<sup>th</sup> replacing the old routing via Lachine. Montreal Yard contains three humps, 122 classification tracks, three master and 15 group retarders, has a total of 250 tracks, a total mileage of 160 and a car capacity of 10,600. It cost \$28½-million. Toronto Yard, now under construction in Vaughan Township north of Toronto, is the last to be started. Completion is expected in 1965. A contract has been let for moving more than four million cubic yards of earth on the yard site, the grade of which must be changed as much as 25 feet. The main body of the yard will cover an area equivalent to a section of downtown Toronto extending from Lakeshore Boulevard to Bloor Street and from University Avenue to Yonge Street. It will contain a double-track main hump and another single-track hump, have three master and 15 group retarders, 134 classification tracks, embody 169 miles of track and have total capacity of 11,500 cars. Estimated cost is \$44-million. Symington Yard, Winnipeg, is now half completed and is expected to be completed in 1962. It contains a double-track hump, two master and seven group retarders with provision for two additional, 63 classification tracks with a space for 18 future tracks, a total mileage of 102 and a present car capacity of 6,000. Estimated cost is \$ 24-million.

#### T.T.C. NOTES

- Due to land assembly and forthcoming street closures for the new City Hall and Civic Square project, the car tracks on Elizabeth Street and on Albert and Louisa Streets west of Bay Street were abandoned after June 3<sup>rd</sup>. As a result, the Dundas carline is now routed east on Dundas, south on Bay, looping via east on Louisa, south on James and west on Albert, returning north on Bay and west on Dundas. This not only eliminates the operation on Elizabeth Street, the quaint main street of Chinatown, but creates a somewhat congested rush hour condition at Dundas and Bay Streets, where there formerly were no scheduled turning movements. In addition, an important means of regulating the Dundas cars has been lost (looping via south on Bay rather than James).
- Safety zones were recently constructed on King Street West at Crawford Street both ways.

#### NEW OTTAWA STATION UNION STATION PLANS

Ottawa's new Union Station is expected to be underway by 1965. Its start will mark the end of the most ambitious cross-town track removal program in the history of the country.

The main freight yards, once blocking large sections of the centre of the capital have been removed within the past few years and are now located in an "industrial area" on the southeast outskirts of Ottawa. The Union Station is located in the very heart of the capital. Agreement has now been reached between both railways and the federal government that will see that last barrier removed within five years.

Approximately \$2-million has been included in the estimates for this year alone in connection with the relocation of the railways from the central area of Ottawa. It is

anticipated that during the fiscal year, which began the first of April, the following projects will be undertaken:

1. Design of a signal system for the trackage included in the area under the management of the proposed new terminal company.
2. Design and some preliminary work on the north-south Prescott Subdivision line.
3. Commencement of construction of a freight yard for the C.P.R. at Walkley Road. (The C.N.R. yards are almost completed).
4. Construction of a freight and express terminal for the C.N.R. at Russell Road.
5. Extension of the present freight and facilities at the new C.N.R. Hurdman terminal.
6. Construction of a track connection with the present system to permit the rerouting of freight trains to the new yards.
7. Completion of architectural and engineering plans for the new Queensway Union Station. One of the unique features may be the placing of an underground portion of the C.N.R. north-south line at the Carleton University campus. Although a decision has not yet been reached, the C.N.R. is making a detailed study of the suggestion to determine the operating problems involved. They are concerned with snow removal, water pumping, ventilation and the slope of the tracks involved in the scheme.

There have been some suggestions that the elevation of the line would constitute a visual barrier across a beautiful section of the city, although this could be subdued to some extent by the use of open type concrete structures of pleasing design, and landscaping those portions of the embankments.

But as this plan has met with some opposition, it has been also suggested that the line should be depressed or carried in a tunnel. This alternative would obviously be more costly, particularly as it involves passing the tracks under the Rideau Canal for some distance at a grade lower than either the Rideau River or Dows Lake.

#### RUNAWAY BLOCKS BATHURST STREET YARD

In the early hours of the morning of June 10<sup>th</sup> there was a disruption of normal rail service under the Bathurst Street bridge in Toronto as 17 freight cars, which had escaped from a C.N.R. train at Parkdale, entered the area at relatively high speed. They sideswiped a freight train and collided head-on with a locomotive, injuring a crewman in the cab. Resulting diversions of traffic saw C.P.R. north-bound and westbound passenger trains proceeding via Leaside and North Toronto, while those from Buffalo and Hamilton were diverted over the "high line" to the south of Union station and entered the station from the east. C.N.R. passenger trains to Parkdale were diverted through the north part of Bathurst Street yard.

#### C.N.R. TRAIN DERAILED ON TRENTON BRIDGE

On May 13<sup>th</sup>, 23 cars of a C.N.R. freight train were derailed by a hot box accident as the train was crossing the bridge over the Trent River at Trenton. In the subsequent wreck, one grain-laden box car landed crosswise in a lock of the Trent Canal, completely blocking that waterway; another landed in the river and the remainder were spread about on the river bank. Almost half a mile of track was ripped up by the accident.

The entire line was blocked for several days, with passenger traffic being diverted over the Canadian Pacific Railway between Belleville and Toronto; in order to cross from the C.N. to the C.P. at Belleville it was necessary for all passenger trains to traverse the streets of the city for a considerable distance. All through C.N. freight was routed via Peterborough and Lindsay between Belleville and Toronto, giving residents on the Uxbridge and

Campbellford Subdivisions four days of "main line" railroading - day and night! Freights 300, 301, 405, 406, 441, 444, 490, 491, 493 and 495 were handled in this manner, as well as a large number of "extras" (east and west).

On Friday, May 19<sup>th</sup>, eleven trains were detoured (five east grossing 15,145 tons, six west grossing 15,880 tons). Combinations of two, three and four diesel units were used, with trains run through in "groups" of two or three in the same direction at one time to minimize "meets". Because of the initial problems of setting up freight movements, passenger train 93 operated roughly three hours late.

By Saturday, May 20<sup>th</sup>, more tonnage was moved, with all eastbound trains operated from midnight through the morning, and west in afternoon and up to the following midnight. All but two trains operated with four units each. Four trains moved 14,015 tons east, and nine trains moved 27,830 tons west in the 24 hours.

The same pattern prevailed on Sunday, May 21<sup>st</sup>, with even more tonnage - seven trains at 23,930 tons total east, and six trains totalling 23,640 tons west. All but one used four units.

By Monday the combination of the weekend and repairs at the wreck site slowly reduced the flow of traffic until by Tuesday the quiet local scene was restored. In the first 72 hours a total of 37 trains (in both directions) grossing just over 120,000 tons had been operated.

Longest train east was 75 cars - west it was 88 cars. Heaviest train east was 3800 tons, west was 4600 tons (each with four diesel units). Ruling grade for the haul was, of course, the Goodwood Hill on the Uxbridge Subdivision.

Motive power used was:

M.L.W. 1800 H.P. Road Switchers - 3100's (MR-18e), 3600 and 3700's (MR-18b, c and d) and 3899's (MR-16e, MR-18f and g)

M.L.W. 1500 and 1600 H.P.

Road Freight "A" and "B" units - 9400 series

G.M.D. 1750 H.P. Road Switchers - 4300's (GR-17u) and 4400 and 4500's (GR-17a, f, h, m)

All units were generally mixed, with the road switchers (which included "light" and "heavy" weight units, also MR-18e 80 M.P.H. units) handling over 90% of the tonnage.

PUBLIC TRANSPORT ADVOCATED IN SEVERAL QUARTERS

Clippings reaching the Editor this month indicate that the importance of public transport in the modern city is perhaps at long last being realized. Metro Chairman Gardiner, speaking in the temples of the opposition, so to speak, when addressing the Ontario Motor League stated flatly that Canada's metropolitan centres need public transportation far more urgently than they need more expressways for more cars. He stated that it was becoming apparent that provision for rapid transit would have to be made in plans for any future highway construction in Toronto; in this way such construction would be most effective.

Similar sentiments were voiced recently from an unexpected source: the Executive Vice-President of the National House Builders Association. He was concerned with problems of access to the 2½-million houses expected to be built in Canada in the next 20 years, most of them in the suburbs; during the same period, he noted, motor vehicle registration will probably double. Both he and Chairman Gardiner were critical of Provincial and Federal Governments which refuse municipalities aid for sidewalks and subways, while paying substantial] portions of the cost of sewers and highways.

He suggested that we should re-examine the traditional view that a transit utility should pay its own way, but that mass transportation systems should be viewed as part of the overall municipal transportation picture, assuring it adequate financial support to perform its proper functions in this context.

Mr. A. Harvey, Vice-President of DeLeuw Cather & Company, has proposed a list of "common symptoms that show the municipality should embark immediately on a comprehensive transportation study". These are:

- Uncertainty as to whether one improvement is more important than another.
- High volumes of traffic on low-quality roads, and vice-versa.
- Uncertainty as to how and where connections should be made to the provincial highway system.
- High frequency of accidents along a route.
- Streets in central business district already congested with drivers who have no desire to be there.
- No real knowledge of who is parking where, and why.
- Business sections solidly built with no provision for present or future off-street parking.
- Through truck routes in commercial or residential areas.
- No provisions or preference made in street system for operation of public transit.
- Uncertainty as to who travels on public transit, and why.
- Transit not taken into municipal planning fold.
- Declining public transit use and revenues, with no concrete plan of action to stop decline.
- Public pressure for a by-pass.

#### MISCELLANY

➤ The C.P.R. is to re-ballast and re-lay its Kootenay Central line, from Golden to Calvalli, BC. A new quarry is being established near Cranbrook to provide material to widen the entire 167-mile line by two feet to support the heavier trains planned.

➤ The C.P.R. handled 110,000 trailers in its piggyback service in 1960, as against 101,600 in 1959. 1130 piggyback flat cars are now owned, and there are 32 terminals in all parts of the country from Saint John to Vancouver. Some of the flatcars have been equipped for operation in passenger train service through the mountains.

➤ Telephone calls from two Japanese express trains have proven so popular - 19,043 calls during the first seven months - that six other trains will get phones.

A recent survey revealed that when the phones were first installed the daily average calls was 118. This dropped, until November - the traditional honeymoon time in Japan - when brides began calling home while they were en route from the wedding. Train telephones have been booming ever since.

➤ The C.P.R. is closing its shops at North Bay.

➤ A report from the Grand River area indicates that grading has already started on the Grand River Railway's new line into Kitchener. Another small C.P.R. diesel was operating on the C.P. Electric lines a few weeks ago but is not on the property at present.

After electric passenger service was discontinued in 1955 there was much talk about removing the rails between the C.N. interchange at Simcoe and Port Dover but the line is still intact. A freight motor was observed early this month as it made a trip to "Dover" to pick up a solitary boxcar. The previous movement over the line had been in mid-May and last winter there were no trains over this section of line from October to February.

- C.N.R. Northern 6245, which was last used two winters ago as a stationary boiler, seems destined to continue for a while in this somewhat less than glorious capacity. An observer reports that its next assignment will be the new Ontario Hydro-Electric generating plant at Lakeview, Ontario, only a few miles west of 6245's present home at Mimico. The rods have been removed and lately it has been serving as a source of spare parts for 6167.
- The Quebec Cartier Mining Company has just purchased a new, 250-ton crane, number C-3, for maintenance work on its new railway. The machine was built by Cowmans, Sheldon & Company, Carlisle, England, and is powered by a Rolls-Royce diesel motor.
- C.N.R. self-propelled car 15832, long used on the Lindsay - Orillia - Midland line, and latterly on the Hamilton - Allandale - Meaford run, has been converted to an unpowered car numbered 60026 for hauling cable in a wrecking train.

#### EXCHANGE SECTION

THE QUEBEC BRIDGE a report of the Government Board of Engineers, 1919, in two volumes, 12" x 15", is available from the Queen's Printer's Bookshop, Adelaide and Victoria Streets, Toronto, at a bargain price. Volume I, 259 pages, is printed on slick paper and contains 111 photographs. Volume II contains 111 plates of engineering drawings. This report is a thorough historical and technical account of the Quebec Bridge collapses of 1907 and 1916.

➤ An error occurred in an insertion in this section in the May issue. The item concerned should have appeared as follows:

Steve Zawacki, 19366 Fenelon Avenue, Detroit 34, Michigan, offers five colour post cards showing a Grand Trunk Western 5600-series, with train, at Durand depot. Both depot and level crossing are visible. Price is 5 for 30¢, post paid.

#### DISCUSSIONS RELATIVE TO EAST END RAPID TRANSIT EXTENSION

At a meeting of the Toronto Transit Commission held on May 24<sup>th</sup>, the Council of the Township of Scarborough made various representations with regard to transit matters in that municipality, as the suburban councils do quite frequently. Among the more usual discussions of new routings and fare zone consolidations, the matter of the future extension of the Bloor-Danforth subway into Scarborough was given its first thorough airing at such a meeting.

The plan for the ultimate extension of the Danforth Avenue end of the subway has always envisioned a production straight easterly along that thoroughfare from the Woodbine terminus, originally to Warden Avenue, about a mile east of the Township's westerly boundary, and more recently to Midland Avenue. The latter terminus would be almost two miles east again of Warden Avenue, with the rapid transit line to follow Danforth Avenue and Kingston Road to Midland Avenue.

The municipal representatives, however, proposed on May 24<sup>th</sup> that the future extension swing away some two blocks to the north from Danforth at Victoria Park Avenue, to become a surface line laid on the abandoned right-of-way of the Canadian Northern Railway's Toronto - Ottawa line, which approaches quite close to Danforth Avenue at this point. They propose that the line follow the railway grade north-easterly to Eglinton Avenue, where it would turn to follow the alignment of Eglinton easterly to the vicinity of Danforth Road.

The readily-apparent advantages of this route would be the absence of buildings to acquire and demolish, in addition to the diagonal nature of the route, allowing a closer penetration to the expected future population centre of Scarborough. The difficulties include an existing Hydro-Electric tower line on the portion of the grade below St. Clair Avenue, while from St. Clair to Kennedy Road the right-of-way is again in railway use, forming a portion of the C.N.R.'s Geco Industrial Loop, and including a five-track yard.

### ARNAUD RAILWAY PROJECT

Another name is soon to be added to the roster of mineral railways growing along the north shore of the St. Lawrence River near Sept Isles. The 25-mile Arnaud Railway will make a circuit of Sept Isles Bay, joining a new harbour development at Pointe Noire with Mile 5 of the Quebec North Shore & Labrador. The harbour project calls for some two million yards of material to be dredged to provide a depth of 48 feet at mean sea level. A 65' x 1600' ore loading dock will be constructed and connected to the mainland by a trestle and a causeway supporting a 4,000 ton/hour conveyor. On the mainland itself the new railway will describe a large loop around the mile-long area reserved for the storage of from three to five million tons of ore. The latter construction will involve relocation of part of the Gulf Pulp & Paper Company railway line from Pointe Noire to Clarke City.

The Arnaud Railway will cost about \$3½-million initially and will involve three bridge projects: a 180-ft. structure over the Riviere des Rapides plus two smaller ones over the Hall River and Highway 15. No light line this; it will be laid with 132 lb. rail, spiked to 3250 ties per mile.

Both railway and harbour construction have been undertaken by McNamara (Quebec) Limited who are building the latter half of the project, for Dominion Dock Company, a Subsidiary of Wabush Iron Company. Completion dates for earthworks have been set as November 1961 and June 1962 respectively for the two contracts.