

November, 1959 - Number 166

SOCIETY ACTIVITIES: The Society meets on the first and third Friday of every month. The next indoor meeting will be held in Room 486, Toronto Union Station on November 20<sup>th</sup>, commencing at 8:30 P.M. The entertainment for the evening will consist of a movie of "C.N.R. interest."

➤ The December 4<sup>th</sup> meeting will be an outdoor observation set at Sunnyside Station.

#### PAST MEETINGS

October 16<sup>th</sup> - About 37 members were present to enjoy an excellent program of 35 mm. colour slides taken by various members during the summer of 1959 including such varied subjects as the Maniout and Pikes Peak Railway, the Greater Winnipeg Water District Railway and the Johnstown Traction Company.

➤ Associate Member L. H. Pursley has still a limited number of copies of his book *STREET RAILWAYS OF TORONTO - 1861-1921* for sale at \$3.00 per copy. This monumental work, copiously illustrated, describes in detail all car series (with individual histories), properties, routes and operations of the Toronto Street Railway and the Toronto Railway Company over the first sixty years of street railway operation in Toronto. This book is truly worth many times its price.

#### POLICY STATEMENT WITH RESPECT TO EDITORIALS

The Editor of this publication recently penned an editorial on a timely but somewhat controversial subject; wherein an attempt was made to analyse a certain situation and to make predictions based on this analysis. It was his feeling that this editorial, despite its controversial nature, would be accepted with equanimity by most members of the Society and certainly by Toronto area members. Although this editorial was written and was fully intended for publication, it did in fact not appear.

The details of how this anachronistic situation came to pass are not of importance.

What is of importance is that it was made known to the Editor at this time that a substantial segment of the Society's membership, at least in the local Toronto area, regarding it as essential unwise for amateur railway enthusiasts to pass judgment on a situation involving company management policies, however unpalatable those policies may be to the said railway enthusiasts. This feeling appears to be based on the premise, and probably a quite correct one, that even the most devoted railway amateur cannot pass informed judgment on the actions and policies of railway management because of lack of knowledge of the complete picture surrounding each official decision. It was also made known to the editor at this time that an opinion expressed in an editorial which appeared in the *Newsletter* some time ago substantially weakened the Society's position not only with certain transit officials whose policy was being criticized, but also, unhappily, with a group of members of the Society.

In general, the factual articles and news reporting carried by the *Newsletter* have been well received over the 14 years of publication. By contrast there have been rumblings of discontent both as to the policy on printing editorials per se and as to their content in certain instances. In these days of increased difficulty in carrying on the operation of a railway enthusiasts' group, it is singularly important that nothing be done to alienate railway management officials against the Society, nor to alienate the members themselves.

After due and careful consideration the Editor has accordingly decided to discontinue permanently the publication of editorials in the U.C.R.S. *Newsletter*. It is appreciated that

certain members strongly favour the appearance of editorials in the *Newsletter* and have communicated such approval to the Editor; however, the events of the past few weeks, and the facts made known to the Editor during the same period have both amply demonstrated the dangers inherent even in what was intended to be a mild and constructive editorial policy.

The publications policy of the Society henceforth will be of a passive and strictly neutral nature, and will be restricted to the reporting of factual data observed or gathered from authentic sources. S.I.W.

#### T.T.C. NOTES

- Platform Maintenance Car RT.6 used on the Yonge Subway (formerly Large Witt passenger car 2528 has had its side windows, covered with masonite sheeting during recent months, although the sash is still visible.
- Commencing Friday, October 16<sup>th</sup>, 1959, the T.T.C. introduced new rolled coloured protected paper stock in the Subway Transfer Issuing Machines to identify downtown Stations of issue. Colours are as follows: Union - orange, King - blue, Queen - pink, Dundas - yellow, College - green, all other stations Wellesley to Eglinton - white. The stock has the T.T.C. "flying keystone" monogram repeated about 30 times on the face of each transfer, usually in a deeper shade of the same colour as the paper stock. The transfer regulations are printed on the back, an innovation on rolled transfer stock. The station name, year, month, date and time of issue are still stamped by the issuing machines.
- General Manager of Subway Construction W. E. P. Duncan announced on October 15<sup>th</sup> that the commencement of construction on the University Avenue Subway is seven weeks behind schedule, as the Commission is still studying alternative construction techniques submitted by contractors.
- The first of the former Ottawa trolley coaches was released by Hillcrest in late October, as 9140.
- It is now expected that the Oakwood carline will be replaced by an extension of the Ossington trolley coach route in January, 1960.

#### A MODERN HUMP YARD TAKES SHAPE

Construction has moved into high gear during the past summer on the Canadian National Railways' \$15 million hump retarder classification yard which will occupy some 830 acres on the western outskirts of Moncton, New Brunswick. Completion of the project in 1960 will mean acceleration of rail shipments in and out of the Maritimes and will provide a big boost for the economy of the entire Atlantic Region. Capable of handling about 4300 cars, the new yard will replace three present classification yards in Moncton having a combined capacity of about 3000 cars.

Clearing and grubbing of the heavily wooded site got underway by Atlas Construction Company of Fredericton in January of 1957, and the site was ready for excavation in May of that year.

Modern Construction Limited of Moncton performed the next phase, the moving of 3.2 million cubic yards of earth, required to level the 830 acres, which operation was carried on into the summer of 1959, having been delayed to a considerable extent by weather conditions.

Sandstone for fill purposes, amounting to about 77,000 tons, had to be hauled in highway trucks for a distance of about six miles, along with some 25,000 tons of ballast material. Hauls for the majority of the earthwork were about a mile in length. Pile driving was proceeded with during the winter of 1958-59, railway forces performing this work. Piles have been driven for the foundations of the various buildings that will be required both for the operation of the yard and for equipment servicing.

Some tracklaying commenced late in 1958 and will continue through to the summer of next year to complete the total of 72 miles of track involved in the yard and ancillary facilities.

A C.N.R. crew has been stationed at the yard site turning out 504-foot sections of steel rail, which will be used in about 50 miles of the trackage. The sections of "ribbon-rail" are fabricated from standard 39-foot lengths produced by Dominion Steel and Coal Company at its Sydney, NS, plant. The rail welding rig, consisting of three specially designed box cars, employs a 45-ton hydraulic ram to forge the heated ends into a solid connection. Heretofore, welded rail lengths have been used in only one other location on the C.N.R. system, the Gananoque Subdivision of the Central Region.

After all trackage is in place, the next step will be the assembly and positioning of the extensive remote control equipment which will be used in the operation of the yard. The capacity of this control equipment will be the classification of some 2000 freight cars daily, although the yard will have track storage capacity for 4300 cars.

The hump will be located at the east end of the yard, and the electronic control centre will be a room in the control tower on top of the hump. Cars will be weighed automatically and will pass through the master retarder, which will slow them to the exact speed that will be needed to carry them to an easy coupling with the last previous car on the track to which they are directed. To accomplish this with precision, a great many operations are necessary as each car passes over the hump. An analog computer will consider the weight of the car, the number of cars on its assigned track and thus the distance that it will have to travel, wind speed, rollability of the car, etc. The computer will instantly give the required brake force to the retarders as needed to allow each car to attain its required position at the proper speed. The only manual operation in the entire process will be track selection by the hump conductor.

Closed circuit television, radar and radio will be used to operate various stages of the yard movement. The planners of the yard have incorporated the most advanced features of modern U.S. hump classification yard practice.

Buildings completed or under construction in association with the yard are the retarder control tower, a tower at the west (departure) end of the yard, the main yard and hump offices, a diesel locomotive repair shop, a car repair shop and a rest house. The west tower will be a five-storey structure housing signal and communication equipment, the latter being tied in with the general yard system, giving the yardmaster direct contact with the shunter foreman and yard crews. A pneumatic tube system will provide connection with the main yard office and by this means the yardmaster will receive waybills, train orders and other documents to be passed on to the conductors of departing trains.

The yardmaster's office, on the top floor of the west tower, 40 feet above ground, will be glazed on all four sides giving a clear view of the yard for maximum efficiency in supervision.

The ground floor will house lunch room and lavatory facilities as well as offices for the engine foreman and car checker. The second and third floors will be devoted respectively to communications and signal equipment, while the fourth floor, added to give the required tower height, is uncommitted.

The car repair shop will be a prefabricated steel building having dimensions of 170 feet by 360 feet, with a concrete block extension housing working areas, office, stores, washroom, lunch room and locker space. This facility will be used for running repairs only, as major car repairs will continue to be performed in the present Moncton car shops.

A general plan of the layout of the yard is included in this issue, and will serve to convey a diagrammatic interpretation of the basic arrangement of facilities.

The three present Moncton classification yards will be vacated when the new yard enters service, leaving about 2½ square miles for industrial expansion in the city.

Map: Layout of Gordon Yard, Moncton, NB.

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- C.N.R. President Donald Gordon opened the new 133 mile line from Chibougamau Junction, QC, to St. Felicien on October 28<sup>th</sup>, representing completion of the entire new loop line from Beattyville to St. Felicien together with the short spur to Chibougamau townsite. The new system of lines brings the Chibougamau mining area some 200 miles closer to deep water shipping at Montreal and is also expected to aid in the development of the forest industry in the portion of the province in which it is located.
- Contrary to a report in *Newsletter 165*, the rail on the Scotia - Algonquin Park line of the C.N.R. has been removed as far west as Kearney, ON, only. A short branch line from Scotia Junction (mileage 41.6) to Kearney (mileage 47.1) is to be retained, as considerable business originates at Kearney.

#### END OF MONTREAL STREET CAR OPERATION

Sunday August 30<sup>th</sup> was the last day of operation of the last segment of what was once Canada's largest street railway system, that of the Montreal Transportation Commission.

The last trolley routes remaining were 45-Papineau and 54-Rosemont. The former was a straight route, running on Papineau Avenue from Craig to Belanger. Points of interest included the grades as it climbed away from the river, the underpasses of the C.P.R. and a street, and the on-street "Y" or "T" at the Belanger terminus, which was negotiated against the stream of free wheel traffic by means of a rear auxiliary control.

Route 54-Rosemont was "L" shaped and duplicated much of route 45, as it ran from Craig via Papineau and Rosemont to an on-street loop at Fullum. Thus the last remaining tramway routes in Montreal did not reach the heart of the city.

These two routes were operated from the back shed of Mont Royal carhouse. A visit to this property on the day preceding the abandonment revealed only two units of equipment, both to be used in the parade the following day P.C.C. 3517 (the last street car purchased by Montreal, which was placarded accordingly), and one-man car 1959, chosen for use mainly because of its number.

All other spare equipment had been removed, and the other units for the parade were not yet on hand; the remaining 1900 series cars at Mont Royal were all out in service on the two routes at the time of the visit. Road repaving had proceeded rapidly following previous abandonments, so that all movements of cars to and from Youville Shops had to be done by float.

While considerable disused street car trolley wire was still in place on roads which had been repaved, the only disused trackage seen (and which still had overhead) was on the Delorimier route, which had been discontinued temporarily for gas main construction, but was not restored because the replacement bus service had become well established.

The parade left Mont Royal carhouse at 2:30 P.M., and regular street car service was provided on both routes prior to the parade. Equipment used was as follows cars 1 and 2, open sightseeing (with latter day windscreens removed); 2222 low-floor two-man; 1959 one-man; 1339, arch roof high-floor two man; 1317 and 997, Montreal roof high-floor two man; 3 open sightseeing; 200 Birney; C.R.H.A. car 8, single truck open bench (ex Gillies Brothers and Toronto Suburban Railway No. 8); 274 single truck closed; No. 7 omnibus (on float); No. 20 sleigh (on float); 350 single truck closed (the first electric tram in Montreal); P.C.C. 3517; G.M. bus 2365; Mack bus 3319; Canada Car bus 4606 and Bus Division Mack heavy duty breakdown truck B46. Each unit carried a sign stating the era it represented. The cars also had signs stating the names and years of service of the motormen and conductors.

All the rail units listed except 1959 and 3517 were brought from Youville to Mont Royal carhouse for the parade on floats.

The parade was routed from the carhouse to Craig, then out Rosemont and back to the barn. The line on Papineau to Belanger was not traversed due to the obvious difficulties of turning

such a parade on the "Y". The streets were filled with humanity, and the second and third floor house balconies peculiar to Montreal all held several spectators.

The cars were frequently spread out several hundred feet apart, and proceeded little faster than a walking pace, with the spectators surging out onto the track following the passing of each car to snap pictures of the next one in line. As open bench car No. 8 is a relatively new arrival on the Montreal scene and was previously unknown to most spectators, it came in for a great deal of attention and finger pointing. Its beautiful varnished woodwork is a great credit to those who arranged and worked on its preservation and restoration.

The spectators were very orderly, and greeted each unit of the parade with hand-clapping or interested comments. The only untoward occurrences observed were two open switch incidents, which presumably will be forgiven on this now all rubber tire system.

As the cars rounded the terminal loop on the Rosemont route and started the last trek to the carhouse, nature shed a tear, and in fact provided a considerable downpour which lasted for most of the remainder of the trip, and caused the sightseeing cars to be vacated in favour of the closed cars.

At the carhouse an imitation brick gateway had been constructed through which the parade passed, and after the last unit had been driven through, imitation wood doors with the legend "The End of an Era" were swung shut. The parade finished at 5:30 P.M.

The last service car to leave Craig was 1983, bound for the carhouse, while the last service car out Rosemont was 1985. Inspection of the carhouse following the parade revealed the following service cars: 1969, 1976, 1977, 1980, 1982, 1983, 1984, 1985, 1991, 1995, 1996, 1999, 2000.

Two of the sightseeing bus companies have attempted this year to replace the Golden Chariot sightseeing cars by cutting down old buses to the belt rail. Oddly enough, four of the units involved are former Gray Coach Lines Twins which ran many a mile in Toronto sightseeing service before being sold to Montreal's Murray Hill Coach Lines in 1956.

Thus came to an end Canada's largest street railway system, which was noted not only for its Golden Chariots but also for its many multiple unit cars, its two man "muzzle loaders from the rear", its two paint jobs which distinguished one man front entrance cars from two rear entrance ones, for its long suburban lines on private right of way, its "Mountain" line climbing up through the woods and the tunnel to the famous views from Mount Royal, its remarkably close rush hour headways on St. Catherine Street, in short, a system which was unusual in many ways and always full of interest.

R.I.P.

➤ A group of private citizens have made a proposal to Outremont (QC) City Council for the operation of rapid transit shuttle trains, by virtue of an operating agreement with the C.N.R., from a terminal to be built near Portal Station to Central Station, Montreal. A 5000-car parking lot would be established near Portal Station to enable a park-ride system to be put into effect.

The promoters point out that existing C.N.R. electric services utilize only a small fraction of the capacity of the tunnel, and that the proposed "park and ride", with its four-minute train trip would save much time for present drivers and relieve downtown congestion.

Bruce Holcomb

#### CORNWALL EQUIPMENT NOTES

The Cornwall Street Railway Light & Power Company's motive power now consists of seven second-hand Baldwin-Westinghouse trolley locomotives. One of these, No. 6, is at present rented to Courtauld's rayon mill for plant switching, as Courtauld's own ancient steeple cab engine No. 7 has a broken frame. Courtauld's wooden box motor No. 26 is still in service.

The C.S.R.L. & P Company is once more relying on single truck sweepers, having bought two from the Ottawa Transportation Commission recently. Double truck steeple cab sweeper No. 1(ex-Hull

Electric 106) was scrapped during the summer of 1959, while the express type double truck sweeper E-10 (ex-Boston Elevated and Eastern Massachusetts Street Railway) was reportedly scrapped in 1957. Old locomotive type plough P-8 was scrapped in 1958, having been replaced by a unit purchased from Montreal.

The present roster of equipment is as follows:

1. Baldwin-Westinghouse trolley locomotives

<u>Fleet</u>	<u>Builder's</u>	<u>Date</u>
<u>Numbers</u>	<u>Numbers</u>	<u>Built</u>
		<u>Notes</u>
6	52703	12-1919ex-Kansas City-Kaw Valley 502, 1944
7*	57557	12-1923ex-Springfield Terminal 15, 1956
8	58023	10-1924ex-Aroostook Valley 54, 1946
9	39866	5-1913ex-Niagara Junction 4, 1952
10	54704	4-1921ex-Washington & Old Dominion 51, 1943
11	?	? ex-Omaha Lincoln & Beatrice 2, 1950
12	45657	5-1917ex-Utah Idaho Central 904, 1946
14	60701	1-1929ex-Springfield Terminal 20, 1956

2. Work Cars, etc

Fleet

<u>Numbers</u>	<u>Description</u>	<u>Notes</u>
(2 cars)*	Single truck, double end wood body sweepers.	ex-Ottawa Transportation Commission B-1 & B-2, 1959.
-	Double truck, single end plough with one end cab and one centre cab.	ex-Montreal Transportation Commission 3152, 1958
4	Double truck, double end, arch roof, track maintenance car.	ex-passenger car 31, shortened by removal of both vestibules. (ex-Northern Texas Traction Company, 1939).
5	Double truck, flat body with one end cab and centre line tower.	Built from salvage of 29 (ex-Northern Texas Traction Company).

\* - Denotes units still painted in former owners' colours as of August 31st, 1959.

? - Denotes builder's plate removed.

One additional locomotive was purchased from Niagara Junction Railway, but was scrapped for parts, the trucks going to locomotive No. 6. This was Niagara Junction Railway No. 11, Baldwin-Westinghouse 57716, built 4-1924, which was formerly Chicago, South Shore & South Bend 1005.

LOCOMOTIVE ON EXHIBIT IN ALGONQUIN PARK

A saddle tank logging locomotive, originally used in Northern Ontario has been salvaged by the Province of Ontario Department of Lands & Forests and set up for permanent display at the Early Logging Exhibit located just inside the new East Gate of Algonquin Provincial Park. This locomotive, of 0-4-0T wheel arrangement, was built by Montreal Locomotive Works in 1911 for the P. & J. Shannon Lumber Company of Biscotasing, ON, and was operated in this company's mill yard.

The business was sold in 1923 to the Pratt and Shancy Company, which did not go into operation. All assets were liquidated and the locomotive abandoned until 1958, when it was acquired by the Department of Lands & Forests.

The principal specifications of this locomotive are as follows:

Road Number	- 6
Cylinders	- 13" x 18"
Drivers	- 36"
Boiler Pressure	- 165 lbs.
Weight in Working Order	- 52,200 lbs.
Maximum Tractive Effort	- 11,850 lbs.
Factor of Adhesion	- 4.4
Boiler Diameter	- 41 <sup>11</sup> / <sub>16</sub> "
Firebox	- 47 <sup>11</sup> / <sub>16</sub> " x 56 <sup>3</sup> / <sub>8</sub> "
Tubes	- (100) 2" x 10"
Wheelbase	- 6'-3"
Total Heating Surface	- 577 square feet
Grate Area	- 11.9 square feet
Length Overall	- 25'-9"
Width Overall	- 10'-7"
Length Overall	- 8'-6"
Capacity, Water	- 1,000 gallons
Capacity Fuel	- 900 lbs.

#### MOTIVE POWER NOTES

➤ C.N.R. M.L.W. 1800 H.P. road passenger unit 6793 was in collision with a gasoline tank truck at 8:18 A.M. on October 21<sup>st</sup>, at a grade crossing five blocks south of the C.N.R. station in Peterborough, ON, while hauling Train 93. The locomotive was badly damaged in the ensuing fire, which was not extinguished until just before 10 A.M. The train blocked the diamond crossing of the C.P.R. main line until a mobile crane towed two express cars, then two coaches and express car from the train, leaving only the sixth car (mail and express) attached to the locomotive. The front end of this car was damaged, although the fire was confined to the locomotive. 6793 and the six cars of the train were moved by switcher 1245 to Lindsay at 1:30 P.M.

A member of the Society, was one of the first 10 people on the scene of the accident and made these detailed observations.

➤ C.N.R. deliveries from Montreal Locomotive Works: 3102, 3103 on August 18; 3104, 3105 on August 21; 3106, 3107 on August 28.

➤ C.N.R. scrapings (Stratford Shop): 2435 on, June 5; 3547 on August 27; 6034 on August 28.

➤ Yet another C.N.R. E-10-a Mogul has been earmarked for preservation; No. 92 was sold to Mr. Thomas C. Marshall of Wilmington, Delaware on August 1<sup>st</sup>.

➤ Corrections to deliveries and scrapping lists in *Newsletters* 164 and 165:

- 6146 (not 6046) scrapped March 9<sup>th</sup>.
- 1049 (not 1099) delivered March 31<sup>st</sup>.
- 8519 delivered May 27<sup>th</sup>. (not May 7<sup>th</sup>.)
- 3845 delivered July 7<sup>th</sup>. (not July 17<sup>th</sup>.)
- 3100 delivered June 15<sup>th</sup>. (not June 7<sup>th</sup>.)

➤ The Montreal Locomotive Works' demonstrator Model DL624 2400 H.P. road switcher which spent test periods on the C.N.R. as 3899, on the C.P.R. as 7007 and on the Pacific Great Eastern Railway as 624, has been sold to the C.P.R. and assigned permanent road number 8921.

➤ The C.N.R. has ordered nine 1200 H.P. road switchers from General Motors Diesel Limited to augment the fleet of similar locomotives in service on the 3'-6" gauge Newfoundland Lines. The locomotives in this group will be numbered 938-946.

- Quebec Cartier Mining has ordered eight 1800 H.P. road switchers, to be numbered 101-108, from Montreal Locomotive Works to initiate service on the new line under construction between Shelter Bay and Lac Jeannine, Quebec (see *Newsletter* 157, Page 6).
- The Dominion Sugar Company, with plants located at Chatham and Wallaceburg, ON, has recently purchased C.N.R. six-coupled switchers 7440 and 7456 for duty at these locations. William Weighill
- C.P.R. 1085, 5149, 5325, 5367 and 3607 all stored out of service at Sudbury as of recent date, 5174 in same status at Fort William (since December, 1958); Switcher 6509 has taken over from diesel-hydraulic switcher 18 at Goderich, the latter locomotive having been sent to Chipman, NB.

William Weighill

- On Friday and Saturday evenings, October 9<sup>th</sup> and 10<sup>th</sup>, C.P.R. 2414 handled Train 382 to Havelock, returning on 381 on October 10<sup>th</sup> and 12<sup>th</sup> respectively. This was the first use of steam on these trains for over three months. These trains are normally operated by an RDC car on weekdays and a road-switcher hauled train on weekends.
- Since late October, Royal Hudsons have frequently hauled C.P.R. trains 329-322/324.

#### MISCELLANY

- The C.N.R. has called for tenders for the construction of a new four mile branch line at Saskatoon, SK, to the west bank of the site of the South Saskatchewan River dam.
- The Greater Winnipeg Transit Commission has asked tenders on the sale of the site of the Fort Rouge Carhouse on Osborne Street.
- The C.N.R.'s contemplated new passenger station for Kingston, Ontario will be involved in the forthcoming Municipal election in that city, when ratepayers will vote on whether or not to finance sewer and water service extensions to serve the new facility.

#### EXCHANGE SECTION

Are those railroad files of yours getting sloppy? Can't find that material? May I suggest that with 3-cut dividers equipped with a metal mounting and 5-cut subdividers, your worries are over. A good supply is available, selling at 3 for 10¢ and 5 for 12¢. Call RO9-0561 (8 A.M. - 5 P.M.) or HU. 5-6792 (7 P.M. - 10 P.M.). - William Weighill, 95 Keewatin Avenue, Toronto 12.