

Upper Canada Railway Society

NEWSLETTER

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EDITOR
4 BINGHAM AVENUE
TORONTO

March 1952

Number 74

The Society meets on the third Friday of each month in Room 486, Toronto Union Station. The next meeting will be held on March 21st.

DIRECTORS AND OFFICERS FOR 1952

The following nine members were elected Directors of the Society for 1952 out of a slate of 12 candidates at the February 15th meeting: William Bailey, Jack Bost, Raymond Corley, Edmund Guest, George Horner, John Knowles, John Mills, Albert Olver and Stuart Westland.

A Directors' meeting followed on February 22nd, and the officers for 1952 were then chosen, who are as follows:

President:	William C. Bailey
Vice-President:	Raymond F. Corley
Recording Secretary:	Stuart I. Westland
Corresponding Secretary:	John M. Mills
Treasurer:	Albert S. Olver
Curator:	Stuart I. Westland

Chairmen of the Standing Committees were chosen, as follows:

Constitutional:	John W. Griffin
Programme and Excursion:	R. J. Bost
Membership:	John M. Mills
Publications:	William C. Bailey
Public Relations:	Raymond F. Corley
House:	George W. Horner
C.O.T.T.C. Representative:	John W. Griffin
C.N.R.-Upper Canada Centennial Committee:	John W. Griffin

Bulletin Editor:	John D. Knowles
Newsletter Editor:	Stuart I. Westland

To the retiring members of the 1951 Directorate, Messrs. John W. Griffin, Lloyd Conner, Ralph Oakley and Archie Douglas, the 1952 Directorate extends sincere thanks and appreciation for a job well done.

BULLETINS AVAILABLE

Members are reminded that the sale of the Society's Bulletins is still a very important factor in their success, and every effort should be made to publicize these issues among those who are not U.C.R.S. members. Publications currently available are:

PRICE, TEN CENTS:

BULLETIN 21 - The Gas-turbine locomotive; notes on C.P.R. heralds.
24 - T.T.C. cars 2200-2214 and 2216-2264 (formerly Civic Ry. ST cars). History, plan, photos.

PRICE, TEN CENTS (Continued)

- BULLETIN 25 - C.N.R. locomotives 8417-8422 (formerly Buffalo Creek Ry.). History, side elevation plan, photos.
 27 - C.P.R. locomotives 2800-2864 (Hudsons). History, side elevation plan, photo
 28 - T.T.C. cars 1170-1308 (six-motor trains). History, plan, photo.
 30 - T.T.C. cars 4550-4601 (formerly Cincinnati St. Ry.) History, photos.
 31 - C.N.R. locomotives 902-926 (E-10-a class Moguls). History, plan and photos.
 32 - T.T.C. cars 151-155 (formerly Guelph Radial Ry.). History, plan, photos.

PRICE, TWENTY-FIVE CENTS (MULTI-PAGE):

- 22 - Kitchener-Waterloo St. Ry., history, all-time roster, map and photos.
 23 - T.H. & B. Ry. locomotive history, all-time roster, map and photos. Article on systems of railroad electrification.
 26 - Toronto Civic Railway history and map. T.T.C. cars 2120-2126, 2128-2166, 2168-2192 - history, plan, photos.
 29 - Ontario Northland Railway - history, all-time locomotive roster, maps, photographs.

N.B. Orders should be sent to William C. Bailey, 2006 Queen Street East, Toronto 8 with the required sum, as cash or money order, enclosed.

C.N.R. NUMBERING AND CLASSIFICATION CHANGESClassification Change - "C" class Moguls

Old class	New class
C-3-b	E-12-a
C-5-b	E-12-b
C-7-a	E-12-c

Numbering Changes - "O" class Six Wheel Switchers

O-7-a, b classes:		O-10-a, b classes:	
Old Nos.	New Nos.	Old Nos.	New Nos.
7014	7265	7035	7250
7021	7266	7039	7251
7025	7267	7040	7252
O-14-a class		7043	7253
		7044	7254
Old No.	New No.	7053	7255
7075	7260	7061	7256

O-9-a class:		Old Nos.		New Nos.	
Old Nos.	New Nos.	7216	No change	7128	7222
7202	No change	7125	7220	7129	7223
7215	No change	7127	7221	7130	7224

<u>Old Nos.</u>	<u>New Nos.</u>	<u>Old Nos.</u>	<u>New Nos.</u>	<u>Old Nos.</u>	<u>New Nos.</u>
7131	7225	7144	7233	7169	7241
7132	7226	7146	7234	7170	7242
7133	7227	7147	7235	7171	7243
7154	7228	7149	7236	7173	7244
7135	7229	7150	7237	7175	7245
7138	7230	7151	7238	7177	7246
7141	7231	7152	7239	7183	7247
7142	7232	7157	7240		

C.N.R. LOUNGE CARS

by George W. Horner

The lounge cars are commonly called "deadhead" cars or "non-profit" cars as there is no room or seat space for sale. They were built for the convenience and added comfort of passengers travelling in standard sleepers.

Twelve cars of all-steel construction were built in the late 1920's. These cars had a seating capacity of 36 in the solarium lounge section, with a soda fountain and club service. A special feature on these cars was the barber shop, where a shave could be had for fifteen cents, and a haircut for twenty-five. Also included was a large bathroom with shower and gymnasium.

These cars operated for several years on the "Continental Limited", "The Confederation", and "The International Limited". The cost of operation of these cars during the depression years made their conversion inevitable. Often the barber would turn in his Montreal-Vancouver trip report showing something like two haircuts and one shave.

During the late 1930's, these cars were gradually taken off the road and converted. Two of them became Buffet Club coaches with a capacity of 32 seats in the lounge section and eight in the dining room. Six cars became standard parlour cars, and the other four became buffet-parlour cars.

To-day there are no all-lounge cars operating in Canada, and very few in the United States. The more economical half lounge and half sleeping cars (with compartments or drawing rooms) are now being used by most railroads.

The following is a roster of the original C.N.R. lounge cars:

<u>Old Number and Name</u>	<u>New Number and Name</u>	<u>Present Type of Car</u>
400 Buckley Bay	573 Athabaska	Straight Parlour
401 Burlingron Bay	574 Caribou	" "
402 Caraquet Bay	946 (not named)	Buffet Club Coach
403 Chaleur Bay	947 (not named)	" " "
404 Cardigan Bay	575 Muskoka	Straight Parlour
405 English Bay	576 Ontario	" "
406 Georgian Bay	577 Lake Couchiching	" "
407 Glace Bay	578 Lake Makimik	" "
408 Hudson Bay	867 Lake Charlotte	Buffet Parlour
409 James Bay	868 Lake Montigny	" "
410 Portage Bay	869 Lake Mulgrave	" "
411 Thunder Bay	870 Lake Wayagamak	" "

Later the Buffet Club coaches were converted to Buffet Parlour - the original 402 (946) is now 871 Lake Erie; the original 403 (947) is now 872 Lake Huron.

FURTHER DETAILS REGARDING T.T.C. PETER WITT CONVERSIONS

In addition to the 98 cars of series 2500-2578 and 2900-3018 previously mentioned as planned for one man conversion, the 25 cars of series 2450-2498 will be similarly treated, it has been revealed. A total of 123 Canadian Car and Foundry built two man cars are thus earmarked for this program.

The following are details of the preliminary conversion (before completion of the Yonge Street Subway):

- M-20 or GE brake valve to be replaced by M-36 self-lapping type presently used on all Pay-Enter Witt cars.
- Hand operated front door control to be replaced with pedal control.
- Control switch and fuse to be changed to type and location normal with One Man Witts.
- Hand control sander to be replaced with a pedal operated one.
- Type "E" relay valve similar to that in use on 2300 series cars to be applied. This will give sharper brake response.
- Safety control will be applied to the controller, but will not be effective during two-man operation.
- Exit door signal will be installed in front vestibule, but lights not operative.
- Side route sign moved forward to first window.
- Exit doors to be operated by an electric switch in lieu of the two mechanical ones. The operation of this switch will cause exit doors to move in unison.
- The white door signal lights will be established only after doors are fully closed, as in case of the present one man Witts.

Cars 2450-2478 have already spent a period as one man cars, thus several of the changes outlined here will not be necessary on them, the equipment being left in when the cars were reconverted to two man operation in 1949.

When the cars are required for one man operation, the following will take place immediately:

- Safety control to be connected.
- Conductor's door switch to be disconnected and treadles connected.
- Conductor's sand container, waste box and change tray to be relocated in front vestibule.

After these changes, the cars will be able to be operated by one man (even though the conductor's stand will remain). The cars will then gradually be taken to Hillcrest, and the other changes necessary to complete the conversion will be made.

MOTIVE POWER NOTES

- The C.N.R. scrapped 0-6-0 7308 at Val Royal, P.Q. on November 26, 1951 and ten-wheelers 1224 and 1227 on November 28th.
- Quebec Railway Light & Power Co. electric locomotives 30-35 are to continue to operate with these numbers under CNR ownership. Mogul 22 is out of service and stored at Ste. Anne de Beaupre.
- The C.N.R. has received six 1600 H.P. road locomotives from Canadian Locomotive Co. They are numbered 8700, 8702 and 8704 ("A" units) and 8701, 8703 and 8705 ("B" units).

NOTE TO MEMBERS: YOUR 1951 MEMBERSHIP EXPIRES WITH THIS NEWSLETTER.
PLEASE REMIT DUES FOR 1952 SEASON.