

Upper Canada Railway Society

NEWSLETTER

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The Society meets on the third Friday of every month at 8:30 P.M. in Room 486, Toronto Union Station. The next meeting will be held on May 16th. It is expected that a film produced by General Motors Diesel Ltd. will be shown at this meeting.

Tickets for the N.M.R.A. Niagara Frontier Region Convention fan-trip will be on sale at Convention Headquarters in the Royal York Hotel or on the cars on May 17th. The trip will start from Front and York Sts. at 1:30 P.M. and follow a belt tour of the city passing points of railroad interest and visiting Hillcrest shops. It is expected that the price per ticket will be in the neighbourhood of \$1.25.

Tickets for the C.O.T.T.C. London and Goderich C.N.R. excursion of June 14th will be on sale at the May 16th meeting; those who cannot attend this meeting may purchase tickets from the Society through its box address at the rate of \$7.25.

The Society recently completed affiliation with the Railway Travel and Correspondence Society of Great Britain. This will result in a mutual exchange of publications. Affiliation with the Light Railway Transport League was concluded during 1951 and exchange of publications is already in effect.

CANADIAN NATIONAL RAILWAYS - ROSTER OF DIESEL-ELECTRIC LOCOMOTIVES

The many additions of new locomotives and number changes, etc. of older diesels has made a complete resumé appropriate at the present time.

<u>ROAD NOS.</u>	<u>CLASS</u>	<u>H.P.</u>	<u>BUILDER AND DATE</u>
73 (GTW)	Q-2-a	500 (70 ton)	Brill, 1929
77	Q-1-a	400 (70 ton)	Can.Loco.-West., 1930
78, 79 (GTW)	Q-4-a	600 (100 ton)	Electro-Motive, 1938
775-777 (Nfld.Dist. 3'-6" gauge)		380 (47 ton)	Gen.Elec., 1948
7000-7009	Q-9-a	1200	G.M.D., 1952
7010-7014 (GTW)		1200	E.M.D., 1952
7550, 7551	Y-1-a	380 (44 ton, MU)	Gen.Elec., 1947
7600-7614	Y-2-a	1000	C.L.C. (F.M.) 1951
7615-7617	Y-2-b	1000	C.L.C. (F.M.) 1951
7800-7817	Y-3-a	600 (70 ton)	Gen.Elec., 1950
7900-7902, (Some 7904-7914 GTW)	Q-5-a	1000	E.M.D., 1941-42
7915, 7916 (GTW)	Q-6-a	1000	Alco-G.E., 1942
7917-7919 (CV)	Q-6-a	1000	Alco-G.E., 1941-42
7920-7929 (GTW)	Q-6-a	1000	Alco-G.E., 1944
7930-7935 (GTW)	Q-6-a	1000	Alco-G.E., 1946
7936-7945	Q-5-a	1000	E.M.D., 1946
7946-7955	Q-6-a	1000	Alco-G.E., 1947

7956-7965	Q-5-a	1000	E.M.D., 1947
7966-7974 (GTW)	Q-5-a	1000	E.M.D., 1947-48
7975-7994	Q-6-a	1000	M.L.W.-C.G.E., 1949
7995-8014	Q-6-b	1000	M.L.W.-C.G.E., 1949-50
8015 (CV)	Q-6-b	1000	Alco-G.E., 1951
8016-8025	Q-6-b	1000	M.L.W.-G.E., 1951
8450-8461	Q-8-a	660	M.L.W.-C.G.E., 1951
8500-8521	Q-7-a	800	G.M.D., 1951
8522-8533	Q-7-a	800	G.M.D., 1951
8700-8704 (even)	C-1-A-a	1600	C.L.C. (F.M.), 1951-52
8701-8705 (odd)	C-1-B-a	1600	C.L.C. (F.M.), 1951-52
9000; 9002, 9003, 9005	V-1-A-a	1500	E.M.D., 1948
9001, 9004	V-1-B-a	1500	E.M.D., 1948
9006-9027 (GTW)	V-1-A-a	1500	E.M.D., 1948
9028-9054 (even)	V-1-A-b	1500	G.M.D., 1951
9029-9055 (odd)	V-1-B-b	1500	G.M.D., 1951
9056-9062 (even)	V-1-A-c	1500	G.M.D., 1951
9057-9063 (odd)	V-1-B-c	1500	G.M.D., 1951
9400-9407	W-1-A-a	1500	M.L.W.-G.E., 1950
9408-9426 (even)	W-1-A-b	1600	M.L.W.-G.E., 1951
9409-9427 (odd)	W-1-A-b	1600	M.L.W.-G.E., 1951
9428-9436 (even)		1600	M.L.W.-G.E., 1952
9429-9437 (odd)		1600	M.L.W.-G.E., 1952

Equipment on order at the present time consists of three 1200 H.P. road locomotives from G.M.D. for the Newfoundland lines, and four 1200 H.P. road-switchers from C.L.C. (F.M.). Numbers assigned to these locomotives are as yet unknown.

Notes:

All locomotives in "Q" classes are switchers. All locomotives in "C", "V" and "W" classes are road freight units. (Large "A" in classification indicates cab unit; large "B" in classification indicates booster unit). Of locomotives in "Y" classes, 7550 and 7551 are switchers; the remainder are road-switchers.

Renumberings:

Old	New	Reclassifications:	
		Old	New
7730	73		
7700	77		
7800, 7801	78, 79	0-21-a	Q-1-a
7751, 7752	7550, 7551	Q-5-b	Q-6-a
7818, 7819	7800, 7801	Q-8-a	Y-1-a
7600-7614	8000-8014		
5000-5002	775-777		
(Nfld. Ry.)			

Other C.N.R. Locomotive Notes:

- Narrow gauge 4-6-0's 15 and 16 and standard gauge 1055 have been scrapped in recent months.

- The new multiple unit electric cars on order from Canadian Car & Foundry Co. for delivery this year are to be numbered M-1 to M-6 (motor cars) and T-1 to T-12 (trailers). These cars, which will be used in M-T-T combinations, are for use in Montreal suburban service, where commuter trains are now handled by electric locomotives.

- The C.N.R. had decided to renumber the inherited Quebec Railway, Light and Power Co. locomotives into its own numbering system. Accordingly, Mogul 22 will become C.N.R. 429, class E-13-a, while the electric locomotives will be renumbered as follows: 30 - C.N.R. 225, class Z-6-a; 31 to 33 - C.N.R. 226 to 228, class Z-6-b; 34 and 35 - C.N.R. 229 and 230, class Z-6-c.

- The new G.M.D. 1200 H.P. switchers 7000-7009 have been assigned as follows:

7000, 7001 - Niagara Falls (from Toronto), releasing 8218 and 8219 to Fort Erie and 8386 to London.

7002-7004 - Fort Erie (from Toronto) releasing 2593, 2396 and 2399 to Toronto.

7005, 7006 - Montreal (from Toronto)

7007-7009 - Montreal

- 660 H.P. Montreal-built switchers 8455, 8458 and 8460 and 8461 have been assigned to Toronto releasing the following 800 H.P. G.M.D. switchers:

8508-8510 - Sarnia

8511, 8512 - Hamilton

8513 - Hornepayne

8525 - Montreal

8533 - Capreol

The transfer of 8511 and 8512 represents the first use by the C.N.R. of diesel switchers at Hamilton.

T.T.C. SUBWAY CONSTRUCTION PROGRESS REPORT

MAY 1, 1952

by John M. Mills

Continuing slow deliveries of steel supplies represent the only aspects of the subway work which have not kept strictly up to schedule over the past few months. These delays have held up work on the Davisville shops and yard, and on several bridges. The latter are almost all under way now, but the shops building still awaits delivery of structural steel which has been on order for many months.

Excavation and grading work are almost complete south of Davisville station. There remains a small amount of grading to be done near the Belt Line bridge, and lower lift excavation is not yet complete in the vicinity of Summerhill Station (Shaftsbury Avenue), pending completion of a storm sewer along the route. Grading is done at the Davisville yard and the concrete footings for the various buildings are almost finished also.

Most of the bridges over the open cut between St. Clair and Davenport are complete except for street paving, and the rest are well under way. Some landscaping has been done along the sides of the cut in this area. The lower level of Rosedale Station (Crescent Road) is under construction, with the platforms and most of the overhanging roof being done.

The status of the above-ground station buildings is as follows: Wellesley, steelwork complete and masonry started; Bloor, will be started as soon as work on mezzanine level is complete; Rosedale, footings in place; St. Clair, not yet started; Davisville, some walls erected, but stopped awaiting steel.

Track laying has been going on for some time in the part of the

route south of Dundas Station, and the concrete tube is complete south of Davenport Road. Almost all of the wooden decking has been replaced with temporary asphalt surfacing, and the last portions of decking, north of Dundas Street and near College Street, are being removed at the time of writing.

The section of the tube between stations will be square, with a solid wall between the tracks pierced at intervals with large openings to provide ventilation and to afford a refuge for track workers when trains pass. At stations, the design is an excellent example of beauty combined with utility. The roof is built in a single graceful curve extending over both platform and track, and the solid wall between tracks is replaced by paired columns making the entire area one large chamber. Walls will be finished with glass-faced brick, which is almost indestructable and easy to keep clean. Application of this material has begun at King Street Station. Each station will have a distinctive colour scheme to enable passengers to identify their station at a glance.

North of Davisville Station, on the portion of work started this year, excavation is under way, but of course is not so far advanced as are the other parts of the line. The east half of Eglinton Division yard is now not available for street car use.

It is hoped that operations can begin on the line at the end of next year, but the delays in the delivery of steel, which have put the important shops building several months behind schedule, may perhaps force an extension of the time.

MONTREAL STREET CARS LITERILLED

The Montreal Transportation Commission, through Chairman Arthur Duperron, has announced that complete bus substitution is on the agenda for Canada's largest city, whether subways are constructed or not. A total of 1250 buses will eventually be purchased to replace the 939 street cars currently on the roster. Seventy-five motor and 25 trolley buses are now on order to replace two heavily travelled carlines: the east end of the St. Catherine Street route from Harbour to Viau Street, and on St. Laurent Boulevard from Craig Terminus to Cremazie Blvd. The last units of the 703 series wooden cars will be retired this year.

SERVICE CUT SINCE STRIKE?

A report in another publication, while not actually erroneous in statement, conveys the impression that service on the T.T.C. car lines has suffered drastic curtailment because of a serious decline in traffic since the strike of January 4th to 22nd. No car route, with the exception of Yonge basic service, has been cut to any appreciable extent, and in some cases, there is actually more service scheduled now than there was at this time last year. There was a general 15% decline in traffic upon resumption of service, but the trend is gradually upward.

Bus routes have had their schedules trimmed somewhat more extensively, mostly the Sunday service; the most seriously affected have been the four double-fare coach routes, two of which are now rush hours only.

COMING SOON - Bulletin 34, Sudbury - Copper Cliff Suburban Electric Railway, history, photos, map, roster.