

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

February 1950

Number 49

The Society meets on the third Friday of each month in Room 486 of Toronto Union Station. The next meeting will be held on February 17th.

DIRECTORS AND OFFICERS FOR 1950

At the Annual Meeting held on January 20th, 1950, the following were elected Directors for 1950: Messrs: William Bailey, Archie Douglas, David Dunsmore, Lloyd Conner, John Griffin, Ralph Oakley, Albert Olver, Thomas Rowland and Stuart Westland.

At a Directors' Meeting held on January 27th, 1950, the following appointments were made:

President:	John Griffin	Hon. Treasurer:	Ralph Oakley
Vice-President:	David Dunsmore	Hon. Asst. Sec. Treas.:	Archie Douglas
Hon. Secretary:	Lloyd Conner	Curator:	Stuart Westland
Bulletin Editor:	William Bailey	Newsletter Editor:	Stuart Westland

Standing Committees:

Constitutional:	Griffin (Chairman), Olver, Sharp
Programme and Excursion:	Olver (Chairman), MacLean, Mills, Randall, Rowland
Membership:	Hon. Secretary, Hon. Treasurer, Membership Secretary (John Mills)
Publications:	Bailey (Chairman), Corley, Horner, Knowles, Westland
At-Large:	Dunsmore (Chairman), Rowland, Whitby

BULLETINS AVAILABLE

The following publications of the Society are available. Orders should be sent to William Bailey, 2006 Queen Street East, Toronto 8, enclosing the required sum.

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| Bulletin No. ^{X/16} 19 | Niagara, St. Catharines & Toronto Ry. - all-time roster, photographs |
| 21 | Canadian Pacific Ry. roster; Gas-Turbine Locomotive; photographs |
| X 22 | Kitchener-Waterloo Street Ry. - history, all-time roster, map and photographs |
| 23 | Toronto, Hamilton & Buffalo Ry. - locomotive history, all-time roster, map and photographs. Direct Current, Single-Phase Alternating Current and Three-Phase Alternating Current Equipment for Electric Railroads |

ABOVE ALL TWENTY-FIVE CENTS EACH

STUART I. WESTLAND,
EDITOR
4 BINGHAM AVENUE
TORONTO

- Bulletin No. ~~X~~24: Toronto Transportation Commission - cars 2200-14, 2216-64, former Toronto Civic Ry., history, diagram and photographs
- 25 Canadian National Rys. - locomotives 8417-22, former Buffalo Creek, history, side elevation diagram and photographs

ABOVE TEN CENTS EACH

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HISTORICAL REVIEW OF C.N.R. ALLANDALE DIVISION

(Condensed from the Barrie Examiner, contributed by George Horner)

The first large scale railway in Canada built for passenger and freight service was the Ontario, Simcoe and Huron Union Railway from Toronto to Allandale, completed in 1853. It was extended to Collingwood in 1855, and in 1865 an extension was built from Allandale to Barrie. In 1871, an extension of the Northern Railway (later name of the O.S. & H.U.) under the name of the Muskoka Junction Railway was completed. This line had its terminus first at Orillia, then Washago, then at Gravenhurst.

The North Simcoe Railway, branch line of the Northern Railway, was completed from Barrie to Penetang in 1879. A year before that, the Hamilton and North Western Railway, between Hamilton and Barrie, was opened. Construction of what is now known as the Beeton branch was going on about this time. In 1879, the Northern and the Hamilton and North Western Railways were consolidated under the name of the Northern and North Western Railway.

The consolidated railway was taken over in 1888 by the Grand Trunk Railway, which included lines from Hamilton to Toronto and from Toronto to Gravenhurst, the Midland Railway from Orillia to Midland, and the North Simcoe Railway to Penetang. An important extension was made in the late 1880's as the line was pushed north from Gravenhurst to Lake Nipissing. On a line known as the Northern Pacific Junction Railway Company, the first passenger train reached Huntsville in 1886.

Although at one time it was felt that the extension of the railway north from Gravenhurst through the rocky Muskoka area would not pay, the line has become one of the soundest of railways, both financially and from a standpoint of public service, C.N.R. officials feel. With completion of the railway to Nipissing, arrangements were made for operation of Grand Trunk trains into North Bay over C.P.R. tracks, thereby completing service from the southern part of Ontario to North Bay and making connections for traffic to the west.

Until about 1907, the greater portion of Ontario passenger and freight traffic for movement to the west was handled by the Grand Trunk between Toronto and North Bay. At this time, the Canadian West was being rapidly developed and interchange of traffic between the two railways was considerable. In 1911, the Grand Trunk made an agreement with the Temiskaming and Northern Ontario for use of a line which had been built from Nipissing Jct. into the T. & N.O. terminal at North Bay. Freight went over this line but passenger trains still used the C.P.R. station. In 1921, the arrangement was altered and Grand Trunk trains began operating into the Canadian Northern depot. During the summer of 1923 it became possible to run C.N.R. trains into their own depot over an all C.N.R. route, with Grand Trunk amalgamation.

The chief importance of the Allandale Division in relation to traffic in Canada is that all the railway's freight from industrial Southern Ontario to the west passes over the rails of this division, on the Toronto-Parry Sound line. The direct Toronto-North Bay line serves the mining areas of Northern Ontario and makes direct connection with the Ontario Northland Railway.

One of three divisions in the Northern Ontario District, Allandale Division has a total track mileage of 673, and about 1230 employees. The division is bounded on the north by Parry Sound and North Bay, and on the south by Toronto and Hamilton. Branch lines include those to Meaford, Collingwood (from Beeton) and Penetang. There is also a cross-country line from Parry Sound to Algonquin Park.

LOCOMOTIVE NOTES

by R. F. Corley

The latest 15 CNR diesel switchers 7600-7614 (out of a series of 20 locomotives) have been renumbered 8000-8014, so that the numbers of the series are continuous from 7995 to 8014. 8000-8011 were renumbered by the CNR from 7600-7611 while the last three were delivered by MLW as 8012-8014.

The eight 1500 h.p. MLW road freight locomotives for the CNR Lake St. John District will be numbered 9300-9307. Delivery is expected in January and February of 1950.

In order to make way for additional diesel locomotive numbers, the CNR's fleet of electric locomotives is to be renumbered. The renumbering will be accomplished by simply dropping the "9". The new numbers will be thus 100-105, 150-156, 175, 176, 180-188 and 200-202. (The last three are new locomotives to be delivered by General Electric in 1950).

Details on CNR and CPR use of EMD demonstrator locomotives is as follows:

The CPR has received a three-unit (A-B-A), 4500 h.p., FP-7A road locomotive from Electro-Motive (although lettered General Motors Diesel Ltd.), which arrived in Toronto on December 2. After preliminary tests, it left Toronto on the night of December 4 on train #3 for Fort William, the first time "The Dominion" has been hauled by a diesel. It will be used in tests during the winter on the Algoma District; builder's number is 7001.

The CNR received a three-unit 4500 h.p. road locomotive from EMD, with an A-B-B combination. The "A" and one "B" unit were sent out on freight service to Fort William from Toronto on December 3rd, returning via North Bay to Montreal on the 8th. The remaining "B" unit was used behind one of the older EMD 1500 h.p. "A" units (9000 series) in freight to Montreal, leaving Toronto on December 7th. The CNR will shortly receive a 4000 h.p. (two-unit) passenger locomotive from MLW to be used on transcontinental tests.

The following are recent locomotive deliveries:

British Columbia Electric Railway:

Three 70 ton Alco-GE road switchers (940-942) for freight service on the Fraser Valley line.

Greater Winnipeg Water District Ry.:

One Alco-GE 44 ton road-switcher (101).

Allard Lake Mines:

—One MLW 1000 h.p. switcher (#2).

Asbestos and Danville Ry.:

One MLW 1000 h.p. switcher (#46).

Canadian Pacific Railway:

Three EMD (E-8) 2250 h.p. road passenger "A" units (1800-1802). These complete the Wells River dieselization.

CPR classification of these locomotives is D PA-22a.

The Canadian Commercial Corporation of Ottawa has ordered one 1000 h.p. switcher from Montreal Locomotive Works.

The Sydney and Louisbourg Railway recently acquired a Mikado locomotive second hand from the Elgin, Joliet and Eastern. It arrived at Truro, N.S., on October 14th.

The CNR recently sold self-propelled car 15823 to the Pacific Great Eastern Railway.

FEBRUARY MEETING

The speaker at the February 17th meeting will be Mr. George Young, late Captain, Royal Canadian Engineers, who will speak on his experiences in operating Continental European railways during World War II.

Upper Canada Railway Society

Box 122, Terminal "A"
TORONTO, CANADA

REPORT OF THE ANNUAL MEETING HELD JANUARY 20th, 1950

CHAIRMAN: D.G.C. Menzel, B.A., of Osgoode Hall,
Barrister-at-Law

PRESIDENT'S REPORT FOR 1949

It is with a great deal of pride that I present to you the report of my first year as President of the Upper Canada Railway Society. As many of you know, my connection with this Society and with its predecessor, an informal group of railway students, began in the middle of 1934. The fact that the nucleus of eight (which was the total membership in 1934) has grown as it has is a source of great satisfaction to me.

Your society continues to show a modest growth. From the figures which the Honourary Secretary will present you will see that our membership is nine larger than it was at this time last year. That growth is good but, I think you will all agree, it should be greater. I am sure that there are many persons in Toronto and the surrounding area who are as keenly interested in railways as any of you but have never been approached to join your Society.

Your Society held one official trip during 1949, when it contributed thirty persons to the total of those who travelled by special train to the Stratford Shops of the Canadian National Railways on June 25th. Late in 1949 a new organization known as the Central Ontario Train Trip Committee was formed in Toronto with membership open to any Society, Club or Group interested in taking part in the next annual joint trip. Your Directors duly approved the draft constitution of this body and the Upper Canada Railway Society enjoys full membership in it. I think it is a tribute to the importance of your Society that I was honoured with election as the first Chairman of this new endeavour.

The calibre of the entertainment provided at meetings during the past year continued at a high level and I cannot express my thanks sufficiently to Mr. R.J. Bost, Chairman of the Programme and Excursion Committee, for his untiring and effective efforts in this regard.

The Publications Committee continued its work with new vigour during 1949 under the Chairmanship of Mr. W.C. Bailey. As Editor of the Bulletin, Mr. Bailey did a splendid job producing two issues, the second of which was distributed to you this month. Bulletin plans for 1950 are quite extensive. Your Directors have felt that the healthy condition of your Society's finances justify broader endeavour in the publications field. The Newsletter remained a model of accuracy and punctuality during 1949. I wish to point out to you that the current issue is No. 48 and extend to Mr. Stuart Westland, the Editor, congratulations on completing four years of achievement.

The President of a Society such as yours is always in the position of owing the success of his year in the Chair to the efforts of others and I am no exception. It is very difficult indeed to single out those who deserve special mention but I would be very remiss if I did not extend my thanks to Mr. Lloyd Conner and Mr. Ralph Oakley for their excellent work in the chief secretarial and financial posts. Mr. Archie Douglas, who held the new position of Membership Secretary, has set the pattern for the conduct of that office in the years to come. To the rest of my fellow Directors I say "thank you" for your loyal support and untiring efforts during 1949.

I wish to extend the thanks of the Society to Mr. A.L. Enborg, Superintendent of The Toronto Terminals Railway Company for his courtesy in continuing to grant us the privilege of meeting in Room 486, Union Station.

I wish to draw your attention to matters in a larger sphere. As you know, there is a great deal of consideration being given today to the various proposals for some measure of unification between the City of Toronto and the surrounding municipalities. Transportation is one of the more important aspects of these plans. Indeed the protagonists of unity claim that it is necessary if future transportation needs of this area are to be developed in the proper way and not as piece-meal and unrelated projects. I believe the members of this Society should concern themselves very seriously about this problem and make themselves well informed on this important issue.

The other matter is the recent suggestion of the present Mayor of Toronto that the Council of the Corporation should have some more direct link with the Toronto Transportation Commissioners. I cannot tell you precisely what His Worship has in mind since it is impossible to glean the truth from the fog of emotion with which the newspapers surrounded their accounts of his remarks. However, I view with alarm any suggestions that Council should acquire more control over the three commissioners. I am quite convinced that one of the most important reasons for the outstanding success of the Toronto Transportation Commission in an era when street railways have been disappearing rapidly all over the continent, is the ability of the commissioners to studiously ignore the proceedings of City Council.

---John Griffin

HONOURARY SECRETARY'S REPORT FOR 1949

This is my first year as a member of the Board of Directors of this Society and has indeed been pleasant. It has seen the Club grow both in size and stature in all its branches, with every indication that it will be bigger and better in the years to come. This year, as in the past, we have lost several valuable members, and it was left to those remaining to fill the gap to make the Society the success it was during 1949. However, no organization can carry on efficiently without a constant membership and it is hoped that all those presently enrolled will not only remain but will make a special effort to make the Society prosper in the future.

I wish also at this time to express my sincere appreciation for the help and guidance received during the past term and trust that I may

have the privilege of serving the Upper Canada Railway Society still better in the ensuing months.

I present now the statistics for the year ending December 31, 1949:

Attendance

General Meetings - number held: 9

	<u>1949</u>	<u>1948</u>
Resident Member Attendance	228	
Associate Member Attendance	3	
Total Member Attendance	<u>231</u>	
Guest Attendance	22	
Total Attendance	<u>253</u>	
Average Member Attendance	25	233
Average Guest Attendance	2	4
Average Total Attendance	<u>27</u>	<u>27</u>

Directors Meetings - number held: 4

Total Attendance	29	
Average Attendance	7	8

Membership

Resident	43	43
Associate	58	54
Total	<u>101</u>	<u>97</u>
Dropped from Membership	11	6
Grand Total	<u>112</u>	<u>103</u>
Increase for Year	9	20

Fan Trips

The Annual Joint Excursion of this Society was held on Saturday, June 25, 1949, in connection with Model Railroaders and Historians from Toronto, Hamilton and Buffalo. Twenty-nine members and one guest represented the U.R.C.S. The route covered the following points: Toronto, Hamilton, Brantford, Palmerston, Guelph and Georgetown.

Meetings

A marked improvement in the calibre of the meetings was shown again during the year, and much credit is due the Programme and Excursion Committee under the capable leadership of Mr. R.J. Bost.

There were three meetings allotted to quizzes, in which those present were able to display their knowledge of the subjects Electric Traction (T.T.C.), Steam Railroading and Railroad Slang. Motion picture films sponsored by the Pennsylvania Railroad, Transport Board of London England and the New York Central System, respectively, provided the entertainment for three evenings. An interesting and informative talk by Mr. Ray Corley, a Society Member, on the P.C.C. car, and a tour of the T.T.C. School of Instruction served to round out the year's entertainment.

---Lloyd C. Conner

HONOURARY TREASURER'S REPORT FOR 1949

Year Ending 31st December, 1949

Balance on hand 1st January, 1949		\$167.45	
Receipts:			
Membership Fees	\$117.00		
Publication Sales	17.65		
Stationery Sales	1.05		
Interest	2.05	\$137.75	\$305.20
Disbursements:			
Magazine Subscriptions	14.00		
Postage	6.05		
Exchange	.10		
Newsletters	74.66		
Entertainment	5.75		
Lapel Cards and Holders	10.61		
Annual Report Printing	6.25		
Stationery and Supplies	55.00		
Membership List Printing	6.25		
P.O. Box Rent	6.00		
Bulletin No. 24	17.28		
Nomination Blank Printing	1.25		203.20
Balance on hand 31st December, 1949			\$102.00

It will be noted that the amount shown as an expenditure for newsletters on the 1948 statement was \$14.50; on this statement it is \$74.66. This is accounted for by an enlarged newsletter in 1949, by \$8.74 of the 1948 newsletter expense being carried into 1949 as an accounts payable item, by increased production cost in 1949 and by the purchase of items, necessary for production, in 1949.

The Society continues in an excellent financial position. A number of projects are under consideration by the Publications Committee which, if implemented, will involve a considerable expenditure of funds.

However, the balance of \$102.00 on hand and the receipt of the 1950 dues will enable the Society to meet the expenditure and leave a balance to carry into 1951.

Your Treasurer expresses appreciation of the excellent co-operation given, in the performance of the duties of the office, by the other members of the directorate. Of necessity, the duties of the Honourary Secretary, the Membership Secretary and the Honourary Treasurer must be co-ordinated closely. The desired co-ordination has been achieved during the year under review and has been of great assistance in the performance of the Honourary Treasurer's duties.

Special mention is to be made of the contributions made by our President to the welfare of the Society. Possibly those not on the directorate are unaware of the extent of this contribution. These witness the efficient conduct of the meetings, the friendly greeting of visitors and the considerate treatment of those who provide our programmes. The directorate knows how willing the President is to arrange the printing of the bulletin and the mailing of the newsletter, to secure stationery and supplies and to make a home available for the Directors' meetings. On behalf of the Society, the Treasurer offers appreciation and thanks for these contributions. ---J. Ralph Oakley