

January, 1946 - Number 4

THE NEW YEAR STARTS

As 1946 comes upon us, the outlook for the Upper Canada Railway Society is definitely much better than it has been for several years. From 1941 until the end of the war, the Society suffered a continual loss of members to the services, and retrenchment of its activities. The picture has decidedly changed, however, with members returning each month, and the bright prospects for activities, such as excursions, shape up. The members are swelling to such an extent that it seems likely that the Society will have to seek a permanent meeting place, and we should be giving thought to this very soon.

NEWS OF MEMBERS

The meeting of December 21st saw three members in attendance who have not been with us for several years, they being Charles Randall, John Knowles, and Charles Bridges. Charles Randall and John Knowles have just been discharges from the Air Force and the Army respectively, while Charles Bridges is still in the Air Force. Naturally the Society is very happy to be able to welcome them back.

Two other members, our President, Albert Olver and Treasurer, John Macnab, are back in Toronto from overseas and should be with us soon.

THE NSC & T APPROACHES SLOW DEATH

Jack Knowles, having been over to inspect the Niagara, St. Catharines and Toronto Railway, reports that tentative plans are to cease operation of all city lines in St. Catharines and Niagara Falls about the first of April. The Falls Subdivision (Main Line) will abandon passenger service at some later but unspecified date, and the Port Dalhousie and Welland Subdivisions will be retained indefinitely. The body of 81 was recently sold for scrap, the remains of 323 have been cut up, and 107 has been converted to a sand car.

It is doubtful if the abandonments will occur on the dates mentioned, however, owing to the fact that busses are impossible to obtain at present, and probably will be or at least difficult to obtain for several months to come, because of strikes in the automobile industry. Even with these substitutions in effect, the railway will be far from dead, as a flourishing carload freight business will continue, in addition to passenger service to Port Dalhousie and Port Colborne.

CPR G5b LOCOMOTIVES IN SERVICE

The 25 new light Pacific locomotives for passenger service (1202-1226) are now all in service, and several are assigned to West Toronto roundhouse. In appearance they are quite similar to the two G5a's built in 1944 at Angus Shops.

1500 CARS NOW BEAR THE GREEN EMBLEM

A large order of 1500 steel wood-lined box cars for the Canadian National Railways has been completed, numbered 52000 to 521499. These cars have been quite noticeable and have been subject to comment because of the green maple leaf emblem which replaces the white leaf, used since 1943. Built by the National Steel Car Co., Hamilton, Ontario, the last 500 bear a new slogan, that being a modest boast of the C.N.R. as "Canada's Largest Railway", as the road is

undoubtedly the largest railroad in the Western Hemisphere.

The most spectacular feature of the order, probably, is the nature of the last three cars. They are of aluminum construction principally, the roof, sides and doors being fabricated of this metal. Stuart Westland spotted 521498 in the Toronto yards on January third and it was certainly a beautiful sight to behold, brand new, and reflecting the sun in silvery glint from its aluminum sides. Ends, trucks and underframes of these cars are steel, and are Tuscan red. The stencilling is done in red, save for the green maple leaf. The 3 cars are experimental in nature and may or may not be a portent of things to come. The Canadian Pacific also has two experimental aluminum box cars in service.

CORNWALL STREET RAILWAY

Associate member Charles De Rochie says that his community may shortly lose its distinction of being one of the few 100% street car cities remaining. The city has asked the Cornwall Street Railway to institute a bus line in the Northeast section of the town. While this would not be a street car replacement, it might nevertheless be the beginning of the mesmerism that has befogged the brains of many a street railway management in the last 20 years.

To offset this, the CSR will build a new freight line parallel to the CNR to the Courtauld's plant.