

UCRS NEWSLETTER - 1946

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ADDENDA TO LAKE ERIE & NORTHERN AND GRAND RIVER RAILWAY ROSTER APPEARING IN BULLETIN NUMBER SIXTEEN

- Galt, Preston & Hespeler 40 - Locomotive - built by Baldwin-Westinghouse #35095, May 1910.
- Grand River 288 & Lake Erie and Northern 337 - Locomotive - rebuilt in May 1940 with 245 hp. motors (not 160) - revised wt. 150,000#
- Grand River 222 & 224 - Locomotive - rebuilt in May 1940 with 245 hp. motors (not 160) - revised wt. 150,000#
- R-4 renumbered M-4 in 1945 Locomotives - rebuilt 1943 with 125 hp. motors - revised wt. 96000# (222) and 84000# (224) - tractive force 16800 lbs.
- GRR - LE&N L-8 became LE&N only, in 1943. Then L-8 renumbered M-2 in 1945.
- LE&N L-10 - Gasoline Rail Motor Wire Line Car - four wheel - built by LE&N in 1943 - steel underframe, wood cab - rebuilt from automobile, Ford V-8 engine - L-10 renumbered M-6 in 1945.
- New motors of higher horsepower placed in LE&N and GRR steel passenger cars in April 1944.
- *Miscellaneous CPR Equipment in Use on LE&N and GRR*
- CP 435084 - Caboose - 35' 5" length - wood, steel u/f - renumbered GRR 10 in October 1945.
- CP 435265 - Caboose - 35' 5" length - wood, steel u/f - renumbered LE&N 7 in September 1945.
- CP 400460 - Snow Flanger - built 1909 - wood - assigned to LE&N in December 1944.
- CP 400893 - Nose Snow Plough - built September 1911 - steel - assigned LE&N February 1945.
- CP 410583 - Boarding Car - wood - assigned LE&N in September 1945.
- two CP boarding Cars - numbers unknown - wood - assigned to GRR in 1944.
- *Recent Developments*

GRR 824 wood passenger car scrapped May 1946 after long period of retirement.

Two cars, GRR 624 and 842, recently had their interiors modernized at Angus Shops, Montreal. It is planned to modernize other cars in similar fashion.

It is planned to build a new locomotive and a new all-steel baggage and express combination car for the line.

LOCOMOTIVE NEWS

Wabash 2264 and 2270 (Mikados) were used recently in CNR freight service from Fort Erie to Mimico, and got up to Danforth Yard several times.

The following NYC engines worked into Toronto on special trains from the "Queen Elizabeth" — 4749, 4750, 4756, 5230, 5245.

The CNR sent the following locomotive to Australia in 1942 — 1279, 1282, 1283, 1290, 1292, 1293, 1298, 1308.

Following is a partial list of recent CNR removals and scrappings —

June 1943 - 1144 and 1160 after head-on collision.

June 1944 - 1052, 1949, 15808 scrapped — also 3365 scrapped after head-on collision with 6171.

Also scrapped - 1901, 1909, 1903, 1944, 1218, 2185, 5501, 5506, 7310

- perhaps 1217 is scrapped by this time.

The following locomotives of the CNR system are now on the Atlantic Region — 1208, 1244, 1314, 1318, 2035, 2038, 3207, 3470, 3474, 3484, 3485 - also 3590 to 3599 (exchanged for 4309, 10, 11, 12, 13, 14, 08 from the Atlantic Region) 6130, 6136, 6146 from Central Region exchanged for 6165, 6172, 6174 from the Atlantic Region. Also CNR 7135 transferred to the Atlantic Region now. CN-GTW 8300, 8327, 8328 8342 were returned from the Atlantic Region to the GTW in return for the Diesels 7902, 7910, 7128, 7929.

APRIL MEETING NOTES

Another large attendance was chalked up at the meeting held on April 12 at the home of the President. We were treated to coloured movies of railroad scenes across Canada taken several years ago by Mr. Olver.

We had back at the meeting two old members who had been away in the Armed Forces — Harry Wales, of the 48th Highlanders, who is now living in Hamilton and Bill Bailey, from the Fleet Air Arm. Richard Vincent, who has since become an Associate member, living in Hamilton, was also present.

CORRECTION

In the last issue of the *News Letter* it was stated that Robert Young was the President of the Chesapeake & Ohio Railroad. This should have read Chairman, Carl Newton being President.

100 NEW CARS FOR THE T.T.C.

At long last, an order for new PCC cars has been placed by TTC. On May 2nd, an order went in

for 100 of the latest design all-electric cars, with standee windows and similar innovations. 142 wooden T.R.C. cars are to be scrapped within the next 18 months. With the arrival soon of the 50 new trolley buses, 36 will go, then 100 on delivery of the PPC's, and 6 more when the Sherbourne car line is converted to buses in the near future.