

August, 1946 - Number 11

MEETING AT MIMICO ROUNDHOUSE

On the sixteenth of August, the members of the UCRS inspected the CNR's roundhouse facilities at Mimico, Ontario, a western suburb of Toronto. There was not a great deal of activity, and as it grew dark soon after, the train movements in the yards could not be seen to very good advantage. In addition to this, our guide for the evening did not put in an appearance. The evening was not considered to be too great a success. However, it was potentially a good site for a meeting and the large number in attendance helped out considerably.

LOCOMOTIVE ASSIGNED TO MIMICO
ROUNDHOUSE
MAY 9, 1946

Southern Ontario District:

772, 905, 2357, 2360, 2365, 2391, 2443, 2450, 2451, 2492, 2550, 2647, 3222, 3337, 3341, 3361, 3395, 3400, 3434, 3437, 3444, 3455, 3460, 3466, 3468, 3469, 3486, 3490, 3499, 3504, 3506, 3507, 3511, 3518, 3519, 6133, 6135, 6137, 6140, 6141, 6142, 6143, 6144, 6145, 6152 to 6159, 6186 to 6189, 6200, 6232, to 6246, 6253, 6254, 6259 to 6264, 7171, 7461, 7465, 7467, 8301 to 8303, 8322, 8340, 8343, 8345, 8347 and 8348.

Northern Ontario District:

3204 to 3206, 3240, 3248, 3284, 3441, 3452, 3459 and 3477.

- From Arnold Browne

C. N. R. LOCOMOTIVES SEEN
By W. T. Sharp at Richmond Hill, Ontario
During Summer, 1946

905, 1322, 1358, 1360, 2357, 2367, 2391, 2484, 2487, 2537, 3204, 3215, 3216, 3221, 3240, 3254, 3459, 3462, 3464, 3469, 3475, 3477, 3494, 3497, 3499, 3504 to 3507, 3518, 3561, 3714, 3718, 3719, 3731, 3736, 5155, 5281, 5295, 5296, 5298, 5299, 5563 to 5565, 5571, 5573, 5589, 5591, 5610, 6025, 6027, 6031 to 6033, 6062, 6065, 6077 to 6079, 6153, 6180, 6232, 6236, 6238, 6241, 6243 and 6252.

THE PUBLICATION COMMITTEE

The Directors of the Society announce the formation of a Publications Committee composed of Messrs. Griffin, Westland & Sharp to supervise and edit the Society's publications. These are to be three in number. The *News-Letter* will continue to be published monthly as in the past. The *Bulletin* will be published semi-annually, in October and April. It will consist of four pages of lithographed material, including pictures and maps, plus from eight to 12 pages of duplicated material. It is expected that the calibre of the material to be used will promote sufficient sales to pay the bulk of the cost. The working capital to finance this project will come from a special fund to which several members, who wish to remain anonymous, have contributed. The *Bulletin* will be almost entirely given over to steam matters.

The Society has accepted an invitation from the Electric Railroader's Association, of

New York, NY, to publish joint bulletins on matters of mutual electric interest. The Society's share in this will also be supervised by Publications Committee.

In future all *News-Letters* and *Bulletins* will be mailed to all members, residents and out-of-town. Arrangements have been made for prompt and regular mailing, thus taking the burden of this work off the shoulders of our hard-working Secretary and Assistant Secretary.

ELECTRIC RAILWAY NEWS FROM

William Houston of Kingston, Ontario - July & August

Levis Tramways: This company has twelve miles of tracks, comprised of 3 routes — Lawson, Haute-Ville, and St-Romuald. The St-Romuald line is the longest and has a considerable stretch of Private right-of-way. The rolling stock consists of 22 ST, DE Birneys, numbered 85 to 103, 204, 214, 224, a lone DT car numbered 104, and old ST passenger car 83 and an express car numbered 10. Several of the 85 - 103 series were built by the Canadian Brill Company at Preston. The 200's came from the M.T.C. and are still painted in Montréal Tramways green, in contract to the L.T.C.'s scheme of orange, blue and yellow. The Montréal Birneys are all in storage. Number 104 was Hagerstown & Frederick 49. The company has 24 buses on order, and when these arrive car service will be abandoned.

Québec Railway, Light & Power: The City lines comprise 22.50 miles of track and there are 5 routes operating, as follows:

1. Champlain	5.00 miles Lower Level	4 minute headway.
2. Chateau-Exhibition	5.77 miles Crosstown	4 minute headway.
3. St. John Street - Belt Line	3.30 miles Upper Level	5 minute headway.
4. Grand Allee	3.43 miles Upper Level	5 minute headway.
5. Lower Town - St. Sacrement	5.00 miles Crosstown	4 minute headway.

The City rolling stock consists of 35 semi-modern DT, SE cars built by Ottawa in 1928-29 and numbered in the 800's and 900's, plus 30 old DT, SE cars, some of which were built in the Company's shops. In addition there are 8 steel cars allegedly from Rochester in the 1930's which were formerly DE, now SE, seven old cars from Third Avenue System, and five Toronto Railway cars from the TTC in 1943. The two observation cars, 1 & 2, are still running and doing a booming business. The interurban line is in very good condition. Interurban equipment consists of 7 large electric locomotives, 12 motor passenger cars, and 30 or 40 trailers of assorted types. The 450 series motor cars seat six across, and are among the widest interurbans in existence. The City lines seem to be slated for abandonment although the interurban line should have a definite future.

Montréal & Southern Counties: There are now two express trailers which can be operated with the 620 (ex-WE&LS Railway). These two cars, 503 & 520, have had their coupler heights altered in order to make this possible. There is still talk of new equipment, and rerouting the M&SC into Central Station, but as yet no changes have been decided upon.

Cornwall Street Railway: Aroostook Valley Railroad locomotive 54 has been purchased by the CSR, and renumbered 8, despite the fact that they already have a plough of that number. The new freight line from the CNR Station to Courtauld's plant is approaching completion and should be in operation soon.

CNR PLANNING A NEW 55 MILE LINE

The Canadian National Railways has under contemplation, and already authorised, a new branch line in the Province of Québec. The line will run from Barraute on the Transcontinental line between Senneterre and Taschereau in a general northerly direction to Kiask Falls on the Bell River, a distance of about 55 miles. This route is expected to open up much new timber country and also to encourage agricultural settlement in the region. The CN has two other relatively new branch lines in this section: The Noranda - Senneterre line built in 1937-38, and the Taschereau - Rouyn line opened about 1931.