

January, 1947 - Number 15

The Society meets the third Friday in every month in Room 486 Toronto Union Station.

The next meeting will be held on February 21st.

TWO MORE DIESELS FOR TORONTO

In addition to 7942 and 7943, already reported in these pages as new switching locomotives for Toronto on CNR lines, the last two locomotives of the Q-5-d class 7944 and 7945 have also been assigned locally. These Electro-Motive 125 ton jobs are very striking with their two broad orange bands on the engine housing and the insignia (not set on an angle) under the cab window.

The remainder of the ten locomotives of the class are assigned as follows: 7936, 7937, 7938 to Winnipeg, 7939 to Port Mann, British Columbia, and 7940 and 7941 to Halifax, Nova Scotia.

NEW LOCOMOTIVE ON THE
MORRISSEY, FERNIE & MICHEL RAILWAY

While on the subject of new Diesel locomotives, mention should be made of the new 100 ton Baldwin Diesel locomotive now on service on one of Canada's smallest railways - the Morrissey, Fernie & Michel which runs the five miles from Fernie to Coal Creek, BC. Who can tell us the number of this new unit?

T.T.C. SHERBOURNE LINE CHANGES TO BUSES

The long rumoured and long threatened end of the Sherbourne street car line in Toronto became a reality at 1:45 a.m. on Sunday morning, January 5, as the last car, 2104, rolled into the Danforth carhouse after making the last round trip over the line. Thirteen members of the Society were practically the only "passengers" on the last up trip, and the editor grabbed the last seat in the car so as to be last man over the rails. His dubious distinction is shared by friend Bailey, however, who was last man out of the car at the barns, clutching tightly the last transfer. In a matter of minutes after the last car passed over the rails on Sherbourne Street, a work truck crew spiked the switches so that further entry from intersections was impossible. Already the crossing at Carlton Street has been removed. The cars formerly regularly assigned to the line are now being used as tripper cars on other routes operated out of Danforth Division.

OTHER CHANGES:

On a happier note, January 5th also saw the Parliament Street extension go into service, as Parliament cars began burnishing the new laid rails and loop below Queen Street.

Starting January 6th Danforth tripper cars were routed via Parliament Street, Queen Street to McCaul Loop and return, making up somewhat the gap left by the new Parliament routing.

Also starting January 6th, a portion of the eastbound King cars in the rush hour on evenings were routed via Parliament and Dundas Streets to evade the Queen Broadview throat, and seem to have aided this sore spot considerably.

TROLLEY BUSES ARRIVE AT KITCHENER

The unscheduled end of street car service in Kitchener came on the evening of December 27th, when the severe sleet storm of that date tied up street car traffic on the city's one line, and as

the rails became packed in with snow & ice it became evident that the cars had run their last mile on the streets of Kitchener and Waterloo.

Cars were scheduled to stop operation on December 31st at any rate, and the early cessation gave ample time for the P.U.C. to make final adjustments to the trolley coach overhead for the inauguration of the trolley coach service, which did occur on schedule.

The street cars have been pushed into the Kitchener Junction loop to await further developments. It is rumoured that the Saskatoon Municipal Railway is interested in the five ex-Cleveland Peter Witts, but their extremely poor condition makes it doubtful whether they will make the long journey west. The other cars including two sweepers and the mobile junk heap are almost certain to be scrapped.

Ten Canadian Car & Foundry - Brill trolley coaches have taken over, and the route has been extended about 3/4 of a mile north to a new loop in Waterloo.

L.E. & N. - G.R.R. DEVELOPMENTS

Six of the buses on order are in service and now give the train connection service for the towns north of Galt, although the connection service for the south is given still by rail. On December 30, 1946 a new schedule went into effect whereby every alternate trip made between Galt and Kitchener is by bus. This has the advantage, however, of freeing the line to a greater extent for freight movements.

A new combination passenger - baggage car mentioned before in this publication is on order for the GRR and will be numbered 626. It is being built by National Steel Car Company at Hamilton and will have the distinction of being the first new interurban in Canada since 1930.

Two additional ex Salt Lake & Utah electric locomotives have been purchased by the CP Electric Lines and are now at Preston being reconditioned. They are smaller than 230, and one of them, ex SL&U 105 is suffering from some collision damage sustained in the final days of the Orem line. The locomotive is ex SL&U 103. Both locomotives will be completely renovated and apparently are to be painted CPR coach red. This gives the LE&N - GRR system a total of ten locomotives, the most of any Ontario electric line.

Further details and new numbers will be given when these are known.