

June, 1947 - Number 19

The Society now has pins for sale to members designed generally after the style of the Society's insignia in a combination of blue, white and silver. Pins sell at \$1.25 postpaid and are certainly worth the expenditure. Every member should have one. They may be obtained from Mr. James Roach, 8 Highland Crescent. Toronto.

June Meeting - Friday, June 27: This will provide an, opportunity for some "first hand railroading". The group will convene at the south end of the Bathurst Street bridge at 8:00 p.m. to observe operations during the busy evening hour.

TORONTO'S PETER WITTS CONTINUE TO BE MODERNISED

The Peter Witt cars of the Toronto Transportation Commission are already for different cars from the 350 units which were purchased and placed in service in the 1921-1923 modernisation program, but the improvements being made to them never seem to cease. This summer will see a further program of modernisation which will concentrate on the two man cars, and centre largely around (1) the elimination of stove heating from all steel motor cars and (2) the application of herringbone (bevelled) gears to an as yet unspecified number of Peter Witts.

Forced air electric heating has been in ten of the two man cars since 1942 (2480-2498) and in all of the one man Witts since an earlier date. However, 149 two, man cars (2500-2678 and 2900-3018) have retained the rather antiquated Peter Smith coal stoves up to this year, but these are now slated to be replaced. Car 3000 was the first to be changed over, in March, and since then, a considerable number of cars have been so treated, with the main emphasis thus far being placed on the St. Clair division cars.

Herringbone gears were first used in car 2772, along with special wheels with rubber inserts in 1941, and since then a few other of the Small Witt cars have been given herringbone gears.

However, not until this year have these gears been applied to a Large Witt. The first objective is to have 25 cars for the Kingston Road route equipped with the new style gears, and 3 have been so altered already; the silent operation of these cars since the change is really remarkable, and they make barely more noise than a PCC. It is certainly to be hoped that all of the Witt cars on the system will receive herringbone gears eventually.

Another noteworthy change of late is the removal of the Tomlinson couplers from the 50 Brill-built "Car Riders" cars used on the Bay route. These have not been used since the cars were moved from Dundas and Danforth divisions in 1931, as the steep hill on Avenue Road prohibits trailer operation. The couplers have proven expensive to maintain, thus their removal after 16 years of non-use has finally come about.

GAS TURBINE LOCOMOTIVE NOW UNDER CONSTRUCTION

The first attempt to build for railroad use a gas turbine using oil for fuel is underway. The new type passenger locomotive, powered by a gas turbine engine, will be built for the Santa Fe Railway by Baldwin Locomotive Works, say F. G. Gurley, president of the railroad.

Design and engineering details have been completed, and construction of the half-million dollar unit is expected to start soon at Baldwin's Eddystone, PA.

The railroad says that the new turbine engine will burn more oil than the Diesel does, but is expected to use a cheaper fuel. Maintenance and repair costs are also expected to be less,

since the turbine has only rotating parts which are less subject to wear than reciprocating parts. The locomotive is expected to develop 3000 H.P. and will be capable of speeds in excess of 100 M.P.H. - A. S. Olver.

EXPERIMENTAL DIESEL ROAD LOCOMOTIVES ON THE CANADIAN NATIONAL RAILWAYS

A General Motors 3-unit road Diesel has been in experimental passenger service on the C.N.R. recently, pulling trains from Toronto to Montreal and Toronto to Sarnia. On the week-end of May 24th the big blue and silver (EMC colours) locomotive was observed several times passing through Toronto.

In Quebec, in the latter part of April, the C.N.R. conducted tests with a single unit Also 1500 H.P. road locomotive (built in switcher style) on the Quebec - Chicoutimi line. Appropriately numbered 1500, the locomotive is a 115 ton unit, with a 12 cylinder engine, 57,000 lbs. starting tractive effort and a maximum speed of 65 M.P.H. The C.P. is testing a similar locomotive, numbered 1501.

Other locomotive notes -- All foreign engines have been returned with the exception of the Buffalo Creek switchers at Fort Erie and the two Wabash Diesel switchers at Windsor. Several Central Vermont locomotives are now around Toronto: CV 232 is assigned here, and CV 220 and 230 have been running out of Allandale.

Sperry Rail Service car 133 was through Toronto April 29th. CN 6180, 6182, 6186, 6187, 6188 and 6189 are back in Ontario after being on the Atlantic Region for the past two years.

TIMETABLE CHANGES

Three new trains are now shown on the Brampton Subdivision, including a Sunday morning train which should be very convenient for our proposed fan trip. The CP has shown its # 23 and # 24 in the public timetable for the first time.

NIAGARA, ST. CATHARINES AND TORONTO RAILWAY

After a rather static condition for a number of months, the Niagara, St. Catharines and Toronto Railway has made a few changes, with more impending. The Lundy's Lane line in Niagara Falls was cut back to the point at which it leaves the Montrose line on May 12, 1947, and track removal began the next day. This is the first NS&T track removal of substantial size for many years (All track remains in St. Catharines despite bus substitutions 1939-1942 and again in 1946).

Lundy's Lane now operated merely as a shorter Montrose route, reversing at the former junction point. All city street car service in Niagara Falls will terminate soon with the delivery of buses, as will the Thorold-Niagara section of the main line.