

November, 1947 - Number 24

THE UPPER CANADA RAILWAY SOCIETY MEETS ON THE THIRD FRIDAY OF EVERY MONTH IN ROOM 486, TORONTO UNION STATION. The next meeting will be held on Friday, November 21, 1947, and will commence FIFTEEN MINUTES EARLY, that is, at 8:15 p.m.

The speaker on this occasion will be Mr. C. O. Edsforth, District Freight Agent, Canadian Pacific Railway, at London, Ontario. Mr. Edsforth has been with the CPR since 1923, and is exceptionally well qualified to address the Society on that vital aspect of the railway business: freight. Mr. Edsforth spent six years in Toronto as Assistant to the General Freight Agent, Ontario District, and he is very familiar with the aims and activities of the Society.

In order that as large a number as possible may hear this talk, the Directors have invited the members of the Ontario Society of HO Model Engineers, The Model Railroad Club of Toronto, and the Queen City Railroad Club to be present on this occasion.

The Society still has pins available for purchase by members at \$1.25 each; these pins are based on the design of the Society's insignia, with the front of the famous "JOSEPHINE" in silver on a background of white, surrounded by a blue band carrying the Society's name. These attractive pins are available from the Society at the above address.

For completion of its files of back bulletins, the Society has urgent need of copies of the following issues: # 12 (3 copies), # 13 (9 copies), # 14 (7 copies), and # 17 (4 copies).

The Society will pay 25¢ per copy of each of these donated by members. (Please note that these are BULLETIN copies that are needed -- not copies of the NEWSLETTER).

On the other hand, there is a considerable surplus quantity of copies of the following issues: # 15, 16, 19, 20, 21, and 22. These are available for sale at 25¢ each.

A VISIT WITH THE BCER AT VICTORIA

by John A. Wood, Vancouver, BC

(continued from last issue)

After about two hours with varying success I retired from the scene of battle in order to have some lunch and recuperate from the strain. After eating and recovering my composure somewhat, I returned to the barn to try my luck at getting some of the equipment moved from inaccessible spots in order to photograph it. The barn foreman kindly lent me the services of the gentleman who co-operated in the morning with the Birneys, and of course I took full advantage of him and had every thing in sight moved out to advantageous spots. In this manner I was able to photograph Nos. 201, 233, 235, 237, 255, 258, S58 and S59 sweepers, and L5 linecar. With this operation successfully performed without getting anything on the ground or tearing down the overhead, I returned to a street corner and resumed my battle with the general public, until it grew too late for further photography. It was with regret that I caught the "Princess Elizabeth" at midnight and returned to Vancouver.

When I had the fourteen rolls of film I had expended during that one day developed, I found my batting average was pretty high. I had missed out on only four cars out of the thirty-one remaining in service.

CANADIAN NATIONAL RAILWAYS: FREIGHT TRAIN SCHEDULES AT TORONTO

by George W. Horner

## DEPARTURES

1/403	Leave Mimico	10:00 p.m.	Daily	To Winnipeg
403	Leave Mimico	8:00 p.m.	Daily	Vancouver
442	Leave Mimico	12:01 a.m.	Daily	Belleville
1/444	Leave Mimico	5:30 p.m.	Daily ex Sun	Montreal
444	Leave Mimico	7:00 p.m.	Daily	Montreal
2/444	Leave Mimico	8:00 p.m.	Daily ex Sun	Montreal
450	Leave Mimico	11:00 p.m.	Daily ex Sat	Peterboro
451	Leave Mimico	1:30 p.m.	Daily	North Bay
1/453	Leave Mimico	7:00 p.m.	Daily ex Sun	North Bay
453	Leave Mimico	8:00 p.m.	Daily ex Sun	North Bay
455	Leave Mimico	10:45 p.m.	Daily	North Bay
461	Leave Mimico	1:30 a.m.	Daily	Niagara Falls
463	Leave Mimico	2:00 p.m.	Daily	Fort Erie
465	Leave Mimico	1:15 a.m.	Daily	Fort Erie
467	Leave Mimico	11:30 a.m.	Daily	Fort Erie
469	Leave Mimico	5:00 a.m.	Daily	Fort Erie
471	Leave Mimico	3:00 a.m.	Daily ex Mon	Hamilton
473	Leave Mimico	12:30 a.m.	Daily ex Sun	London
1/475	Leave Mimico	9:00 p.m.	Daily	Windsor
475	Leave Mimico	10:45 p.m.	Daily	Windsor
477	Leave Mimico	2:30 p.m.	Daily	London
1/490	Leave Mimico	1:45 p.m.	Daily	Brockville
490	Leave Mimico	4:40 p.m.	Daily	New London, CT.
491	Leave Mimico	2:30 a.m.	Daily	Chicago
1/492	Leave Mimico	6:30 a.m.	Daily	Montreal
492	Leave Mimico	8:45 a.m.	Daily	Montreal
493	Leave Mimico	12:01 a.m.	Daily	Chicago
495	Leave Mimico	9:45 a.m.	Daily	Chicago
401	Leave Don	12:15 p.m.	Daily	London
457	Leave Don	11:00 p.m.	Daily	Stratford
517	Leave Don	9:15 p.m.	Daily	Palmerston

Nos. 451 and 453 run via Allandale.

No. 401 runs via Kitchener and Stratford.

## WAYFREIGHTS

519	Leave Don	7:30 a.m.	Mon. Wed. Fri.	To Gravenhurst
525	Leave Toronto	6:45 a.m.	Daily ex Sun	Allandale
558	Leave Don	6:30 a.m.	Daily ex Sun	Lindsay
	Leave Don	8:00 a.m.	Daily ex Sun	Port Hope
	Leave Toronto	8:00 a.m.	Daily ex Sun	Georgetown
	Leave Mimico	8:15 a.m.	Daily ex Sun	Clarksons
	Leave Mimico	8:45 a.m.	Daily ex Sun	Hamilton

## ARRIVALS

404	Arrive Mimico	8:00 p.m.	Daily	From Vancouver
410	Arrive Mimico	6:00 a.m.	Daily ex Mon	Allandale
441	Arrive Mimico	11:59 p.m.	Daily	Montreal
449	Arrive Mimico	3:00 a.m.	Daily ex Mon	Peterboro
452	Arrive Mimico	7:30 p.m.	Daily ex Mon	North Bay
454	Arrive Mimico	4:00 a.m.	Daily ex Mon	North Bay
462	Arrive Mimico	6:30 a.m.	Daily	Niagara Falls
464	Arrive Mimico	12:01 a.m.	Daily	Fort Erie
466	Arrive Mimico	1:30 p.m.	Daily	Fort Erie

468	Arrive Mimico	4:30 a.m.	Daily	Fort Erie
470	Arrive Mimico	4:30 a.m.	Daily	Fort Erie
472	Arrive Mimico	2:00 a.m.	Daily ex Mon	Hamilton
474	Arrive Mimico	5:30 a.m.	Daily ex Mon	London
1/476	Arrive Mimico	4:30 a.m.	Daily ex Mon	Windsor
2/476	Arrive Mimico	5:30 a.m.	Daily ex Mon	Windsor
3/476	Arrive Mimico	6:15 a.m.	Daily	Windsor
490	Arrive Mimico	3:40 p.m.	Daily	Chicago
1/491	Arrive Mimico	5:30 p.m.	Daily	Brockville
491	Arrive Mimico	12:01 a.m.	Daily	New London, CT.
1/492	Arrive Mimico	11:30 p.m.	Daily	Sarnia
492	Arrive Mimico	4:30 a.m.	Daily	Chicago
493	Arrive Mimico	10:00 p.m.	Daily	Portland ME.
2/493	Arrive Mimico	7:30 a.m.	Daily	Portland ME.
1/495	Arrive Mimico	6:30 a.m.	Daily	Montreal
495	Arrive Mimico	6:30 a.m.	Daily	Montreal
400	Arrive Don	3:15 p.m.	Daily	From London
458	Arrive Don	6:00 a.m.	Daily	Stratford
516	Arrive Don	4:00 a.m.	Daily	Palmerston

No. 400 runs via Kitchener and Stratford.

#### WAYFREIGHTS

557	Arrive Don	Mon. Wed. Fri.	From Lindsay
518	Arrive Don	Tues. Thurs. Sat.	Gravenhurst
524	Arrive Toronto	Daily ex Sun	Allandale
	Arrive Toronto	Daily ex Sun	Georgetown
	Arrive Don	Daily ex Sun	Port Hope
	Arrive Mimico	Daily ex Sun	Hamilton
	Arrives Mimico	Daily ex Sun	Clarksons

#### NAMES OF TRAINS:

All 444's: "The Bullet"  
Numbers 471 & 472: "The Goose"  
Numbers 449 & 450: "The Moonlight"

#### DISPOSITION OF EQUIPMENT OF THE HULL ELECTRIC RAILWAY

by A. Andrew Merrilees

It was recently reported in RAILROAD MAGAZINE that the equipment of the Hull Electric Company might be sold to parties in Europe. This is incorrect, and the following is a list of the Buyers of this equipment, or as much of it as has been sold up to date.

<u>Car</u>	<u>Disposition</u>
5, 12, 20, 22, 24, 26, 28, 30, 35, 38, 40, 50, 54, 100, 101, 116, 252 200, 201 Ottawa.	All sold to C. N. Maloney, c/o Standish Hall, Hull, QC, (Bodies only). Bodies sold to T. Athanas, 1135 Carling Avenue,
202	Body sold to J. Tomlinson, R.R. 1, Ottawa, ON.
204	Body sold to M. B. Jackson, 486 Parkdale Avenue, Ottawa.

205	Body sold to Louis Coughlin, Billings Bridge,
ON.	
253	Body sold to R. E. Gwyther, Apt. 3, 228 Clemow Ave., Ottawa.
34	Body sold to Wm. R. Wallace, Lascelles, QC.
36	Body sold to G. G. Keger, Britannia Heights, ON.
52	Body sold to Nephi Sherwood, 61 St. Joseph Blvd, Hull, QC.
10, 250	Bodies sold to parties unknown.

Locomotives 2 and 107, Sweeper 106 and Crane Car 1001 are held for re-sale as operating equipment. Flat car 1003 has been scrapped at Aylmer.

Track lifting was in progress between Hull and Aylmer during the summer. Rail, ties, etc. will be sold to other railways, as will much of the shop machinery and car parts. The Ottawa Electric has bought a large quantity of car parts and accessories, including all fare boxes, a track grinder and a large wheel press.

Thus, with the possible exception of the two locomotives and large snow sweeper and crane car, all the equipment of this line will disappear from active railroad circles.

(Note on the above situation by Charles DeRochie, Cornwall): During September the Cornwall Street Railway purchased the large double truck, double end steeple cab sweeper # 106 from the Hull Electric. This gives the CSR three big units of snow fighting equipment recently added to the roster and should fill a much needed role in snow clearance this winter. Old sweeper # 1 will soon be scrapped. Also soon to be scrapped is Birney # 24.

The CSR also purchased heaters, jacks and electrical material from the Hull property.

#### THIRD AVENUE RAILWAY SYSTEM CARS NOW IN TORONTO

Four large double truck, double end sweepers have been purchased by the TTC from the Third Avenue Railway System of New York City, and these arrived on flat cars at Hillcrest shops in mid-October.

Numbered 85, 86, 87 and 88 on the New York system, these sweepers prior to 1934 had been the property of the Eastern Massachusetts Street Railway Company, and numbered in their P-600 series.

New TTC numbers have not been decided, but single truck sweepers S-3 through S-7 will be scrapped, being replaced by the double truckers. Thus far, at time of writing, only No. 86 (the first to arrive) has been taken into the shops. It is getting a complete overhaul with standard brake valves to replace a foot-operated type which was on the cars when they came. Double end control will be retained, although on the TTC, the sweepers will normally be operated as single-end cars. They have K-35 controllers for the traction motors, K-27 on the broom motors, Brill 27E trucks and are flat roofed with rounded dash and large sliding centre doors.