

December, 1947 - Number 25

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, December 19th, and will feature movies taken by Basil Headford this summer of the Colorado narrow-gauge railroads.

SPECIAL NOTE

At the November 21st meeting Mr. W. T. Sharp gave notice of his intention to propose an amendment to the constitution at the December 19th meeting. Such notice is required by Section 23 of the present constitution as reproduced in Bulletin # 2, November 1941. The amendment to be proposed is as follows:

24. Nominations for the office of Director must be made in writing and posted to the Honorary Secretary at the Society's post office address in time to reach there not later than midnight of December 31st preceding the date of the election. Each nomination shall be signed by the proposer and seconder, who must be Regular or Associate Members in good standing and shall be signed by the candidate indicating his willing to stand for election.

Note: The practical effect of this, if adopted, is that no nominations will be received at the Annual Meeting, as has heretofore been the custom. To qualify as a candidate a letter addressed to

The Honourary Secretary
Upper Canada Railway Society
Box 122 Terminal "A"
Toronto, Canada

must be posted in time to reach that address not later than December 31st and contain the particulars specified in the amendment. Names of all candidates will, as matter of information, be published in the January Newsletter so that the membership will be informed and have time to consider the matter prior to the Annual Meeting, which for 1948 will be held on Friday, January 16th. If nine or less are nominated there will, of course, be no election (The constitution provides for from five to nine Directors).

LOCOMOTIVE NOTES

In 1942, when the Commonwealth of Australia was very short of motive power, eight class H-6-c Ten Wheelers were purchased from the Canadian National Railways, numbers 1279, 1282, 1283, 1290, 1292, 1293, 1298, and 1308. According to an Australian correspondent, these locomotives were placed in service by the Commonwealth Railways during the summer of 1942-1943 on the transcontinental line between Port Pirie Junction, S.A., and Kalgoorlie, W.A. They were classified "CN" and renumbered 70-77. However, in 1944, they were withdrawn from service and turned into the boneyard at Port Augusta.

- William T, Sharp

- The Pacific Great Eastern Railway has taken delivery of the two additional light Mikado locomotives it ordered, Nos. 162 and 163, which complement the similar 160 and 161. On October 31st, No. 163 passed through Toronto enroute Kingston to Vancouver.

- The C.N.R. has purchased the six Buffalo Creek eight wheel switchers which have been rented

from that company since last winter. They are to be renumbered in the GTW 8400 series.

- The haulage ratings of the CNR diesels indicated on the cab of the locomotives are being changed to show the continuous rating instead of the starting tractive effort. They will be 34% and 31% for Alco and Electro-Motive switchers respectively. (Both were previously 60%).
- TH&B locomotives 102-107 are still working between Hamilton and Toronto, in CPR freight service. 107 was on a passenger train three weeks ago, an unusual sight for these Consolidations.
- On November 9th, Dominion Steel & Coal diesel No. 4 passed through Toronto bound for Sydney, NS.

- George W. Horner

MISCELLANY

- A new hump retarder freight classification yard (the first in Canada) is planned by the Canadian Pacific Railway for a location near Montreal, in the village of Cote St. Luc. Included in the layout will be 40 classification tracks and 16 modern terminal buildings, one of which will be a 41-stall roundhouse.
- A modern station was recently opened At Smiths Falls by the CPR, featuring lunch counter, fluorescent lighting, tiled floors, pastel coloured walls and acoustic ceilings.
- The CNR plans A new signal repair shop at Point St. Charles, QC as an addition to the present maintenance and repair shops there. Also planned is an extension to the locomotive shops at Stratford, ON
- The historic Bonaventure station at Montreal is soon to be demolished to make way for a boulevard project. This venerable station is on the site of the first railway passenger terminal in Montreal.
- The Roberval & Saguenay Railway has received 30 aluminum box cars from Eastern Car Company.
- The CNR has ordered a Barber-Greene snow melter for Turcot Yard.

FURTHER NOTES ON DISPOSITION OF EQUIPMENT OF THE HULL ELECTRIC RAILWAY

by A. Andrew Merrilees

Car 52 went to C. B. Maloney instead of Nephi Sherwood. Body of Car 10 was sold to G. A. Emerson, 15 Adelaide Street, Ottawa. Body of Car 250 was sold to W. H. McCurdy, 96 3rd. Avenue, Ottawa. Bodies of Cars 200 and 201 were re-sold by T. Athanas to parties unknown.

Locomotive 2 was scrapped at Deschenes, Quebec, in October, 1947. (This was the oldest electric locomotive in Canada).

Locomotive 107 was removed to Quebec City for storage pending disposition.

Crane flat car 1001 was sold to the Maritime Coal, Railway & Power Company, leaving Hull November 7th.

Deschenes car barn has been stripped to make way for the new owner, Burgess Tools Limited, Ottawa, makers of axes.

N. S. & T. CONTRACTIONS

Niagara Falls local service ceased November 26th; 312 was last car over the line; some lightweights are to be scrapped. Cars 61 and 63 have gone to the London scrap yard; Car 131 is being stripped for parts.