

April, 1948 - Number 29

THE UPPER CANADA RAILWAY SOCIETY MEETS ON THE THIRD FRIDAY OF EACH MONTH, AT 8:30 P.M., IN ROOM 486, TORONTO, UNION STATION. The next meeting will be held April 16<sup>th</sup>. This meeting is to be featured by the showing of a Pennsylvania Railroad sound film dealing, with operations.

DIRECTORS! MEETING APRIL 2<sup>nd</sup>, 1948

The following items of business transacted at this meeting are of sufficient general interest to report here:

Motions were duly made and carried to the effect that the Newsletter will not give space to announcements of privately-organized and operated fan trips due to space restrictions nor will classified advertising be accepted for the same reason as well as the amount of administrative work which would be involved.

A motion was duly made and carried by which the financial arrangement existing between the Society and the Publications Committee was brought to an end. All funds in the hands of the Committee are to be turned over to the Society which, in future, will accept all financial responsibility with regard to the publication of bulletins; the Society will assume all the liabilities of the Committee.

The Directors accepted, with regret, the resignation of William T. Sharp as follows: As a Director, as Chairman and as member of the Membership Committee and as member of the Publications Committee. The Chairman of the meeting expressed the regret of the entire Society that, due to his removal from Toronto on or about May 1<sup>st</sup>, Mr. Sharp's respected services would no longer be available and wished him every success as he advances in his chosen career.

Mr. R. J. Bost was appointed a member of the Membership Committee.

CANADIAN RAIL FREIGHT RATES UP

On March 30<sup>th</sup>, The Board of Transport Commissioners announced that Canadian railways are to allowed a general increase of 21% in freight rates, with certain exceptions to apply in specific cases.

The railways over a year ago made a request for an increase of 30%, and hearings in the matter have been taking place ever since, culminating in the March 30<sup>th</sup> announcement. Although certain quarters, including the railways themselves, have expressed regret that the full 30% increase was not granted this boost should still go a considerable distance in ameliorating the difficult financial position in which Canadian railways have found themselves, with greatly increased costs of labour and materials since the close of the war. It is estimated the 21% boost will net an additional seventy million dollars revenue per annum for Canadian railways.

C.P.R. ORDERS MUCH ADDITIONAL NEW EQUIPMENT

Recently announced by the Canadian Pacific Railway are orders for \$31 million dollars worth of new equipment, most of it for 1948 delivery. Forty-four diesel switchers and road-switchers have been ordered, 24 from Canadian Locomotive Company and twenty from Montreal Locomotive Works.

Five of those locomotives will be equipped with oil-fired boilers for heating passenger cars; these and eight others for switching road freight work will be used to dieselize the Esquimalt and Nanaimo Railway on Vancouver Island. (We see here a parallel development to that occurring on the C.N.R.'s lines in Prince Edward Island).

Of special interest is the fact that Angus Shops will shortly begin construction of 100 steel cabooses, the first of these in Canada. Frames and trucks for twenty-five first class passenger cars have been ordered from National Steel Car Corporation, as have been frames and trucks for five sleeping cars. Frames and trucks for another fifty passenger cars have been ordered from Canadian Car and Foundry Company. Finishing body work on these cars will be done at Angus Shops. The seventy-five new coaches ordered will be of the same type as the thirty-five now coaches now going into service and described in the February Newsletter. Twenty-five head-end cars have been ordered complete from Canadian Car and Foundry. Orders have been placed more recently for four all-roomette sleeping cars and six dining cars.

The remainder of the equipment program consists of freight car orders to include one-thousand box cars, two-hundred ballast cars, three-hundred and fifty gondola cars, three-hundred and fifty triple hopper cars, and one-hundred covered hopper cars.

The fifty-eight steam locomotives ordered during 1947 are expected between April and August of this year.

#### MISCELLANY

- Wabash Mikados 2265, 2269 and 2271 have been on the C.N.R. since February 10<sup>th</sup>.
- Huntsville and Lake of Bays, the one mile portage railway at Lake of Bays, is reported to be in the market for two new locomotives to replace the little veterans #1 and #2. It is not yet known what type of Locomotive will replace the diminutive 0-4-0's built in 1888 by the Porter Locomotive Works.
- Two Buffalo Creek renumberings have appeared: Grand Trunk Western 8417 and 8418; 8417 was Buffalo Creek 23.
- The C.N.R. has purchased ten U.S. troop sleepers which will probably be convert into baggage cars.
- In February, the C.N.R.'s latest sleepers appeared in Toronto. Those cars have large 5-foot windows and are generally stream-lined; they were converted by the railway from older cars which were stripped to the frames. The names of the cars are "BRANTFORD" and "WHYCOCONAGH".
- The Toronto, Hamilton and Buffalo Railway has purchased two Jld Hudsons from the New York Central. They are NYC 5311 and 5313, and are being renumbered TH&B 501 and 502 respectively. The water scoops have been removed from the tenders. This may force retirement of old Pacific #11.

#### DESCRIPTION OF NEW CANADIAN NATIONAL PASSENGER CARS

(Digest of an official description issued by the office  
of the Chief of Motive Power and Car Equipment, C.N.R.  
- contributed by David Dunsmore).

Canadian National Railways have taken delivery of thirty passenger coaches, built by Canadian Car and Foundry Company Limited, the first of the post-war equipment to be placed in service.

Built to meet the requirements of A.A.R. passenger car design, the superstructure is of all-welded construction, and the cars offer every modern feature and convenience, based on extensive research and operating conditions.

Cars have an overall length of 84' 10½" between coupler pulling faces, and 75' 6" over the end sills. They are 10' 0" wide over side posts and 13' 6" high from rail to roof. Low alloy high tensile has been used exclusively for underframe sections, all structural framing, side and end sheets and roofs. Weight under service conditions is 153,000 lbs.

Cars have vestibules at each end and are equipped with "National" trap doors and stainless

steel hand holds. Vestibule and end doors are steel with ¼ inch Armourplate glass, and floor, trap door and steps are covered with Pebble-Dot rubber. Johns-Manville Hairfelt insulation is used throughout as sound deadening and cushioning, materials.

The trucks are General Steel Castings Corporation cast steel 6-wheel design with integral pedestals and drop type equalizers. Wheel base is 11' 0" and 36" wrought steel wheels are applied with rims heat-treated. Journals are 5" x 9" equipped with latest type SKF roller bearings.

The interior layout of the car provides for two spacious compartments, one for non-smokers seating 32, and the other recognizing the increased demand for smoking accommodation seating 28, or a total of 60. Etched glass partitions give a modicum of privacy without detracting from the air of spaciousness of the car as a whole. At each end of the cars, spacious lounge rooms of a new design are provided, with toilet facilities adjacent. These lounges provide, for the first time in coach service, conveniences usually associated only with long distance sleeping car accommodation, and feature dental bowls, stainless steel wash basins with concealed fittings, full length mirrors and alcove lounge seats.

Water coolers of a new type with specially designed lighting, illuminating the water outlet alcove, provide a feature distinctly new. The coolers incorporate water purifiers. Continuous baggage racks are of aluminum with recessed lighting features, giving an unbroken line throughout the car, and an air of lightness combined with strength. Wide windows present an unbroken panorama to the traveller, Mitchell "Adlake"

clear vision units being used throughout, double glazed with Armourplate glass on the outside, and Safety-lite shatter-proof glass in the insides. Window blinds are of the cable type, with Aluminum trim and finger-touch control.

The seats are of the latest "Sleepy Hollow" revolving and reclining type upholstered with Dunlopillo rubber cushions, and with a covering matching the interior finish. Each seat is individually numbered, so that, if desired, advance reservations may be made.

Two contrasting interior colour scheme are employed, fifteen cars having one scheme and fifteen cars the other. Individually controlled glareless lighting fixture are provided over each seat, eliminating eye strain by means of special focusing lenses. These, together with ceiling lights, provide a soft and pleasing effect which enhances the restful atmosphere and rich appointments of the cars.

The cars are finished in Canadian National green with gold lettering and numbering.

#### ELECTRIC RAILWAY NOTES

T.T.C.: The 4300's are arriving in quantity now, and at least thirty of should be in Toronto by the time this reaches print. So far, all are being assigned to the heavy crosstown Bloor route, the longest line of the T.C.C.

The scrapping program for Toronto Railway cars has also got into full stride. Cars are going at an average of two a day with the Western Iron and Metal Company doing the scrapping work.

Trucks and other steelwork is removed at the George Street Yard, and then the car body taken away by trailer truck. Practically all of the car bodies have been re-sold by the scrap company to individuals for use as dwelling, etc. Since the program started the following cars have gone from the T.T.C. roster up to the time of writing: 1328, 1342, 1388, 1396, 1402, 1408, 1466, 1468, 1480, 1492, 1502, 1520, 1532, 1542, 1554, 1768, 1780, 1792, 1826, 1838, 1880, 1924, 2020, 2046 and 2096.

It will be observed that four of these cars were on the list of fifty-two cars to be retained originally; they were subsequently damaged in collisions and not deemed worth rebuilding.

-- Crane Car C-1 is being completely rebuilt and lengthened in Hillcrest currently.

-- Peter Witt 2524 was badly damaged by fire in Eglinton Carhouse on March 13<sup>th</sup>, and it has

not yet been determined whether or not it will be saved. Only other Peter Witt ever to have disappeared from the T.T.C. roster was 2956, burned in a collision with a gasoline truck on June 27<sup>th</sup>, 1935.

- It is expected that the Weston Road suburban line, owned mostly by the Township of York and Town of Weston, but operated with rented T.T.C. cars of the 2128-2158 series, will be abandoned in June or, July.

Ten additional trolley buses have been received to take over the service.

#### N.S. & T:

Car 325 was shipped to the Montreal and Southern Counties Railway on January 17<sup>th</sup>, now all of the Brill-built "Washington" series are off the property.

#### GRAND RIVER RAILWAY:

The new combination car, 626 the frame for which was received late last year, has been assembled at the Preston shops during the winter, and should be out on the line by April.

This is the first new interurban car in Canada since the Windsor, Essex and Lake Shore Rapid Railway cars of 1930.

#### CORNWALL STREET RAILWAY:

Plans have been announced for the ending of street car service here, and its replacement by 12 trolley-buses. Five T-B routes are planned, with three to be in operation by the end of 1948. However on the brighter side the C.S.R. has purchased a locomotive, details as yet unknown from the Utah-Idaho Central Railroad. Freight service will continue to flourish on rails in Cornwall.

-- (Charles De Rochie, Cornwall, Ont.)