

March, 1949 - Number 38

The Society meets the Third Friday of each in Room 486, Toronto Union Station. However, special attention of the members is directed to the fact that the April and May meeting of this year will be held on the Fourth Friday of the month, as the third Friday of these months conflict with Easter and Victoria Day holiday weekends respectively. Location and hour will be the same as usual.

The March meeting of the Society will be held on the usual date - the 18<sup>th</sup>. The feature of the evening will be the showing of an excellent Pennsylvania Railroad publicity film obtained by our Program Chairman, Mr. Jack Bost. A few of our members saw this film some time ago, when the action shots all displayed steam locomotives, featuring the prow-nosed T-1 4-4-4's. Since that time, these have been cut out of the film, and diesels substituted. The film is an excellent one, and all resident members should make a point to be on hand.

THE FEBRUARY MEETING

A new type of program was inaugurated at the meeting of February 18<sup>th</sup>, when Mr. John Walker, of the programme committee, conducted a round table discussion, in the form of a question and answer hour, on matters relating to Electric Lines in the Toronto Metropolitan area. A board of four "experts" was chosen, and the remainder of the membership directed questions to this board pertaining to the chosen subject. Many and varied questions were received, and much discussion followed each one. As Mr. Walker said, this program was in the nature of an experiment, and if successful, could be followed up with similar discussion hours on many other railroad subjects.

In the opinion of the Editor, the programme was very successful, and certainly had an educational value. Suggested topics for future programmes of this nature are: general Canadian railway history; more detailed history and geography of the railways of Southern Ontario; technical aspects of steam locomotives; other electric lines outside of the Toronto area; timetables and train operation, etc., and many others. The Society has specialists in all of these fields, and the "answering board" for the evening should be made up fairly easily in each case. Further comments of the membership upon this subject will be greatly appreciated.

UCRS DATA SHEETS PLANNED

The Publication Committee plans to begin production of one page data sheets on both steam and electric matters, these sheets to be done in the photo-offset process with illustrations, diagrams and accompanying text. They will be considered bulletins, and will be numbered in the bulletin series. The purpose of these data sheets, for those unfamiliar with their nature, is to present a concise, but exhaustive review of a given series of cars or locomotives, and thereby to "put them on record" for all who may be interested. Some of these sheets will be largely individual in subjects; others will be related, and may eventually build into complete rosters of certain properties. This, of course, is a long range plan. Lengthier bulletins of the regular type will continue to be published from time to time. Any reader familiar with the publications of the Central Electric Railfans' Association of Chicago knows the type of data sheet which it produced during 1939 - 1941. The UCRS sheets will be somewhat similar; the first of these is already in production and should be mailed to members in the not-too-distant future.

FOREIGN LOCOMOTIVES IN TORONTO DURING 1948

By George W. Horner

New York Central: 37 engines-  
 5208, 5218, 5219, 5221, 5223, 5226, 5231, 5233, 5236, 5244, 5246, 5250,  
 5256, 5258, 5259, 5280.  
 5302, 5306, 5309, 5311, 5313, (TH&B 501 and 502), 5318, 5328, 5360,  
 5361, 5362, 5363, 5364, 5365, 5366, 5367, 5369, 5370, 5371, 5372, 5374.  
 4756

TH&B: 5 engines- 15, 16, 106, 501, 502.

Wabash: 3 engines- 2265, 2269, 2271.

Erie: 5 engines- 3169, 3185, 3188, 3190, 3194.

Toledo Terminal Railway: 2 engines- 31, 35.

Buffalo Creek Railway: 6 engines- 21, 23, 25, 26, 27, 28.  
 (GTW 8417 - 8422)

Defence Industries Limited: 1 engine- 2003.

Central Vermont: 1 engine- 230.

Total - 60 Locomotives

(NOTE: Compared with 1947: 106 locomotives. (56 of these were NYC), also from January 1<sup>st</sup>, to February 15<sup>th</sup>, 1949 there have been 43 NYC engines in Toronto).

#### UCRS ELECTRIC GROUP FANTRIP

Sunday, March 20, 1949 - Grand River - Lake Erie and Northern Railways.

Leave Toronto	8:30 a.m.	CPR
Leave Galt	10:50	LE&N
Arrive Waterford	12:11 p.m.	LE&N
Time out for Lunch		
Leave Waterford	1:17 p.m.	LE&N
Arrive Kitchener	3:18	GRR
Leave Kitchener	3:35	GRR
Arrive Preston	4:00	GRR
Time out for Photos, Hespeler.		
Side trip, tour of shops and dinner.		
Leave Preston	7:05 p.m.	GRR
Arrive Galt	7:30	GRR
Leave Galt	8:40	CPR
Arrive Toronto	10:40 p.m.	CPR

Rail Fare approximately \$6.00 - (Meals extra)

#### OTTAWA ELECTRIC RAILWAY NOTES

The four new cars are in regular use, two usually on Bank-Rideau and one each on Holland-Laurier and Preston-Rockcliffe. Other cars are being re-painted, and the new OTC is turning them out

very rapidly; some cars are also being fitted with new seats (a programme that the OER discontinued last spring) and the second rear door, a hangover from 2-man days, is being eliminated. 950 - 960, the ten ex-TTC cars, are still used in rush hours.

Henry M. Mather