

December, 1950 - Number 59

The Society meets on the third Friday of each month in Room 486, of Toronto Union Station, at 8:30 p.m. The next meeting will be held on December 5th, 1950.

IMPORTANT NOTICE TO ALL MEMBERS

At a Directors, meeting of the Upper Canada Railway Society, held on November 24th last, the motion was made and adopted that membership fees of both classes be raised by 50 cents per annum. Thus, effective with the 1951 fiscal year, Resident Members' fees will be \$2.50 per annum and those of Associate Members \$1.50 per annum. The Directors have been considering this matter for some time past and reached this decision primarily because of the greatly increased expenditure of the Society's funds on publications. It is expected that the expenditure will be still greater next year with the several projects that are under contemplation. The greater use of the photo-offset process for the bulletins, and the expectation that they will be issued more frequently are contributing factors. At a recent regular meeting, the opinion of the members present on the projected rise in dues was asked, and one member voiced opposition. Therefore, it is assumed that the general feeling of all members will be in accord with this change; it is felt that members are getting a better money's worth from U.C.R.S. membership now than they were two or three years ago, and it is hoped that all members have a similar sentiment.

With this issue is enclosed a copy of the T.T.C. "Sidewalk Superintendent's Manual, Grade 2", a pamphlet issued to the public and dealing with subway construction methods. The sections dealt with in this issue are S-3, S-4 and S-5, the contracts for all of which were awarded to Rayner Construction Company and on which work is now proceeding at several points.

ANNUAL MEETING

The annual meeting of the Society will be held on Friday, January 19th, 1951. At this meeting the report of the President, Honourary Secretary and Honourary Treasurer on their conduct of the Society's affairs for the preceding year are presented. At this meeting, also, the annual election of officers for the new year will take place. The following explanation of the electoral system used by this Society is offered for the benefit of new members.

System of Election: The members of the Society, present at the annual meeting, elect not more than nine Directors. These Directors then meet at their earliest convenience and select from among themselves the officers for the coming year. The new officers assume their duties seven days following the date of the annual meeting. Certain formalities are prescribed by the Constitution for nomination to the office of Director; these are set forth in Article 24 of the Constitution. Article 24: Nominations for the office of Director must be made in writing and posted to the Honourary 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 must be signed by the proposer and the seconder, who must be regular or associate members in good standing and shall be signed by the candidate indicating his willingness to stand for election.

Nomination Blank: For the convenience of all concerned, a nomination blank is enclosed with this issue of the Newsletter. If you wish to make a nomination, use this form.

FEBRUARY MEETING TO FEATURE RAILROADIANA AUCTION

It is the intention of the Society's program committee to hold an auction of railroad material at the February, 1951, meeting, the details and rules of which are outlined hereunder:

Rules governing Upper Canada Railway Society auction sale to be held in Room 486, Toronto Union Station, February 14, 1951:

1. All entries are to be made on the printed forms provided and only one lot to an entry form. Entries must be postmarked not later than midnight, January 31, 1951.

2. If a member wishes to withdraw his entry he must use the withdrawal form provided, and only one withdrawal to each form. Withdrawals must be postmarked not later than midnight, February 1, 1951. If no withdrawal is received, there is the obligation to produce the goods as entered.

3. All entry or withdrawal forms are to be mailed to Mr. A. S. Olver, 91 Mona Drive, Toronto 12, Ontario, in time to reach the above address by the dates listed in items 1 and 2.

4. All goods are to be in the hands of the auction committee not later than 5:00 p.m. on the day of the auction.

5. All postal, express or freight charges must be prepaid; otherwise goods will not be accepted.

6. Goods may be shipped or delivered to Mr. John Griffin, c/o The Griffin Agency, 226 Bay Street, Toronto 1, Ontario.

7. All goods received up to 5:00 p.m. on the day of the auction will on display from 7:45 p.m. of the same day in Room 486, Union Station, Toronto. As these goods will be arranged on the big table in the order in which they will be auctioned, no person will be permitted to handle or remove any item.

8. All goods sold will remain on the table until the close of the sale, at which time buyers will proceed to pay the cashier and claim their purchases.

9. All deals are final and are to be paid for in cash. The seller will receive the final sale price less 10% to be deducted by the U.C.R.S. to cover costs incurred.

10. This sale is open to all resident and associate members and also to non-members; any item of railroad interest is acceptable.

11. As an added feature, lucky draw prizes will be given at the close of the auction.

(Entry and withdrawal forms are enclosed with this mailing; additional copies of these forms are available on request).

NIAGARA, ST. CATHARINES AND TORONTO RAILWAY NOTES

The following data on service abandonments and car disposals of this electric railway property are printed as a supplement to U.C.R.S. Bulletins 19 and 20 which included a car roster and corporate history of the company. These bulletins were issued in 1946, and much has happened since to change the picture presented therein, particularly as regards the scrapping of the system's once large and varied assortment of rolling stock. This list covers changes since 1945.

<u>Car Number</u>	<u>Disposal</u>
60	Dismantled August 1947, body reportedly sold
61	Shipped to London (C.N.R.) Scrap Yard, November 4, 1947
63	Shipped to London (C.N.R.) Scrap Yard, November 4, 1947
65	Scrapped, St. Catharines Yard, July 1946
67	Still at St. Catharines, out of service
68	To London Scrap Yard, July 14, 1950
80	Still in service
82	Still in service

83	Still in service
100	To London Scrap Yard, November 16, 1946
101	To London Scrap Yard, November, 1946
102	To London Scrap Yard, November, 1946
106	To London Scrap Yard, November 16, 1946
107	To London Scrap Yard, October 1, 1947
123	To London Scrap Yard, October, 1946
124	To London Scrap Yard, October, 2,-1947
130	Still in service
131	To London Scrap Yard, May 1949
132	To London Scrap Yard, April 1, 1949
134	To be scrapped, December 1950
135	To London Scrap Yard, May 9, 1949.
301	(Original) To London Scrap Yard, April 21, 1948
302	To London Scrap Yard, May 18, 1950
303	To London Scrap Yard, May 18, 1950
304	(Renumbered 301 in 1948) To London Scrap Yd., May 18, 1950
305	To London Scrap Yard, April 6, 1948
306	(Renumbered 310 in 1948) To London Scrap Yd., May 18, 1950
307	To London Scrap Yard, May 18, 1948
308	(Renumbered 311 in 1948) To London Scrap Yd., April 18, 1950
309	To London Scrap Yard, April 18, 1950
310	(Original) To London Scrap Yard, April 6, 1948
311	(Original) To London Scrap Yard, April 13, 1948
312	To London Scrap Yard, September 22, 1950
320	Transferred to Montreal & Southern Cty. Ry., Feb. 1947
321	Transferred to Montreal & Southern Cty. Ry., Feb. 1947
322	Transferred to Montreal & Southern Cty. Ry., Feb. 1947
324	Transferred to Montreal & Southern Cty. Ry., Sep. 19, 1947
325	Transferred to Montreal & Southern Cty. Ry., Jan. 1948 -
(No. 323 on M. & S. C. Railway)	
326	Transferred to Montreal & Southern Cty. Ry., Sep. 19, 1947
328	Transferred to Montreal & Southern Cty. Ry., Sep. 19, 1947

Service Equipment

1 (Bonding)	To London Scrap Yard, November 1950
22 (Sweeper)	Still in service
23 (Sweeper)	Still in service
24 (Sweeper)	To London Scrap Yard, June 29, 1948
30 (Line)	Still in service
31 (Line)	Still in service
40 (Express)	Still in service
41 (Express)	Still in service
47 (Plough)	Scrapped, St. Catharines, October 1948 (Body sold)
251 (Trailer)	Scrapped, St. Catharines, December 1945 (Body sold)

Locomotives 14-21 are all still in service; Locomotive 8 temporarily loaned (1950) to Oshawa Railway.

Service Abandonments

Last cars operated as follows:

- Falls Subdivision: Regulars: September 13, 1947.
Extras: September 16, 1947.
Last actual trip: November 30, 1947, for N.R.H.S. Buffalo Chapter.
- Victoria Lawn Route - (St. Catharines):
Regulars: March 30, 1946. Extras:
September 9, 1947.— Ontario Street Route - (St. Catharines):
Regulars: February 25, 1939.
Extras: September 9, 1947. Last actual trip: November 30, 1947, for N.R.H.S. Buffalo Chapter.
- Facer Street Route - (St. Catharines):
Regulars: March 30, 1946. Extras: May 7, 1948.— Extension to C.N.R. Station - (St. Catharines):
Regulars: February 25, 1939.
Extras: About 1944. Last actual trip: September 14, 1947, for N.R.H.S. Buffalo Chapter.
- Port Dalhousie Subdivision:
Regulars: March 1, 1950.
Extras (one trip each day): August 6, 1950.
Last actual trip: Employees' picnic special, August 16, 1950.
- Niagara Falls Local Lines: All service: November 26, 1947.

MOTIVE POWER NEWS

The Canadian National Railways has placed its largest diesel order to date, with a total of 40 road units being ordered during October. From Montreal Locomotive Works have been ordered 12 1600 H.P. road units (6 "A" and 6 "B"), while 28 units (14 "A" and 14 "B") have been ordered from General Motors Diesel Limited. This is in addition to the 8 road units ordered from Montreal in September and mentioned previously.

Of the Fairbanks-Morse road switchers ordered recently by the C.N.R., three (for Montreal - Waterloo service) will have six-wheel trucks, single unit control and train heat boilers. The other 15 (for Metapedia - Gaspé service) will have multiple-unit control and will not be equipped with train heat boilers.

The Pacific Great Eastern Railway has ordered six 1600 H.P. road switchers from Montreal Locomotive Works, to carry road numbers 561-566.

Canadian Johns-Manville recently ordered a 1000 H.P. switcher from Montreal Locomotive Works for its Asbestos and Danville Railway. This unit will be numbered 47.

Construction started on October 4th on the Quebec, North Shore and Labrador Railway at Seven Islands, P.Q. For details of this extensive project, see *Newsletter* No. 40 (May, 1949).