

UCRS NEWSLETTER - 1951

March, 1951 - Number 62

The Society meets on the third Friday of each month in Room 486, Toronto Union Station. The next meeting will be held on March 16th.

A stock of early issues of the U.C.R.S. *Newsletter*, along with some publications of other associations, has recently come to light and these will be sold at the March meeting.

The editor wishes to give a special word of praise to member Thomas Rowland, who so successfully handled the railroadiana auction at the February meeting. In addition to acting as auctioneer, he handled his regular duties as Roster Officer and his newly acquired duties as Treasurer of the Society, and altogether was by far the busiest man in the room.

The auction itself was enjoyed by all and many items were acquired by members from other members who either had spares or had finished with the material that they put up for sale. The prime purpose of the Society is to aid all members in the pursuit of their hobby individually by affording them contact with those of like interest. Certainly the auction was an example of this purpose being fulfilled.

NOTE TO NEW MEMBERS: The recent plentitude of issues of the Society's bulletins (three issues in three months) results to some degree from the arrangements recently made for joint issues with The Ontario Society of HO Model Engineers and the Electric Railroaders' Association. Although more bulletins are planned for this year than last, the Publications Committee cannot maintain a continuous rate of publication to match that of the past three months, (Cost, rather than availability of material or enthusiasm, is the critical factor).

LOCOMOTIVE ORDERS, DELIVERIES AND SALES

The Toronto, Hamilton and Buffalo has now received its four 1200 H.P. diesel switchers (Nos. 55-58) from General Motors Diesel Limited. The T. H. & B. has sold 0-6-0 switcher No. 46 to the National Steel Car Corporation Limited of Hamilton, who have renumbered it No. 9. As previously reported, No. 49 was recently sold to the same enterprise, this having become No. 8.

During January, T. H. & B. Consolidations Nos. 104, 105 and 106 were sold for scrap to the Steel Company of Canada Limited at Hamilton. This leaves only Nos. 102 and 103, held in reserve, as representatives of that class.

The T. H. & B. official car "HAMILTON", built by C.P.R. Angus Shops in 1928, was sold late in 1950 to the C.P.R. The T. H. & B. now has no private car and it will not be replaced.

Gas-electric car 301 of the T. H. & B. was disabled as the result of a level crossing collision at Ottawa Street in Hamilton on February 23rd, while in the Hamilton - Welland local service. It was replaced by a steam train on this run while undergoing repairs.

The Cornwall Street Railway received delivery in January of another 50-ton Baldwin-Westinghouse electric locomotive. This unit was formerly No. 2 of the Omaha, Lincoln and Beatrice Railway of Nebraska. It will be renumbered C.S.R. No. 11 as the previous C.S.R. locomotive of that number is now scrapped. The new locomotive will allow retirement of No. 9, which will be scrapped. No. 9 is the last non-standard electric locomotive at Cornwall, as all of the others are 50 and 60 ton Baldwin-Westinghouse units with similar motors and electrical equipment. The latest acquisition was made available by dieselisation of the American railway.

The Shawinigan Falls Terminal Railway, which was taken over by the C.N.R. and C.P.R. as a joint undertaking in September of last year (1950), has been converted, to diesel operation with C.P.R. No. 7010 and C.N.R. No. 8010 currently assigned. All overhead is now down and the

electric locomotives have been scrapped.

Hull, Electric Company locomotive No. 107, in storage at Quebec City since 1947, is now being scrapped.

The Canadian National recently ordered twelve 660 H.P. switchers from Montreal Locomotive Works and a similar number of 800 H.P. switchers from General Motors Diesel Limited.

In addition to the six 660 H.P. switchers ordered from M.L.W. as reported in the February issue, an order for six 800 H.P. switchers was given to G.M.D. by the C.P.R.

The Ontario Northland Railway received its fourth 1000 H.P. switcher, No. 1203, from M.L.W. late last year.

As of December 26th, Temiscouata locomotives Nos. 7, 8 and 10 had already been shopped and been placed in service as C.N.R. Nos. 1015, 1016 and 1018. Nos. 6 and 9 were still in the Moncton shop as of this date. The 4-4-0 types Nos. 11 and 12 had been scrapped at Moncton by this time.

C.N.R. Mogul No. 407 has been sold to the Maritime Railway and Coal Company and renumbered as No. 10.

Other recent locomotive orders are as follows:

Quebec, North Shore and Labrador Railway:

Two 1600 H.P. road-switchers from M.L.W.

Two 1500 H.P. road-switchers from G.M.D.

Pacific Great Eastern Railway:

Two 1600 H.P. road-switchers from M.L.W.

The C.P.R. has received the two booster units for Cote St. Luc hump service, numbered B-100 and B-101. These units consist simply of a car with eight traction motors and a weighted body, and cannot move unless coupled to a regular diesel switcher with M.U. connections. The addition of these boosters gives great tractive effort to a diesel switcher, necessary when operating in hump yard service. These unusual cars were ordered in August of 1950 and delivered in January, 1951, by Montreal Locomotive Works.

The Asbestos and Danville received a 1000 H.P. switcher from Montreal recently, numbered 47.

A Budd RDC-1 diesel rail-car was tested on the Montreal and Southern Counties Railway in late February.

CANADIAN FIRSTS

By Robert Duncan

The "Vista Dome", publicized as ultra-modern, was conceived and patented by T. J. McBride of Winnipeg, but never built. McBride's ideas are embodied in two views from the "Scientific American" of May 1891.

Ralph S. Williamson of Brantford says, on the authority of J. E. McCoy, Assistant Chief Of Car Equipment of the C.N.R. and the *Brantford Expositor*, that the world's first sleeping car, known in Brantford as the Prince of Wales car, was built by the Buffalo and Lake Huron Railway Company in its Brantford shops in 1859, for the Prince of Wales (afterwards King Edward VII).

He used this car when he toured Canada in 1860. The car was designed by Thomas Burnley, B. & L. H. shop foreman. George Pullman, at that time engaged in the moving and raising of small railway depots, was an interested visitor at the Brantford shops. Later in the same year, Pullman evolved his first sleeping car. The large carved crest (Prince of Wales feathers) which adorned one side of the car now hangs in the local Masonic lodge room. This is the only piece of the car known to be still in existence.

T.T.C. NOTES

The 50 new all-electric cars ordered In February of 1950 are now arriving and are being placed in service, thus far all on the Bathurst route. Cars 4500 and 4501 started the deliveries on January 31st when they arrived at Hillcrest shops. The first cars of the new group entered service on February 19th, as 4500, 4501, 4502 and 4504 took up four runs on Bathurst. Many structural changes have been made on the latest group as compared with 4300-4499. Some of the most interesting of these are as follows:

- Window cranks have been replaced with lift-up clips as on buses and pre-P.C.C. cars.
- The window pocket has been eliminated, as absence of cranks has eliminated the necessity for the panel in which they are mounted in the previous all-electrics (the Cincinnati group 4550-4574 has this panel although there are no cranks). A result is that the window is always completely visible from the inside even when in the raised position. Also in the new cars, the windows rise much further than in the other all-electrics, a change which is certain to be welcomed by passengers.
- Arm rests are not included.
- The red and blue interior colour pattern set by the 4400's has been continued, but the seats are of a different texture and colouring. The inside sheets below the windows are a light mottled blue.
- Stainless steel seat backs are used.
- Sealed beam headlights on all cars.
- Front windshield of different shape, and front windshield, rear windows and rear side windows all set in rubber.
- Moulding under standee windows moved to a lower position.

St. Clair Division will receive all of these new cars, along with its recently acquired Cincinnati cars 4550-4574. Group 4260-4274, built in 1943-44, will also be held at St. Clair, but all cars of groups 4200-4259 and 4275 are being moved away. St. Clair also lost the last of its one man large Witts (up to 2448) to Danforth, and received a batch of small Witts in exchange. The 75 all-electrics at St. Clair will be primarily for the Bathurst and St. Clair routes, and 4260-4274 for Dupont.

The new cars arrived before the shops had finished the renovating of the last of the Cincinnati cars. The last of those, No. 4575, which was Cincinnati experimental car No. 1100 was sent to Russell Carhouse to join 4576-4601 on February 26th.

With the arrival of 4500-4549, the final scrapping program for Toronto Railway cars has been initiated. The Western Iron and Metal Company is doing the work on the last 40 remaining cars, the elimination of which will mean the end of wooden passenger cars on the T.T.C, and also of all rolling stock inherited from the predecessor railways in 1921, save a handful of work cars.

With the beginning of this final scrap drive, all Toronto Railway cars were moved away from Roncesvalles Division and concentrated at Russell with a few still at Danforth. At the time of writing, only the Carlton and Kingston Road tripper routes still have Toronto Railway cars; in all probability, the Kingston Road tripper will be the last stand of these venerable cars which have seen so much of Toronto's history. It has been intimated that one of the cars may be kept as an addition to the T.T.C.'s collection of historical relics, but no definite information on this is available.

Work is now in progress on the new Coxwell substation located on the west side of Coxwell Avenue south of Fairford Avenue. Work on the Richmond substation (near the Victoria Theatre) is well advanced, and construction is to begin soon on the Pleasant substation on Pleasant Boulevard which is to replace the substation on Yonge Street at the Belt line overpass, which has to be demolished to permit of subway construction.

HAMILTON AND OTTAWA NOTES

The Hamilton Street Railway has set April 5th as the tentative date for the last runs of street cars in Hamilton. As street cars disappear, so will the Belt Line as a route, as the substitute bus service is planned as a large "U" with the line extended east on Main and Barton Streets, and not to operate on Kenilworth Avenue closing the gap to a belt as the street cars now do. It is hoped to have diesel buses on hand to permit of the changeover on the date mentioned, and so that reroutings can be easily accomplished while the big job of paving over or removing trackage is under way this summer. Thirty trolley buses have been ordered, which will take over when the street resurfacing has been completed.

The Ottawa Transportation Commission has ordered ten CC&F-Brill trolley buses to replace street cars on the Bronson route, the weakest of the present car lines.

A freight car now produces one and two-thirds times as much transportation service as in 1918.

For every pound of coal consumed, a locomotive burns about twenty pounds of air.

Freight train performance per hour is now more than twice as great as in 1920.

To move a ton of freight a mile, steam locomotives now burn one-third less fuel than in 1920.

Freight car wheels are now standardized at 33 inches in diameter, compared with wheels of from 28 to 42 inches in diameter which were formerly used.