

May, 1951 - Number 64

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, and the final one for the season 1950-51, will be held on May 18th. Because of this fact, a large attendance is hoped for.

The April meeting was very well attended, and was featured by a showing of colour slides from the collection of members W. C. Bailey and L. G. Baxter. The Society was happy to welcome back, at this meeting, two members who had not been present for some years past. These were Jack Smith and Edward F. Bush. Mr. Bush had not attended a meeting since mid-1942, when he left to go on active service with the RCAF. For most of the succeeding period he has been in England.

He was practically the original Secretary of the U.C.R.S., having taken over this post from Maurice Winston, who had to relinquish it immediately after the Society had been formed in October of 1941.

As this is the 10th anniversary year of the Society, some consideration is being given to marking the event this coming fall with some special activity, probably a banquet. Plans will be made known as they materialise during the coming summer.

The model Railroad Club of Toronto plans to hold another of its semi-annual shows over the week-end of May 18, 19 and 20th in its rooms in the Liberty Building, 37 Hanna Avenue (Door No. 8). Tickets, at 25 cents apiece, will be on sale at the May U.C.R.S. meeting. Lengthy extensions to both the steam and interurban lines will feature the latest show.

LOCOMOTIVE NEWS

Toronto, Hamilton and Buffalo 102 and 103, the last two Consolidations on the roster, have been rented to the CPR for use in freight service since mid-March. They have been used thus in local territory.

The Canadian Pacific has ordered 28 more "A" unit road diesels recently; from Montreal Locomotive Works will come ten 1600 H.P. units and the other 18 will be 1500 H.P. units constructed by General Motors Diesel Limited.

The Canadian National has received several of the 20 road freight units on order from M.L.W. The first pair ("A" and "B" units 9408 and 9409) were delivered on February 20th. These locomotives are being broken in on Montreal - Toronto trains but eventually will be assigned to Montreal - Halifax freight service.

The 22 small diesel switchers ordered by the CNR from General Motors Diesel last August (and the first CNR locomotives to have been built at the London plant) are being delivered. Numbered 8500-8521, fourteen of them are being assigned to Toronto service and the remaining eight to Montreal. These engines are classified Q-7-a, with 36% haulage rating. The paint scheme used on them is a black and yellow combination, with numerals and CNR herald placed below the cab windows.

Visibility of the numbers is much improved over previous diesel switchers and the general appearance of the locomotive is much more pleasing.

The Chesapeake and Ohio (Canadian Division) has received the four 1200 H.P. switchers and 16 1500 H.P. road-switchers which were on order from GMD.

During March the little Mattagami Railroad at Smooth Rock Falls, in Northern Ontario, took delivery of No. 103, a G.E. 50 ton, 300 H.P. switching locomotive, built at Erie, Pa.

CPR G3 Pacifics 2465 and 2469 have been assigned to the Toronto - Buffalo joint pool for some months past; some of the H1b class of older Hudsons seem to be in regular passenger service

now, and appear in Toronto more frequently than was previously the case.

TWO LAST RUNS

Mentioned briefly in the last issue was the ceremonial run of TTC car 1326 on March 30th. which marked the withdrawal from service of the last Toronto Railway wooden passenger cars. A few more details of this event are as follows: At 11:00 a.m., in the middle of a violent rainstorm, cars 1326 and 4501 (a new 1951 PCC), both decorated with large banners on the sides, picked up a load of invited guests at the TTC Head Office and started on a complicated route which covered most of the trackage in the downtown and near-town portion of the city. On board were several U.C.R.S. members and TTC officials, but it was noteworthy that not a single member of the City Council, which was invited on masse, turned out for the ride. A quartet, known as the "Queen City Four", sang songs from inside 1326 which were mounted of other days - large loudspeakers were mounted on the roof of the car for this purpose. PCC 4501 followed close at the heels of 1326 throughout the complicated trip to provide the "old and new" contrast. At 1:30 p.m. the cars pulled up in front of the King Edward Hotel to end the official portion of the trip, and then they returned to Hillcrest. 1326 was promptly driven inside the shop building to join the TTC collection of historical car and bus relics.

The ceremonial trip was a good piece of publicity for the TTC, and it was unfortunate that the heavy rain prevented many people from seeing it. Nevertheless, photos of 1326 taken during the course of the trip appeared in all three of the Toronto newspapers.

The Society wishes to extend its thanks to the TTC for extending the privilege of taking this last ride to its members. Many more of the members would doubtless have attended had it been convenient.

During April, car 1326 was given a body overhaul and paint job in order to put it in the immaculate condition of the other TTC historical vehicles.

The second last trip occurred precisely one week later, on April 6th. This was the ceremonial last run of street cars in Hamilton, and as such, was not quite so pleasant to rail enthusiasts as the TTC trip had been. In a whirlwind abandonment program, which had been unsuspected until only a few weeks previous, the Hamilton Street Railway discontinued its last car route, the Belt Line only shortly after the Burlington route had gone down before the advancing bus. This last abandonment was the direct result of the removal of a 4% franchise tax which had, until very recently, been levied by the City of Hamilton on the gross receipts of the HSR. In the agreement with the city for removal of this tax, one of the stipulations was that street car operation be discontinued as soon as possible. It is doubtful if it could have gone on very much longer at any rate due to the wretched condition of some of the Belt Line trackage.

The last regular revenue run was a circuit of the Inner Belt (run #2) by car 519 in the early hours of the morning of Friday, April 6th. Just prior to the arrival of 519 at the carhouse, car 516 had pulled in from the last circuit of the Outer Belt (run #27). Nine railroad fans (seven of them Toronto U.C.R.S. members) were on board 519 as it pulled in from the final trip, plus a handful of other interested citizens. Immediately after 519 arrived, a delayed broadcast was made of the event, which was played over radio station CKOC the following evening. A number of people riding on car 519 were interviewed, including three U.C.R.S. members, who told of the aims and activities of the Society and of rail enthusiasts in general.

The Friday service began with gas and diesel buses running on a new "KING-BARTON" route, the replacement for the Belt Line, but two street cars saw operation that day. At 11:00 a.m., exactly one week after the beginning of the TTC 1326 last run, a ceremony commenced at King and James Streets in which HSR and civic officials took part. Cars 515 and 529, decorated quite extensively, were brought to King and James for the ceremony, one on the Inner Belt track, the

other on the Outer Belt.

After the ceremony, the officials and other invited guests enjoyed brief last ride back east to Sanford Avenue, where the cars were driven to the carhouse. Thus the last regular trips of the day before proved to be the last car operation over the larger portion of the Belt Line east of Sanford Avenue.

For six weeks prior to the abandonment, there had been no maintenance done on the street cars, and road failures became frequent toward the last. Each car that broke down on the street was pushed promptly to the open track paralleling Birch Avenue north of Cannon Street and put in dead storage. As each car came in from its last run on April 5th-6th, it had hardly come to a stop before workmen stripped it, drove it to Birch Avenue, and sealed it up.

The HSR made a concerted effort to sell the 500's as operating cars but the market for second hand street cars to-day is virtually non-existent. At the time of writing, all of them are still in storage on Birch Avenue, but it is expected that they will be sold for scrap locally very soon.

Thus the period of street railway operation in Hamilton covers the years 1874-1951, and electric operation covers 1892-1951. The last interurban ran into Hamilton in 1931.

Special Note: U.C.R.S. member Andrew Merrilees has prepared an extensive corporate history of all of the Hamilton electric railways, street and interurban, with notes on rolling stock, operation, etc. He has a limited number of mimeographed copies of this work on sale at \$1.00 a-piece. Copies may be obtained from Mr. Merrilees at 10 Harper Avenue, Toronto 5, Ontario.

CNR RETRENCHMENTS

The Canadian National Railways is proposing to curtail branch line services in two districts of Southern Ontario. After several years of proposed abandonment, the Port Hope - Peterborough line (see January 1950 *Newsletter*) will in a few weeks be closed for passenger service and the Port Hope to Millbrook segment will be totally abandoned and the track removed. Freight service will continue between Millbrook and Peterborough. The Port Hope - Millbrook section is one of the oldest lines of railway in the province, having been opened in 1857; this line originally ran to Lindsay, but the Millbrook - Omeme Junction segment was abandoned some years ago.

In Bruce County, the CNR hopes to abandon passenger service on the Palmerston - Listowel - Kincardine and Palmerston - Southampton branches, and to handle this, as well as the express service, in highway vehicles, with freight operation to continue by rail. Much opposition to this plan has come from local residents. The application is still before the Board of Transport Commissioners, thus it is not known at this time if the plan will go into effect.

BRANTFORD BUILT THE FIRST SLEEPING CAR

(Editor's Note: Mr. Robert Duncan, who recently wrote a brief note on this subject, has now contributed a more detailed article which explains more thoroughly the circumstances surrounding the construction of this pioneer car).

Most people think that the sleeping car is an American invention - that is, of United States origin.

Therein they are wrong, because the very first sleeping car in the world was built in Canada, or to be more precise, at Brantford, Ontario.

When in 1859 it was announced that the Prince of Wales would visit British North America the next year, Sir Edmund Head, then Governor-General, realised that, although much of the journeying could be done on water, there were days when railways would have to be used; thus he asked for suggestions for a car which could be used both as a day and a night coach.

A design was submitted by Thomas Burnley, foreman of the shops of the Buffalo and Lake Huron Railway at Brantford. It was accepted. Chosen mechanics did the work through the winter

of 1859-60 and the car was ready well ahead of time. Indeed it was at Ottawa to await its Royal occupant while he was getting ready to leave Quebec for Three Rivers, Sorel and Montreal.

The coach was painted a royal blue on the outside, with the Prince of Wales arms outside in the centre. It was fitted with lounges; chairs, tables (marble-topped), silk straw-coloured blinds with spring rollers, and carpets. The car was 40 feet long and had brass hand railings.

It had bunks for sleeping purposes, and was undoubtedly the first sleeping car ever constructed.

George M. Pullman was at that time engaged in the building of small frame depots in Upper Canada, and was a frequent and interested visitor to the Brantford shops. It was after this that he "began his designs for a new type of railway coach", from which the modern Pullman car has developed. It is thus quite apparent that the inventor of the dormitory on wheels was not George M. Pullman, but Thomas Burnley, of Brantford, Upper Canada. Visitors to the "Telephone City" can see the proof for themselves, for among the treasures of the Brant Masonic Lodge in that very coat-of-arms, secured by Mr. Burnaby when the Royal car was dismantled, and by him presented to the Freemasons (F. D. Reville's History of Brant County).

The date upon which the car was completed and started on its journey to Ottawa was August 23, 1860. From there it carried the Prince down to Prescott and later from Toronto to Windsor.