

December, 1952 - Number 83

The Society meets on the third Friday of every month in Room 486, Toronto Union Station. The next meeting will be held at 8:30 P.M. on December 19<sup>th</sup>, and it is expected that the program will be one of steam locomotive interest.

DUES NOW PAYABLE - Members are again reminded that Society dues for 1953 are payable by December 31<sup>st</sup>, 1952. All are urged to remit as soon as possible in order to avoid a period of delinquency in the new year. Distant members are also urged to send funds in the form of money orders only; great difficulty is encountered with cheques drawn on out-of-town banks, and the Society suffers a considerable monetary loss on each one.

The Society announces the formation of an Exhibit Committee, the purpose of which is to construct and operate a UCRS booth at the Toronto Hobby Show to be held in the Coliseum building in February, 1953. The Society's exhibit will be placed in an otherwise all-model railway section, and will endeavour to stress the fact that there is a broader aspect to the railroad hobby beyond that of modelling.

T.T.C. NOTES

The receipt and conversion of second hand PCC cars continues to be the main topic of interest on the Toronto transit scene. Cleveland Transit System car 4268, which was received on October 27<sup>th</sup> at Hillcrest shops along with two other cars as the first arrivals, was the first one to be completed and released by the shop. Its first run outside of the Hillcrest property was made on Thursday, November 27<sup>th</sup>, when it was deadheaded to a spot on Front Street adjacent to the TTC Head Offices building, arriving here at 11:55 A.M. It was thereupon inspected by the Commissioners and other TTC officials. Following this inspection, the car was returned to Hillcrest, then sent to Russell Carhouse on the afternoon of the 28<sup>th</sup> for instructional purposes. Its first revenue run was on Sunday, November 30<sup>th</sup>, when it was chartered by the Upper Canada Railway Society for the promised six-hour excursion.

This car has been renumbered as TTC 4693, and is one of the 25 ex-Cleveland, ex-Louisville cars constructed by the St. Louis Car Company. In accordance with the conversion plan adopted for these lately-purchased cars, a minimum of changes has been made on them, so that a number of features remain which vary from other PCC cars already in service:

The "Slide-glide" or "Blinker" doors with a centre door post will remain for the present, at least. An exception to this is that the next four cars to be released after 4693 will have the standard TTC jackknife doors installed at the exit only, this done to obtain spare blinker doors. The seating layout in the St. Louis cars remains unchanged, giving a 58-seat capacity.

The Railvane ventilating fans and monitor roof are being left in place, although two cars similarly equipped in Toronto in 1948 have had these removed. The body skirting of the St. Louis cars is being adjusted to permit application of couplers, although these will not be added until some time in 1953. Car 4693 was completely reupholstered so as to obtain spare seat cushions for other cars; one car will have the green standee window glass replaced with clear glass, so as to provide spares. The Cleveland interior colour scheme of two-tone green and cream (on the St. Louis cars) is being retained, as the interiors are being touched-up only here. Truck and electrical equipment was in such condition as to require major overhauling, in addition to the change in gauge.

FIRST BIRMINGHAM CAR ARRIVES - Birmingham Transit Company Pullman-Standard built car 829 was loaded at Birmingham on November 4<sup>th</sup> and arrived at Hillcrest on November 24<sup>th</sup>, sent ahead

as a "sample". This car bears the newer Birmingham colour scheme of buff, maroon and cream, which is remarkably similar to the colours of the Cleveland cars. It has a bluish-grey interior colour treatment, with blue tinted standee windows. The car still shows evidence of the "Jim Crow" system in use on public vehicles in the southern states.

Little work has been performed on Cleveland Pullman car 4232, and it was decided to use car 4268 (4693) for the Society's excursion in its stead.

This excursion was, as was that operated with the first Cincinnati car, a complete success.

It was marred only by a blown fuse in the drum brake circuit and a bent trolley pole, but these were both fixed in short order. (The bent pole occurred at the entrance to Lansdowne car house with replacement poles less than 100 feet away).

A total of 39 persons rode on the car during its circuit of the city, and all agreed that the time was well spent.

TWO PETER WITTS SCRAPPED - The two damaged Witt cars, Nos. 2934 and 2968, were sold to the Western Iron and Metal Company at the end of November and have been scrapped, forming the third and fourth cars of this type to have been retired. (The two others were scrapped after fire damage several years ago).

RELICS TO BE REDUCED - a portion of the fleet of historical car and bus relics held by the TTC will be disposed of in the near future, because of a shortage of space on the system property.

The open single truck car 327 (built as a model of the original) and double truck Toronto Railway car 1326 (placed in the collection only last year) are the two rail vehicles which are being offered for sale. Horse car 16, single truck closed motor and trailer 306 and 64, and open trailer 11 will still be held in the collection.

#### C.N.R. MAY EXTEND ONTARIO BRANCHES

The recent commencement of mining activity in two areas of Southern Ontario is giving rise to the possibility of the construction of new lines of railway to serve them. One such location is 15 miles north of Lakefield, Ontario (terminus of a present CNR branch from Peterborough), where a granitic mass with a high aluminum content is being worked. The company which is undertaking the processing of the ore has asked the Canadian National Railways to construct a 15 mile extension to the Lakefield branch to the site of this deposit. Expected traffic on this extension would be 50,000 tons of ore per year.

A deposit of magnetite ore (low grade iron ore) was discovered recently near Marmora, Ontario, a town situated about 30 miles north of Trenton. The Bethlehem Steel Company is expected to commence mining operations here, and to ship ore at the rate of 500,000 tons per year to the United States. For this purpose the old Central Ontario Railway branch of the CNR (Picton-Trenton-Maynooth) will have to be rehabilitated from Picton to a point near Marmora, from which point a new four-mile branch will be constructed to the scene of mining operations. Ore would be transhipped to lake carriers at Picton.

➤ The removal of the rail on the abandoned Lyn Junction - Westport branch of the CNR has been stopped owing to protests from certain local quarters. The track is to be retained for freight service as required between Westport and Athens, with connections to the rest of the system at Forfar. It is reported that rail removal had proceeded west from Athens, and that some track accordingly has to be restored. The section actually abandoned is reduced to Lyn Junction - Athens mileage only.

#### MISCELLANY

By G. W. Horner and others

A brief resumé of Centralized Traffic Control on the CNR:

| <u>FROM</u>  | <u>TO</u>  | <u>MILES</u> |
|--|--|--------------|
| Catamount, NB.<br>(14 miles west<br>of Moncton)      | Windsor Junction , NS<br>(15 miles west of<br>Halifax) | 186          |
| Levis, Quebec  | Rosalie Junction, Quebec<br>(Near Montreal)            | 116          |
| Foleyet, Ontario                                     | Hornepayne, Ontario                                    | 148          |
| Conmee, Ontario<br>(35 miles west<br>of Port Arthur) | Atikokan, Ontario                                      | 105          |

➤ CNR self-propelled car 15832, which was previously reported as having gone to Montreal, is undergoing repairs at Stratford shop at present.

➤ Recent CNR locomotive deliveries are as follows:

|            |               |                        |
|------------|---------------|------------------------|
| 9100, 9102 | G.M.D.        | October 23, 1952       |
| 9104, 9106 | G.M.D.        | October 27, 1952       |
| 9108, 9110 | G.M.D.        | October 31, 1952       |
| 9112, 9114 | G.M.D.        | November 8, 1952       |
| 9116, 9118 | G.M.D.        | November 11, 1952      |
| 9120, 9122 | G.M.D.        | November 19, 1952      |
| 7618, 7619 | C.L.C. - F.M. | August 31, 1952        |
| 7620, 7621 | C.L.C. - F.M. | September 6, 1952      |
| 8018, 8019 | M.L.W.        | September 10, 19, 1952 |

(7618-7621 are for use on the Lynn Lake extension in Manitoba; 8018 and 8019 also went to the Western Region).

➤ Under construction by the Dominion government is a 3000-foot causeway which will join the mainland of Nova Scotia to Cape Breton Island. This causeway will include a lift bridge for the use of ships passing through the strait of Canso. This causeway will make a physical connection between the rails on Cape Breton Island and the mainland system and will render car ferries unnecessary. The construction of 14 miles of track will be entailed in this project.

➤ The Ottawa Transportation Commission is installing a turnback loop for street cars at Holland Junction (Holland and Byron Avenues, where the Britannia line private right-of-way begins).

This loop will eliminate the wyeing of extra cars which has taken place here previously. There has been some hint that the Holland-Laurier route might be cut back to this point, but there is nothing definite on this as yet.

➤ Because of the recent wreck at Oshawa, the CPR routed three passenger trains over the CNR on November 13<sup>th</sup> from Brighton to Toronto. These were 1<sup>st</sup>. 21, (with locomotive 3101), 2<sup>nd</sup>. 21 (with 2416) and No. 23 (with 2466).

➤ The TH&B Railway's installation of continuous welded rail mentioned recently as "near Aberdeen yard" is actually being made in the 2,300 ft. double track tunnel in the City of Hamilton. This section, first of its kind in Canada, is being given the "Ribbonrail" process of the Canadian Railroad Service Company of Toronto.

➤ For servicing diesel locomotives employed on the Kootenay and Kettle Valley divisions of the CPR, the railway is building a large locomotive repair shop at Nelson, BC.

➤ The CNR has ordered 300 passenger train cars from Canadian Car & Foundry and Pullman-Standard

Manufacturing Company. From the Canadian plant will come 161 seventy six-passenger coaches, while the American builder will supply 84 sleeping cars, 14 dining cars, six dinette cars, nine cafe-parlour cars, six parlour cars, 10 buffet cars and 80 buffet lounge cars. This huge order is at a cost in excess of 50 million dollars.

➤ The Board of Transport Commissioners has directed that two railway-highway grade separations be constructed in the City of Toronto. One is on Woodbine Avenue in the east end, under the CNR main line (the Oshawa Subdivision). The other is to be built on Dufferin Street, under the CPR's North Toronto Subdivision in the city's west end. Subways for these two locations had been mooted for many years past.

#### ENTERTAINING PROGRAM AT NOVEMBER MEETING

The November meeting of the Society was exceptionally interesting because of the double program which was featured that night. Between 7:00 and 8:00 P.M., Mr. W. Moore, Superintendent of the Toronto Terminals Subdivision of the Canadian Pacific Railway conducted Society members on a tour of John Street roundhouse which included inspections of the cabs of several locomotives. After the Business Meeting in Room 486, Mr. T. V. Fairlie, a former Hydro-Electric Power Commission engineer addressed the Society on the subject of his experience with various Ontario electric railway properties, and a generalized history of all such lines in the province.