

UPPER CANADA RAILWAY SOCIETY

BOX 122, TERMINAL "A"

TORONTO, CANADA

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NEWS LETTER

Number 1

September, 1945

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A Word of Explanation

The appearance of this news - sheet marks the beginning of a plan which has been forming for some time in the minds of the Directors of the Society. The Society's Bulletin always seemed to be a dual-natured thing, concerning itself with (1) Articles of Railroad history, intended to be of general interest to everyone, and (2) News of the Society and of its members, which was of no particular consequence to anyone except Society members. Now that the Bulletin is definitely open for sale to non-members, it was felt that its standard would be raised considerably by eliminating the second element mentioned above and publishing this quite separately in a periodic one page news - sheet which would be for distribution to members only. This is the first one of these. The Bulletin henceforth, will follow more closely the pattern of Bulletins published by several other well-known railroad fan organizations in the U.S.A. and Canada; no longer will it serve the purpose of reporting "news".

It is not known just yet how often the news - sheet will be published, but it is likely that its publication will follow no definite schedule; rather an issue will appear each time enough material has accumulated to publish one. There is every reason to believe that in the days of expanded membership and activities that must surely lie in the reasonably near future, an issue can be published every two or three weeks. Again, as in the case of the Bulletin, the members themselves will largely control the success of this venture. Any odd bits of news, concerning Society members or concerning railroads of the region will be welcomed by the Editor.

Stuart. I. Westland  
Editor, U.C.R.S. News Letter.

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DIRECTORS' MEETING OF JULY 3rd, 1945

At a Director's meeting of the Upper Canada Railway Society held on Tuesday, July 3rd, 1945, several important decisions were made which are of general interest to all members.

(1) It was decided not to hold any regular summer meetings, following a very unfortunate mix-up on June 20th, which showed the inadvisability of holding meetings during the summer when our numbers are small.

## UPPER CANADA RAILWAY SOCIETY

Box 122, Terminal "A"

Toronto 1, Ontario

### NEWS LETTER

October 1945

Number 2

Since the publication of the last issue, we have decided that the News Letter should come out on a monthly schedule; thus it is hoped that an issue will appear in time for each meeting. Further plans have been made for the Bulletin, viz: its publication will not follow any regular schedule; rather an issue will be produced whenever sufficient contributions have been received to present a larger and better balanced Bulletin than in the past. We expect that three or four a year can be published under this system. A plan to include a page with reproductions of photographs is also under consideration. With these definite plans formulated, we confidently believe that our publications will continue successfully and expand as our membership grows.

#### The September Meeting

The meeting of September 21st, held at the home of Garner Charles, started the season off with outstanding success. Fourteen members and two guests were present to provide an impressive turnout. The meetings should improve in quality from now on with our returning Active Service Members plus the new additions to our membership which may be expected from time to time. Two old members who had not been around for some time were welcomed back, Arnold Browne and Douglas Knowles.

#### News of Members

It was noted in the newspaper recently that our secretary, Edward F. Bush, now a Flying Officer in the RCAF, has been awarded the Distinguished Flying Cross.

Douglas Knowles says that his brother John may be back in a month's time. He has evidently been sending back copious amounts of photos of English tramways.

Another prominent juiceman member of our organization, Bill Bailey, may possibly be home before the end of the year. His home address has changed to 2006 Queen St. E.

Two of our regular Toronto members have also moved; Bob Brown to 317 St. Clements Ave and Andrew Merrilees to 56 Castle Frank Road. Arnold Browne is now permanently in the city at 132 Armstrong Ave.

#### Suggested Short Excursion

William Sharp has put forward a Saturday afternoon fantrip proposal which should certainly fit the time-table and pocketbook of most of our members. Briefly it is:

Leave Toronto, Glen Echo Road Terminus of the North Yonge Railways, at 3.00 pm on a northbound car. Arrive Richmond Hill at 3.40 pm. Walk to the C.N.R. station and catch motor train (usually 15844 of late) southbound at 4.20 pm, arriving back at Toronto at 5.05 pm (outside platform of the Union Station). Total fare would be about 95¢. Would it not be a good idea for some of us to get together one of these Saturday afternoons and take this jaunt?



### The Directorate

Some confusion has been registered as to just what is the present make-up of the Directorate, so to clear this up, and to let our newer members know also, here is a list of the present officers:

President	-----	Albert S. Oliver	**	
First Vice Pres.	-----	John W. Griffin		
Second Vice Pres.	-----	Douglas W. Knowles		
Third Vice Pres.	-----	Robert S. Brown		
Secretary	-----	Edward F. Bush	**	
Acting Secretary	-----	William T. Sharp		
Treasurer	-----	John A. Macnab	**	
Acting Treasurer	-----	Stuart I. Westland		
Assistant Secretary	----	John D. Knowles	**	** --- on Active Service
Acting Asst. Secy.	----	R. John Bost		
Curator	-----	Garner N. Charles		

The locations of the next four meetings of the Society are as follows:

Friday, October 19 -- home of Basil Headford, 434 Eglinton Ave. E.  
Friday November 16 -- home of R.J. Bost, 18 Cornish Rd.  
Friday December 21 -- home of J.H. Walker, 213 Inglewood Drive  
Friday January 18 -- Home of J. W. Griffin, 101 Douglas Drive

There is a possibility that the February or March meeting will be held at the T.T.C. Head Office, as the Directorate has under consideration applying to the Commission for showing its publicity film, "40 Million Miles" and a talk on future developments for Toronto, which would certainly provide an interesting evening.

### Other Notes

C.N.R. locomotives recently observed as being newcomers to the Toronto area are:

793, 7141, 7146, 7202, 8397, 8400, 3345

"Canadian Transportation" reports that the C.P.R. has received seven new Diesel switchers from Alco between July 20-August 20. Most of them have been seen around Toronto yards recently. In addition, they have received eight new light Pacifics, class G-5-b. We presume the numbers are 1202-1207, although this has no definite proof.

A new maple leaf monogram is appearing on the tenders of the U-1-f semi-steam-lined Mountains of the C.N.R., only recently built. It consists of smaller white "Canadian National" letters on a green maple leaf, set on a red rectangle as a background, whose size is about the same as that of the previous well-known herald.

T.T.C. Notes -- The open track extension to the Small Arms Plant, west of the Long Branch Loop, ceased operation on the morning of October 15th. Night car 4187 was the last passenger car to use the rails; the Small Witts began using the regular loop with the first day trip, and removal of the extension, placed in operation about October, 1942, was begun the same day. Work Cars noted on the job were C-1, C-2, and W-7.

Two Flat Car Snowplows are being built for the T.T.C. by National Steel Car Co. at Hamilton currently, and should arrive soon. They will be the first new Service Cars since 1924.

During the summer cars 1504, 1518, and 1850 were scrapped after collisions.

UPPER CANADA RAILWAY SOCIETY

BOX 122, TERMINAL "A"

TORONTO, CANADA

December, 1945

NEWS LETTER

Number 3

TORONTO HAS A TRAIN WRECK

On December 12th, the historic old Belt Line witnessed an accident, which, although, though not of major import, was extremely peculiar in its setting. Evidently in a normal derailment, seven freight cars of a switching local turned over at the Russell Hill Rd. footpath crossing. Several of the cars were rather badly damaged, particularly an old Boston and Maine vertical-sheathed box car. Besides it there were two Pennsylvania hoppers which completely overturned, upsetting their precious loads of coal unceremoniously in a ditch, a Lackawanna hopper, two tank cars and another box car. The accident occurred at a small trestle which was slightly damaged, and the footbridge leading up to Chaplin Crescent was completely obliterated by coal. Next evening, as John Walker and Stuart Westland inspected the scene, the big hook (#50109) was on the job with locomotive 2399; the trestle bridge had been repaired but the rails had not been completely relaid at the spot, and until this was done, no cars could be lifted. All seven pairs of trucks broke loose from the underframes and littered the right-of-way.

This was of course, an upset of no great portent, but it provided a bit of life on the usually little-thought of remnant of the Belt Line, and to add insult to injury, disturbed the peace in Toronto's elite satellite, Forest Hill.

T.T.C. 1782 PUT TO STRANGE USE

Back in June, a Toronto Railway car of the T.T.C., 1782 by name, met with a minor accident in which the front vestibule was slightly damaged. This did not look serious, yet 1782 remained dormant at the rear of Hillcrest shops and shopmen slowly began removing controller, brake valve, and various other appurtenances. This made railfans very dubious as to the future of this veteran car. Then suddenly, and very unexpectedly, a picture appeared in the Toronto Evening Telegram on December 15th showing 1782 minus trucks and loaded on a truck en route to West Hill, Scarborough, once the terminus of the famed Scarborough Division of the T & Y RR, later the Scarborough Line of the T.T.C. There it is to be used as a Sunday School; or possibly only the lumber is to be used in the construction work. It remains to be seen just how well the body of 1782 is preserved in its new location and pursuit.

In a very unfortunate open switch accident on Nov. 7th, TTC 1348 overturned on the Lighthouse Loop; it was less fortunate than 1830 which did the same act in a snow storm a year ago, since the former struck a pole, and the front was badly smashed, and had to be completely demolished. There seemed to be little hope for 1348 for a while, but it is now in the shop and is almost repaired. The prospect of no new equipment for months yet is causing the T.T.C. again to make heavy repairs to the T.R. cars -- some are now being shopped that have lain idle since the summer. Very recently, on December 17th, 1538 had its rear vestibule demolished in a collision, and it now waits outside the shop, hoping for a lenient judgment.



DISCOVERED \*\*\* ANOTHER RELIC OF YESTERYEAR

On December 1st, four worthy members of the Society, Messrs, Walker, Roach, Westland and Corley went for a little excursion by car into Toronto's hinterland with the main purpose of inspecting the derelict TTC trailers 2409 & 2411 near Kleinburg. This they did, but the feature of the afternoon was not these more modern specimens of transit.

As the four proceeded east along the road between Schomberg and Aurora, the last named of the party espied a deck roofed, sagging framework near the community of Pottageville. It proved to be the body of Toronto Railway car 544, one of the victims of the 1921-1923 purge. Used as a tool shed on a farm just east of the village crossroads, this ancient prize has evidently been resting here since 1924 or 1925, unknown to any of our juice fan historians.

Inspection revealed that the rear vestibule had been cut away, and evidently the car has received no paint since the TRC did its final job on it. However, inside the number stands out quite clearly, and the fancy green and gold trim on the ceiling is quite visible. The front of the car is collapsing and has to be propped up with logs. Generally, 544 is in a very poor condition, and from the owner's comments, it may very shortly be "scrapped".

Surely there are many other such old cars being used as chicken houses etc. about the country-side -- if any member knows where one or more of these are located, we would appreciate hearing from him.

ATTENTION -- ASSOCIATE MEMBERS

It appears that the Society is once again in the position to publish its Bulletin regularly -- #18 has come out and #19 should be along soon; the monthly News Letter appears regularly now, so that the Society considers it justifiable to reintroduce the \$1.00 membership fee which was temporarily dropped. We think that the Associates on our roster will agree that this step is proper, and will be glad to submit their fees again with the knowledge that they are helping to maintain their Society. With this News Letter, a form is enclosed for formal notification of dues payable.