

UPPER CANADA RAILWAY SOCIETY

BOX 122, TERMINAL "A"

TORONTO, CANADA

February, 1946

NEWS LETTER

Number 6

THE ANNUAL MEETING

The annual meeting of the Society was held on January 18th at the home of John Griffin, and the customary annual reports were read, in addition to the announcement of the proposed Directorate for 1946. Nine names had been proposed tentatively at a Directors' meeting held earlier in the month, and all nine were unanimously approved by the membership at large at the general meeting. In a Directors' meeting held immediately afterwards, the following slate, which had been drawn up tentatively, was passed definitely, all nine men being approved by the membership:

President:	Albert S. Oliver	(no change)
1st Vice President:	Douglas W. Knowles	
2nd Vice President:	Robert S. Brown	
Secretary:	William T. Sharp	
Asst. Secretary:	R. John Bost	
Treasurer:	John A. Macnab	(no change)
Curator:	Stuart I. Westland	
Directors without Office:	Arnold G. Browne	
	John D. Knowles	

It will be observed that all "acting" offices have been abolished. It was decided that in view of the fact that all of the Directors who had been on Active Service have returned with the exception of one, and that our numbers are definitely on the increase, the temporary expedient of Acting Officers, (used adopted in April of 1942, was no longer necessary, and thus should be discontinued.

NEWS OF MEMBERS

We welcomed back at the January meeting two of our Active Service members, both Directors, President Albert Oliver and Treasurer John Macnab, who are continuing in the same capacity into 1946. Bert Oliver went overseas in the Spring of 1941, and thus had never attended a meeting of the Upper Canada Railway Society previously, as the Society, as constituted at present, was not formed until October of that year, composed of those who had been up to that time members of the Toronto Chapter of the Canadian Railroad Historical Association. Jack Macnab was treasurer of the U.C.R.S. from October 1941 until May 1942, at which time he joined the Royal Canadian Artillery, and returned to Canada this month. Needless to say, we are very gratified to have two of the Society's important members back, and taking up positions on the Directorate so readily and willingly.

A third member whom we welcomed back in January was Allen Maitland, who joined the R.C.O.C. in 1941. He brings back to the Society his keen interest in electric railways.

Associate member Thomas Watson has returned to his home in Ottawa.

A NOCTURNAL EXCURSION

With the arrival home of more and more of the Society's Active Service members, customs of the past are being revived. One of these practiced during 1942 was the visiting of certain local stations after meetings in order to watch the trains roll by. At the January meeting, the idea was brought forth of going to Leaside station to see CP 22 & 34 (to Montreal and Ottawa respectively.) To see the first section of 22, we descended via Pottery Road to the CPR crossing, and watched the double header come up the grade. After it had passed, we proceeded up to Leaside station, and saw 34, and then 2nd and 3rd 22 in that order.

The locomotives on each train were: 1st/22 -- 3724 & 3100, 34 -- 2205 & 2400, 2/22 -- 3725 & 2391, 3/22 -- 3746 & 2410.

Between trains, certain brave members went out of the station and the heat of its pot-bellied stove, up the track to see the new streamlined station under construction. The wind was powerful, and the snow cut sharply, as it was being carried along, but no man was lost. The station is well on the road to completion, and should be ready for use in the spring.

After the departure of the last section of 22, the members dispersed homeward.

FUTURE MEETINGS

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

Friday, Feb. 15 --- T.T.C. Head Office, 35 Yonge St.

Friday, March 15 - Home of Stuart Westland, 4 Bingham Ave.

Friday, April 19 - Home of Allen Maitland, 26 Earls Court Ave.

AS OF JANUARY 1, 1946

TRAIN	TIME	TO or FROM	DIRE.	NOTE	TRAIN	TIME	TO or FROM	DIRE.	NOTE
CN 19	630	F Montreal	E	A	CN 5	530	F Montreal	E	A
CP 28	645	F Sault S. Marie	W	A	CN 11	535	T London	W	G
CN 46	700	F Timmins	W	A	CN 94	535	T Belleville	E	B
CP 33	710	F Ottawa	E	A	CP 37	540	T Detroit	W	A
CP 4	710	F Vancouver	W	A	CN 45	550	T Midland	W	B
CN 4	710	F Vancouver	E	A	CP 707	600	T Owen Sound	W	B
CN 77	710	T London	W	B	CN 5	600	T Chicago	W	A
CN 17	715	F Montreal	E	A	CP 801	605	T Buffalo	W	A
CP 21	730	F Montreal	E	A	CN 49	605	T Timmins	E	H
CN 29	730	T Stratford	W	B	CN 37	610	T Stratford	W	B
CN 74	735	F Hamilton	W	B	CP 792	615	F Buffalo	W	A
CP 721	745	T Buffalo	W	A	CN 81	620	T Hamilton	W	G
CN 101	800	T Susp. Bridge	W	A	CP 602	645	T Peterboro	E	B
CP 712	800	F New York	W	A	CN 44	655	F North Bay	W	B
CN 10	800	F London	W	B	CN 89	730	T New York	W	A
CP 705	805	T Owen Sound	W	B	CP 35	745	F Montreal	E	B
CN 50	810	F Timmins	E	B	CN 92	750	F Susp. Bridge	W	A
CN 76	830	F Hamilton	W	B	CP 821	805	T New York	W	A
CP 21	830	T Chicago	W	A	CN 18	810	F Detroit	W	A
CN 17	830	T Chicago	W	A	CN 36	820	F Stratford	W	B
CN 94	840	F New York	W	A	CN 95	845	F Port Hope	E	B
CP 20	840	F Chicago	W	A	CN 18	845	T Montreal	E	B
CN 14	850	F Chicago	W	A	CN 9	900	F Belleville	E	H
CN 41	905	T North Bay	W	B	CP 332	910	F Buffalo	W	A
CP 732	910	F Hamilton	W	B	CP 703	930	F Owen Sound	W	B
CN 92	910	T Port Hope	E	B	CN 103	940	F Susp. Bridge	W	A
CN 14	915	T Montreal	E	A	CP 632	945	F London	W	B
CP 301	915	F Peterboro	E	B	CN 15	945	F Montreal	E	A
CP 25	920	T Sudbury	W	B	CP 763	955	T Hamilton	W	H
CP 36	930	T Montreal	E	B	CP 19	1000	T Chicago	W	A
CN 637	955	T Parry Sound	E	C	CN 15	1000	T Chicago	W	A
CN 80	1050	F London	W	B	CN 20	1015	F Chicago	W	A
CN 42	1050	F Midland	W	D	CN 40	1015	F Starford	W	A
CN 93	1110	F Belleville	E	B	CP 22	1020	F Chicago	W	A
CN 28	1110	F Stratford	W	B	CP 762	1025	F Hamilton	W	A
CP 706	1200	F Owen Sound	W	B	CN 16	1030	F Detroit	W	A
CP 752	1200	F Buffalo	W	A	CP 3	1055	T Vancouver	W	A
CP 741	120 pm	T Buffalo	W	A	CN 3	1100	T Vancouver	W	A
CN 83	135	T Detroit	W	A	CP 22	1110	T Montreal	E	A
CN 10	135	T Belleville	E	B	CP 27	1115	T Sault S. Marie	W	A
CP 38	320	F Detroit	W	A	CP 34	1125	T Ottawa	E	A
CN 6	325	F Chicago	W	A	CN 47	1130	T Timmins	W	A
CP 26	345	F Sudbury	W	B	CN 16	1130	T Montreal	E	A
CN 6	400	T Montreal	E	A	CN 39	1155	T Stratford	W	B
CN 634	505	F Parry Sound	E	F	CP 635	1155	T Detroit	W	H
CP 761	515	T Hamilton	W	B	CN 9	1159	T Detoit	W	A
CN 79	520	T Hamilton	W	B					

Notes

UPPER CANADA RAILWAY SOCIETY

BOX 122, TERMINAL "A"

TORONTO, CANADA

PROSPECTUS

The Upper Canada Railway Society was formed in October 1941, by a group of Toronto railway students and railfans, some of whom had been meeting together since 1932. By the end of 1945, the membership includes 70 men, many of whom are associates, living in various parts of Canada and the United States.

The purpose of this Society is to promote the study of, and to encourage interest in railroads. It seeks to study the past, understand the present, and further the future. It is interested in the railway in all its branches - construction, operating and mechanical, and in all means of propulsion - steam, diesel, and electric, whether common carrier, urban, or industrial.

The Society holds meetings on the third Friday of each month from September to June and occasional meetings during the summer. Meetings at present are held in members' homes. These evenings begin with a short business meeting, which is sometimes followed by a prepared program, such as brief papers on railroad subjects, motion pictures of railroad scenes, or a short address from a professional railroad man. At the conclusion of these proceedings, the meetings become completely informal in character, and those present are free to examine each other's railroad items of every sort and to discuss their favourite subject with fellow devotees.

Out-of-town excursions are a regular part of the Society's activities, and with the removal of war restrictions these should become more frequent and extended.

The Society publishes a mimeographed Bulletin, issued periodically, and a monthly mimeographed News Letter. The Bulletin contains articles of lasting historical interest, locomotive rosters and the like, with occasional pages of photographs. Many copies of the Bulletin are sold to non-members. The News Letter gives local news of rail interest, reports of excursions, and other news of the Society.

The Society subscribes to four railroad periodicals, and these may be borrowed by members for home reading at any time. The Society has also undertaken to build up a library of books and pamphlets of interest to railroad students and hobbyists. The Society cordially invites inquiries from interested parties. It can truthfully be said, that whatever one's interest in railroads, there is certain to be some member of the Society who shares similar enthusiasms. The membership includes historical students, time-table & route devotees, electric fans and men whose knowledge of motive power is so complete that they have the histories of individual engines at their fingertips, and a vast knowledge of construction details. No matter the reason why you are interested in railroads, the Society can afford you many opportunities to associate with those whose interests are the same.

There is no initiation fee. Membership fees are low. Regular members, who can attend meetings regularly, pay two dollars per annum, and associate members (those who live outside Toronto or can attend meetings only infrequently) pay but one dollar per annum.

If this prospectus appeals to you, please write to the Secretary at the Society address, or telephone the assistant Secretary, Mr. R.J. Bost, at Toronto, HY.5473.

February, 1946

UPPER CANADA RAILWAY SOCIETY

BOX 122, TERMINAL "A"

TORONTO, CANADA

March 1946

NEWS LETTER

Number 6

ANNUAL REPORTS FOR 1945

SECRETARY'S REPORT

A. MEMBERSHIP -- (As of Dec. 31, 1945) - (As of Dec. 31, 1944) (Increase)

Regular	21	15	+ 6
Associate	22	25	- 3
Active Service	25	22	+ 3

6 members were dropped from membership during the year, and 12 new members added. There were numerous changes in status.

B. REGULAR MEETINGS

	(1945)	(1944)
Number held	11	17
Total Member Attendance	133	132
Aver. per meeting	12.10	7.76
Total Guests	7	8
Aver. per meeting	0.73	0.41
Total attendance	141	139
Aver. per meeting	12.83	8.17

The substantial decrease in the number of meetings was caused by the decision to hold meetings monthly instead of every three weeks. During the fall of 1945, average attendance was 17.8

C. DIRECTORS' MEETINGS

	(1945)	(1944)
Number held	7	1
Total Attendance	31	3
Aver. Attendance	4.4	3.0

D. EXCURSIONS

No excursions were held during the year owing to wartime travel conditions, and the small number of members able to go on excursions.

(Continued)

E. PAPERS AND SPECIAL GUESTS

No papers were presented at meetings during the year. Mr. J. Ross, Chief Inspector of Rolling Stock for the T.T.C. was the special guest at the meeting of March 16.

F. PUBLICATIONS

Bulletins produced ----- 2
(Nos. 17 & 18)
News Letters ----- 2

17 Bulletins (mostly #15 & 16) were sold to non-members during the year.

Respectfully submitted,

WILLIAM T. SHARP

Acting Secretary, 1945

TREASURER'S REPORT

RECEIPTS

Carried forward (1/1/45)	70.46
Cash receipts during year	<u>102.42</u>
	172.88

DISBURSEMENTS

Total expenses (stationery, subscriptions, postal box rent & miscellaneous):	116.72
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BALANCE - JANUARY 1, 1946

56.16

Additional Assets:(Unsold stationery)	33.50
Additional Liability (Cheque Outstanding)	15.89

STUART I. WESTLAND

Acting Treasurer, 1945

Members are reminded that the annual membership list is produced early in April. Please report any changes in address to the Secretary before March 31, if you have not already notified him.

A copy of the revised prospectus of the Society is enclosed with this News Letter. Members are asked to show it to any interested friends. Further copies will gladly be sent upon request.

Mr. Terry Ferris of the University of Western Ontario is working on the history of the London & Port Stanley Railway, and would welcome suggestions as to how he might obtain information. He has been through all the records of the City of London and also the file of the St. Thomas Dispatch from 1854 to 1876. Please address any suggestions to:

c/o James J. Talman, Asst. Librarian,
University of Western Ontario, London, Ontario.

MEETING OF FEBRUARY 15TH

The U.C.R.S. held a special meeting on this date at the Head Office of the Toronto Transportation Commission, when Mr. Baker, of the Public Relations Dept. of the Commission, gave a talk and answered questions on the T.T.C.'s Rapid Transit proposals. The meeting was held in the special display room of the Rapid Transit Department, in the new East block of the offices, where many interesting photographs, maps, charts and models illustrate present day traffic conditions in Toronto, and the details of the proposed subway system, which is designed to alleviate them.

The evening started with a showing of the T.T.C.'s publicity film "40 Million Miles", which was made in 1942 to give the general public an idea of the behind-the-scenes aspect of the operation of our street railway system. Although it was pretty well "old stuff" to several of our members, it was highly entertaining and informative nevertheless. This film was made, of course, prior to the controversy on Rapid Transit, thus there were no allusions made to it in the film. However, we were shown next a film made by several T.T.C. men on a tour of several American cities, where rapid transit is already in use, with the main purpose of gaining an insight into how the Toronto system might be similar or improved. There were interesting views of: The Chicago Rapid Transit Company, The Chicago North Shore and Milwaukee, The Philadelphia Transportation Company, The Philadelphia Suburban Transportation (taken at 69th street Terminal) and MU PCC's on the Boston Elevated.

After the films, question hour came, and Mr. Baker received a galaxy of queries directed at him, by the U.C.R.S. membership. There ensued a lively discussion period, and special publicity booklets on the Rapid Transit scheme were distributed to the members. It was certainly a meeting worth everyone's while, and the T.T.C. may have have learned a thing or two also.

NEWS OF MEMBERS

We were happy to welcome back at the February meeting another member who had been in the R.C.A.F. in the person of Gordon MacDonald, now back in civilian life.

Bill Hood reports that he is in Hamilton, doing clerical work for the army, in discharging men. Thus it will probably be some time before we have him back.

Special thanks are due to Jack Bost, who is primarily responsible for the arrangements made for the February meeting with the T.T.C.

ODD BITS

The Canadian Pacific now has 28 Diesel switcher locomotives in service, numbered from 7010 to 7037. Forty additional Pacific type passenger locomotives are on order, which will be classed G-5-c.

The C.N.R. has ordered 15 Diesel switchers, five from Alco, and ten from E.M.C.

One of the old Q-9-a switchers of the CN apparently became tired of treading the straight and narrow at Mount Vernon, Ont., last February 27th. 7170 was the particular engine, and it was doubleheading an 8 car mixed train with Mogul 909. 7170 encountered some hard packed snow which derailed it, and nosed down into the ditch. 909 derailed also, along with several freight cars, and disturbed several feet of trackwork.

New T.T.C. Plows : TP-10 and TP-11 have arrived (TP-10 on Dec. 25 and TP-11 in early January) and Hillcrest has been engaged for the past two months fitting them with trucks from 2128 and 2148, and the various accessory plow and wing attachments. TP-10 has been finished, and is assigned to Roncesvalles Division, while TP-11 approaches completion, after which it will probably be sent to Russell Division.

The new W-4, a flat car, which was built using trucks and some minor parts from its predecessor of the same number, which was scrapped in August, 1945, is now out on the road.

UPPER CANADA RAILWAY SOCIETY

BOX 122, TERMINAL "A"

TORONTO, CANADA

April, 1946

NEWS LETTER

Number 7

CANADA MAY GET A NEW RAILROAD

If literally true, this would be great news indeed. Actually, it involves only the transfer of ownership of a section of line operating in south-western Ontario. Yet this in itself, by the very nature of it, is spectacular and uncommon enough. When a whole Class 1 railroad is swallowed up into another, it is news these days. Nevertheless, this is what is occurring right now, and the final arrangements may have been completed by the time this reaches print. The Chesapeake & Ohio is negotiating to take over the Pere Marquette, which it already controls by stock ownership.

The particular reason why this is of interest to Ontario railfans is, of course, the fact that the Pere Marquette operates 200 miles of line in Canada, composed of a secondary main line from Walkerville to St. Thomas and branches from Blenheim to Erieau and Sarnia. Trackage rights are maintained over the New York Central from St. Thomas to Niagara Falls & Buffalo.

Thus it appears that the C & O will become a company operating in Canada, while the P M disappears as an independent road. Just what effect the merger will have on these Canadian lines is difficult to say at the moment. However, it is generally known that the P M has never been a very prosperous railroad, whereas the C & O is one of the best off, financially, of them all; moreover, it is under the guidance of an aggressive and able president, Robert R. Young, who has just currently bringing the C & O into the public eye in other matters beside the P M acquisition.

The P M main east - west line in Ontario carries a heavy freight traffic; yet the branches, and what little passenger traffic there is, can hardly be said to be flourishing. The present C & O management appears to have a very aggressive policy with regard to passenger traffic, despite the fact that the road is primarily a coal carrier. Thus it may well be that the C & O will endeavour to revive passenger business on the lines in Canada. At present the P M operates a mixed train daily each way between Walkerville and Chatham - the rest is freight only. The mixed takes 6 hours for the 90 mile run.

It would not seem unreasonable that a couple of lightweight streamlined railcars, operated on a respectable schedule between Windsor and St. Thomas, might prove a worthy experiment, timed so as to meet N Y C and L & P S trains conveniently at St. Thomas. A service of this sort should draw back a fair number of travellers from the Greyhound busses. Whether or not it would be worthwhile having this service operated up to Chatham is a debatable point.

Whatever the changes, or lack of them, the merger will be very significant from the standpoint of demonstrating how the C & O is still very definitely a growing railroad, while practically all others have reached the static point. In the late 1920's, the C & O was, except for the Chicago Line, entirely south of the Ohio River, and a long way from Canada. Then it acquired the Hocking Valley which was floundering at the time; the C & O built a connecting line between Columbus and Portsmouth, Ohio, and this gave it a through north-south route in Ohio up to Toledo. Now, with the P M it spreads its tentacles all through Michigan, over to Wisconsin (by car ferry), and of greatest interest to Canadian railfans, into the Province of Ontario.

THE MARCH MEETING

The all time high as yet for a U.C.R.S. meeting was reached at the meeting held on March 15 at the home of Stuart Westland in the far eastern reaches of Toronto. Twenty-six persons were present, including four guests, two of whom, we are happy to add, signed up for membership. Charles Randall reported on excursion possibilities, but nothing has been definitely settled yet, although many good suggestions have been put forward. The general consensus is narrowing down to either a) a trip into the Niagara Peninsula, always full of rail interest; b) an excursion up to Palmerston, in "Ten Wheeler Country".

Stuart Westland gave a talk on systems of locomotive classification, followed by an analysis of the development of locomotive types, illustrated with charts.

NEWS OF MEMBERS

Two more ex Active Service members were welcomed back at the March meeting: Donald Darwin, who was in the Air Force, and George Corrin, just back from the Army.

The Society has located an Associate member, Earle Hampel, who was in the R.C.N.V.R., and is now in Toronto attending University. His address is 64 Rusholme Rd., (phone LO 7329). Unfortunately his Friday evenings are taken up, and he cannot attend meetings.

Bob Brown reports a new telephone number for himself, MA 2555.

Associate member G.W. Lindsay has changed his address to Southern Railway System, 1328 Exchange Bldg., Memphis 3, Tenn.

NEW ZEALAND

Mr. Walter Thayer, of Ohelan, Washington, has forwarded a short article dealing with railway matters in a sister Dominion of ours, New Zealand. The writer is Mr. A.C. Bellamy, of Christchurch, N.Z.

"On Saturday, December 15th, 1945, I went to Kaikoura to witness the opening of the South Island's main trunk railway, which has been projected since 1870, and only just completed. It was one of the few vital links to be connected up and now makes the railway complete from Picton to Bluff. I travelled on the first through passenger train from Christchurch to Kaikoura. The train I went up in had two AB's on the head end, and carried 951 passengers. I had a great day up there, and took 24 photos of the opening, which show the railcar cutting the ribbon.

"New Zealand Government Railways have on order 24 Diesel Electric 3-car trains, which may be coupled together to make a total of 12 cars. When these arrive, they will be available for passenger runs to replace certain minor express trains. They will be the first Diesel Electrics in New Zealand. Many of our lines are going to be electrified, as a post-war project, because of the shortage of coal, and the abundance of water power to generate electricity, and also because of its cheapness."

We thank Mr. Thayer for forwarding this to the Society, as it is certainly interesting to hear of railway activities in the Antipodes.

FUTURE MEETINGS

The next two meetings of the Society will be as follows:

Friday, May 17 : Home of Jack Macnab, 46 Benlamond Ave.

Friday, June 21: Home of Charles Randall, 466 Milverton Blvd.

UPPER CANADA RAILWAY SOCIETY

BOX 122, TERMINAL "A"

TORONTO, ONT.

Number 2

NEWS LETTER

June, 1946

REPORTING MARKS

Being avid trainwatchers, we see a great many freight cars from foreign lines pass by on a single train, and thus grow accustomed to spotting owning companies from the name or the initials emblazoned on the sides of the cars. Often the names are not used on the cars, only the initials and number being placed there on for purposes of identification. Through an evolutionary process, it has come about that these initials are more than just a shortening of the road's name; they have come to be known as "reporting marks". This term signifies that they are to be used universally for reporting the cars on car checkers' sheets all over the United States and Canada, and for that matter, Mexico and Cuba, since the railway systems in these countries interchange cars with the American roads quite freely.

The reporting marks as they stand to-day have been assigned to each Class 1 carrier by the Operating-Transportation Department of the Association of American Railroads in order to effect universal usage, and quite a number of roads do not have reporting marks that are actually the initials of its name. A good example of this is the Nickel Plate. When it was deemed too cumbersome to use the old "NYC & StL", reporting marks derived from the common name were considered. However, "NP" would not do, as this would conflict with the Northern Pacific; thus a "K" was inserted between, and the Nickel Plate's new reporting marks became "NKP".

A more recent decree of the AAR has limited reporting marks to four characters in order to accelerate the job of car checking. Thus the Santa Fe had to drop its "S" sign, and its boxcars now bear the four characters "ATSF". Instead of simply dropping the "S" sign from "TORONTO", the Rock Island resorted to using only two letters, "RI". Now four characters or less are used to identify freight cars everywhere on the continent.

Many of the reporting marks are well known to everyone, railroad fan or otherwise. "NYC" conveys only one thought when one sees it emblazoned on the side of a boxcar. Yet, there are many others of these that are a little more tricky, and not as well known.

We present herewith a quiz on these reporting marks—some are very simple, others may require a bit more thought. Nevertheless, anyone who is a faithful boxcar watcher should have no trouble with any of them.

- | | | | |
|-----------|----------|----------|----------|
| 1. MILW | 6. M&StL | 11. T&NO | 16. VGN |
| 2. N de M | 7. BAR | 12. NWP | 17. WAB |
| 3. C&I | 8. LS&I | 13. MEC | 18. SOO |
| 4. DAR | 9. SSW | 14. NAR | 19. GM&O |
| 5. SP&S | 10. TEN | 15. P&V | 20. AG |

To give members a fair time to think these over, we will print the names of these roads in full in the July issue.

SIW.

BUFFALO EXCURSION

JUNE 23rd, 1946

(As told to the Editor by
Ray Corley)

On the bright and sunny morning of June 23rd, TH&B train 721 carried one extra coach, containing approximately 25 Toronto railfans. Three clubs were represented in this group, viz., our own Society, as well as the Model Railroad Club of Toronto and the Toronto Model Trainmen's Club. At Hamilton the numbers were swelled by about 15 more representing model clubs in Hamilton and Kitchener. To delight the railfans, an unusual operation was encountered in climbing the Niagara cuesta. Seven NYC coaches were deadheading home from Hamilton, and TH&B Switcher 51 acted as a pusher at the rear of the train, as far as Vinemount.

The train arrived in the Terrace station in Buffalo about 15 minutes behind schedule. Mr. Shapley, of the Buffalo Chapter of the NRHS, was on hand with a small welcoming committee. The group was immediately packaged into a Mack Bus of ancient & questionable vintage, which "seated 55" on seats for 30. We visited in succession the Nickel Plate and Erie roundhouses. At the former, the Road Foreman of Engines and a representative of the Westinghouse Company conducted the group around the roundhouse. At the latter, after signing our lives away on release forms, we moved about quite unchaperoned. Here a reporter from the Buffalo Courier Express took a picture of the five representative officials of the clubs. Pere Marquette and Buffalo Creek locomotives were also to be seen.

Next followed the cats at the Lackawanna YMCA, after which we excursionists went over to the DL&W roundhouse, where the respondent freight Diesels 601 & 602 were spotted for our inspection. The majority of the group then proceeded by bus back to the centre of the town to view the Buffalo model railroad club in operation. The layout was O gauge featuring a narrow gauge system and an interurban line. About 15 members had been left behind at the Lackawanna premises, but somehow they reappeared already on the train at 6.27 pm as it grunted into the Terrace station hauled by our same faithful Pacific of the morning, TH&B 16. Also in evidence was our "private coach", TH&B #71, unfortunately loaded with conventional passengers, not railfans, whereupon the group were profanely indignant.

Nevertheless we managed to find accommodation in the regular consist for the return trip. We arrived back in Toronto about 9.40 pm to disperse homewards.

The general opinion of the trip was that it was interesting and successful, giving evidence of international goodwill between railfans. We wish to register our sincere appreciation for the work of Messrs. Olver and Randall in planning the trip, and to Mr. Shapley for acting as our host to so many.

Let this be the herald of many interesting post-war railroad excursions!

HAMILTON STREET RAILWAY SOLD!

At time of writing, the HSR has just been sold to three private individuals, one of whom is the President of the Canada Coach Lines. They acquired the railway for \$1,400,000 when the Ontario Hydro Electric Power Commission's tenders closed on July 8. The Hydro has operated the line since 1930, but of recent years has tried to sell the property to other interests. Will this acquisition save the street cars from a fate similar to other former Hydro lines, or will it be their salvation? Only time will tell!

UPPER CANADA RAILWAY SOCIETY

BOX 122, TERMINAL "A"

TORONTO, CANADA

July, 1946 NEWS LETTER

Number 10

BAYVIEW EXCURSION - MEETING

On Friday, July 19, ten members of the UCRS went to Bayview Junction, near Hamilton to enjoy an evening watching the many train movements that take place through this busy spot on a summer evening. The evening was raining in the early stages, but after the party had arrived at the scene, the weather improved and the skies cleared.

Many passenger trains were observed, but there seemed to be a dearth of freights, with only two (one very short) passing during the evening. The mosquitoes eventually forced the members to retreat to their autos, and after refreshments at a roadhouse, they drove back to Toronto.

NIAGARA, ST. CATHERINES & TORONTO RLY. NOTES

Suburban car 65, which has been out of regular service for somewhat over a year, is currently being scrapped. This will leave only five of the original ten 60's. 107 and 123 are on the tip track in line for scrapping next. Also out of service and in storage are 60, 100, 101, (with a damaged end, from which it will probably not recover) and 102.

The city lines (Victoria Lawn & Facer St.) in St. Catharines, have been converted to busses, as in pre-1942 days. An odd car still helps out in rush hours, and trackwork has not been touched. 106 and 124 are being kept serviceable for this purpose.

The headway on the Port Dalhousie line has been shortened from half an hour to twenty minutes. Thus it is now necessary to have three cars on the line for base service. Meeting places are the formerly unused siding just outside Port Dalhousie and the siding east of Ontario St. in St. Catharines.

The conventional square CNR herald is now being applied to cars and locomotives to replace the name "Canadian National Railways" on the letterboard. On the cars the herald is being placed in the centre of the car body, leaving the letterboards blank. Several of the cars as repainted, have already had this change.

Word now is that the mainline will definitely retain passenger operation this year and probably in 1947.

GTW AND CPR RECEIVE NEW LOCOMOTIVES

Two Diesel-Electric switchers were recently received by the Grand Trunk Western Railway, subsidiary of the CNR, out of an order for 16.

Ten G5c Class light Pacifics have been delivered to the Canadian Pacific, these being the first on order for 40 similar engines. Also recently received from Alco were three Diesel-Electric switchers.

PUBLICATION ON THE CORNWALL STREET RAILWAY

Two of our Associate Members, William Houston, of Kingston, and Charles DeRochio, of Cornwall, have published an excellent photo-offset Bulletin dealing with the Cornwall Street Railway, Light & Power Company's street railway at Cornwall, Ontario. The publication contains history, roster and map, photographs and other pertinent information. Selling for 35¢ a copy, the publication is available to Society members through Bill Houston.

Incidentally, the Bulletin came out on July 5, in order to coincide with the 50th anniversary of the CSR.

ANSWERS TO RAILROAD QUIZ IN JUNE ISSUE

- | | |
|-----------------------------------|---------------------------------|
| 1. Milwaukee Road | 11. Texas & New Orleans |
| 2. National Railways of Mexico | 12. Northwestern Pacific |
| 3. Cambria & Indiana | 13. Maine Central |
| 4. Dominion Atlantic | Northern Alberta Railways |
| 5. Spokane, Portland & Seattle | 15. Pittsburgh & West Virginia |
| 6. Minneapolis & St. Louis | 16. Virginian |
| 7. Bangor & Aroostock | 17. Wabash |
| 8. Lake Superior & Ishpeming | 18. Soo Line |
| 9. St. Louis - Southwestern | 19. Gulf, Mobile & Ohio |
| 10. Tomskaning & Northern Ontario | 20. Algoma Central & Hudson Bay |

T.T.C. PLANS SILVER JUBILEE

During the month of September, the Toronto Transportation Commission is planning to celebrate 25 years of service to the citizens of Toronto & the surrounding communities. For it was on Sept. 1, 1921 that the Commission took over the lines of the Toronto Railway Company & the Toronto Civic Railway, in addition to their "decrepit" rolling stock.

Right now the relics, both street car and bus, are being renovated for public inspection during the celebrations. At the present time, the TTC has as street car relics:

Toronto Railway Co. Class "A" Motor, converted from horse car, #306, (single truck) pulling single truck trailer #64, also an ex-horse car.

Toronto Railway Company horse car #16, as used in Toronto in 1891.

Open motor #327, single truck horse car first converted to electric operation in 1892. This car draws, for convenience, a single truck open horse car, #11, as used in 1880. Both these relics were built by the TTC in Hillcrest shops as models of the originals which had long since disappeared.

Three four wheel horse drawn omnibuses, of early days, and a two horse sleigh, #2 of the Toronto Street Railway.

The TTC and Gray Coach Lines buses stored are:

#1 (double deck), #9, #17, #26, and #202 (charabanc), & #41 recently added.

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

August 1946

NEWS - LETTER

Number 11

Meeting at Mimico Roundhouse

On the sixteenth of August, the members of the U.C.R.S. inspected the C.N.R.'s roundhouse facilities at Mimico, Ont., a western suburb of Toronto. There was not a great deal of activity, and as it grew dark soon after we met, the train movements in the yards could not be seen to very good advantage. In addition to this, our guide for the evening did not put in an appearance. The evening was not considered to be too great a success. However, it was potentially a good site for a meeting and the large number in attendance helped out considerably.

Locomotives Assigned to Mimico

Roundhouse

May 9, 1946

Southern Ontario District:

772, 905, 2357, 2360, 2365, 2391, 2443, 2450, 2451, 2492, 2550, 2647, 2657, 3222, 3337, 3341, 3361, 3395, 3400, 3434, 3437, 3444, 3455, 3460, 3466, 3468, 3469, 3486, 3490, 3499, 3504, 3506, 3507, 3511, 3518, 3519, 6133, 6135, 6137, 6140, 6142, 6141, 6143, 6144, 6145, 6152 to 6159, 6186 to 6189, 6200, 6232 to 6246, 6253, 6254, 6259 to 6264, 7171, 7461, 7465, 7467, 8301 to 8303, 8322, 8340, 8343, 8345, 8347, 8348

Northern Ontario District:

3204 to 3206, 3240, 3248, 3284, 3441, 3452, 3459, 3477

(From Arnold Browne)

C.N.R. Locomotives Seen

by W.T. Sharp at Richmond Hill, Ont.

During Summer, 1946

905, 1322, 1358, 1360, 2357, 2367, 2391, 2484, 2487, 2537, 3204, 3215, 3216, 3221, 3240, 3254, 3459, 3462, 3464, 3469, 3475, 3477, 3494, 3497, 3499, 3504 to 3507, 3513, 3561, 3714, 3718, 3719, 3731, 3736, 5155, 5281, 5295, 5296, 5298, 5299, 5563 to 5565, 5571, 5573, 5589, 5591, 5610, 6025, 6027, 6031 to 6033, 6062, 6065, 6077 to 6079, 6153, 6180, 6232, 6236, 6238, 6241, 6243, 6252.



THE Publications Committee

The Directors of the Society announce the formation of a publications Committee composed of Messrs. Griffin, Westland & Sharp to supervise and edit the Society's publications. These are to be three in number. The News-Letter will continue to be published monthly as in the past. The Bulletin will be published semi-annually, in October and April. It will consist of four pages of lithographed material, including pictures and maps, plus from eight to twelve pages of duplicated material. It is expected that the calibre of the material to be used will promote sufficient sales to pay the bulk of the cost. The working capital to finance this project will come from a special fund to which several members, who wish to remain anonymous, have contributed. The Bulletin will be almost entirely given over to steam matters.

The Society has accepted an invitation from the Electric Railroader's Association, of New York, N.Y. to publish joint bulletins on matters of mutual electric interest. The Society's share in this will also be supervised by the Publications Committee.

In future all News-Letters and Bulletins will be mailed to all members, residents and out-of-town. Arrangements have been made for prompt and regular mailing, thus taking the burden of this work off the shoulders of our hard-working Secretary and Asst. Secretary.

Electric Railway News From

William Houston of Kingston, Ontario - July & August

Levis Tramways : This company has twelve miles of tracks, comprised of 3 routes - Lawson, Haute-Ville, and St. Ronauld. The St. Ronauld line is the longest and has a considerable stretch of Private right-of-way. The rolling stock consists of 22 ST, DE Birneys, numbered 85 to 103, 204, 214, 224, a lone DT car numbered 104, an old ST passenger car 83 and an express car #10. Several of the 85-103 series were built by the Canadian Brill Co. at Preston. The 200's came from the M.T.C. and are still painted in Montreal Tramways green, in contrast to the L.T.C.'s scheme of orange, blue and yellow. The Montreal Birneys are all in storage. Number 104 was Hagerstown & Frederick 49. The company has 24 buses on order, and when these arrive car service will be abandoned.

Quebec Rly., Light & Power: The City Lines comprise 22.50 miles of track and there are 5 routes operating, as follows:

1. Champlain	5.00 miles Lower Level	4 minute headway
3. Chateau-Exhibition	5.77 miles Crosstown	4 minute headway
6. St. John St.- Belt Line	3.30 miles Upper Level	5 minute headway
7. Grand Allee	3.43 miles Upper Level	5 minute headway
8. Lower Town St. Sacremont	5.00 miles Crosstown	4 minute headway

The City rolling stock consists of 35 semi-modern DT, SE cars built by Ottawa in 1928-29 and numbered in the 800's & 900's, plus 30 old DT, SE cars, some of which were built in the Company's shops. In addition there are 8 steel cars allegedly from Rochester in the 1930's which were formerly DE, now SE, seven old cars from the Third Ave. System, and five Toronto Rly. cars from the TTC in 1943. The two observation cars, 1 & 2, are still running and doing a booming business. The interurban line is in very good condition. Interurban equipment consists of 7 large electric locomotives, 12 motor passenger cars, and 30 or 40 trailers

of assorted types. The 450 series motor cars seat six across, and are among the widest interurbans in existence. The City lines seem to be slated for abandonment although the interurban line should have a definite future.

Montreal & Southern Counties: There are now two express trailers which can be operated with the 620 series (ex WE&LS Rly). Those two cars, 503, & 520, have had their coupler heights altered in order to make this possible. There is still talk of new equipment, and rerouting the M. & S.C. into the Central Station, but as yet no changes have been decided upon.

Cornwall Street Railway: Aroostook Valley RR locomotive 54 has been purchased by the CSR, and renumbered 8, despite the fact that they already have a plow of that number. The new freight line from the C.N.R. station to the Ogurtald's plant is approaching completion and should be in operation soon.

C.N.R. Planning New 55 Mile Line

The Canadian National Rlys. has under contemplation, and already authorized, a new branch line in the Province of Quebec. The line will run from Barraute on the Transcontinental line between Senneterre and Taschereau in a generally northerly direction to Kiask Falls on the Bell River, a distance of about 55 miles. This route is expected to open up much new timber country and also to encourage agricultural settlement in the region. The CN has two other relatively new branch lines in this section: the Noranda - Senneterre line built in 1937-38, and the Taschereau - Rouyn line, opened about 1931.

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

September, 1946

NEWS-LETTER

Number 12

IMPORTANT NOTICE

The Society has been extremely fortunate in obtaining a regular meeting-place for the coming season, 1946-47. Room 406 in the Toronto Union Station has been very kindly made available for our use once a month. The meeting of Sept. 20th was held there, as will all succeeding meetings for the season. Meetings will continue to be held on the third Friday of each month, as heretofore. Now, with a standard place and time for meetings, it should be easier for members to arrange regularly to be present; out-of-town members, may depend on knowing when and where to come to in Toronto to attend Society meetings. The list of meetings is as follows:

Oct. 18, Nov. 15, Dec. 20, Jan 17, Feb. 21, March 21, April 18, May 16.

These dates fall consistently on the third Friday of each month.

LIST OF UNUSUAL ROLLING STOCK SEEN AT UNION STATION, TORONTO

SEPT. 1945 to AUGUST 1946

1. Boston & Albany coach 468 -- Dec 24, 1945
2. Boston & Maine -- Express & Mail Agency Car 2939 -- Sept 13/45
3. Canadian National -- (a) -- Business Car 61 -Sept 10/45
(b) -- Business Car 101 - pulled by CPR 3657 - Sept 18
(c) Business or Private Car "Bonaventure" with diaphragm frame attached to observation platform -- May 1946
(d) Inspection Car 93 -- Oct. 25/45
(e) Rule Instruction Car --15077 -- Sept. 4/45
4. Canadian Pacific (a) Wooden Coach fitted out as travelling dental clinic -- furnished by I.O.D.E. --- Nov. 22/45
(b) Business Car "Ontario" -- Sept. 27/45
5. Denver & Rio Grande Western Coach 917 --- July 1, 1946
Erie Coach 2266 -- April 23, 46



7. Grand Trunk Western Coach 5355 --- July 1, 1946
8. Lehigh Valley Coach 907 - red with black windows - Oct. 14/45
9. New Haven Coach 3064 -- Oct. 26/45
10. New York Central
- (a) Coaches: 1434 --Apr. 26/46, 1566 - Apr. 23/46,
1573 --Apr. 21/46, 1714 - Oct. 10/45
1737 --Apr. 23/46, 1811 - May 21/46
1917 --Oct. 10/45, 2139 - Oct. 10/45
2282 --May 11/46, 2555- Oct. 20/45
2313 --Apr. 5/46, 2319 --Apr. 21/46
- (b) Express Cars: 3199 -Nov. 14/45, 3338 -Sept. 27/45
- (c) Parlour Cars: 477 -Dec. 3/45, 525 - May 21/46
541 -Mar. 16/46, 542 -Dec. 10/45
565 -May 21/46, 574 - May 20/46
590 - April 21 & 23, 1946
595 * Sept, 10/45
11. Ontario Northland Rly. Coach 302 - only one seen in Toronto to have
new road name on outside & inside. On C.N.R.
train 20 from London with T. & N.O. Coach 805
-- June 3/46.
12. Pennsylvania R.R. Rly. Express Agency Cars 5797 - Nov. 14/45
6625 - Nov. 13/45
13. Temiskaming & Northern Ontario
- (a) Business Car "Ontario" - Sept. 10/45
- (b) Coaches - 601 - Dec. 24/45, 603 - Oct. 24/45
605 - July 1/46, 606 - July 1/46
804 - Sept. 27/45, 805 - June 3/46
901 - Oct. 24/45, 907 - Sept. 27/45
- (c) Express Cars: 403 - Sept. 27/45,
701 - Sept. 27/45
1103 - Oct. 24/45
14. Union Pacific Coaches 877, 883 -- July 1/45 -- very old, with
high arch roofs - central chandelier - stained
glass in upper part of arch windows.

List Compiled by Jack Bost

LATEST DEVELOPMENTS ON THE HULL ELECTRIC RAILWAY

Routes are scheduled for abandonment in Dec. 1946, and yet preparations are being made to replace rail on the Inter-Provincial Bridge which was burned in March 29/46. In addition the H.E. Co. is doing much maintenance on the cars & tracks, and car #12 which has been off the road for at least three years with collision damage is being repaired and should be on the road any day now. Cars 34,54 & 252 were caught on the Ottawa side of the bridge and are still there, parked in the underground terminal of the Chateau Laurier Hotel. 25 of the 35 Ford Transit buses which will replace the street cars have already arrived and are in storage. It is a great mystery why so much money is being spent on the line at this late date; evidently the buses will be run either by the city or some other company.

By Jack Knowles, Toronto

By Jack Knowles, Toronto

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

October - November, 1946

NEWS LETTER

Number 13

BULLETIN PLANS SET BACK

The Electric Railroaders' Association of New York City, with whom the UCRS has come into an agreement to publish joint Bulletins of mutual electric railway interest, is at present in financial difficulties, what with having to change their meeting place, and various other things. Thus the joint Bulletin will have to be abandoned for the time being, until the ERA is ready to undertake publication of its Bulletins again. However, a Publications Committee, of the UCRS has decided that the first undertaking shall be a Bulletin on the Kitchener - Waterloo Railway, and this definitely is scheduled to come out as soon as the ERA is ready.

In the meantime our own Bulletin is unhindered, of course, and Bulletin Number 21, featuring roster of the Canadian Pacific, was mailed recently.

CALL FOR HELP!

Any member who has a copy of Bulletin Number 13, and who would like to help out the Society's permanent file, is urged to send it in promptly as the Society is short the required number of copies of this particular issue.

TTC TRACK WORK NOTES

Something is occurring in Toronto right now which is very unusual in any city these days and in fact has not taken place in Toronto itself for a good number of years; brand new street car tracks are being laid where they have never been before. An extension is being made to the Parliament route from Queen St. to King St. with a loop at the south-west corner of King & Parliament. Although the Parliament line will now become a straight line route linking King & Bloor, the change is not being made for this reason as much as it is to relieve the very bad congestion at Broadview and Queen in rush hours. A special trackwork installed at King & Parliament will include two curves which will allow King cars to proceed north on Parliament and east on Dundas to Broadview, thereby bypassing the Broadview-Queen bottleneck.

The new loop at the north-east corner of Dupont & Christie Sts. is completed and cars are now using it. All track & wire has now been removed from the old loop.

A new intersection has been installed at the corner of Yonge & Dundas Sts., which includes two new curves around the north-east corner. These will be used by Yonge cars when the subway construction begins; cars will be diverted along Dundas, down Church & west along the recently replaced tangent track on Wellington St.

Two extra curves have been installed around the north-east corner of Bloor & Dovercourt to take care of the Harbord carline when the Ossington trolleybus begins.



NIAGARA, N. & N. MINES & TORONTO RAILWAY

Cars 100, 101, 102, 106 and 123 have been taken to London, Ont., where they will be scrapped. 123 went in October, while the others followed about November 25th. Car 107 will be held permanently as a sand car. Cars 40 & 60 are in the back corner of the yard and look as if they will follow the 100's to the scrap heap. Locomotive type number 22 was rebuilt during the fall with a new steel underframe and received the trucks from 47. Only the cab and brooms of the old car were used. It is now painted Tuscan red with yellow lettering.

GRAND RIVER RAILWAY

The new locomotive, number 230, obtained from the defunct Salt Lake & Utah Railway (where it was 106) has had its refurbishing completed and is now out on the line. It was built by Baldwin - Westinghouse in 1930, is equipped with four 200 hp motors, and is now finished in light green with gold trim. The railway reports that freight traffic is growing to such an extent that still another locomotive is sought.

LONDON & PORT STANLEY RAILWAY

Pere Marquette Caboose #A450 is currently being used by the L&PS on a rental basis from the steam road. Car 9, which was damaged in a collision last year is being rebuilt with a steel sheathed end. This will present a very strange appearance, on an otherwise all-wooden car. Car 5 has been out of service & stored for several months, and at present is in a very dilapidated condition. However it is apparently planned for reconditioning.

MONTREAL TRAMWAYS COMPANY

On Sept. 15, 1946 tramway service between Oglivie Ave. and Blair Ave. was discontinued. Bleury Cars, routes 80 & 82 now turn at Oglivie Ave. Rails are being removed on the abandoned section about 3 blocks long, and service has been taken over by a new and extended bus route.

All Montreal Tramways P.C.C. cars (3500-3517 inclusive) have now been equipped with gate operated centre doors instead of the treadle operated doors originally installed. The new busses have also been equipped with this type of exit operation.

RECENT CANADIAN PACIFIC LOCOMOTIVE NOTES

Two Consolidation locomotives numbers 3704 & 3728 have had a trailing axle added and as Mikados are now numbered 5200 and 5201. They are class T2 and have a tractive effort of 45,000 lbs. These two locomotives are the first of 15 similar reconversions that are planned. #200 & #201 have recently been given trials between Montreal and Smith Falls.

The Canadian Locomotive Company's part of the current G5c light Pacific order is now being added to the roster as deduced by the presence of 1264 in Toronto recently.

NEW CN SYSTEM DIESELS ADDITIONS

Six Diesel switchers have been received by the Grand Trunk Western subsidiary of the CNR and numbered 7930 to 7935. These are class Q5-c and are built by Alco.

Ten additional Diesel-Electric switchers were received in November for use on the CNR's own lines, numbered 7936 to 7945, and built by Electro-Motive Corp. Two of these are assigned to Toronto, numbers 7942 and 7943.

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

December 1946

NEWS LETTER

Number 14

REFLECTIONS ON TORONTO'S BELT LINE RAILWAY

(The following is a partial reprint of an article which appeared in the Toronto Daily Star recently which we thought would be interesting to pass on.)

The hum of saws, the chop of axe on wood ~~sounds~~ through Moore Park Ravine and the doughty woodsman from the Parks Dept. are sparing no tree as they efface the last trace of Toronto's Belt Line railway.

Dead and gone these 50 years, the Belt Line between St. Clair Ave. E. and Moore Ave. is but a skeletal remnant of days that used to be. A few rotting ties, a length or two of rail, are the sole remaining ribs of the City's outstanding financial folly - the project to circle Toronto with a railway which would serve the double function of bringing the suburbs closer to downtown and allow the city dwellers to visit such unspoiled country spots as Moore Park, Eglinton Ave. & Fairbank.

The trees that grace the short-lived railroads path are now being felled to make way for a 100' wide roadway and here and there the last few pheasants which have made their home within the city's boundaries are skittering away before the woodsmen.

Toronto's real estate boom of the ninety's plus brilliant imagination of Civic expansion conceived the Belt Line Railway with its 24 miles of track, 2 engines and 4 or 5 cars. It was in 1892 when the inaugural trip was made.

"It will lift toiling men and women for a little while at least, each day out of the grime and soot and smoke of the city," wrote its forgotten publicity man, "a cheap fare, a comfortable seat, a well heated, a well lighted & well ventilated car, a quick ride here on the highlands, away from the bustle of the throng and beyond the clatter of the streets, here the balmy air and restful surroundings will win back the bloom of the cheek and courage to the heart."

Fare between each station is five cents. The track was laid going east from the Union Station, along the bay front, north up the west side of the Don to a station a little north of the Danforth. From there it travelled through a part of Rosedale and Moore Park and through the ravine of the Mount Pleasant Cemetery, crossing Yonge St. at Merton St. and going behind Upper Canada College. At Bathurst the railway turned directly west to Fairbank and turned south through West Toronto and Parkdale and back to the Union Station. A more westerly loop gave the system the appearance of a figure eight which serviced Lambton, Jane St., and the Lakeshore.

The highlands so highly spoken of is now the Hill district and in prophetic vein the company proclaimed "It will not be long until these hills are studded with stately homes; for search the wide world over, few fairer spots can be found whereon taste and wealth may rear palatial mansions.

The mansions are there but the prophet was not honoured. The railway folded after two and one half years of operation.

The Belt Line died. In the first World War most of the rails were rooted up and shipped to France. Toronto outgrew the steel band which encircled it, and now the last indignity as the roadbed is disappearing is the invasion by the Parks Dept. employees.



(Editor's Comment: The foregoing article completely fails to point out the fact that all of the Belt Line trackage is in regular use between Fairbank and Mount Pleasant Rd. The only section actually abandoned of the true Belt Line is that part south-east from Mt. Pleasant Rd. to the site of the old Canadian Northern Railway yards in the Don Valley. It is this section that the article is really concerned with.)

T.T.C. SCRAPS TWO UNITS OF SNOW EQUIPMENT

In November, S-11, one of the 3 double-end sweepers inherited by the Toronto Transportation Commission from the Toronto Railway Company was scrapped after lying in Hillcrest yard for several months. This marks the first city sweeper scrapped in Toronto and breaks up an hitherto complete line of sweepers from S-1 to S-28.

In December, work was started in the junking of the old plow 7 of the old Metropolitan Division of the Toronto & York Radial Rlys. which was known as TP-7 under TTC ownership. The big double-end box cab plow has been virtually unused for the last several years, and was one of the main railfan attractions of Eglinton Division Yard. Scraper plow 2120 has proven adequate in keeping the North Yonge Railways open in winter storms.

The TTC has under consideration the purchase during 1947, of one or more double truck snow sweepers from the soon-to-be-abandoned Manhattan Lines of the Third Ave. Railway System of New York City. These sweepers are said to be in excellent condition, always having been stored inside, and are second hand from the Eastern Massachusetts St. Rly. Co. If the TTC purchases them, it will be the first second hand equipment ever purchased, excluding the many cars inherited from the predecessor companies.

C.P.R. LEASIDE STATION OPENS

The new and modernistic suburban station which the C.P.R. has been constructing for the past year at Leaside was opened this month. It is thoroughly modern throughout, with brick and stone construction with fluorescent lighting and modern interior appurtenances. Three large and powerful floodlights mounted on sturdy polished steel poles illuminate the station, grounds and adjoining tracks, doing away with the traditional platform lights. Much new excavation work has been done for the new easy approach for the driveway up to the station from Millwood Rd. The old station building has been demolished.

LE & N - GRR NOTES

In a rear-end collision early December, small caboose number 5 of the LE&N was badly wrecked as passenger car 846 struck it while it was on the rear of a freight train. The caboose will be scrapped, but the steel passenger car, which suffered only minor damage, is being repaired.

Car 973 has been received by the road back from the Angus Shops with newly modernized interior. Features in the modernization being carried out are:

- (1) Seats in main compartment covered with green and black (striped) cloth fabric, and upholstery built up.
- (2) Seats in smoking compartment covered with matching green leather.
- (3) Seat backs fitted with chromium handles for reversing.
- (4) Floor covered with linoleum
- (5) Entire interior finished in a new bright two-tone colour combination.