

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

JANUARY, 1949

NUMBER 36

THE UPPER CANADA RAILWAY SOCIETY MEETS THE THIRD FRIDAY OF EVERY MONTH FROM SEPTEMBER THROUGH MAY IN ROOM 486, UNION STATION, TORONTO. THE NEXT MEETING WILL BE HELD ON FRIDAY, JANUARY 21st., 1949, at 8.30 P.M.

AMENDMENTS TO THE CONSTITUTION

At the December, 1948 meeting two members gave notice of their intention to propose amendments to the Constitution at the January, 1949, meeting. They are as follows:

Proposed by John Griffin:

Article 25 - Notwithstanding the provision in Article 4 that no guests may be present at the Annual Meeting, a Special Chairman may be appointed to preside at the discretion of the President or the Directors.

Proposed by Kenneth Whithy:

Article 26 - The Annual Meeting of the Society for the purpose of the election of Directors and the presentation of Officers' Reports shall be open to guests of members notwithstanding anything contained in Article 4.

CANDIDATES FOR ELECTION

The following persons have been duly proposed and seconded as candidates for the office of Director for 1949; each has indicated in writing his willingness to stand as required.

Bailey, William
Conner, Lloyd
Dunsmore, David
Griffin, John
Mills, John

Oakley, Ralph
Olver, Albert
Rowland, Thomas
Walker, John
Westland, Stuart

T. T. C. NEWS

The ex-Spadina cars 2168-2192 have now met their fate: 2184 and 2190 only are to be retained on the system for use in summer on the one-car Dufferin Stub route which runs from the cross-over north of King Street to the Springhurst loop on Dufferin St. The remaining eleven cars were stored at Russell Division after the Spadina finale, but during the week of December 13th, they were taken to George St. Yard, detrucked and moved by the Boyce Boiler and Machinery Co. to the corner of a yard on the South side of the Esplanade, between Berkeley and Ontario Streets up against the Railroad



embankment. The cars were bought by the Kaufman Metal Co. and are being stored here pending sale of the bodies for dwellings, etc. All 8 cars that had leather seats are included in those junked.

Thus of the seventy cars turned over to the T.T.C. by the Toronto Civic Railways in 1921, all that remain are:

- 2120 : DT McGuire Cummings, now used as scraper car - remaining of 4 cars.
- 2184, 2190 : DT Preston - remaining of 13 cars - only ones left for passenger service.
- 2200-2214 : ST Preston, now used as scraper cars - first Civic series out of passenger service, yet only series still intact on system.
- DT Niles 2128-2166 and ST Brill Birneys 2216-2264 haven't a single representative left in Toronto.

The revamping of the sweeper fleet has been completed and the re-assignment of the sweepers to Divisions is also in effect. The re-numbering of the cars and truck changes are as follows:

T.T.C. Number	T.A.R.S. No.	Trucks on Car As Received	Trucks on Car As Re-Built
S-34	80	Brill 27G	Brill 27E
S-35	83	Brill 27G	Brill 27E
S-36	89	Brill 27E	Brill 27E
S-37	90	Brill 27E	Brill 27E
S-38	81	Brill 27G	Baldwin (from 2144)
S-39	82	Brill 27G	Baldwin (from 2156)
S-40	91	Brill 27E	Baldwin (from 2130)
S-41	92	Brill 27E	Baldwin (from 2138)

In addition two extra sets of Baldwin trucks from the Niles series have been kept as spares. The above re-numbering appears to be based on the following principle: Cars with Brill trucks are re-numbered in the order of Third Ave. numbers, then those with Baldwin trucks are re-numbered after them in the order of Third Ave. numbers. These eight later acquisitions were purchased April 22, 1948 from the Third Avenue Transit System (although cars still carried name "Railway" system), and arrived initially in Toronto on the following dates:

- May 7 : 90, 92
- May 10 : 81, 82, 83, 89, 91
- May 12 : 80

Re-building of the cars for T.T.C. service was slow at first, with S-36 finished on August 3rd., and S-37 on September 7th., but with speeding up of the work later in the fall, the remainder were finished in November.

In November, as the double truckers became available, the remaining Toronto Railway Co. single truck sweepers were taken from the Divisions, loaded on tractor-trailers and shipped to Frank Brothers, of Terra Cotta Avenue, Hamilton, who are removing the trucks and selling the bodies for \$200.00 a piece. This includes sweepers S-1, S-2, S-6, S-8 to S-10, and S-12 to S-17. (S-3 to S-5, S-7 and S-11 had already gone from the roster). Thus now available for service are eleven single truck sweepers and twelve double truckers.

Assignment to Divisions is as follows:

- Danforth: S-18, 19, 30 and 31
- Eglinton: S-21, 22 and 34
- Lansdowne: S-27, 28, 40 and 41

Roncesvalles: S-25, 26, 38 and 39
Russell: S-20, 32 and 33
St. Clair: S-23, 24, 35, 36 and 37

All equipment was pressed into service in the severe storm over New Year's Holiday week-end.

In November, P.C.C. 4300 was given a two-tone blue interior color treatment, and the seats covered with a red plastic material. This may be adopted as future standard for P.C.C.'s if found acceptable. Car 4399 has the openings in the special roof duct sealed, although 4398 continues as usual, without window cranks.

THURSO AND NATION VALLEY RAILWAY

by Thomas Weston, Ottawa, Ont.

Last fall I was able to make a brief visit to Thurso, a community in the Province of Quebec about 20 miles east of Hull on the North bank of the Ottawa River, and see something of the Thurso and Nation Valley Railway. This is not a Common Carrier railway, but is owned by the Singer Manufacturing Company, which has a modern plywood plant at Thurso, and apparently owns large timber reserves in the area west of Lake Simon. The T. & N. V. is therefore principally a logging railroad and also must necessarily serve to transport employees, as there do not appear to be any roads into the area where tree-felling takes place.

Owing to limited time, my investigations were somewhat brief, and I was not able to speak to anyone whose information could be regarded as completely authoritative; however, a watchman told me that motive power consists of four units, a steam locomotive numbered 3, and three Alco 6E 44 ton diesels numbered 4, 5 and 6. Possibly one other old steam locomotive is kept in reserve up in the woods.

Of these, I saw only #4, which was working around the yard preparatory to taking a train up north at 6:00 P. M. - a daily occurrence. Miscellaneous items of rolling stock were also seen, including a passenger car.

Altogether, it seemed to be an active concern, although that time of year represented its slack season.

C.N. - C.P. NOTES

C.N.R. Diesel "A" units 9002 and 9003 were used during the summer and fall of 1948 to train crews. This is why the 9000 - 9005 were split into three two-units rather than two three-units as originally planned. The color scheme of 9000 -1 -2 has been changed: the entire unit is now gold, trimmed with green, cream and black.

Edward Thomson

C.P.R. is contemplating dieselization of its Algoma District and is making studies of motive power requirements in this regard.

Raymond F. Corley

TRANSIT NOTES

CORNWALL, Ontario.

The C. S. Ry. received the first of its trolley buses on December 23rd - when all are received and overhead ready, the famous Cornwall street cars will bow out. Locomotive 12 is now in service after being re-built by the Canadian National Railways at Pt. St. Charles Shops. It was Utah-Idaho Central Railroad 904, a Baldwin - Westinghouse product similar to 6, 8 and 10 of the C.S.R.

HALIFAX, N.S.

The Nova Scotia Light and Power Co. has decided to forgo the changeover from Birn-
eys to its 60 T-B's until spring because the trolley busus "might make a bad show-
ing in the snow". The N.S.L. & P. will become the only system in North America
running trolley busus exclusively, with no gas buses. Several extensions to the
present routing scheme will be put into effect with the new vehicles.

Raymond F. Corley

CALGARY, Alta.

On Saturday, November 27 the last car runs were made on the following routes: Belt
Line, South Calgary and Killarney. The South-west ends of the Killarney and
South Calgary routes will be handled by motor buses, while the remainder of these
two routes and the Belt Line will be T-B. The new routes started operation on
Sunday the 28th.

Julian Bernard

THE UPPER CANADA RAILWAY SOCIETY

P.O.Box 122, Terminal "A"

Toronto, Canada.

February, 1949

" N E W S L E T T E R "

Number 37

The Upper Canada Railway Society meets on the Third Friday of each month from September to May in Room 466 of Toronto Union Station, at 8:30 P.M. The next meeting will be held on February 18th.

SOCIETY NEWS

Amendments to the Constitution:

The two amending articles, the draught text of which appeared in Newsletter 36, dated January, 1949, were duly proposed, seconded and carried at the January, 1949 meeting.

Annual Meeting, January 21st., 1949:

This meeting followed after the regular meeting and was presided over by Mr. David G.C. Menzel, B.A., Barrister-at-Law, of Toronto. The Annual Reports of the officers were presented and adopted by the meeting. At the election which followed Messrs. Bailey, Conner, Dunsmore, Griffin, Mills, Oakley, Olver, Walker and Westland were elected Directors for 1949.

Directors' Meeting, January 28th, 1949:

The newly elected Directors selected the following officers for 1949-

President	John Griffin	Hon. Treas.	Ralph Oakley
Vice-Pres.	David Dunsmore	Hon. Asst. Secy-	
Hon. Secy.	Lloyd Conner	Treas.	William Bailey
		Hon. Curator	Stuart Westland

The Directors without portfolio are, therefore, John Mills, Albert Olver and John Walker.

It was with deep regret and sincere appreciation of past services that the Directors abided by the decision of Albert S. Olver, President of the Society since it was founded, not to stand for office this year.

Committees for 1949 were named as follows-

Constitutional	John Griffin (Chairman), Albert Olver, William Sharp, John Walker.
Programme and Excursion	John Bost (Chairman), David Dunsmore, John Mills, John Walker.
Membership	This committee has been organized on a new basis; its chief function is to be the rapid clearing of all correspondence relating to membership and of applications and the prompt notification to the officers concerned of all information relative to the subject. The members are to be the Hon. Secy. (Lloyd Conner), the Hon. Treas. (Ralph Oakley) and a Membership Secty.
Publications	William Bailey (Chairman), Raymond Corley, William Hood, George Horner, John Knowles and Stuart Westland.
Committee-at-Large	David Dunsmore (Chairman), Thomas Rowland, Kenneth Whitby.

The Bulletin will be edited by William Bailey, the Newsletter by Stuart Westland. The Bulletin Editor was appropriated funds for the publication of two, two-page lithographed information sheets.

C.P.R. ENGINES TO FUEL FROM TANK CARS

The first of one hundred C.P.R. locomotives to be converted from coal to oil has been turned out by Winnipeg Shops. No start has been made on construction of oil refueling facilities and none is likely until spring. Thus in the meantime, oil burning locomotives will be refuelled from tank cars.

(The Edmonton Journal, Jan. 19, 1949)

A. S. Olver

T.T.C. INSTALLS CARBON TROLLEY SHOES

The first large scale installation of slipper trolleys (sliding shoes with carbon inserts) was made during the night of January 29th - 30th, when this type of collector was applied to all the Yonge St. cars at Eglinton Division. Overhead crews worked feverishly during the night hours fitting the special overhead frogs and crossings required for the carbon shoes throughout the whole length of the Yonge route, so that Sunday day operation began on the 30th with all cars equipped. Although these shoes wear out more quickly than do conventional trolley wheels, their advantages lie in quieter operation, better contact with the wire (reducing wire pitting and variations in power coming into the car), longer life for the trolley wire.

CANADIAN NATIONAL RAILWAYS: LOCATIONS OF DIESEL LOCOMOTIVES AS OF OCTOBER, 1948

Assigned Road	Road Nos	Location	Assigned Road	Road Nos	Location
CN	7700	Toronto	GTW	7926	Elsdon
GTW	7730	Milwaukee, Wis.	"	7927	Battle Creek
CN	7750	Montreal (Stored (and Unserviceable)	"	7928	Milwaukee Jct.
CN	7751,52	Charlottetown	"	7929	Battle Creek
GTW	7800	Battle Creek Shop	"	7930	Milwaukee Jct
GTW	7801	Milwaukee Jct.	"	7931	Battle Creek Shop
CN	7900	Pt. St. Charles	"	7932-34	Milwaukee Jct.
GTW	7901	Milwaukee Jct.	"	7935	Port Huron
"	7902	Pt. St. Charles	CN	7936	Pt. St. Charles
"	(7903)	(Scrapped	"	7937-39	Toronto
"	7904	Pontiac	"	7940-41	Halifax
"	7905	Pt. St. Charles	"	7942-47	Toronto
"	7906	Pontiac	"	7948	Winnipeg
"	7907	Pt. St. Charles	"	7949	Port Mann, B.C.
"	7908	Durand	"	7950-51	Pt. Arthur
"	7909	Battle Creek	"	7952.55	Winnipeg
"	7910	Pt. St. Charles	"	7956-57	Halifax
"	7911	Flint	"	7958-60	Moncton
"	7912-14	Pt. St. Charles	"	7961-62	Pt. St. Charles
"	7915	Olivers (South Bend, Ind.)	"	7963	Toronto
"	7916	Edison	"	7964-65	Pt. St. Charles
CV	7917	Burlington Vt.	GTW	7966-67	Flint
"	7918	St. Albans, Vt.	"	7968	Grand Rapids
"	7919	White River Jct.	"	7969	Flint
GTW	7920	Blue Island	"	7970	Pontiac
"	7921-23	Milwaukee Jct.	"	7971-74	Milwaukee Jct.
"	7924	Elsdon	CN	7975-94	(On order from Montreal Locomotive Works)
"	7925	Milwaukee Jct.	CN	9000-05	Pt. St. Charles
			GTW	9006-27	Battle Creek

HAMILTON STREET RAILWAY

Car 415 was severely damaged by fire on the morning of January 9th, and has since been scrapped. Operating on the system now are 60 cars, consisting of 48 steel cars of the 500-547 series and twelve older double-end steel sheathed cars, of two differing series. Also still on the property, but no longer used, are four single truck cars of the 404 series.

UPPER CANADA RAILWAY SOCIETY
Box 122, Terminal "A"
TORONTO CANADA

REPORT OF THE ANNUAL MEETING FOR 1949

(Reports of the Officers on the Society's
affairs during 1948 presented at the Annual
Meeting, January 21st, 1949)

PRESIDENT'S REPORT

HONOURARY SECRETARY'S REPORT

HONOURARY TREASURER'S REPORT

Mr. Chairman and Gentlemen:

We have passed another milestone in the history of the Upper Canada Railway Society, and I believe we can look back on a year of progress, and forward to a year of even greater progress. Nine meetings were held with a variation of outside speakers, Member Speakers, and moving pictures.

Your Society participated in one joint Fan trip on Saturday, June 12th with Port Colborne, as the most distant point and combining steam and electric interurban transportation. I think all who participated, agreed that it was a real railroad Fan outing -- a long day, but filled with interest. Another joint Fan trip is being planned for this coming June -- better than ever, with a special train. Plan now to attend this coming one, not only that we may have a good Society turnout, but to have a real "railroad outing".

During 1948, the Publications Committee continued to work by publishing one Bulletin and ten Newsletters. Arrangements have been made for accelerating the duplicating of the Newsletter in 1949 and again an appeal is made to all Members to contribute material -- its your Newsletter, help make it larger and more interesting. The Publications Committee does a great amount of work during the course of the year and an appeal is made to Members to offer assistance -- remember its your Society!

I wish again to extend the thanks of the Society to Mr. A. L. Enborg, Superintendent of the Toronto Terminals Railway for permission to continue meeting in Room 486, Union Station.

To my fellow officers and Directors, I wish to extend my most sincere thanks for their loyal support and untiring efforts during 1948. The unceasing secretarial work was carried out by Mr. Dave Dunsmore, assisted by Mr. Jack Bost. Mr. Ralph Oakley deserves great credit for his accurate and thorough execution of his duties as Treasurer, while again Mr. Stuart Westland as Curator, and Editor of the Newsletter, kept railroading before both the Resident and Associate Members. Our Vice-President, Mr. John Griffin, who has been a continuous source of energy since the inception of the Society, continued through the past year to promote our welfare and advancement.

The organization of smaller groups within the Society to indulge in 'get-togethers' at homes and at places of interest to discuss and observe points of their particular interest, developed considerably during the course of the year. Rather than tending to split the Society I feel these groups have brought individuals closer together and strengthened the Society as a whole. It is my hope that these groups increase in number and enthusiasm.

It seems that I am continually stressing the point that the more a member puts into a Society, the more he gets out of it. While it may sound like one of the platitudes that we heard in school and dismissed at the time as just some more of the teacher's patter, I am sure, just as later we found some of these platitudes were fundamental truths, so the more we put effort into promoting our Society and its interests, the more we will find we are enjoying what seemed at first to be just work to be avoided.

The Upper Canada Railway Society is our Society, our hobby, and our interest. Let us all by our combined efforts in 1949, make it larger, better known and more interesting. I assure you that each of us will feel a personal satisfaction in proportion to our efforts.

Meetings

Attendance - During the year there were 9 general meetings with an average attendance of 23 members and 4 guests. Director's meetings held were 4 and had an average attendance of 8.

Programmes - Last year the club had six guest speakers and also three members who provided very interesting talks on various subjects. Two films were shown and four fan trips were available to club members.

Membership

As of December 1948 the club showed a total of 97 members made up of 43 resident and 54 associates which shows a gain of 6 resident and 14 associates for the same period in 1947.

As far as statistics go I can go no further which I'm sure you'll all be pleased to know and I am likewise because if I remember correctly last year my predecessor got into trouble by advising we had an average attendance of 19.45 at our meetings. I was given quite a few queer looks and I'm still trying to figure out this .45. Seriously though we can start into 1949 with a good outlook as our club is growing. We have lost some hard working members who must be replaced and I'm sure we can do such. To end it may I just say thanks to all of my fellow officers it has been a pleasure working with you.

D. A. Dunsmore

RECEIPTS

Balance from 1947	79.22
Dues 1948	125.00
Stationery Sales	4.02
Sale of Publications	32.65
Assets, Publication Committee	28.40
Sale of Pins	3.75
Interest	1.38
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	\$ 274.42

DISBURSEMENTS

Postage and Excise	7.75
Publications Committee (money received for sale of bulletins)	1.00
Annual Report	.65
Exchange and Excise	.04
Advertising	1.90
Entertainment	3.50
Bulletin #22	12.33
Bulletin #23	30.89
Bank Charge	.10
Newsletter	14.50
Stationery and Supplies	26.31
P.O.Box Rent	6.00
Subscription, Canadian Transportation Journal	2.00
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	\$ 106.97

BALANCE DECEMBER 31, 1948

\$ 167.45

The balance on hand, \$167.45 indicates that the society is in a good financial condition. The increase in cash assets at the conclusion of 1948, over those at 1947 is accounted for, partially, by the transfer, to the general funds, of the assets of the Publications Committee, as announded in the April Newsletter. A reduction in expenses for publishing the Newsletter has contributed also to this balance.

It will be noted that disbursements are shown for two bulletins. The first shown was published in 1947, and was carried into the year under consideration as an accounts payable item.

The Publications Committee is considering the publication of an increased number of bulletins during 1949. If this can be arranged, the benefits of the accumulated funds will be realized by the membership.

J. R. Oakley

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

MARCH 1949

NUMBER 38

The Society meets the Third Friday of each month in Room 486, Toronto Union Station. However, special attention of the members is directed to the fact that the April and May meetings of this year will be held on the Fourth Friday of the month, as the third Friday of these months conflicts with Easter and Victoria Day holiday weekends respectively. Location and hour will be the same as usual. The March meeting of the Society will be held on the usual date - the 18th. The feature of this evening will be the showing of an excellent Pennsylvania Railroad publicity film obtained by our Programme Chairman, Mr. Jack Bost. A few of our members saw this film some time ago, when the action shots all displayed steam locomotives, featuring the prow-nosed T-1 4-4-4's. Since that time, these have been cut out of the film, and diesels substituted. The film is an excellent one, and all resident members should make it a point to be on hand.

THE FEBRUARY MEETING.

A new type of programme was inaugurated at the meeting of February 18th., when Mr. John Walker, of the programme committee, conducted a round table discussion, in the form of a question and answer hour, on matters relating to Electric Lines in the Toronto metropolitan area. A board of four "experts" was chosen, and the remainder of the membership directed questions to this board pertaining to the chosen subject. Many and varied questions were received, and much discussion followed each one. As Mr. Walker said, this programme was in the nature of an experiment, and if successful, could be followed up with similar discussion hours on many other railroad subjects. In the opinion of the Editor, the programme was very successful, and certainly had an educational value. Suggested topics for future programmes of this nature are: general Canadian railway history; more detailed history and geography of the railways of Southern Ontario; technical aspects of steam locomotives; other electric lines outside of the Toronto area; timetables and train operation, etc., and many others. The Society has specialists in all of these fields, and the "answering board" for the evening should be made up fairly easily in each case. Further comments of the membership upon this subject will be greatly appreciated.



U.C.R.S. DATA SHEETS PLANNED.

The Publication Committee plans to begin production of one page data sheets on both steam and electric matters, these sheets to be done in the photo-offset process with illustrations, diagrams and accompanying text. They will be considered bulletins, and will be numbered in the bulletin series. The purpose of these data sheets, for those unfamiliar with their nature, is to present a concise, but exhaustive review of a given series of cars or locomotives, and thereby to "put them on record" for all who may be interested. Some of these sheets will be largely individual in subjects; others will be related, and may eventually build into complete rosters of certain properties. This, of course, is a long range plan. Lengthier bulletins of the regular type will continue to be published from time to time. Any reader familiar with the publications of the Central Electric Railfans' Association of Chicago knows the type of data sheet which it produced during 1939 - 1941. The U.C.R.S. sheets will be somewhat similar; the first of these is already in production and should be mailed to members in the not-too-distant future.

FOREIGN LOCOMOTIVES IN TORONTO DURING 1948.

by George W. Horner.

New York Central: 37 engines-

5208, 5218, 5219, 5221, 5223, 5226, 5231, 5233, 5236, 5244, 5246, 5250, 5256,
 5258, 5259, 5280.
 5302, 5306, 5309, 5311, 5313 (T.H.&B. 501 and 502), 5318, 5328, 5360, 5361,
 5362, 5363, 5364, 5365, 5366, 5367, 5369, 5370, 5371, 5372, 5374.
 4756

T.H.& B.: 5 Engines- 15, 16, 106, 501, 502.

Wabash: 3 Engines- 2265, 2269, 2271.

Erie: 5 Engines- 3169, 3185, 3188, 3190, 3194.

Toledo Terminal Railway: 2 Engines- 31, 35.

Buffalo Creek Railway: 6 Engines- 21, 23, 25, 26, 27, 28.
 (G.T.W. 8417 - 8422)

Defence Industries Limited: 1 Engine- 2003.

Central Vermont: 1 Engine- 230.

TOTAL - 60 Locomotives

(Note - Comparison with 1947: 106 locomotives. (56 of these were N.Y.C.), also
 from Jan. 1st., to Feb. 15th., 1949, there have been 43 N.Y.C. engines in Toronto).

U.C.R-S. Electric Group Fantrip.

Sunday March 20- - - Grand River - Lake Erie and Northern Rys.

Lv Toronto	8:30 A.M.	C.P.R.
Lv Galt	10:00	L.E.&N.
Ar. Waterford	12:11 P.M.	L.E.& N.
Time out for Lunch		
Lv. Waterford	1:17	L.E.& N.
Ar Kitchener	3:18	G.R.R.
Lv Kitchener	3:35	G.R.R.
Ar Preston	4:00	G.R.R.
Time out for Photos, Hespeler		
Side Trip, tour of Shops,		
and Dinner.		
Lv Preston	7:05	G.R.R.
Ar Galt	7:30	G.R.R.
Lv Galt	8:40	C.P.R.
Ar Toronto	10:40 P.M.	C.P.R.

Rail Fare approximately \$6.00 -
(Meals Extra)

Ottawa Electric Ry. Notes.

The four new cars are in regular use, two usually on Bank-Rideau and one each on Holland-Laurier and Preston-Rockcliffe. Other cars are being re-painted, and the new O.T.C. is turning them out very rapidly; some cars are also being fitted with new seats (a programme that the O.E.R. discontinued last spring) and the second rear door, a hangover from 2-man days, is being eliminated. 950 - 960, the ten ex-T.T.C. cars, are still used in rush hours.

Henry M. Mather

Upper Canada Railway Society

BOX 182, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

APRIL 1949

NUMBER 39

The Society will meet on the FOURTH Friday of this month, April 22nd., at 8:30 P.M. in Room 486 of Toronto Union Station. The programme for this meeting will consist of an address by Mr. Raymond Corley B.A.Sc., a member of the Society and a transportation engineer of the Canadian General Electric Co., the subject is to be "The History of the Development of the PCC Car" and a discussion of their present use and varying types. Mr. Corley has made a special hobby of PCC cars, and was employed for two summers working on them in the T.T.C. Hillcrest Shops; thus he may be counted upon to give an interesting and authoritative address.

NOTE TO ASSOCIATE MEMBERS

The Directors wish to express their thanks for the items of interest and the good wishes contained in the many letters received. While it is not possible to acknowledge each letter personally, they are none the less much appreciated. The Society is always pleased to hear from its out-of-town members.

Canadian National Railways Orders Electric Locomotives for Montreal Terminal Electrification

At the close of January an order was received by the Canadian General Electric Co. from the Canadian National Railways for three 87.5 ton, 2400-volt D.C. straight electric locomotives, to be delivered early in 1950. These units will be used in the Montreal terminal electrification -- the only railroad electrification exclusively in Canada at the present time.

The electrified territory in Montreal terminals extends South from the Central Station to Turcot yard on the line to Toronto and to the Victoria Bridge crossing to the South shore route on the St. Lawrence. Passenger trains entering and leaving Montreal from these lines are hauled by electric locomotives between the interchange points and the terminal. In addition a suburban service is operated north from the Central Station through the Mount Royal Tunnel to St. Eustache, 17 miles distant.



Montreal Terminal Electrification - cont'd

The original six 83-ton locomotives in this service were purchased by the Canadian National Railways from the Canadian General Electric Company in 1915, and nine more English Electric equipped units were acquired from the Montreal Harbour Commission during the last war.

The new locomotives will be acquired in order to handle the increased traffic throughout the territory. With a total weight in working order of 175,000 lbs, they have a starting tractive effort of 52,000 lbs and a continuous tractive effort of 17,900 lbs. Each locomotive is equipped with four type GE 754 traction motors, each pair permanently connected two in series. These motors are of a completely new design and are being applied extensively on both new and replacement applications for high voltage railroads. Type P electro-pneumatic control is supplied with series and series-parallel operating ranges. Two or more units may be used in multiple-unit operation under the control of one operator.

Wheel arrangement is B-B with two 2-axle swing bolster trucks and 38-inch driving wheels. Maximum speed of the locomotives is 60 miles per hour.

CANADIAN PACIFIC RAILWAY DIESEL LOCOMOTIVES
IN SERVICE AND ON ORDER

1000 H.P. Standard Switching Locomotives

<u>Road No's</u>	<u>Class</u>	<u>Date Built</u>	<u>Builder</u>
7010-7014	DS-10a	1943	American Locomotive Co.
7015-7024	DS-10b	1944	"
7025-7037	DS-10c	1945	"
7038-7051	DS-10d	1946	"
7052-7064	DS-10e	1947	"
7065	DS-10f	1948	Baldwin Locomotive Works
7066-7075	DS-10g	1948	"
7076-7095	DS-10h	1948-9	Montreal Locomotive Works
7096-7105	DS-10j	1949	"

1000 H.P. Road Switching Locomotives
Allocated to E. & N. Railway

<u>Road No's</u>	<u>Class</u>	<u>Date Built</u>	<u>Builder</u>	<u>Steam Generator</u>
8000-8004	DRS-10a	Dec. 1948	Baldwin Loco, Works	Vapor-Clarkson
8005-8012	DRS-10a	"		No

C.P.R. Diesels in Service and on Order - cont'dDiesel-Electric Locomotives on order for
Montreal-Wells River Operation

<u>Road No's</u>	<u>Class</u>	<u>Type</u>	<u>Builder</u>
1800-1802 #	DPA-20a	2000 HP Passenger "A" Units	Gen'l Motors E.M.D.
4000-4007 #	DFA-15a	1500 HP Freight "A" Units	Montreal Loco.Works
4400-4403 #	DFB-15a	1500 HP Freight "B" Units	"
8400-8404 #	DRS-15a	1500 HP Road Switchers	"
7106-7108 #	DS -10k	1000 HP Standard Switchers	"

On Order

R.F.Corley

March 31, 1949

CANADIAN PACIFIC RAILWAYLOCATION OF DIESEL/ELECTRIC LOCOMOTIVES

1800-02	On Order	7050-51	Calgary
4000-4007	"	7052	Quebec
4400-03	"	7053-55	Vancouver
7000	Sold (at Marathon, Ont)	7056	Three Rivers
7010-14	Montreal	7057-58	Montreal
7015-17	Winnipeg	7059-61	Toronto
7018-19	Calgary	7062-63	Windsor
7020-27	Toronto	7064	Montreal
7028-30	Montreal	7065-72	Vancouver
7031-32	Toronto	7073-75	Winnipeg
7033-34	Montreal	7076	Sherbrooke
7035-36	Winnipeg	7077	Toronto
7037	Calgary	7078	Sherbrooke
7038-40	Montreal	7079-80	Windsor
7041	Quebec	7081-82	Winnipeg
7042	Montreal	7083-85 #	Winnipeg
7043-47	Toronto	7086 #	Three Rivers
7048-49	Winnipeg	7087 #	Montreal
		7088-89 #	Ottawa
		7090-93	Sudbury
		7094-95	Smiths Falls
# On Order		7096-7108	On Order
		8000-12	E & N Rly
		8400-04	On Order

The Membership is reminded of the Fan Trip of all the Railroad Clubs of Toronto and Hamilton districts together with our own Society, to be held on Saturday, June 25th. We travel by Special Train through Hamilton, Brantford, Stratford, Palmerston, Guelph and Georgetown. A two-hour stop will be made at Stratford Back Shops of the C.N.R. Subscription is \$5.00 from Toronto and U.C.R.S. has been allotted 15 tickets, which

FAN TRIP - cont'd

include Dinner on the return trip as is usual. Any un-sold tickets will be sent back to the General Committ on May 1st. If we require more than 15 tickets we will be able to get them up until May 1st., but cannot guarantee them later. Come and bring your wife. Further information may be obtained from John Griffin, 226 Bay Street, PL 3949, and subscriptions may be forwarded to him also.

RECENT SPILLS

Two recent C.N.R. wrecks in local territory occurred both in close proximity to travelled ways and thus attracted wide spectator attention. On March 25th., five box cars, loaded each with four motor trucks, were derailed and piled up against each other in the Don Valley immediately north of the Prince Edward Viaduct at the Rosedale yard wye. The train was North-bound with Calgary as its destination. Not long after the wreck the viaduct was lined with people gazing into the valley below to view the clean-up operations.

At 6:00 A.M. on March 28th., Northern type No. 6309 heeled over on its side at the west junction at Bayview, Ont., just outside Hamilton. The train consisting of eleven cars of machinery bound from Sarnia to Hamilton was travelling at about three M.P.H. The tender remained upright and the freight cars were soon removed; the line was not completely blocked, but was restricted to single track operation until the locomotive was lifted and track repaired. A large body of onlookers viewed this wreck also from the park which is contained by the threelegs of the wye.

T.T.C. NOTES

On March 28th., Crane Car C-1 was repainted canary yellow with red warning stripes. It was thought advisable to make this car more easily visible to motorists as it does much night operation on track jobs etc.

The grinding cars 7-22, 24 and 25 have been renovated and equipped with large signs reading "Grinding Car" on the front right hand dash in order to keep the old ladies off of them. (They were converted from single truck Toronto Railway passenger cars and still look very much like passenger cars when on the street; thus the decision to apply the signs).

From more than one official source it has recently been learned that at least fifty of the Toronto Railway cars now owned by the T.T.C. will be kept even after the arrival this summer of the multiple unit 4400's. Extensive body maintenance has been done on certain of them, and practically all of them have been repainted within the past year. This is, of course, great news for electric railway enthuseasts who had previously expected to see the final demise of all of the wooden cars in Toronto in 1949.

Upper Canada Railway Society

BOX 144, TERMINAL "A"
TORONTO, CANADA

MAY, 1949

NEWSLETTER

NUMBER 40

The Upper Canada Railway Society will hold the last regular meeting of the 1948-49 season on the Fourth Friday of this month, that is, May 27th, in Room 486, Toronto Union Station. Because of the fact that this will be the last meeting until the new season opens in September, all members are requested to make every possible effort to attend; the attendance at the May 1938 meeting was rather discouraging, and it is hoped that a recurrence of this situation will not be the case. A very interesting programme is scheduled for this meeting: it will take the form of a question and answer discussion similar to the plan followed in the February meeting on the T.T.C. A general topic, the steam railways of Canada, will be the one for the May meeting - a board of answering experts has been chosen and a lively and educational programme is to be expected.

THE QUESTION OF LOW FREIGHT RATES

At a recent address before the Canadian Industrial Traffic League, Mr. P.C. Armstrong, Economic Consultant of the Canadian Pacific Railway summed up very well the railways' current attitude toward the freight rate situation in Canada and gave reasons backing the position which they have taken. The substance of his remarks are as follows:

If Canadian railways were to reduce freight rates throughout the nation at the cost of slowing down the movement of goods, the true cost to the Canadian economy might be a great deal higher than it would be with rates a little more and the movement of goods a little faster. The true cheapness of transportation cannot be measured simply by defining it in terms of cost per ton of movement. Railway companies have been inhibited from undertaking urgently necessary improvements and extensions of their services to the public by the fact that there has been too much delay in permitting railway freight rates to rise comparatively with other prices.

Broadly speaking, Canadian railway freight rates have remained unchanged since they were stabilized after the First World War. In addition the pressure of a subsidized competition forced a constant process of whittling freight rates down until actual experience convinced many of the operators of highway transport that they were not going to prosper by cutthroat competition. As a result, the freight rate structure in Canada at the outbreak of the Second World War was abnormally low.



The Question of Low Freight Rates - cont'd

When, as a result of war conditions the government of Canada undertook to freeze all prices, the freezing was applied to railway freight rates. In this case the freezing was 100 per cent. When price controls were removed after the war, railway freight rates had almost alone among prices in Canada shown no increase at all. The railways moved after the war, for a rate increase to offset wage and other cost increases, and after protracted hearings an increase was granted. At once railway workers insisted on another substantial wage increase, and this coupled with the great rise in costs of materials, forced the railways to ask for another rate increase.

Even the two rate increases combined would not raise railway freight rates in Canada to the proportion in which other prices have risen, or to the levels of increases granted to railways in the United States or Britain's socialized railways. Even before the Second World War, Canada obtained the cheapest railway transportation services in the world, with the possible exception of some of the Oriental nations.

Appealing to his audience as recognized traffic experts, Mr. Armstrong asked them not to forget the part played by the railways when they (the members) are tempted by offers to move some of their traffic at rates lower than the railways can afford with the result that the railways have to charge higher rates on the traffic which their competitors refuse to handle.

It cannot but be of benefit that Canada should be furnished with the best and most efficient transportation services, at the lowest cost consistent with efficiency.

NEW RAILWAY PROJECTS IN THE PROVINCE OF QUEBEC

Two mining railway projects of considerable interest are taking form in the heretofore remote section of the province north of the Gulf of St. Lawrence.

In recent years it has come to light that vast iron ore resources are imbedded in the Canadian Shield in the vicinity of Western Labrador, round the head of the Hamilton River. The hematite deposits in the vicinity of Burnt Creek are being developed by the Hollinger interests, and in connection with this development a large-scale railway undertaking is contemplated. This railway, the Quebec, North Shore and Labrador Railway Co., received Dominion Charter over a year ago, and the company has completed reconnaissance surveys and much of the location surveys for the approximately 360 miles of the course of the line from Seven Islands, P.Q. north to Burnt Creek. A tote road is currently being built north from Seven Islands and the final location for the railway right-of-way has been determined for 150 miles to the north.

The line will traverse rough Shield country for the first 150 miles out of Seven Islands, and will follow the valleys of the Moisie, Nipissis and Macouna Rivers; the northerly 200 miles will be over a flatter plain with no great constructional difficulties anticipated. Between 6000 and 7000 feet of rock tunnels will be necessary on the southerly section.

Other Projects in Prov. of Que. cont'd

It is planned to construct the line to the most modern standards with 130 pound rails, a maximum curvature of six degrees and a maximum grade of 0.2 % against the current of traffic which will be southbound. The company intends to divide construction work among ten to fifteen contractors who will be serviced by air. A terminal and the repair shops for the road will be established at Seven Islands, and here also will be erected the facilities for unloading ore from freight cars into ships. Diesel locomotives will be used as motive power, and while the number to be acquired has not been decided upon, it has been calculated that 13,000 ton trains will be operated, requiring each the use of four 1500 H.P. locomotive units.

It is estimated that the railway will require four years to complete; and if financing can be successfully completed and materials obtained, construction will begin in the fall of this year.

The other project is a much smaller one, but a start has already been made upon it: this is the Romaine River Railway Company, which plans to build a 27 mile line from the ilmenite deposits (iron and titanium) in the vicinity of Lake Tio in Tetu Township southerly to Harve St. Pierre on the north shore opposite Anticosti Island and some distance east of Seven Islands, the terminal of the Quebec, North Shore and Labrador.

Construction of this line began in October 1948, and is expected to be completed by late 1950. The purpose of the railway is to carry ore southerly from the deposit (the largest body of ilmenite known in the world) to Harve St. Pierre, where it will be transferred to ships for transmission to the Quebec Iron and Titanium Corporation's proposed smelter at Sorel. The railway is a subsidiary of this company.

Fraser Brace and Co. has the contract for construction of this line, of which $8\frac{1}{2}$ miles of right-of-way have been thus far cleared and graded, and rail-laying should commence this spring. The track will be laid with 100 pound relay rail Eastern jackpine ties and crushed limestone ballast: there will be a maximum grade northbound of 2 % and southbound of $1\frac{1}{2}$ %. Included in the construction work will be three main truss bridges and several deck plate girder spans. Diesel power will be used, but the number of locomotives and cars to be acquired has not been definitely decided.

LOCOMOTIVE NOTES

by Raymond Corley

The Story of C.N.R. 7803 - 7820: The 18 75-Ton diesel road switchers ordered by the C.N.R. early in 1947 from the Canadian Locomotive Company for Prince Edward Island operation have been rejected by the railway. As the C.L.Co's first attempt at mass producing this form of motive power, poor judgment was shown in accepting the order without preparation or foresight of the manufacturing and supply problems.

Locomotive Notes - cont'd

Despite repeated delays in production, the first two locomotives were delivered April 30, 1948 far behind schedule and only five more followed by late summer. Their operational record was very bad, and the abnormal number of road failures, especially on the diesel engine, forced the C.N.R. to return the seven locomotives to the builder in October 1948 and halt further deliveries. Subsequent tests on a "revamped" locomotive produced seven road failures in 1785 miles; as a result, the order was cancelled outright early this year, as confirmed by Mr. R.C. Vaughan, Chairman and President of the C.N.R., on March 28th. in a Parliamentary address. Future of the locomotives is uncertain but it is expected that an effort will be made to dispose of them elsewhere in Canada, probably to industrial roads. Meanwhile the C.N. has recently ordered in their place 18 70-ton standard road-switchers from the Montreal Locomotive Works.

On March 31st. the first two MLW locomotives of the new 7975-7994 series were delivered to the C.N. Delivery of the remaining eighteen locomotives on this order will continue until May.

The last of an order for 20 1000 H.P. diesels for the Canadian Pacific No. 7095, was delivered by the Montreal Locomotive Works, and entered service at Smith's Falls, Ont. The same day saw the placing in service of four of these units 7090-7093, at Sudbury. The first diesels in the city, they were heralded by inaugural ceremonies attended by civic, railway and manufacturing representatives, followed by an inspection period open to the public.

C.P.R. Number Changes: e Wells River switchers listed in the last issue as 7106-7108, have been changed to 7096-7098; the ten other switchers on order from MLW-CGE for general use in Canada will now instead be 7099-7108, instead of 7096-7105; delivery of these is expected in May and June.

The Ontario Northland Railway has on order four 1500 H.P. road switcher units for delivery this year. The first two numbers 1300 and 1301 are to be built by Alco and are for May delivery; the other two, 1302 and 1303, are to be the first MLW built locomotives of this type and will be delivered in September. All four units will be equipped with train heat boilers for passenger train operation

JOINT FAN-TRIP - Saturday June 25th., 1949.

The Third Annual Fan Trip of the Rail Fans of the Toronto and Hamilton districts will be augmented by a contingent from Buffalo this year. Two hours at the Stratford Back Shops, and time off to view the Palmerston Roundhouse. It has been arranged to have the Special Train layover before reaching Stratford for a Picnic Lunch, and of course the usual arrangements have been made for a Real Bang Up dinner on the return in two 40-seat diners. Complete fare including the dinner and free pop for lunch is \$5.00 from Toronto and \$4.75 from Hamilton. Only 240 can be accommodated, and we have only a few tickets left, so get your cheques in to John Griffin, 226 Bay St. Toronto, without delay. After our allotment is gone, we do not expect to be able to get any more tickets - so - we send the tickets out as long as they last, and return the cheques of the late arrivals.

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

JUNE 1949

NUMBER 41.

The Society finished the 1948-9 season with the meeting of May 27th., when David Dunsmore conducted a question and answer period on Canadian steam railways which proved very interesting to all those in attendance. There will be a three-month break in the meeting schedule, and then the new season will begin with the meeting scheduled for September 16th. In the meantime during the summer months, many of the Society's members will in all probability be taking trips to places of railway interest about the province or perhaps even further distant and will see things which will be of interest to other members of the Society. All members who do any travelling this summer are urged to send in a review of their trip and special things of interest seen to the editor so that other members may hear about them through the medium of the News-Letter.

T. T. C. DEVELOPMENTS

According to the latest word available the 100 multiple unit PCC cars which are to be received this year will commence arriving early in August. However, they will not enter service until the Exhibition is over, when reassignment of cars to other divisions and scrapping of older cars can be more easily accomplished. A new track loop known as the Hillingdon Loop, has been installed at the north-east corner of the Danforth Carhouse property and this will be used for off-street coupling and uncoupling of the second units of the 2-car trains at rush hours, as is now done with the trailers of the Peter Witt cars at Russell and Eglinton Divisions. Present plans call for a peak use of 43 trains (86 cars) on Bloor, while the other 14 cars will be used on Carlton. The bulk of the 4300's (the present cars on Bloor and Carlton) will be displaced from Lansdowne and Danforth Divisions and will be assigned to Roncesvalles and Russell Divisions for operation on the Queen route.

If acceptable tenders are received from construction contractors, work will begin in September on the Yonge St. subway. A schedule covering stages of construction from September 1949 to June 1950 has been drawn up and has been designed to cause the minimum of interference to downtown traffic. The subway is to be dug by the cut-and-cover method and street car tracks will be relaid on top of the subway roof so that the Yonge route will retain its normal routing as far as is possible during the period of construction. Work will commence in September on the segments on Front between York and Bay and on Yonge between Queen and Shuter. Details of the schedule to June 1950 will be published in the next issue. In the street car reroutings, use will be made of recently renewed trackage on Wellington, Victoria and Richmond Streets. In the work at the Queen and Yonge



T. T. C. Developments - cont'd

intersection, provision will be made for the proposed Queen Street street car-subway line, planned for the more distant future after the completion of the Yonge project.

It now appears quite definite that the North Yonge Railways will never again resume operation. The six month's "trial" operation period for the busus has long been up and nothing has been heard in the way of a demand for restoration of the cars even though the buses are crowded and smelly and definitely are not as profitable financially as were the cars. The cars (409-416) which had been stored inside until recently are now outside in Russell Yard and considered as scrap by the Rolling Stock Department. The terminal tracks at Glen Echo Rd. have been paved over, although, peculiarly enough, nothing as yet has been actually dismantled: Nachod signals, Railway Crossing signs, etc. all remain intact. All in all, it can be seen now that last fall's power shortage was merely a "blind" for ceasing operation - it came along at just the wrong time in the history of the North Yonge Railways.

A current plan is to reconvert the 15 one man Witts from 2450 to 2478 (ex-two man cars) back to two man cars to act as direct replacements for the 15 two man Toronto Railway cars (1984 to 2014) which it is proposed to scrap.

LOCOMOTIVE NOTES

by R.F. Corley

The C.N.R. has ordered 18 new locomotives for Prince Edward Island as noted in the last issue; these will be 70 ton 660 H.P. Alco-G. E. road switchers and will be numbered 7802-7819 superseding the proposed but now abandoned idea of a locomotive 7802 to have been built from the parts of 7750 (scrapped December 1948) and the burned 7903, and also superseding old 7803-7820. the rejected order. The new locomotives will be delivered in the first quarter of 1950 and will permit the long-delayed P.E.I. dieselization.

The Montreal Locomotive Works recently received the following orders for Alco-G.E. design diesel locomotives:

Canadian National Railways - 20 1000 H.P. Switchers (April 1949)

Alma and Jonquiere - 1 1000 H.P. Switcher (April 1949)

Allard Lake Mines Ltd., Quebec - 2 1000 H.P. Switchers (MU) (April 1949)

Napierville Junction - 2 1500 H.P. Road-Switchers (May 1949)

Delivery of C.P.R. 7076-7095 and C.N.R. 7975-7994 has been completed; the Ontario Northland had received its numbers 1300 and 1301.

The C.P.R. is receiving delivery of its Alco Road Freight diesels 4000-4007 ("A" units) and 4400-4403 ("B" Units). 4000, 4001 and 4400 were delivered in May. These locomotives are finished in a pleasing combination of CPR red, grey and gold trimming.

The Newfoundland division of the Canadian National Railways received six new Mikado freight locomotives from M.L.W. in April. These units are oil-fired and are numbered 1024-1029. Also received are eight new passenger coaches from Canadian Car and Foundry. These units, like the locomotives had to be shipped on flat cars because of their narrow gauge.

On the west coast, Pacific Great Eastern has obtained delivery of four 70 Ton Alco diesels, nos. 552-555. The British Columbia Electric has three of the same type on order, nos. 940-942, to be equipped for MU control; these will be used

Locomotive Notes - cont'd

on the Fraser Valley Line in dieselized freight service.

NEWS OF EASTERN CANADIAN ELECTRIC RAILWAYS

AS SEEN BY THE EDITOR ON A RECENT TRIP

CORNWALL ST. Ry.

The Second St. line commenced trolley coach operation on June 9th. inaugurating the use of these vehicles in Cornwall. A combined Pitt - Belt Line route will shortly take over from the rest of the street car operation.

MONTREAL TRAMWAYS Co.

A modification in the paint scheme on the cars has recently been adopted. Doors (formerly varnished) are now being painted the color of the car body and the M. T. Co. monogram, as on the PCC's, is replacing the word "Tramways" on all the older cars.

On May 1st. all routes terminating at Snowdon Loop commenced using a new terminal on the Cartierville line near Van Horne where two new loops have been constructed to turn cars from both directions separately.

The attitude of Rolling Stock officials towards the purchase of new cars was found to be as follows: PCC's are definitely not liked and no more will be bought. Chief complaint against them appears to be the high cost of maintenance as compared with older conventional cars. (However a small fleet of PCC's is probably more costly to maintain per unit than is a large one). The company would like to purchase new cars of a simplified design from Canadian Car and Foundry but the price quoted by the builders makes their purchase prohibitive at the present time. No equipment of any kind is on order at the moment and the financial position of the company is precarious. A fare increase is being sought, but does not appear to be forthcoming.

- Disposition of the four wartime masonite body cars (1175-1178) will be:
- 1175, 1176 - conversion to brine cars.
- 1177 - conversion to instruction car (painted red and cream)
- 1178 - scrapped.

MONTREAL AND SOUTHERN COUNTIES Ry.

The recent abandonment rumor appears to have aroused unnecessary fears. Although the management would like to put buses on the local lines, the parent C.N.R. will not allow expenditure for their purchase and installation of servicing facilities, so the local lines will retain car operation indefinitely. However, studies are being made as to the dieselization of the outer end of the interurban line, with Granby trains to run from Southwark yard to the Central Station via C.N.R. Electric interurban operation would continue as far out as Marieville. Car maintenance continues at a high standard and several freshly-painted units are in evidence. The Brill MCB trucks of the 320 series are being overhauled in the C.N.R. Point St. Charles shops in order to give better riding qualities. The management is still looking about for suitable second hand cars.

OTTAWA TRANSPORTATION COMMISSION

The Company is only moderately satisfied with the four new cars (1000-1003) built in 1948. Final cost to the company of each was over \$50,000, more than a PCC would have been. The other sixteen originally planned will not be ordered. Bodies of the new cars are nicely finished, with bulls-eye lights and modern seats, but the cars are slow and brake in a rough manner. The new management seems to be quite street car-conscious nevertheless: Consideration is being given to construction of new cars in the company shops as practically all necessary material save brass window sash, are on hand. Recent studies of conversion to trolley bus operation, made by the Canadian General Electric Co., apparently failed to impress the management as to the advisability of installing these vehicles.

Tangent track on Queen Street in the downtown area was recently renewed, and currently a long section of the Lindenlea loop of the "H" line has been ripped out for renewal (along Maple Lane and Springdale Road). Buses are supplying temporary service until the track on this scenic line is rebuilt.

It is not planned to retire the ex-Toronto Railway cars for some time to come although 959 and 960 are used only in emergencies.

NOTE

A review of the Society's jointly-operated excursion on June 25th, to Stratford and Palmerston will appear in the next issue.

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

JULY 1949

NUMBER 42

June 25th. Joint Excursion

The annual joint excursion of the Society with the Model Railroad Clubs of Toronto was again this year a very great success. A large party from each of the cities of Hamilton and Buffalo (N.R.H.S) helped swell the numbers so that the numbers eventually rose to the impressive total of 220. The train consisted of C.N.R. Pacific 5283, four air-conditioned coaches, two dining cars and an express reefer containing pop and ice cream; a solid steel train. A special mimeographed programme was printed for the occasion which included a map and historical notes covering the lines to be traversed, as well as "do's" and "don'ts" for visitors to railroad properties. The train left Toronto at 7:50 E.S.T. and returned to the city almost exactly 12 hours later giving a full day of railroad enjoyment to the participants.

The highlight and principal object of the excursion was a conducted tour through the Stratford shops of the Canadian National Railways which is the chief locomotive backshops for this section of the country. A full complement of locomotives in various stages of repair was seen and the new addition to the South side of the main building was also noted with interest. Outside the shops were seen locomotives 3252 and 6244 both awaiting major repairs as the result of wrecks; Buffalo Creek 26 (to be GTW 8420) in storage awaiting shopping, and the unused diesel electric cars 15826 and 15834 also in storage, as well as other locomotives awaiting entry to the shop. E-7-a Mogul 788, long a favourite in these parts, and one of the last remaining active Moguls, was seen testing on the outside track. About an hour and a half was consumed in the inspection of this nerve-centre of the CNR system.

The other principal stop-over was made in Palmerston, which town is the hub of a net of branch lines that radiate from here throughout the North-western section of peninsular Ontario. The ancient Grand Trunk roundhouse was the main feature at this point, and although some rain fell at this stage, many left the train to cross the yard to inspect this old edifice. Moguls 808 and 825 are stored behind the house awaiting scrap and naturally attracted great attention.

The route followed by the excursion train was generally a large loop with only the section from Toronto to Hamilton being retraced. Briefly, the loop was as follows: CNR main line to Paris, old Buffalo and Lake Huron line from Paris to Stratford, Stratford and Huron line to Palmerston, Wellington, Grey and Bruce line back to Guelph, original Grand Trunk Ry. main line to Georgetown, and Northern and North-western (Hamilton-Allandale line) back to Hamilton.

The train was spotted beside a park in Stratford where the party had luncheon, while the dining cars were used on the return journey for the evening meal.

Already, next year's trip is being thought of, and if it receives the careful planning and preparation that the 1949 trip did, it will be well worth taking.



T.T.C. SUBWAY CONSTRUCTION SCHEDULESEPTEMBER 1949 TO JUNE 1950

On July 7th, it was announced that a joint Toronto - U.S. syndicate of construction firms had been awarded the contract for construction of the tube and concrete linings for section number 1 of the Yonge St. rapid transit line, that section from Front and York to Yonge and Grenville Sts. The syndicate is the C.A.Pitts, General Contractor Limited, the members of which have had much experience in building dams, mining projects, airports, etc. as well as subway projects in the U.S.A. Thus construction will definitely start September 1st. on the Front-Wellington and Queen-Shuter sections and will proceed according to a carefully planned schedule, the first part of which is printed below. The following is not a timetable of the actual construction of the tube to be used by the trains, but rather concerns itself only with the periods at which surface traffic on Yonge and Front Streets will be disturbed. The first excavations are being made directly below the street surface in order to give room for machinery to be lowered to a sub-surface location and decking installed as soon as possible in order that surface traffic may resume above with a minimum of interruption. After the decking is laid and street traffic resumes its normal course, work will begin below in digging the actual trench which will be used by the railway. At a later stage than is shown in the schedule, when the concrete tube is finished, the street decking will be torn up again and fill dumped in over the tube up to street level. Thus the space originally excavated will be filled in again.

SEPTEMBER 1949

Street closed for decking: (1) Yonge, Wellington to Front
(2) Yonge, Queen to Shuter

Possible Ramp Locations: (A) Shuter, Eastbound from Yonge
(B) Yonge, Southbound from Front

Yonge Route Diversions: (1) Between Front and York, and Yonge and Wellington:
via York and Wellington
(2) Between Richmond and Yonge and Dundas and Yonge:
via Richmond, Victoria and Dundas

October, November 1949

Street closed for Decking: (3) Front from Front of Union Station to Yonge
(4) Yonge, Shuter to Dundas

Possible Ramp Locations (C) Teraulay, Westbound from Yonge

Street Decking Completed: (1) and (2) above

Yonge Route Diversions: Same as above

December 1949

Street Closed for Decking: (5) Front, from Front of Union Station to York Street

Possible Ramp Locations (D) York, Northbound to Front

December 1949 cont'd

Street Decking Completed: (3) and (4) above
Yonge Route Diversions: York and Wellington Diversion, only.

January to March 1950

Street Closed for Decking: (6) Yonge, Wellington to Adelaide, including intersections at above ends
(7) Yonge, Dundas to College
Possible ramp Locations: (E) Melinda, West from Yonge
(F) Melinda, East from Yonge
(G) Edward, East from Yonge
(H) Elm, West from Yonge
(I) McGill, West from Yonge
(J) Granby, East from Yonge

Street Decking Completed: (5) above
Yonge Route Diversions: (3) Between Front and York, and College and Yonge:
via York, Richmond, Victoria, Dundas, Church and
Carlton

April 1950

Street Closed for Decking: (8) Yonge, Adelaide to Richmond, including Yonge-Richmond intersection
(9) Yonge-Queen Intersection
(10) Yonge-Dundas Intersection
Possible ramp Locations: (K) Temperance, West from Yonge
Street Decking Completed: (6) and (7) above
Yonge Route Diversions: (4) Between Yonge and College and Yonge and Adelaide:
via Adelaide, Victoria, Dundas, Church and Carlton
Harbord "oute Diversions: Cars from west end loop via Elizabeth, Louisa, James,
Albert and Elizabeth; cars from east end loop from
Dundas and Church via Church, Queen, Victoria to Dundas.
Queen Route Diversion: Between Queen and York and Queen and Church via York,
Richmond and Church

Street

May and June 1950

Street Closed for Decking:

- (10) above
- (11) Yonge and Queen intersection extended east and west for Queen St. Subway station work; also Yonge, Queen to Richmond
- (12) Yonge-College intersection

Street Decking Completed:

- (8) and (9) above

Yonge Route Diversions:

Between Yonge and Adelaide and Yonge and Maitland: via Adelaide, Victoria, Dundas, Church and Alexander (westbound) and Maitland (Eastbound)

Queen Route Diversion:

As In April

- - - - -

T.T.C. Overhead Changes. Beginning July 17th. all cars operating on the Bay, Dupont, St. Clair, Bathurst, Bathurst Tripper and Fort routes were equipped with carbon shoe collectors as was done on Yonge last January. At the same time, Bathurst was equipped with necessity action switches so that all PCC's at St. Clair Division are interchangeable as to routes. Floor will be the next route to receive the carbon shoes.

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

AUGUST, 1949

NUMBER 43

The Society will open its 1949-1950 schedule of monthly meetings with a meeting to be held Friday, September 16th., at 8:30 P.M. in Room 486 Toronto Union Station. Further details will be announced in the September Newsletter.

T.T.C. MULTIPLE UNIT CARS ARRIVE

Car 4401 was delivered to the Hillcrest Shop property of the Toronto Transportation Commission on Tuesday, July 26th. and car 4400 was unloaded two days later, the first two units of the 100 ordered in May 1948 to further modernize the service and alleviate the "saturated" conditions of the Eloor carline. Many members no doubt saw the photograph of the two cars coupled together which appeared in the Toronto Telegram of July 28th. Further cars have arrived since that time, the arrivals consisting of one or two cars each week. Cars 4400 and 4401 did test running in multiple at Hillcrest and lately have gone to Lansdowne and Danforth car houses in order to familiarize crews and shedmen with their operational features, particularly the method of coupling the cars.

The cars in most respects duplicate the 4300-4399 series with the following principal exceptions:

Because of multiple-unit operation, a number of features associated with this are added: A new type of coupler is employed with the socket for electrical connections integral with the coupler casting rather than on a separate jumper. The sockets have 27 contact buttons for electrical connections (4 not used) and are set diagonally to the plane of movement. A releasing handle is incorporated in the top of the coupler instead of the dangling chain associated with the Tomlinson couplers used by the Peter Witts. The couplers are being painted red at Hillcrest to blend with the car body; the radial swing of the couplers does not allow the application of any skirting below the anti-climbers. Drum switches are added in order to open the circuit to the second car when it is added; as each unit can act as a first or second car, a drum switch is needed both at the front and rear ends. The operators are provided with an intercommunication bell and a "trolley pole off" warning buzzer has been added. The reverser positions have been changed with "forward" now in the forward position; the controls in the second car are locked except for the foot interlock with which the man in the second car can throw the train into emergency by depression of the pedal. An emergency re-set switch must be adjusted in both cars in this event.



WINT CONVERSIONS.

Reconversion of cars 2450 to 2478 to two man operation is now in progress with 2460, 2468 and 2478 undergoing the work at present. The deadman feature of the controllers will be retained, as will electrical operation of the centre doors by the conductor. Thus a full return to the original state of the cars will not be effected.

GENERAL MOTORS TO BUILD DIESEL LOCOMOTIVE PLANT
IN CANADA

With the expectation that Canadian railways will turn to diesel locomotive operation increasingly in the coming years, the General Motors Corporation decided to construct locomotives for sale to Canadian railroads in the country at a plant to be built in the immediate future at London, Ontario. It is expected that the new plant will be able to turn out its first locomotive approximately a year from the present time.

The site chosen for the plant is between Dundas and Oxford Streets and the Clark and Crumlin Sideroads, this being east of the city. The plant will be served by the Toronto-Windsor line of the Canadian Pacific. Options have been approved for a 210 acre block of land for a plant with 226,000 square feet of floor space. It will have a maximum capacity of one locomotive per day, and will be operated by a new G.M. subsidiary, General Motors Diesel Limited.

It is expected that 90 to 95% of the workers will be hired locally and that many of the parts and materials used in construction will be obtained in Ontario or other Canadian plants. Hon. William Griesinger, Ontario Minister of Planning and Development said in commenting upon the new plant that large scale production of Diesel locomotives at London will mean a tremendous step forward for Canadian railroads and will strengthen the Canadian economy. The Canadian subsidiary will work in close co-operation with the Electro-Motive Division of General Motors, builders of diesel locomotives in the United States, with its principal plant at La Grange, Illinois. All current G.M.C. design will be produced at London, with at least one mile of test track will be built on the property for road testing of equipment.

PACIFIC GREAT EASTERN EXTENSION LIKELY

George Murray, M.P. recently stated that from information he obtained in Ottawa, the long-hoped for rail outlet for the Peace River country is at last assured. The Dominion Government will bonus each mile of construction from Quesnel north to Prince George B.C., thus Northern B.C. and Alberta will now be developed by rail as was Ontario when the T. & N.O. under construction by the Ontario government received a similar bonus from the Ottawa treasury. When the Pacific Great Eastern is extended to the banks of the Peace River, added value will be given every acre of land between Grande Prairie and Vancouver, and the way will be made clear for the greatest era of land settlement in the history of the North-west.

The announcement from Ottawa would indicate that the Dominion Government having removed the mountain differential freight barrier will now grant British Columbia and Alberta equality of treatment with Ontario Quebec and the Maritimes in regards to railway extensions and services.

Pacific Great Eastern Extension Likely cont'd

Completion to Prince George will be an important step and will help change the farm economy of the Cariboo region. It will permit cheaper feeds to be hauled from the grain fields of the north to supplement present feed supplies for the great cattle industry of the interior of British Columbia.

LOCOMOTIVE LINES

by Raymond F. Corley

The three 87.5 ton, 2400 Volt D.C. electric locomotives ordered by the Canadian National from the Canadian General Electric Company early this year for delivery in 1950 will carry road numbers 9200 - 9202, and will be class Z-5-a.

Road numbers and delivery dates for CN April-May orders:

Canadian National	(20 1000 H.P.)	7995-7999	Delivery	Aug-Sept /49
		plus		
		7600-7614		
Alma and Jonquiere	(1 1000 H.P. N.U.)	101		July 1949
Allard Lake Lines	(2 1000 H.P. N.U.)	1, 2		Aug. 1949
(for Romaine River Ry)				
Robson and Segway	(1 1500 H.P.)	20		Sept. 1949

C.P.R. road diesel shipment dates:

4000,4001,4400	May 19
4002,4003,4401	May 31
4004,4005,4402	May 31
4006,4007,4403	June 21

(all are Alco-GE 1500 H.P. freight units)

Delivery is proceeding on CN switchers 7099-7108 to the Canadian Pacific. The Thurso and Nation Valley has received one 70 ton Alco-GE road switcher road #7, for use on the railroad owned by the Singer Mfg. Co., Thurso P.C. T. & N.V. has the following diesel units:

<u>NO.</u>	<u>Type</u>	<u>Received</u>
4	44 Ton Alco-GE	Jan 1946
5	70 Ton Alco-GE	Oct 1946 (see below)
6	25 Ton GE	Sept 1947
7	70 Ton Alco-GE	July 1949

As a result of changes in the operating conditions of two railways, an exchange of locomotives was recently made: the Canada and Gulf Terminal Ry. exchanged its only diesel, a 44 Ton Alco-GE with the original T & N.V. No. 5. The heavier unit can be used by the C & G T in place of two smaller switchers (one of which would still have to be purchased), while the T & N V will equip its original 44 Tonner (4) with multiple unit control so that it can operate with the C & G T locomotive when required.

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

SEPTEMBER 1949.

NUMBER 44

The Society will hold its first meeting of the new season on Friday September 16th. in Room 486 of Toronto Union Station. It is hoped that every resident member will make an effort to attend in order that the new season may begin in a satisfactory fashion.

T.T.C. MULTIPLE UNIT P.C.C'S - NOTES

- July 26/49 (AM) - First car 4401, delivered and unloaded at Hillcrest Shops.
July 28/49 - First train (4400-4401) tested on Hillcrest test track.
Aug 2/49 - First train (4400-4401) tested in non-revenue street service.
Aug.23-24/49 (Night) - Train 4400-4401 moved to Canadian National Exhibition for display at Eastern Entrance from Aug.26 to Sept.10 inclusive.
Aug.24/49 - Trains 4402-4403 and 4404-4405 sent to Danforth and Lansdowne respectively, for training purposes.
Aug.25/49 - First cars (as single units) put in revenue service on Bloor route, evening rush hour:
4402,4403 from Danforth
4404,4405 from Lansdowne.
Other cars as single units put in revenue service on Bloor as received by these divisions.
Aug.30/49 - First train (4409-4408) put in test revenue service on Bloor (64 run), from Lansdowne Division, for one trip commencing 7:10 A.M. and two trips commencing 2:34 P.M.

AUGUST LOCOMOTIVE DELIVERIES

Montreal Locomotive Works:

- one 1000 H.P. (MU) #101 to Alma and Jonquiere Railway.
one 1000 H.P. (MU) #1 to Allard Lake Mines (Romaine River Rly)
two 1000 H.P. #7995,7996 to C.N.R. (first of twenty:7995-7999 and 7600-7614)

AMERICAN LOCOMOTIVE COMPANY:

- three 1000 H.P. #7096 -7098 to C.P.R.
five 1500 H.P. #8400-8404 to C.P.R.

All eight for Wells River dieselization of the locomotives necessary to complete this dieselization project, the only ones remaining to be delivered are three Electro-Motive passenger units #1800-1802.

Steam locomotives replaced: In the project 23 diesels will replace 41 steam locomotives; the assignment of steam locomotives to the Montreal-Wells River service in October 1948, at the time the diesel orders were placed, was:



4-6-0 (Ten Wheeler Type)

d-10: 1044, 1062-1068, 1071-1074, 1077-1086, 1109, 1110

4-6-2 (Pacific) Type

G-1: 2210, 2211, 2218, 2229

G-2: 2512, 2583, 2584, 2596, 2597.

2-8-0 (Consolidation) Type

M-4: 3516, 3518, 3520, 3521, 3524, 3525, 3527, 3529.

Locomotives 1044, 1109, 1110, 2210, 2211, 2218, 2229 and 2512 were "Canadian" locomotives, built in Canada, while all others were "American" built by Alco. "American" locomotives could cross the border without payment of customs duties provided that on their return trip, they re-entered the U.S.A. They could not be used on runs exclusively in Canada. A similar set of regulations with respect to American operation applied to the "Canadian" locomotives.

HAMILTON STREET RAILWAY CHANGES

Thursday August 4th. was the last day of street car operation on the Westdale portion of the Burlington-Westdale route of the Hamilton Street Railway. As the first step in the modernization programme for the next five years, made possible by the fare increase of May 20th. (to 4 tickets for 30 cents), this line was converted to gas bus.

The last car was 504 on 13 run, leaving King and James Streets (downtown) at 1:15 A.M. (Friday morning) and turning the Westdale loop for the last time at 1:30 A.M., crowded with a number of interested citizens including the editor of the Newsletter. Track removal began the very next morning, and at the time of writing, about half of the lines trackage has been torn out. A. Cope and Sons, Contractors, are handling this job.

Other recent developments include the ordering of 15 48-passenger CCF Brill trolley buses for 1950 delivery; these however will be used in a gas route conversion. Locomotive 149, idle for two years, was scrapped on August 29th. and work car 15 is soon to follow. Also planned is the conversion of two of the single truck 400's to sand cars to be stored on Birch Avenue. The east side of the car barn yard is being cleaned out to permit of the laying of a concrete roadway for trolley bus use.

The Burlington car line now runs easterly from King and James to Sanford Ave. and loops through the car barn property, as no turning facilities are available downtown.

CORNWALL STREET RAILWAY

All passenger rail operation came to an end on July 27th. A humorous ceremony at the barn terminated the operation that began in 1896. Freight business will continue as heretofore.

MONTREAL TRAMWAYS CO.:

The fares on Canada's largest street railway system will be boosted on September 30th. from the present 4 tickets for 25 cents to a three for a quarter schedule; cash fare will be 10 cents straight, with fifteen cent night fare.

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

OCTOBER 1949

Number 45

The Society meets the third Friday of each month in Room 486, Toronto Union Station, at 8.30 p.m. The next meeting will be held on October 21st, 1949. As usual, a programme of entertainment and instruction will follow the business meeting.

SEPTEMBER MEETING

The meeting of September 16th saw the new season off to a good start with the usual high number of members in attendance. The programme consisted of a film produced by the London (England) Passenger Transport Board and which gives some insight into the operations and maintenance of this gigantic city transit system, including both the surface vehicles and the underground railway system. Because of the interest in the film, it was projected a second time during the evening.

A proposal made at the meeting, and which received practically unanimous support from the members present, was that a banquet be held by the Society for its members sometime during the spring season.

SEPTEMBER LOCOMOTIVE NOTES

by Raymond F. Corley

The order of eighteen 70-ton Alco-GE road switchers for the Canadian National Railways' Prince Edward Island dieselization (in place of the rejected 7803-7820 from Canadian Locomotive Company) will be numbered 7802-7819, designated Class Q-7-a, and rated at 23%.

The Greater Winnipeg Water District Railway ordered its second 44-ton 400 HP Alco-GE diesel road switcher in July. The previous locomotive was purchased in 1946.

Deliveries now completed now comprise Canadian Pacific 7099-7108, Alma and Jonquiere 101, Allard Lake Mines No. 1, and Canadian National 7995, CPR 7096-7098 and 8400-8404.

Canadian Johns-Manville ordered a 1000 HP switcher from Montreal Locomotive Works in August for its Asbestos and Danville Railway. This is the first diesel for this railway, which has quite a stud of steam locomotives.

CPR's 1800-1802 (Electro-Motive passenger units) are expected to be delivered very shortly at the time of writing.

TRANSIT NOTES

Toronto:

At the time of writing, almost all of the T.T.C. series 2450-2478 of one-man Peter Witts have been converted to two-man operation and are in service on the Bay route. Points regarding the unusual conversion are:

October 1949

- Two-man controllers (no pilot valve) installed (a change in plans after the last note regarding these cars in the Newsletter).
- Foot valve operation retained for front doors (a feature of one-man operation).
- Couplers not installed.
- Conductor's stand installed according to previous design except that centre door control is electrical, with only one handle for both doors.
- Red side exit light, grab rail, treadles, centre panel at exit doors, channelizing stanchions at front door and operator's mirror removed.
- M-20 Brake valves (from cars 1984-2014) replaced the self-lapping type.
- Communication bell over rear window (which had been removed) re-instated.

These cars began life as two-man trailer pulling cars in 1922 and were rebuilt for one-man operation in 1939 (2450 and 2452) and 1941 (2454-2478). During the past few years, they had seen service only as rush hour extras for the most part, but are now back in heavy base service.

At time of writing, about seventy of the new cars 4400-4499 have arrived. Multiple unit operation has not yet commenced.

Cars 1984-2014, the last two-man Toronto Railway cars, have been retired from service, stripped and put into storage in Russell Yard. Western Iron and Metal Company is gradually receiving the cars at George Street Yard and scrapping them. Several requests have come in for a list of all Toronto Railway cars scrapped during the past few years; this will be printed in the Newsletter as soon as the current changes have been completed.

Operation of the ten rush hour trains on the King route will shortly be discontinued. The extra equipment made available will go on Yonge Street.

A vote of the ratepayers of North York Township on September 26th on the question of buses versus cars for the North Yonge radial line was 4 to 1 in favor of continuing the diesel buses in service permanently. No word has yet been heard of track removal.

Hamilton:

All of the four remaining single truck cars were removed from the car barn property during September. 404 and 406 are being used for sand and salt storage on Birch Avenue north of Barton Street, while the bodies of 408 and 420 were sold. All trackage has been removed from King Street West.

Cornwall:

Car 25 made the funeral run in July, painted black with moons, stars and other decorations all over it. A Cornwall Street Railway official dressed as Father Time rode on the roof of the car, which circled the Belt Line route, bringing electric railway passenger service to an end. A new trolley bus followed the car to provide the contrast between "old" and "new".

October 1949

Page 3

(London:

October 3rd was the first day of competitive operation between the London and Port Stanley Railway and the new bus line which parallels its route. The railway has reduced its fares to 10 cents between any two points on its line in order to meet the automotive threat. In effect, thus it will give interurban street car service. Business was reportedly very good on the first day of competition.

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

November 1949

Number 46

SPECIAL NOTICE

The November meeting of the Society will not be held in the usual location. Instead, it will take place at the T.T.C. School of Instruction, 1134 Bathurst Street. The School is located on the Hillcrest property, immediately north of the C.P.R. tracks and south of the main gate to the shop property. The doorway to enter is that one at the south end of the building, over which the legend "SCHOOL OF INSTRUCTION" appears. A member of the Society will be posted on Bathurst Street to guide those unfamiliar with the property to the right entrance. An unusual and interesting ^{meeting} should be had, and it is hoped that every member will make an effort to be present. In view of the unusual nature of the meeting, it would be appreciated if nearby associate members could be in attendance also.

The Society is planning to hold a banquet in the near future to give the members a chance to spend a social evening together. The original plan to hold this in December has proved to be impractical and it seems likely that the first or second Thursday in February will be the date chosen. It is hoped that a number of associate members will be able to come to Toronto for the occasion.

RAILWAYS RUNNING THROUGH THE COUNTY OF YORK

From "Historical Atlas of York County, Ontario"
(Miles and Co., Toronto, 1878)

THE GRAND TRUNK RAILWAY, running through the County of York, has a length of main line within the County of 29½ miles. It was opened for traffic in 1856, and has in the County five stations, viz:

--Scarboro Junction, distant from Toronto nine miles. The Toronto and Nipissing Railway makes a junction at this station with the G.T.R., and by the addition of a third rail runs from thence over the line of the latter company to its terminus at Toronto.

--Don, distant from Union Station 1½ miles.

--Toronto City; a new union passenger station was erected here in 1872. The passenger trains of the Toronto, Grey and Bruce Railway start from this station and run by the addition of a third rail over the line of the G.T.R. as far as Queen Street Junction, whence it branches off to its own line of rails. The Grand Trunk here has the offices of the chief assistants of the different working departments of its system. The Company has here also a large freight shed, elevator and two engine

houses, one capable of holding 28 engines, the other 19.

--Carlton Station, distant from Toronto $5\frac{1}{2}$ miles.

--Weston, distant from Toronto $8\frac{1}{2}$ miles.

At the Don, extensive pens are built for the feeding of cattle from the west en route to the seaboard, and the traffic of this railway entails the use of $10\frac{1}{2}$ miles of sidings within the city, and even this large quantity is not sufficient for its growing business, but is being added to year by year.

The traffic brought into the city by this railway is by far the greatest of any of the railways entering it, and having connections with the west, it must continue to be a formidable rival to other lines, and this has been accomplished without any local aid from the city or municipality.

GREAT WESTERN RAILWAY OF CANADA. The length of the Great Western Railway within the County of York is $10\frac{1}{2}$ miles. Upon this portion there are the following stations or stopping places for trains: Mimico, Mimico Grove, close to Mimico Park, Humber, High Park, Northern Railway Crossing, Queen's Wharf, Union Station, Yonge St. Station. The aggregate length of sidings on this portion of the railway is $3\text{-}1\frac{1}{3}$ miles.

The only streams of any consequence in the County crossed by the railway are the Mimico and Humber. The aggregate length of bridging across them is 452 feet.

About 1600 passenger trains each way have been run annually for the past few years, carrying an average of 150,000 passengers to, and 98,000 passengers from Toronto.

The yearly average of freight trains for the same period has been 1250 each way, carrying in round numbers 120,000 and 60,000 tons of freight to and from Toronto respectively.

The line was opened on the 3rd December, 1855.

TORONTO AND NIPISSING RAILWAY. This road was opened for traffic in 1871. It runs through a fine agricultural and lumbering district to the east of Lake Simcoe and Georgian Bay. The road is 3 foot, 6 inch gauge and was the first narrow gauge open for traffic in America. It connects with the Grand Trunk Railway at Scarboro Junction and with the Midland Railway at Midland Junction. The main line is 88 miles long at present, but it is intended to extend the road from Cobocok, the present terminus, to Lake Nipissing, a distance of over 150 miles, to connect with the Canada Pacific Railway. About 30 miles of the main line runs through the County of York, having the following stations: Toronto, Scarboro Junction, Agincourt, Unionville, Markham and Stouffville. At Stouffville it connects with the Lake Simcoe Junction Railway, which runs from Stouffville to Jackson's Point, in the extreme north of the county.

THE NORTHERN RAILWAY OF CANADA runs through almost the centre of the County of York, passing through the townships of York, Vaughan, King,

and the westerly corners of Whitechurch and East Gwillimbury. The line is celebrated as being the first upon which any engine was run in Upper Canada, the first sod having been turned by the Earl of Elgin, on the 15th October, 1851, and the first trip made in September, 1852. The road was not opened for traffic throughout until Jan. 1st, 1855. The mileage at this period was only 95, whereas at the present time it is 206½, with 49 miles of sidings, the chief extensions having been the North Grey Branch, Collingwood to Meaford, 20½ miles; the Muskoka branch, Barrie to Gravenhurst, 50 miles; and the North Simcoe branch to Penetanguishene, 34 miles, the last mentioned being held on lease. The effect which the building of this, the pioneer road in Upper Canada, has had on the prosperity of the townships through which it passes cannot be over-estimated, and as regards the future, there are three directions in which great results may confidently be expected from the Northern Railway of Canada. The first of these is the development of the Muskoka District. The Muskoka branch was opened only in 1875 and has proved wonderfully successful; the area under settlement in this important district increases rapidly year by year. Moreover, if the construction of the Canada Pacific Railway should proceed, a company has already been formed to undertake an extension of the Northern Railway via Bracebridge to effect a junction with that line somewhere in the neighborhood of Lake Nipissing. The vast importance of such an undertaking to the City of Toronto and to the whole district served by the Northern Railway will be at once apparent. The second direction in which the Northern Railway possesses a much more than local importance, is the Lake Superior trade. The growth of Manitoba and the Western Settlements generally, has been very rapid of late years and has been greatly helped by the establishment of a line of steamers plying on Lake Superior, in direct connection with the Northern Railway. There is every reason to suppose that the flow of emigration will tend steadily toward Manitoba, in which case the importance of the Collingwood and Lake Superior line of steamers to the Province of Ontario, will be even greater than it is at present. The third direction in which it is probable that the Northern Railway will do much in the future, is as a connecting link on the great through route between Chicago and the Eastern seaboard ports of the United States. The arrangements for direct communication are complete via Collingwood, Toronto and Ogdensburg to all Eastern seaports and the amount of grain and general freight carried is increasing largely.

In 1853, Colonel Cumberland became Managing Director of the Northern Railway, and under his management all the extensions mentioned above have been carried out. It is contemplated to change the gauge of this line to standard, and it cannot be doubted that a scheme so certain to prove beneficial to the City of Toronto, and to all the municipalities through which it passes, will meet with warm support both from City and County officials.

YORKVILLE LOOP LINE RAILWAY. This railway, now in course of construction, will run from a point on the G.T.R. at or near the Carlton Station to a point also on the G.T.R. in the Township of Scarborough, passing through the Village of Yorkville.

The object of this line is:

- (1) To provide a shorter route, which may be used by all the railways

running into Toronto, for the passage of through freight, and thus obviate the necessity for the present crowding of the Esplanade.

(2) To provide railway facilities for the northern portion of the city and Yorkville by having a station at the latter place and a system of short trains to connect with those in and out of the city by all lines.

(3) To save the existing cost of working the traffic over the heavy grades between the points to be connected by this line and the delays caused by the overcrowding of the Esplanade.

THE TORONTO, GREY AND BRUCE RAILWAY, which runs for 25 miles through the County of York, is one of our local railways promoted and constructed under the auspices of several prominent Toronto merchants during the years 1867-71. It has a total mileage of 191, viz., 122 miles from Toronto to Owen Sound, on the Georgian Bay, with a branch of 69 miles from Orangeville to Teeswater, in the County of Bruce. This railway is constructed to a gauge of 3 feet, 6 inches, and met with considerable opposition in consequence of its exceptional gauge during the time it was under construction. It has received handsome bonuses in aid of its construction from the various municipalities through which it runs, as well as from the City of Toronto; but the Townships of York and Vaughan through which it has a mileage of eleven in each township, and the township of Luther in the County of Wellington constitute the only municipalities through which the railway passes which have not taxed themselves in its aid. There are in the Township of York: a flag station at Carlton, five miles from Toronto, and a freight and passenger station at Weston, eight miles from the city. In the Township of Vaughan there are freight and passenger stations at Woodbridge and Kleinburg, respectively 16½ and 22 miles from Toronto; and a flag station at Humber Summit, 15 miles from Toronto, as well as a siding near the flour mills of Messrs. J. & D. Elder on the Humber between Woodbridge and Kleinburg. It is, we understand, in contemplation to change the gauge of this railway to standard. The traffic carried over the railway from the County of York consists chiefly of flour from the mills along the Humber Valley in the neighborhood of Kleinburg and Woodbridge, and agricultural implements from the works of Messrs. Abell at Woodbridge, and Patterson, of Patterson.

(To be continued)

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

DECEMBER 1949

NUMBER 47

The Society meets on the third Friday of each month in Room 486 of Toronto Union Station. The next meeting will be held December 16th. The feature of this evening will be a New York Central Railroad film which depicts the complete run of one of its largest steam locomotives from terminal to terminal. In order that this meeting may be made a real night of films, it is requested that members in possession of 16 mm. films on railroad subjects bring them along for showing on this date.

The November meeting, held at the T.T.C. School of Instruction, was one of the most successful ever held by the Society. The chief of the school, Mr. Grant, and a staff of trained inspectors under his supervision, gave members a most instructive and entertaining series of talks, demonstrating the model sections of street cars, electric switches and other devices used in the training of new operators. Again the Society wishes to thank the Toronto Transportation Commission for the co-operation and privileges it has so frequently extended to the Society and to individual members.

ANNUAL MEETING

The annual meeting of the Society will be held on Friday, January 20th, 1950. At this meeting the reports of the President, Honourary Secretary and Honourary Treasurer on their conduct of the Society's affairs for the preceding year are presented. At this meeting, also, the annual election of officers for the new year will take place. The following explanation of the electoral system used by this Society is offered for the benefit of our new members.

SYSTEM OF ELECTION

The members of the Society, present at the annual meeting, elect not more than nine Directors. These Directors then meet at their earliest convenience and select from among themselves the officers for the coming year. The new officers assume their duties seven days following the date of the annual meeting. Certain formalities are prescribed by the Constitution for nomination to the office of Director; these are set forth in Article 24 of the Constitution.

ARTICLE 24

Nominations for the office of Director must be made in writing and posted to the Honourary Secretary at the Society's post office address in time to reach there not later than midnight of December 31st preceding the date of the election. Each nomination must be signed by the proposer and seconder, who must be regular or Associate Members in good standing and shall be signed by the candidate indicating his willingness to stand for election.

NOMINATION BLANK

For the convenience of all concerned, a nomination blank is enclosed with this issue of the Newsletter. If you wish to make a nomination, use this form.

RAILWAYS RUNNING THROUGH THE COUNTY OF YORK

(Continued from November 1949 - Number 46)

THE CREDIT VALLEY RAILWAY will when completed, be 175 miles in length. It begins at the city of Toronto, and has for its termini St. Thomas, Elora and Orangeville.

At St. Thomas close connection will be made with the Canada Southern Railway; at Fergus with the Wellington, Grey and Bruce Railway; and at Orangeville with the Toronto, Grey and Bruce Railway. The following are the principal places on its route: Main line, Toronto, Lambton, Cooksville, Streetsville, Milton, Campbellville, Galt, Ayr, Drumbo, Innerkip, Woodstock, Beachville, Ingersoll, St. Thomas. Branch lines; Churchville, Brampton, Cheltenham, Forks of the Credit, Cataract, Erin, Hillsburg, Garafraxa, Fergus, Elora, Alton, Orangeville.

The line is being built to develop and accomodate the extensive local business along its route and to secure connections with the Canada Southern and Wellington, Grey and Bruce Railways, which will greatly benefit Toronto and the County of York.

It will particularly create a third great through line of railway to Chicago and the West, and thus divert a large amount of business from the route to New York by the Erie Canal. It is confidently expected that the line as far as Ingersoll, Elora and Orangeville will be open and ready for traffic by the close of 1879. The gauge is 4 feet 6 inches.

THE LAKE SIMCOE JUNCTION RAILWAY is 27 miles in length and has the following stations: Stouffville, Ballanrae, Vivian, Mount Albert, Ravenshoe, Sutton and Jackson's Point. This branch has been open for traffic since November 1877, and will be of great benefit to the northern part of the County. It forms, with the T. & N. Railway, a continuous line through the entire length of the eastern part of the County. (The End)

INTERCOLONIAL RAILWAY MEMPHOTO

A bit of metal once used as a medium of exchange in connection with the old Intercolonial Railway has come into the possession of W. U. Appleton, General Superintendent, Atlantic Region, Canadian National Railways.

It is about the size of a twenty-five cent piece, but not so thick. One side is plain, the other bearing the following: "WOOD, ENGINE NO. 12, 2 CORD". When a locomotive refuelled with wood at some point along the line, this token was passed to the seller, who later got his money when he turned it in to the purchasing department.

The number identified the locomotive and the engineer. This system was followed during the 1870's. --- Robert Duncan.

NEW DIESEL LOCOMOTIVE ORDERS

The Canadian Pacific Railway recently placed orders for 58 new diesel locomotives consisting of the following:

FROM MONTREAL LOCOMOTIVE WORKS -- 44 LOCOMOTIVES:

- Twenty 1500 H.P. Road freight "A" units
- Twenty 1500 H.P. Road freight "B" units
- Four 1500 H.P. Road-switching locomotives.

FROM GENERAL MOTORS DIESEL LIMITED (LONDON, ONT.) -- 14 LOCOMOTIVES:

- Ten 1500 H.P. Model FP-7 (dual service) road "A" units
- Four 800 H.P. switching locomotives.

These 58 locomotives will be used in effecting complete dieselization of the railway's Algoma Division, and will operate initially between Cartier and Schrieber, Ontario. Operation of the diesels may be extended eventually west to Fort William and east to Sudbury, MacTier and Toronto.

Delivery of the MLW-GE locomotives is expected during the first quarter of 1950, while the GMD locomotives will follow during July to September, after the new London locomotive plant gets into production.

The Canadian Pacific also will shortly experiment with a General Motors 4500 H.P. (three-unit) passenger locomotive in transcontinental service. This locomotive will be a demonstrator, loaned to the railway for the tests.

The Canadian National Railways has ordered eight 1500 H.P. road freight "A" unit locomotives for operation on its Lake St. John subdivision north of Quebec City. These will be built by Montreal Locomotive Works, and will be delivered early in 1950.

The most recent order for diesel switchers for the C.N.R. has been completed. This comprises twenty switchers built by MLW-GE, numbered 7995-7999 and 7600-7614. These locomotives, which have trucks of a heavier type than previous Alco and MLW built switchers, are assigned to Winnipeg and Toronto.

TIMISCOUATA RAILWAY TO BECOME A PART OF C.N.R.

The owners of the Temiscouata Railway, an independent 113 mile line connecting Riviere du Loup with Edmundston and Connors, N.B., offered the railway for sale by auction during October. The only bidder was the Dominion Government, which upon acquiring it, will automatically add the line as one more branch to the giant system of the Canadian National Railways. It will take over on the first of January. The C.N. intends to expend a considerable sum of money to improve the line including replacing the present rail with a heavier type, and reinforcing of . . .

Business on the Temiscouata has been declining for years and deficits are an annual occurrence. The railway was built in 1889 and still operates under its original charter. The branch west from Edmundston to Connors was intended to link with the Quebec Central branch which terminates at Lake Frontier, P.Q. For more information regarding this railway, refer to the article in the June 1948 issue of Railroad Magazine.

OLD INCLINED PLANE DEMOLISHED

The demolition was recently completed of the incline railway which formerly served the eastern portion of the "Mountain" section of Hamilton, Ontario, at the head of Wentworth Street. The old railway had stood intact, but unused, for the last 13 years, as increasing use of automobiles and buses had reduced its business to the point where operations could not be carried on.

When it became known some time ago that the city intended to scrap the structure, a petition to save the incline and restore it to operation was circulated among the Mountain residents, and evidently received considerable support. However, it was not enough to accomplish its purpose, and the railway was demolished as was its counterpart at James Street several years ago.

The Wentworth incline began operation in 1901 and operated last on August 15th, 1936; in early years it was known as the Hamilton and Barton Incline Railway. A stub line of the Hamilton Street Railway carried passengers north to King Street from the incline's foot. An interesting feature of the line was a bridge over Mountain Boulevard, about two-thirds of the way up the tracks.

Now only two scars on the face of the escarpment mark the sites of Hamilton's two inclined plane railways.

T.T.C. NOTES

All of the multiple-unit PCC cars have arrived and are in operation as single unit cars, but multiple-unit operation has been held by wage negotiations. The local division of the street railwaymen's union is requesting a higher wage for operators of multiple-unit trains.

The last two-man Toronto Railway cars, 1984-2014, have been scrapped, as have the last two Preston cars, 2184 and 2190. The latter were kept for Dufferin service after abandonment of the Spadina route, but saw no service during 1949.

The old Keele-Dundas terminal of the Weston Road cars has been converted into a wye for short-turning of Dundas cars.

Slipper collectors began operation on the Carlton and Harbord routes, on November 20th.

COBOURG FERRY TO BE ABANDONED

The 42-year-old car ferry service, hauling coal, automobiles and passengers across Lake Ontario between Rochester and Cobourg, will be abandoned December 31st.

The ferry service, consisting of two vessels, the Ontario I and the Ontario II, is owned jointly by the Canadian National Railways and the Baltimore and Ohio Railroad, but is operated under Canadian registry.