

Upper Canada Railway Society

Box 122, Terminal "A"
Toronto, Canada

NEWSLETTER

JANUARY 1951

NUMBER 60

The Society meets on the third Friday of each month at 8.30 p.m. in Room 486 of Toronto Union Station. The meeting of January 19th, as announced in the December issue, will be the annual meeting of the Society. At this important meeting, the reports of officers of the Society will be presented and the annual election of officers for the new year will take place. The members present elect not more than nine directors. These directors meet at their earliest convenience and select from among themselves the officers for the coming year. The new officers assume their duties seven days after the date of the annual meeting.

Entertainment for the Annual Meeting will be of an especially high order. Basil Headford will show his motion pictures made in the narrow gauge country of Colorado. These pictures of the famous three-foot-six lines have been added to considerably since they were shown to the Society two years ago. Combined with Mr. Headford's inimitable wit they make a programme of great entertainment and real railroadiana value. Those who saw and heard Mr. Headford's brief showing of slides at our November meeting know what a treat is in store for them.

Other features of the evening will be brief talks by two of the Society's best-informed speakers - Andrew Merrilees and Raymond Corley. The Programme Committee sincerely hopes that both these members will be hand but had to accept commitments subject to either or both these members being out of town on January 19th. In any event, a first-class programme is assured.

Every member in the Toronto vicinity should be in attendance on this important and interesting evening.

The final meeting of the 1950 Directors will be held on January 26th, 1951, at the home of the 1950 President, John Griffin. It will be followed immediately by the first meeting of the 1951 Directors who are to be elected at the Annual Meeting on January 19th.

ATTENTION ASSOCIATE MEMBERS: The Society's Treasurer is experiencing considerable difficulty with personal cheques forwarded in payment of membership dues and publication purchases, and requests that all future remittances be made in cash, Post Office or Railway Money Order.

The Society wishes to express its great appreciation to the Model Railroad Club of Toronto for the invitation which it received for its members to attend the open house held at the club layout on November 29th. Many U.C.R.S. members visited the layout on this evening and were able to get a much better picture of the huge model railroad and

STUART I. WESTLAND

EDITOR

4 BINGHAM AVENUE

operation than at the show which had been held just previously, because of the much greater freedom to move around and to talk to members of the M.R.C.T.

Members are reminded that entry slips for the February Railroadiana Auction must be mailed to Mr. A. S. Olver, 91 Mona Drive, Toronto 12 and postmarked not later than midnight of January 31st.

CORRECTION: In the list of Niagara, St. Catherines and Toronto Railway rolling stock printed in the last issue, cars 327 and 328 (the former Oshawa cars) should have been listed as going to the C.N.R. London scrap yard on September 22, 1950.

The President has asked us to thank his many friends in the Society who so kindly sent him messages of greeting at Christmas time. Due to the recent death of his father he sent out no cards this season but very much appreciates the thoughtfulness of those who remembered him.

NEW MEMBERS

RESIDENT: Ivor Samuel, 405 Ellerslie Avenue, Willowdale, Ontario.
Dr. Edmund T. Guest, 132 Glen Manor Drive, Toronto 8, Ontario.

ASSOCIATE: Ross G. Snetsinger, 4 Springbank Drive, London, Ontario.
Robert Sandusky, R.R. 6, Brampton, Ontario.
John A. Collins, 1181 Lillian Street, Windsor, Ontario.
Ernest L. Gillian, 82 Erie Avenue, Brantford, Ontario.
Robert H. Holden, 63 King Street East, Oshawa, Ontario.
A. Norris Adams, 4036 West 36th Avenue, Vancouver, B.C.
Arthur Kelvin, 4100 Cote des Neiges Road (Apt. 7), Montreal
F. Alan Barnes, same address. Quebec
Simon E. Herring, 908 Rush Avenue, Bellefontaine, Ohio, U.S.A.
Don McClain, 824 Main Street, Cincinnati 2, Ohio, U.S.A.
Leroy O. King, 3114 "N" Street N.W., Washington 7, D.C., U.S.A.
Roger W. Bogenberger, 737 North 10th Street, Milwaukee 3,
Wisconsin, U.S.A.

HISTORICAL NOTES

by Robert Duncan

NORTHERN AND NORTH-WESTERN RAILWAY: On the N. & N. W. there was a very useful device of interest to farmers. On each side of the baggage or mail car was a large white disc, probably three or four feet in diameter, with the words "FINE" in the centre, or half white and half black with the word "CLOUDY". From this the farmers could quickly learn what was the expected weather for the day. It was thus probably used on a morning train from Toronto. One or more N. & N. W. locomotives had a water pump atop the boiler; some of the locomotives had a bell mounted just above the pilot. A device on the front axle made a lever strike the bell when the engine was in motion.

On this railway it was not unusual to see long timbers covering two or three flat cars coming from the north.

Upper Canada Railway Society

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TORONTO, CANADA

NEWSLETTER

February 1951

Number 61

The Society meets on the third Friday of each month in Room 486, Toronto Union Station. The next meeting will be held on February 16th and will feature the U.C.R.S. Railroadiana Auction, the details of which have appeared in recent issues.

ANNUAL MEETING, JANUARY 19th, 1951.

The reports of the officers for 1950 are now being prepared in written form and will be distributed as soon as available.

The Annual Meeting, under the chairmanship of Mr. David G. C. Menzel, B.A., of Osgoode Hall, Barrister-at-Law, was the most successful the Society has ever held. There were 34 members and 11 guests present. Among the members was Mr. Arnold Browne, Storekeeper of the CNR's Stratford Shops, who holds membership No. 3 and is one of the old "originals" of the Society. Among the guests were Mr. O. R. Barefoot, Superintendent of Motive Power and Car Department, Eastern Region, Canadian Pacific Railway, with headquarters in Toronto, and Mr. I. Johnston, his Assistant Superintendent.

This large gathering heard Mr. Raymond Corley deliver a short address on the subject of the gas-turbine locomotive - its history, present development and its future; an encyclopaedic treatment of the whole field of privately owned railway tank cars by Mr. Andrew Merrilees; and the feature of the evening, a talk by Mr. Basil Head on the narrow gauge railways of Colorado, illustrated with his own excellently arranged and titled colour films made during two trips to the narrow gauge centre of America.

DIRECTORS AND OFFICERS FOR 1951

The following nine members of the Society were elected Directors for 1951 at the Annual Meeting held on January 19th: William Bailey, Archie Douglas, Lloyd Conner, John Griffin, John Mills, Ralph Oakley, Albert Olver, Thomas Rowland and Stuart Westland.

At the ensuing Directors' Meeting, held on January 26th, the officers for 1951 were chosen; these are as follows:

President:	John W. Griffin
Vice-President:	William C. Bailey
Hon. Secretary:	Ralph Oakley
Hon. Treasurer:	Thomas W. Rowland
Hon. Asst. Sec.-Treas.:	Archie J. Douglas
Curator:	Stuart I. Westland
Bulletin Editor:	William C. Bailey
Newsletter Editor:	Stuart I. Westland

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4 BINGHAM AVENUE
TORONTO

Standing Committees:

Constitutional: Messrs. Griffin (Chairman), Olver, Sharp.
 Programme and Excursion: Messrs. Olver (Chairman), Mills, Rowland.
 Membership: Hon. Secy., Hon. Treas., Membership Secy. (John
 Publications: Messrs. Bailey (Chairman), Corley, Coupe, Mills)
 Headford, Horner, Knowles, MacLean, Mills,
 Westland, Whitmore.

Names of additional Committee Members will be announced later.

C.N.R. DIESEL RENUMBERINGS

In order to smooth out its locomotive numbering system further, the Canadian National Railways has effected certain locomotive number changes. These affect a few of its small road switchers and non-standard switchers as follows:

- 7700 renumbered 77
- 7730 (on G.T.W.) renumbered 73
- 7800, 7801 (on G.T.W.) renumbered 78, 79
- 7818, 7819 (last two of P.E.I. series 7802-7819) renumbered 7800,
- 7751, 7752 (P.E.I. 44-ton switchers) renumbered 7550, 7551. (7801

The numbers assigned to new diesel road units and road-switchers ordered in recent months are:

(1) The eighteen 1000 H.P. road-switchers ordered from Fairbanks-Morse-Canadian Locomotive Co:

- 7600-7614, Class Y-2-a (for Gaspé)
- 7615-7617, Class Y-2-b (for Montreal & Southern Counties)

(2) The twenty-eight 1500 H.P. road freight units ordered from General Motors Diesel Limited:

- 9028-9054 (even numbers), Class V-1-A-b ("A" units)
- 9029-9055 (odd numbers), Class V-1-B-b ("B" units)

(3) The twenty 1600 H.P. road freight units ordered from Montreal Locomotive Works:

- 9408-9426 (even numbers), Class W-1-A-b ("A" units)
- 9409-9427 (odd numbers), Class W-1-B-b ("B" units)

The entire C.N.R. locomotive numbering and classification scheme as lately changed to accomodate electric and diesel renumberings is now as follows:

<u>Symbol</u>	<u>Type</u>	<u>Driver Groups</u>	<u>Scope of Nos.</u>
C	Mogul	52 ins. and under	400-469
D (extinct)	Mogul	Above 52 ins. to 58 in.	470-529
E	Mogul	Above 58 ins.	530-999
F	Ten-Wheeler	52 ins. and under	1000-1018
G	Ten-Wheeler	Above 52 in. to 58 in.	1019-1199
H	Ten-Wheeler	Above 58 in. to 63 in.	1200-1499
I (extinct)	Ten-Wheeler	Above 63 in.	1500-1799
J	Pacific	70 in. and under	5000-5499
K-1 to K-4	Pacific	Above 70 in.	5500-5699
K-5	Hudson	All	5700-5999
L (extinct)	Consolidation	52 in. and under	1800-1804
M	Consolidation	Above 52 in. to 58 in.	1905-2200

<u>Symbol</u>	<u>Type</u>	<u>Driver Groups</u>	<u>Scope of Nos.</u>
N	Consolidation	Above 58 in.	2201-2299
O	Six-Wheel Switcher	All	7000-7549
P	Eight-Wheel Switcher	All	8200-8499
Q-1 to Q-4	Non-Standard Diesel Switcher	All	70-99
Q-5	EMD-GMD Switchers	All	} 7900-8199
Q-6	Alco-MLW Switchers	All	
R (extinct)	Mikado	58 in. and under	3000-3099
S	Mikado	Above 58 in.	3100-3999
T	Santa Fe	All	4000-4999
U-1	Mountain	All	6000-6099
U-2 to U-4	Northern	All	6100-6999
V	EMD or GMD Road Diesels	All	9000-9399
W	Alco or MLW Road Diesels	All	9400-9799
X	Tank and Narrow Gauge	All	1-69
Y	Diesel Road Switcher	All	7550-7899
Z	Electric	All	100-399

Notes: Number group 8500-8999 was previously held for ten-wheel switchers, none of which were ever purchased by the C.N.R. This number series has not yet been reassigned to any other type.

Series 9800-9999 also at present is unassigned.

Letters A and B were assigned to locomotives of the Eight-Wheel or American Standard type, none of which have been on the roster since 1941. Their numbering group, 100-399, was given to the electric locomotives in 1950, although these retained their old class letter "Z".

C.P.R. MOTIVE POWER NOTES

The Canadian Pacific has received its four 800 H.P. yard switchers from General Motors Diesel Limited. These locomotives are numbered 6700-6703, Class DS8a, and have been assigned to Western Ontario cities instead of the Schrieber Division. Four Alco-GE 1000 H.P. switchers have been transferred to that division in place of 6700-6703.

The ten 1500 H.P. freight "A" units 4028-4037 were delivered by General Motors Diesel Limited to the Schrieber Division between September and November.

The fourteen 1500 H.P. freight "A" and "B" units from Montreal Locomotive Works (4021-4027 and 4417-4423) were delivered in September and October.

A new development of interest is the fact that the C.P.R. has ordered two 1000 H.P. switcher booster units from Montreal Locomotive Works. These are locomotives without cabs, which, when used M.U. with regular cab switchers, give a 2000 H.P. combination known as a "cow and calf" arrangement. They will be used in Montreal's new Cote St. Luc yard in hump service.

The C.P.R. also ordered six 660 H.P. switchers from MLW in December.

T.T.C. CAR SCRAPPINGS

Forty Toronto Railway cars were recently retired by the Toronto Transportation Commission as a result of the purchase of the P.C.C. cars of the Cincinnati Street Railway. As all have now been removed from property by the Western Iron and Metal Co. (to whom they were sold for

scrap), it is appropriate to present a list of these cars and the dates upon which they went to the scrap yard. No bodies in this group were sold by the scrap company; all of them were burned at the company's yard at 155 Mill Street. All cars came to the George Street yard from Russell Carhouse yard (tracks 21 and 22) where they had been stored for a short previous period, after being assembled there from other car-houses. (The dates in the following table are those on which the cars were sent from Russell Carhouse to George Street Scrap Yard).

Number	Date	Number	Date	Number	Date	Number	Date
1314	Sept.28	1432	Oct.16	1810	Nov.29	2026	Nov.2
1340	Nov.9	1444	Sept.25	1816	Dec.7	2040	Nov.8
1354	Oct.5	1456	Oct.30	1822	Oct.5	2044	Oct.16
1364	Dec.5	1460(2)	Sept.18	1824	Dec.4	2052	Sept.28
1373	Nov.15	1470	Dec.7	1830(3)	Dec.15	2054	Oct.11
1390	Sept.18	1488	Nov.23	1834	Nov.15	2056	Oct.11
1400(1)	Oct.23	1512	Nov.14	1840	Oct.30	2062	Oct.17
1416	Oct.26	1534	Nov.9	1854	Dec.5	2068	Oct.23
1428	Oct.25	1562	Nov.21	1864	Nov.21	2078	Nov.23
1430	Dec.14	1796	Nov.7	2024	Oct.24		

(1) Not removed until Dec 22. (2) First car. (3) Last car.

This eliminates the last of the 1500's, 1700's and 1800's (all remaining one-man 1900's were scrapped in 1948). Now there is a long gap in the roster from 1490 to 2072. Only 40 Toronto Railway cars now remain on the roster (plus instruction car 2108), and of these five are out of service and stored at the time of writing.

HAMILTON STREET RAILWAY: BURLINGTON ROUTE ABANDONED AND END OF BELT LINE NEAR

Car 529 of the Hamilton Street Railway made the last round trip over the Burlington Street route, including its long stretch of ex-interurban right-of-way, in the early hours of Sunday, December 10th. Two other cars followed it eastbound, but they returned to the carhouse from Kenilworth and Barton terminus via Barton Street. Thus 529 was the last car to make the wyeing movement at this intersection and to cover the line westbound; it pulled into the carhouse at 1.55 a.m., December 10th. The trolley buses which indirectly replaced the Burlington car began operation later in the day on Cannon Street.

During January, the H.S.R. announced that it intends to discontinue its last rail route, the Belt Line, later this year. The announcement indicated that diesel buses would be temporary replacement vehicles with trolley buses to take over at some more distant date. The H.S.R., in its conversion plan, had intended to retain the Belt Line cars until 1954, but perhaps the quickly depreciating trackage on some portions of the line caused a hastening of the conversion. Certainly considerable track mileage is in very poor condition.

After the recent abandonment, cars 409, 411, 417 and 421 were sealed up and moved to storage on open trackage just east of the end of street track at Wilson and Shirton Streets on the now unused Birch Avenue line. Line car 15 and sweeper 1 are also here. Of the old cars, only 413 and 419 remain serviceable at the car barn.

COMING NEXT MONTH: The Ontario Northland Railway, a U.C.R.S. Bulletin with history, roster, photos and a map of the provincially-owned railway.

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MARCH 1951

Number 62

The Society meets on the third Friday of each month in Room 486, Toronto Union Station. The next meeting will be held on March 16th.

A stock of early issues of the U.C.R.S. Newsletter, along with some publications of other associations, has recently come to light and these will be sold at the March meeting.

The editor wishes to give a special word of praise to member Thomas Rowland, who so successfully handled the railroadiana auction at the February meeting. In addition to acting as auctioneer, he handled his regular duties as Roster Officer and his newly acquired duties as Treasurer of the Society, and altogether was by far the busiest man in the room.

The auction itself was enjoyed by all and many items were acquired by members from other members who either had spares or had finished with the material that they put up for sale. The prime purpose of the Society is to aid all members in the pursuit of their hobby individually by affording them contact with those of like interest. Certainly the auction was an example of this purpose being fulfilled.

NOTE TO NEW MEMBERS: The recent plentitude of issues of the Society's bulletins (three issues in three months) results to some degree from the arrangements recently made for joint issues with The Ontario Society of HO Model Engineers and the Electric Railroaders' Association. Although more bulletins are planned for this year than last, The Publications Committee cannot maintain a continuous rate of publication to match that of the past three months. (Cost, rather than availability of material or enthusiasm, is the critical factor).

LOCOMOTIVE ORDERS, DELIVERIES AND SALES

The Toronto, Hamilton and Buffalo has now received its four 1200 H.P. diesel switchers (Nos. 55-58) from General Motors Diesel Limited. The T. H. & B. has sold 0-6-0 switcher No. 46 to the National Steel Car Corporation Limited of Hamilton, who have renumbered it No. 9. As previously reported, No. 49 was recently sold to the same enterprise, this having become No. 8.

During January, T. H. & B. Consolidations Nos. 104, 105 and 106 were sold for scrap to the Steel Company of Canada Limited at Hamilton. This leaves only Nos. 102 and 103, held in reserve, as representatives of that class.

The T. H. & B. official car "HAMILTON", built by C.P.R. Angus Shops in 1928, was sold late in 1950 to the C.P.R. The T. H. & B. now has no private car and it will not be replaced.

Gas-electric car 301 of the T. H. & B. was disabled as the result of a level crossing collision at Ottawa Street in Hamilton on February 23rd, while in the Hamilton-Welland local service. It was replaced by a steam train on this run while undergoing repairs.

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The Cornwall Street Railway received delivery in January of another 50-ton Baldwin-Westinghouse electric locomotive. This unit was formerly No. 2 of the Omaha, Lincoln and Beatrice Railway of Nebraska. It will be renumbered C.S.R. No. 11 as the previous C.S.R. locomotive of that number is now scrapped. The new locomotive will allow retirement of No. 9, which will be scrapped. No. 9 is the last non-standard electric locomotive at Cornwall, as all of the others are 50 and 60 ton Baldwin-Westinghouse units with similar motors and electrical equipment. The latest acquisition was made available by dieselization of the American railway.

The Shawinigan Falls Terminal Railway, which was taken over by the C.N.R. and C.P.R. as a joint undertaking in September of last year, has been converted to diesel operation with C.P.R. No. 7010 and C.N.R. No. 8010 currently assigned. All overhead is now down and the electric locomotives have been scrapped.

Hull Electric Company locomotive No. 107, in storage at Quebec City since 1947, is now being scrapped.

The Canadian National recently ordered twelve 660 H.P. switchers from Montreal Locomotive Works and a similar number of 800 H.P. switchers from General Motors Diesel Limited.

In addition to the six 660 H.P. switchers ordered from M.L.W. as reported in the February issue, an order for six 800 H.P. switchers was given to G.M.D. by the C.P.R.

The Ontario Northland Railway received its fourth 1000 H.P. switcher, No. 1203, from M.L.W. late last year.

As of December 26th, Temiscouata locomotives Nos. 7, 8 and 10 had already been shipped and been placed in service as C.N.R. Nos. 1015, 1016 and 1018. Nos. 6 and 9 were still in the Moncton shop as of this date. The 4-4-0 types Nos. 11 and 12 had been scrapped at Moncton by this time.

C.N.R. Mogul No. 407 has been sold to the Maritime Railway and Coal Company and renumbered as No. 10.

Other recent locomotive orders are as follows:

Quebec, North Shore and Labrador Railway:

Two 1600 H.P. road-switchers from M.L.W.

Two 1500 H.P. road-switchers from G.M.D.

Pacific Great Eastern Railway:

Two 1600 H.P. road-switchers from M.L.W.

The C.P.R. has received the two booster units for Cote St. Luc hump service, numbered B-100 and B-101. These units consist simply of a car with eight traction motors and a weighted body, and cannot move unless coupled to a regular diesel switcher with M.U. connections. The addition of these boosters gives great tractive effort to a diesel switcher, necessary when operating in hump yard service. These unusual cars were ordered in August of 1950 and delivered in January, 1951, by Montreal Locomotive Works.

The Asbestos and Danville received a 1000 H.P. switcher from Montreal recently, numbered 47.

A Budd RDC-1 diesel rail car was tested on the Montreal and Southern Counties Railway in late February.

CANADIAN FIRSTS

by Robert Duncan

The "Vista Dome", publicized as ultra-modern, was conceived and patented by T. J. McBride of Winnipeg, but never built. McBride's ideas are embodied in two views from the "Scientific American" of May 2, 1891.

Ralph S. Williamson of Brantford says, on the authority of J. E. McCoy, Assistant Chief of Car Equipment of the C.N.R. and the Brantford Expositor, that the world's first sleeping car, known in Brantford as the Prince of Wales car, was built by the Buffalo and Lake Huron Railway Company in its Brantford shops in 1859, for the Prince of Wales (afterwards King Edward VII). He used this car when he toured Canada in 1860. The car was designed by Thomas Burnley, B. & L. H. shop foreman. George Pullman, at that time engaged in the moving and raising of small railway depots, was an interested visitor at the Brantford shops. Later in the same year, Pullman evolved his first sleeping car. The large carved crest (Prince of Wales feathers) which adorned one side of the car now hangs in the local Masonic lodge room. This is the only piece of the car known to be still in existence.

T.T.C. NOTES

The 50 new all-electric cars ordered in February of 1950 are now arriving and are being placed in service, thus far all on the Bathurst route. Cars 4500 and 4501 started the deliveries on January 31st when they arrived at Hillcrest shops. The first cars of the new group entered service on February 19th, as 4500, 4501, 4502 and 4504 took up four runs on Bathurst. Many structural changes have been made on the latest group as compared with 4300-4499. Some of the most interesting of these are as follows:

- Window cranks have been replaced with lift-up clips as on buses and pre-PCC cars.
- The window pocket has been eliminated, as absence of cranks has eliminated the necessity for the panel in which they are mounted in the previous all-electrics (the Cincinnati group 4550-4574 has this panel although there are no cranks). A result is that the window is always completely visible from the inside even when in the raised position. Also in the new cars, the windows rise much further than in the other all-electrics, a change which is certain to be welcomed by passengers.
- Arm rests are not included.
- The red and blue interior colour pattern set by the 4400's has been continued, but the seats are of a different texture and colouring. The inside sheets below the windows are a light mottled blue.
- Stainless steel seat backs are used.
- Sealed beam headlights on all cars.
- Front windshield of different shape, and front windshield, rear windows and rear side windows all set in rubber.
- Moulding under stendee windows moved to a lower position.

St. Clair Division will receive all of these new cars, along with its recently acquired Cincinnati cars 4550-4574. Group 4260-4274, built in 1943-44, will also be held at St. Clair, but all cars of groups 4200-4259 and 4275 are being moved away. St. Clair also lost the last of its one man large Witts (up to 2448) to Danforth, and received a batch of small Witts in exchange. The 75 all-electrics at St. Clair will be primarily for the Bathurst and St. Clair routes, and 4260-4274 for Dupont.

The new cars arrived before the shops had finished the renovating of the last of the Cincinnati cars. The last of these, No. 4575, which was Cincinnati experimental car No. 1100, was sent to Russell Carhouse to join 4576-4601 on February 26th.

With the arrival of 4500-4549, the final scrapping program for Toronto Railway cars has been initiated. The Western Iron and Metal Co.

is doing the work on the last 40 remaining cars, the elimination of which will mean the end of wooden passenger cars on the T.T.C. and also of all rolling stock inherited from the predecessor railways in 1921, save a handful of work cars. With the beginning of this final scrap drive, all Toronto Railway cars were moved away from Roncesvalles Division and concentrated at Russell with a few still at Danforth. At the time of writing, only the Carlton and Kingston Road tripper routes still have Toronto Railway cars; in all probability, the Kingston Road tripper will be the last stand of these venerable cars which have seen so much of Toronto's history. It has been intimated that one of the cars may be kept as an addition to the T.T.C.'s collection of historical relics, but no definite information on this is available.

Work is now in progress on the new Coxwell substation located on the west side of Coxwell Avenue south of Fairford Avenue. Work on the Richmond substation (near the Victoria Theatre) is well advanced, and construction is to begin soon on the Pleasant substation on Pleasant Boulevard which is to replace the substation on Yonge Street at the Belt Line overpass, which has to be demolished to permit of subway construction.

HAMILTON AND OTTAWA NOTES

The Hamilton Street Railway has set April 5th as the tentative date for the last runs of street cars in Hamilton. As street cars disappear, so will the Belt Line as a route, as the substitute bus service is planned as a large "U" with the line extended east on Main and Barton Streets, and not to operate on Kenilworth Avenue closing the gap to a belt as the street cars now do. It is hoped to have diesel buses on hand to permit of the changeover on the date mentioned, and so that re-routings can be easily accomplished while the big job of paving over or removing trackage is under way this summer. Thirty trolley buses have been ordered, which will take over when the street resurfacing has been completed.

The Ottawa Transportation Commission has ordered ten CC&F-Brill trolley buses to replace street cars on the Bronson route, the weakest of the present car lines.

A freight car now produces one and two-thirds times as much transportation service as in 1918.

For every pound of coal consumed, a locomotive burns about twenty pounds of air.

Freight train performance per hour is now more than twice as great as in 1920.

To move a ton of freight a mile, steam locomotives now burn one-third less fuel than in 1920.

Freight car wheels are now standardized at 33 inches in diameter, compared with wheels of from 28 to 42 inches in diameter which were formerly used.

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April 1951

Number 63

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It is believed that most, if not all, members will be pleased with the recently mailed Bulletin No. 29, on the Ontario Northland Railway. A special appeal is made to all members to try to boost the sale of this and previous bulletins of the Society in order to make more of a similar nature possible; as it stands, the Society's membership is insufficient to make frequent publication of the Society's bulletins economically feasible. Thus much depends on the sale of copies to non-members. For the benefit of those interested, the following is a list of bulletins available, with prices:

No.	Brief Description of Contents	Price
21	Gas Turbine Locomotive article; 1946 C.P.R. Locomotive roster	25 cents
22	Kitchener-Waterloo St. Ry.--history, roster, photos, map	25 cents
23	T. H. & B. Ry. locomotive history; article on systems of Railroad Electrification	25 cents
24	Toronto Civic Rys.--single truck cars--data sheet	10 cents
25	C.N.R. locomotives 8417-8422 (ex-Buffalo Creek Ry.)--data sheet	10 cents
26	Toronto Civic Rys.--history and map; data sheets on double truck cars	25 cents
27	C.P.R. Hudson locomotives--data sheet	10 cents
28	T.T.C. cars 1170-1308 (6-motor trains)--data sheet	10 cents
29	Ontario Northland Ry.--history, roster, photos, map	25 cents
30	T.T.C. PCC cars 4550-4601 (ex Cincinnati St. Ry.) data sheet	10 cents

All bulletins are printed by the photo-offset process, with photographs. Nos. 21 to 23 are partially mimeographed; the others are completely offset. Copies may be obtained from W. C. Bailey, 2006 Queen Street East, Toronto 8, Ontario.

THE ROYAL COMMISSION ON TRANSPORTATION'S REPORT

In mid-March, the report on the recommendations and findings of the Turgeon Commission on Transportation was made public. The three-man commission began work in 1948 as the result of the dissatisfaction of seven provinces with freight rate increases made in that year, but expanded its enquiries to practically all aspects of national transportation under federal jurisdiction. Space precludes anything like even a full summary of the many conclusions and recommendations made in the report, but a brief review of some of the most significant, as far as the railways are concerned, is as follows:

The Turgeon Royal Commission on Transportation recommends:

---The equalization of rail rates across Canada with uniform class rates and a commodity mileage scale.

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The report states: "Canada has reached a stage in its development when former methods of making rates must give way to a uniform rate structure so that as far as possible all citizens, localities and districts will be treated alike".

---The merging of the Board of Transport Commissioners with the Air Transport Board and the Canadian Maritime Commission in order to provide uniform control over all interprovincial agencies of transport--also, an extension of the powers of the Board of Transport Commissioners is recommended.

---Because of the vital character of the transcontinental lines through Northern Ontario between the longitude of Sudbury and that of Port Arthur, and yet the fact that this mileage in itself originates very little traffic, that a federal grant of \$7 million a year be made to the railways to assist in the maintenance of those stretches of track..

---The establishment of a ceiling on east-west rail rates of the transcontinental rate plus 33-1/3 per cent (the transcontinental rate has always been lower than that for shorter distances in order to make it competitive with Panama Canal competition).

---That the present Crow's Nest Pass rate system should be continued as well as the Maritime Freight Rates Act.

---That there be no unification of the C.N.R. and C.P.R.; the report reaffirms the desirability of maintaining the C.P.R. as "a strong private venture under capable and efficient management".

---That the railways be allowed more freedom in managing themselves, particularly as regards the abandonment of unprofitable branch lines and the construction of new lines of promise; also that the railways be allowed to continue with their operation of trucking subsidiaries.

---A recapitalization of the C.N.R. to put the railway on a sounder financial basis by requiring the payment of interest on debt charges only if it had been earned, and the establishment of an accumulating reserve fund.

One of the most interesting statements made in the Turgeon Report is to the effect that there is still room for the expansion of railway facilities in Canada. It says that most of this expansion would be done by the government-owned Canadian National Railways. Although specific recommendations were not made, the Commission considered the following proposals during the course of its enquiry: A thorough test of the usefulness of the Hudson Bay Railway to Churchill, Manitoba; construction of a 160-mile line by the C.N.R. from Sheridan, Manitoba, to Lynn Lake, Manitoba (the C.N.R. has this line under contemplation); completion of the C.P.R. line between Valmarie and Nankota, Sask.; operation of the C.N.R. line from Neidpath to Swift Current, Sask. (this line was completed in 1931); completion of both C.N.R. and C.P.R. branch lines to Swift Current and further extension of the C.N.R.'s new Barranté, Quebec, line northerly to Lake Chibougamau.

PACIFIC GREAT EASTERN RAILWAY EXTENSIONS

If present plans are carried to completion, the Pacific Great Eastern Railway will cease to be the physically isolated stretch of track that it has been for so long. The extension from Quesnel, B.C., the present northern terminus, to Prince George, on the C.N.R.'s Prince Rupert line, is well on the road toward completion, while an extension at the south end from Squamish into Vancouver is under consideration.

The Quesnel-Prince George extension has been in the projected stage for many years, and a considerable amount of grading work north of Quesnel was already complete. However, construction got under way in earnest last year with the impetus of a Dominion Government grant of

\$15,000 a mile for the extension. This new line consists of 82.5 miles of track and is being built from both ends, with track to meet at a point 50 miles south of Prince George. Track laying northerly out of Quesnel was started in the latter part of 1950 and is to be started southerly from Prince George this spring. Rails and fastenings for the extension were purchased in England. Three steel bridges are included in the line, one of 1,026 feet in length over the Cottonwood River, one of 900 feet over Ahban Creek and one of 150 feet over Canyon Creek.

The hope of British Columbia is that the line will eventually be extended further north beyond Prince George into the rich and growing Peace River Country in the north-eastern part of the province.

The southerly extension of the railway to Vancouver may be started this year if materials are available. This new portion would be 40 miles in length and would run along the cliffs of Howe Sound and through West Vancouver to reach connections with the transcontinental railways. There have already been strong protests from property-owners in residential West Vancouver.

This would be an expensive piece of railway construction--the cost would probably exceed \$8 million and the work would take two years.

Connected with the P.G.E. expansion plans is a hydro development on the north fork of the Quesnel River, on which work is expected to start this year.

SUBWAY CONSTRUCTION PROGRESS REPORT - MARCH 15, 1951

by John M. Mills

At the beginning of March, the Governor-General of Canada was conducted on an inspection tour of the Yonge Street Subway. What he saw was a scene of continuous activity extending from the Union Station to north of Davisville Avenue. In fact, the subway has been described as the greatest construction project in Toronto's history.

The contract for Section S-5A of the subway was awarded in December to a syndicate composed of Fred Mannix & Company of Calgary and the MacNamara Construction Company of Toronto. This contract, unlike the others now under way, includes the construction of several buildings, in this case Davisville Station and the buildings associated with the shops and storage yards to be situated south of Chaplin Crescent and called Davisville Division.

The remaining Section 6, between Imperial Street and the Eglinton terminal, is expected to be started this summer. The Eglinton Division office building is being considerably enlarged to enable it to take over similar duties for the rapid transit line. Since most of the construction of Eglinton Terminal will take place on the site of the present Eglinton Division, a temporary car storage yard for Yonge surface cars will be installed this summer on land rented from the Harbour Commission south of Fleet Street between Bay and York Streets.

The contract for the signal system was awarded at the beginning of March to Siemens General Electric Signal Company of London, England. This includes all signals and train control devices, such a block signals, automatic train stops, terminal interlocking plants and speed governors, which stop trains from exceeding the safe speed limit on downgrades. The necessary escalators for installation in stations have also been contracted for.

Rolling stock is presently out on tender, and this contract will probably be awarded in the early summer. Equipment will consist of 130 cars somewhat similar mechanically, but not in appearance, to the latest cars acquired by the Chicago Transit Authority. They will be

semi-permanently coupled in pairs, and the basic operating unit will be the two-car train.

The largest single contract on the subway, that under Yonge Street between the Union Station and Alexander Street, is now more than 65% complete, and concreting is going ahead rapidly. There remain only three blocks at the north end of this contract, where no excavation has as yet taken place.

On the off-street sections, excavation is almost continuous to north of St. Clair Avenue, except for small sections scattered along this distance. Some concreting has been started here also (at the south end) and the first bridge over the open cut has been installed at Ramsden Park. On the new section, clearing of trees and buildings from the yard area is now complete, and grading for the yards and main line has been started.

There has been no serious shortage of any construction materials as yet, but the supply of structural steel is expected to be very uncertain, and the availability of the correct type of rail is also causing concern.

THE LAST RUN OF TORONTO RAILWAY CARS

The last day of operation for wooden Toronto Railway cars in regular T.T.C. passenger service was Wednesday, March 14th, on the Kingston Road tripper route. However, one last fling at glory was enjoyed by one of the old cars on Friday, March 30th, as car 1326, decorated for the event, carried a group of T.T.C. officials for a ceremonial "last ride". This trip officially wrote "finis" to the long and chequered career of the Toronto Railway's home-built cars. A time of writing, a mere handful of the cars remains at Danforth Division, and these will soon make the one-way trip to the George Street rail yard where they are turned over to the scrap company. However, it is likely that car 1326 will be preserved by the T.T.C. as an historical relic.

The last few Toronto Railway cars were moved from Russell to Danforth because of an influx of high 2300's and low 2400's to the former carhouse to take care of several changes which occurred on March 26th.

On this date, the Carlton tripper route started running out of Russell Division; the Kingston Road tripper was extended westerly on King Street to loop via Dufferin, Queen and Shaw Streets to King; and the Danforth tripper (which previously did this west end service) was shortened to loop at McCaul Street. These changes make for a better balance in space utilization between the two east end carhouses.

PCC car 4300 was recently equipped with Crompton-Parkinson (English) motors, the first such installation on this continent.

PROJECTED EXCURSION

The Society has tentative plans for another excursion on the T.T.C., using this time probably one of the Brill (2580-2678) series cars. The trip would be held likely on a Sunday in May. All those interested are asked to contact the Editor so that an idea of the amount of interest in the trip may be gained.

Upper Canada Railway Society

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NEWSLETTER

MAY 1951

NUMBER 64

The Society meets on the third Friday of each month in Room 486 of Toronto Union Station at 8.30 p.m. The next meeting, and the final one for the season 1950-51, will be held on May 18th. Because of this fact, a large attendance is hoped for.

The April meeting was very well attended, and was featured by a showing of colour slides from the collection of members W. C. Bailey and L. G. Baxter. The Society was happy to welcome back, at this meeting, two members who had not been present for some years past. These were Jack Smith and Edward F. Bush. Mr. Bush had not attended a meeting since mid-1942, when he left to go on active service with the R.C.A.F. For most of the succeeding period he has been in England. He was practically the original Secretary of the U.C.R.S., having taken over this post from Maurice Winston, who had to relinquish it immediately after the Society had been formed in October of 1941.

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

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

LOCOMOTIVE NEWS

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

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

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

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

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

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

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

C.P.R. G3 Pacifics 2465 and 2469 have been assigned to the Toronto-Buffalo joint pool for some months past; some of the H1b class of older Hudsons seem to be in regular passenger service now, and appear in Toronto more frequently than was previously the case.

TWO LAST RUNS

Mentioned briefly in the last issue was the ceremonial run of T.T.C. car 1326 on March 30th which marked the withdrawal from service of the last Toronto Railway wooden passenger cars. A few more details of this event are as follows: At 11.00 a.m., in the middle of a violent rainstorm, cars 1326 and 4501 (a new 1951 PCC), both decorated with large banners on the sides, picked up a load of invited guests at the T.T.C. Head Office and started on a complicated route which covered most of the trackage in the downtown and near-town portion of the city. On board were several U.C.R.S. members and T.T.C. officials, but it was noteworthy that not a single member of the City Council, which was invited en masse, turned out for the ride. A quartette, known as the "Queen City Four", sang songs from inside 1326 which were reminiscent of other days - large loudspeakers were mounted on the roof of the car for this purpose. PCC 4501 followed close at the heels of 1326 throughout the complicated trip to provide the "old and new" contrast. At 1.30 p.m. the cars pulled up in front of the King Edward Hotel to end the official portion of the trip, and then they returned to Hillcrest. 1326 was promptly driven inside the shop building to join the T.T.C. collection of historical car and bus relics.

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

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

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

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

of some of the Belt Line trackage.

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

The Friday service began with gas and diesel buses running on a new "KING-BARTCN" route, the replacement for the Belt Line, but two street cars saw operation that day. At 11.00 a.m., exactly one week after the beginning of the T.T.C. 1326 last run, a ceremony commenced at King and James Streets in which H.S.R. and civic officials took part. Cars 515 and 529, decorated quite extensively, were brought to King and James for the ceremony, one on the Inner Belt track, the other on the Outer Belt.

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

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

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

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

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

C.N.R. RETRENCHMENTS

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

line originally ran to Lindsay, but the millbrook-Omemee Junction segment was abandoned some years ago.

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

BRANTFORD BUILT THE FIRST SLEEPING CAR

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

Most people think that the sleeping car is an American invention - that is, of United States origin. Therein they are wrong, because the very first sleeping car in the world was built in Canada, or to be more precise, at Brantford, Ontario.

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

A design was submitted by Thomas Burnley, foreman of the shops of the Buffalo and Lake Huron Railway at Brantford. It was accepted. Chosen mechanics did the work through the winter of 1859-60 and the car was ready well ahead of time. Indeed it was at Ottawa to await its Royal occupant while he was getting ready to leave Quebec for Three Rivers, Sorel and Montreal.

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

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

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

Upper Canada Railway Society

NEWSLETTER

BOX 122, TERMINAL "A"
TORONTO, CANADA

June 1951

Number 65

During May, the Society purchased a duplicating machine which, it is hoped, will eventually enable a considerable saving to be made in the production of the Newsletter, and will concentrate its production in the hands of members of the Society. (Previously, the typing of the stencils and the process of duplicating had been done outside of the Society, and a saving in production expenses should be realized by not having to pay any labor costs under the new arrangement). The expected savings will not be realized for about a year, owing to the cost of the duplicating machine, but they will go towards the more frequent publication of bulletins.

As the machine is new, the first few copies of the Newsletter may not be quite up to the standards of appearance that the pages have enjoyed for the past two years, but this difficulty should not last very long.

NEW SERVICE FOR SOCIETY MEMBERS

At the last Directors' meeting of the Society, the officers approved the issuing, at intervals, of a sheet listing items which members may want, or have for sale or trade. It will be similar in nature to the "Switch List" at the back of RAILROAD MAGAZINE, but members may submit entries of greater length describing more fully what they have or want. The first list will be published during the coming fall and frequency of subsequent lists will depend upon the number of items received. There will be no charge for this service, members are simply asked to write out their entry, as they wish it to appear, with name and address, on a separate sheet of paper and mail or give to the editor of the Newsletter.

PORT HOPE - PETERBOROUGH ABANDONMENT

The month's most important news in Eastern Canada was the final trip of C.N.R. train 95 from Port Hope to Peterborough on Thursday, May 31st. As of June 1st, the 16 mile stretch of track from Millbrook to Port Hope (the older portion) was officially abandoned, as was passenger service on the whole line. Freight service, as required, will still be given from Peterborough to Millbrook. K-3-a Pacific No. 5575 pulled No. 95 (consisting of one head end car and one coach) on its last trip and received a surprising amount of publicity. Toronto newspapers carried illustrated articles concerning the event and in one of these, the Upper Canada Railway Society received good publicity as the result of interviews of its members who made the trip. From Toronto, UCRS members Walton Ball, Charles Randall, George Horner and Raymond Corley were aboard. Large crowds met the train at stations and the coach was crowded with passengers who desired to take the last trip. A C.N.R. official commented that if the train had been patronized as well every day as it was on its last day, there would have been no thought of abandonment.

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THE C.P.R. "ROYAL" HUDSONS

by F.M. Howard

(Editor's Note: The following article by Mr. Howard, who is the Society's foremost authority on Canadian Pacific motive power, is presented as a supplement to the recent issued Bulletin 27, which covered the C.P.R. Hudsons).

The summer of 1937 was noteworthy in Canadian railroad circles for expression of the CPR's intention to enlarge its passenger locomotive fleet. Kingston was in the midst of laying frames for light branch line power, when Windsor Station announced the placing of an order with Montreal Locomotive Works for 30 of the renowned H1 class Hudsons resuming a lineage that had been interrupted seven years previously at the onset of the depression; the year's total of 50 engines, representing an investment of over five million dollars, was the largest since 1913, when 100 P-1's and G-2's were added.

The first H1 of the sub-class "C", and numbered 2820, appeared in September, and by the end of the year all had been delivered. They were outstanding for their colour and lines, the streamlined pilot, smokebox and boiler being only somewhat more conservative than the road's first "Jubilee" efforts, the 3000's of the previous year. Thus was the creation of the largest streamlined fleet in America, which, considerably augmented, it remains to this day.

Mechanically, the H1C's differed but little from their magnificent predecessors. Single guide bars were adopted in place of the alligator crossheads, and the number of tubes was decreased by four to gain freedom of steaming at the expense of heating the surface; the CPR standard serrated dry-pipe was installed and the steam dome eliminated, and one engine, 2838, was equipped with an HT stoker of the BK design. Streamlining meant a dropped coupler and solid pilot, a recessed headlight and a faired-in stack combining number lights. The bell was hidden, but was later brought out onto the boiler. The ingenious frame mounting of Elesco pump on the left and air compressor on the right was inaugurated. There are few if any other road's locomotives that carry the air pump on the right side. Roller bearings of course were applied to the engine truck, and still another CPR innovation, the air-motor reverse gear, was fitted. Tenders were of the 12,000 gallon 21 ton water bottom design.

In an effort to negotiate the Keys hill with trains 3 and 4, boosters were mounted on 2838-2842; this hill is the ruling grade on the Schreiber Division, and frequently called for doubleheading over the entire Heron Bay subdivision between Schreiber and White River. They must, however, still be helped from Sudbury to Cartier.

The new engines went into service on both Eastern and Western lines. 2820-2838 were assigned to Glen roundhouse in Montreal to handle the Quebec trains, and 7 and 8 (running at the time only east of Sudbury). On occasion, they were used on extra sections of 21, and have also been known to run to Sherbrooke, a service in which they were not often employed, and now not at all. One of these engines of recent years was assigned to the afternoon Ottawa train 505 (leaving ahead of 7) to return on 502 (behind 8) the next morning. 2838-2842 were maintained at John Street roundhouse in Toronto for the Fort William run; a turn-around of 1620 miles, which for some time was the longest locomotive stint on the continent. The remaining 16 went west, and performed mainline duty between Calgary and Winnipeg on all passenger trains. This resulted in the original 20 H1a's and b8s being reunited on Eastern iron, where with some exceptions they handled fast freight runs out of Outremont to Toronto and Chalk River.

The following year, 10 more Hld's were built; the first five of these, 2850-2854, were given boosters in order to master the difficult Raith grade west out of Fort William on the Winnipeg run. 2855 - 2857 took over the Toronto - Windsor run, and when traffic increased, they displaced the Jubilees on trains 37 and 38. The last two of this series handle 7 and 8 between Montreal and Chapleau, along with one of the Hlc's, of which these engines are the exact duplicates. Attempts were made at one time to run 2858 and 2859 all the way from Montreal to Ft. William with the smaller 7 resulting from a reshuffle with 3 at Sudbury, but this was discontinued, and G-3's carry on west of Chapleau. It will be remembered that 2850 headed the Royal Train on its transcontinental trip in 1939, to mark which event all streamlined Hudsons are nominated "Royal Hudsons" and bear the Royal crown at the front of the running board skirt.

The last of the Royal Hudsons appeared in the summer of 1940, when 2860-2864 were given the task of handling the "Dominion" between Revelstoke and Vancouver, relieving G4 2700's then employed. Besides boosters for the Selkirk foothills, these locomotives were designed to burn liquid fuel in common with most power west of Calgary; they trailed a rather lighter tender, with a 12-wheel Buckeye articulated truck replacing the standard Commonwealth type.

The outstanding change that has been made to these superb locomotives has been the changeover of the 16 Western Region coal-burners running out of Calgary to oil-burners, the same as a good many other engines in that area. Oil can be bought for some four cents a gallon, and the Hl's were among the first to take advantage of this. At the close of the war, all the streamliners began to lose their closed-in stacks, which were replaced by short (vertical) but elongated affairs with a wide flange at the top, endowing them with an even more distinguished outline; the illuminated numeral was mounted at the top of the smoke-box cover, facing directly forward. Most have now been given roller-bearing tender trucks for minimum service requirements.

The Royal Hudsons constitute the mainstay of the CPR passenger fleet to this day - and very frequently one is assigned to the night fast freight out of Quebec city, known colloquially as the "paper train", from its principal lading. They are capable of quite adequate speed with loads commensurate with their tractive effort and boiler capacity, which loads reach 18 cars on No. 4 leaving Winnipeg. Speeds can reach 90 miles per hour as No. 8 thunders along the Ottawa River flats trailing dusty sleepers toward Montreal island. But on the cruel Algoma, testing ground of all CP motive power, they have performed most gallantly, especially in view of the necessarily limited servicing available along that savage route.

Replacement of the Royal Hudsons, eventually, with diesel locomotives is of course extremely probable - but to those that know them, run them, work on them, or have ever seen them calling for the board on a frosty dawn after whipping their consist over the reverse curves of the Carleton Place subdivision, they occupy a unique niche in Canadian railroading.

LOCOMOTIVE NEWS

An addenda to the recently published Ontario Northland roster already in order, as the railway recently ordered four more 1600 H.P. road-switchers from Montreal. These will carry road numbers 1308-1311.

Central Vermont No.40, a Portland 4-4-0 of 1872 vintage and preserved as an historical locomotive, passed through Toronto on June 2nd enroute to Durand, Michigan to take part in a celebration in this predominantly G.T.W. town. The locomotive was lettered "Grand Trunk Western".

The Quebec, North Shore and Labrador Railway purchased a 65 ton 550 H.P. GE switcher, second-hand from the East Erie Commercial Railroad (GE's testing railway).

The electric M.U. cars and control trailers which the C.N.R. has currently on order with the Canadian Car and Foundry Co. are to be numbered 15905-15910 (motors) and 15975-15986 (trailers).

Only one E-7-a class Mogul of the C.N.R. remains in the Toronto vicinity now. This is No.845, used in work train service.

The C.P.R.'s six 660 H.P. switchers which were received from Montreal during April and May are numbered 6500-6505. The series is to be split between Montreal and Winnipeg yards.

Ontario Northland has received its GMD freight "A" units 1500-1505 (see roster in bulletin 29)

ELECTRIC RAILWAY NOTES

As all Torontonians are very well aware already, the T.T.C. announced in May that fares will be raised from 4 for 25¢ to 3 for 25¢ on August 1st. This is the first general fare increase since September 1st, 1921.

The Hamilton Street Railway has sold its 500 series cars for scrap to the International Iron and Metal Co. of Mars Av., Hamilton. This company is endeavouring to re-sell the bodies for the usual uses. H.S.R. track has been removed from King Street from James to Sanford and on Main Street from Ottawa to Kenilworth; at time of writing, track removal has just begun on Barton Street between Ottawa and Kenilworth, and James Street (north of the C.N.R. tracks) will follow this.

Upper Canada Railway Society

NEWSLETTER

BOX 122, TERMINAL "A"
TORONTO, CANADA

July 1951

Number 66

FIFTH ANNUAL C.O.T.T.C. EXCURSION

The Fifth Annual excursion of the Central Ontario Train Trip Committee was held on June 16th and was, as has been the case heretofore, an unqualified success. For the benefit of newer members, it might be well to explain that this Committee is a joint venture sponsored by the Upper Canada Railway Society, The Model Railroad Club of Toronto, The Ontario Society of HO Model Engineers and the Queen City Model Railroad Club. The purpose of the committee, composed of representatives of each of these organizations, is to organize and sponsor an annual joint fan trip, of a day's duration, out of Toronto.

The June 16th trip covered CNR lines west and south of Toronto with a route as follows: Toronto, Hamilton, Jarvis, Simcoe, Port Dover, Simcoe, Tillsonburg Junction, Tillsonburg, Brantford, Hamilton and Toronto. The most interesting feature of the excursion was the fact that from Hamilton the train was double-headed by E-10-a moguls 902 and 914, a novel touch for the trip. The train, which consisted of a baggage car, two diners and several coaches, was pulled by Pacifics on the first and last laps between Toronto and Hamilton.

Although there was some pre-trip criticism on the part of UCRS members that the excursion did not seem to have sufficient railroad interest as announced in the publicity leaflets, in the opinion of those who attended, there was certainly an adequate amount. Highlights were the visit to the still all-steam Hamilton roundhouse, the run over a considerable length of street trackage on Ferguson Avenue, Hamilton, glimpses of new Wabash diesels, and several switching moves of a complicated nature in Port Dover, necessary to reverse the train and clear the way for the regular train which arrived while the special was there. Activity on the adjacent Lake Erie & Northern Railway was observed also.

The only unfortunate feature was the fact that the train required complete re-icing at Port Dover and this operation put the train four hours behind schedule. It arrived back in Toronto at about 1:00 a.m. (Sunday morning) instead of the scheduled 9:00 p.m. However, nobody seemed to mind the late hour very much, as an enjoyable day had been spent.

HISTORICAL NOTES ON THE RAILWAYS OF PETERBOROUGH

Contributed by Norman Tutt, Peterborough, Ont.

Peterborough's earliest projected railway was chartered in 1846 as the Port Hope & Peterborough Railway, and renamed the Port Hope, Lindsay & Beaverton Railway (a changed objective) in 1854 before operation had begun. The Port Hope-Millbrook-Lindsay segment was placed in operation in 1857 and a connecting line from Millbrook to Peterborough in 1858, although this latter segment was operated by the construction contractors until 1866. The PHL&B was extended westerly from Lindsay in 1869 and a branch line from Peterborough to Lakefield

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was opened in 1871. The name of the Port Hope, Lindsay & Beaverton was changed to the Midland Railway of Canada in 1869. This railway passed in turn to the Grand Trunk Railway Co. of Canada and to-day is a portion of the CNR system.

Midland Railway 1875 Timetable:

Northbound - Daily

Leave	Port Hope	10:10 a.m.	5:30 p.m.
Arrive	Peterborough	12:25 p.m.	7:40 p.m.
"	Lakefield	1:00 p.m.	8:15 p.m.

Southbound - Daily

Leave	Lakefield	2:00 p.m.	5:00 a.m.
"	Peterborough	3:30 p.m.	5:50 a.m.
Arrive	Port Hope	5:25 p.m.	8:45 a.m.

The Midland Railway's fares on its Lindsay-Toronto trains at this time were 30 cents first class, 25 cents second class and 20 cents third class (one way fares). Freight was hauled at the rate of 15 cents per hundredweight.

The Cobourg & Peterborough Railway was chartered in 1852 and opened between those two points later in the same year. It was re-organized in 1862 after bankruptcy and resumed operation in 1866 as the Cobourg, Peterborough & Marmora Railway Co. The line was now under the control of Montreal interests which owned the Marmora iron mines. A sporadic service was resumed to Peterborough with a boat connection across Rice Lake. Later a bridge was built across the three-mile width of the shallow lake, and some of the pilings are still in evidence today. The Peterborough & Chemong Lake Railway, built in the late 1850's, was taken over in 1868. The entire railway was abandoned between 1887 and 1917, portions of it having been taken over by the Grand Trunk before abandonment.

The Grand Junction Railway was chartered in 1852 to build from Belleville to Peterborough, but for many years did not get beyond a survey. Stock was taken over by the Grand Trunk Railway and the project was revived in 1870 with one million dollars capital. The 1870 act specified that the line to Peterborough be completed in six years and gave permission for extension to Bobcaygeon and Georgian Bay. The line was built to Hastings in 1878 from Belleville and to Peterborough in 1880. It was subsequently amalgamated with the Midland Railway of Canada (1882) and so to the Grand Trunk. A connecting link from Peterborough to Omemee Junction on the old PHL&B line was opened in 1883, and provided a direct through route from Belleville to Lindsay and Orillia.

The Cataragui & Peterborough Railway was chartered in 1853 to build a line from Kingston to Peterborough but failed.

The Grand Ontario Central Railway was chartered in 1880 to build from Goderich via Peterborough to Ottawa, but never advanced beyond the paper stage.

The Ontario & Quebec Railway was chartered in 1871 with the purpose of constructing a line from Toronto through Peterborough, Madoc

Ottawa and into the Province of Quebec. The line did not begin operation until 1884 when it was leased to the Canadian Pacific Railway. It forms today Peterborough's most important railway line, as a section of the C.P.R.'s Montreal-Toronto-Windsor main line.

NEW 155 MILE LINE IN MANITOBA

The CNR expects to begin construction shortly of a branch in northwestern Manitoba. This line would be an extension of the existing branch from The Pas to Sherridon northerly to Lynn Lake. The latter point is the site of extensive nickel-copper deposits which are being developed by the Sherritt Gordon Mines Ltd. A mining plant, concentrator and hydro-electric plant are to be constructed at Lynn Lake, all of which will provide traffic for the extension.

The CNR has already advertised for tenders for construction of the first 56 miles from Sherridon. If construction gets underway this year as expected, the line should be completed and open to traffic throughout its length by the end of 1953. The most difficult single construction project on the extension will be a long bridge over the Churchill River.

MOTIVE POWER NOTES

The historical locomotive which passed through Toronto enroute to Durand, Michigan and mentioned in last month's Newsletter, is the original Grand Trunk Railway of Canada no. 40 built by Portland in 1872. This locomotive, a 4-4-0 or eight-wheeler type, was sold in 1905 to the Chaudiere Valley Railway, a line owned by John Breaky Ltd. and used for hauling pulpwood trains. The engine ran until 1949, when it was given to the CNR for use as an exhibition locomotive. It was stored at Charney roundhouse for a year, then in 1950 taken to St. Albans, Vt. and refurbished and lettered "Central Vermont 40" in order to take part in the CV's centennial celebration. This year it has gone to the Grand Trunk Western's centennial celebration lettered "Grand Trunk Western 40".

Alco-GE and Montreal Locomotive Works-CGE have announced a new design of diesel-electric switcher of 1800 h.p. This new locomotive is distinctive in having six axles and six traction motors and is designed specially for heavy transfer and hump service. The locomotive has a weight of 360,000 lbs. and a tractive effort of 78,750 lbs. at 5.5 m.p.h. It can be supplied in lighter weights if weight restrictions require a lighter locomotive.

T.T.C. STARTS WORK ON TEMPORARY CAR STORAGE YARD

On the south side of Harbour Street, between Bay and York Streets on Harbour Commission land, the Toronto Transportation Commission is constructing a six-track storage yard in which will be stored 30-odd Yonge trains. After a portion of Eglinton carhouse and yard is removed to make way for subway construction, this temporary yard will serve the cars thus deposited. The six tracks will run parallel with Harbour Street, with cars entering from York Street and leaving via Bay Street. The only building in connection with the yard will be a small office. This yard will be used only until the end of subway construction and the abandonment of Yonge surface cars.

Track intersections recently renewed are Queen and Broadview, Queen and King (on the Don bridge approach) and Bloor and Ossington.

The long unused TTC bonding car W-23, (formerly Toronto Railway passenger car 1710) was scrapped in mid-June. Its three brothers, W-22, 24 and 25, carry on in active service as rail grinding cars. These cars were originally single truck passenger cars built in 1915.

N.S. & T. - G.R.R. - L.E. & N. AND L. & P.S.

EQUIPMENT NOTES

During June, Niagara, St. Catharines & Toronto Railway car 67, the last representative of the 60 class was shipped to the CNR's London, Ont. scrap yard. Only four passenger cars now remain for the Welland Subdivision service; these are nos. 80, 82, 83 and 130.

In April, Grand River Railway steeple cab locomotive 224, the Brantford spare, was taken to Preston for an overhaul and painting, but did not receive the larger motors. It was repainted CNR coach red, having been the last locomotive in the old green colour. Cars 844 and 848 were recently repainted and have an extended use of yellow paint on the ends as a safety measure.

London & Port Stanley Railway cars 13, 15, 17 and 19 were sold during May to an employee of the line. These cars were former steam road coaches of ancient vintage and were deemed unfit for further service. They were not control trailers as are the other non-motored cars on the line's roster. Box trailer B-1 has been given a coat of bright orange paint.

SPECIAL NOTE

UCRS member Julian Bernard has agreed to handle the proposed sheet in which members may advertise what they want or have for sale or trade in the way of railroadiana. Thus instead of to the Newsletter editor as announced in the last issue, members are asked to send their items to Mr. Bernard at 656 Oriole Parkway, Toronto.

NEW MEMBERS

RESIDENT:

Fred Sankoff	25 Botfield Ave., Toronto 18.
James Beveridge	103 Rivercrest Rd., Toronto 9.

ASSOCIATE:

R.G. Nugent	243 Main St., Davisville, N.Y.
Russell G. Leitch	210 E. 15th St., Hamilton, Ont.
William H. Chapin	495 Grand Ave., Rochester 9, N.Y.
H.H. Hoover	1638 Poplar Ave., Kansas City, Mo.
H. Zillmer	729 E. Victoria St., South Bend 14, Ind.
William Malcolm	11 Oakwood Place, Hamilton, Ont.
John Stevens	651 Lincoln Ave., Orange, N.J.
John L. Shissler	2151 Lakeland Ave., Lakewood 7, Ohio.
Eugene Van Dusen	1631 E. Calvert St., South Bend, Ind.
John G. Woodbury	143 Steko Ave., Rochester 15, N.Y.
Clifford N. Riehl	128 Rykert St., St. Catharines, Ont.
W. Henry Jackman	Pickering College, Newmarket, Ont.
C. Ernie R. Webber	50 Seaview Rd., Remuera, Auckland, New Zealand.

With this issue is mailed Bulletin 32, another in the series of data sheets on TTC rolling stock, which will eventually comprise an all-time detailed roster of the system.

Upper Canada Railway Society

NEWSLETTER

BOX 122, TERMINAL "A"
TORONTO, CANADA

AUGUST 1951

Number 67

The tenth anniversary celebration of the Society is now definitely planned to take place in the form of a banquet. This banquet is scheduled to be held on Friday, October 19th., the regular U.C.R.S. meeting night. This will bring the occasion to within two days of the actual tenth anniversary, as the first meeting of the Society in its present form was held on October 17th., 1941. Further details regarding the banquet will be made known later.

THE RAILWAYS OF SOUTHERN ONTARIO - A BRIEF ANALYSIS OF GEOGRAPHICAL INFLUENCES IN LOCATION by the Editor

The most direct geographical control over railroads is topography. Other controls of a geographical nature, though there be many, do not operate as universally or in such a striking manner as does the form of land over which the track has been laid.

The pioneer lines in what is now Southern Ontario were built generally speaking, in the 1850's and 1860's and were primarily concerned in connecting the then existing large towns by the most direct route possible, or connecting "backwoods" locations with the main routes as branch lines. From the 1870's on until just before the First World War, another class of railway was constructed through the province. Many of these connected the same end termini as the pioneer lines, but these secondary routes were more concerned with tapping towns and areas along the way that the early lines had missed. In many cases these later lines destroyed the usefulness and caused the eventual abandonment of the very early branch routes. In very brief and simplified form, this was the large scale factor in the location of most of the railways of Southern Ontario.

However, the small scale factor in location, that which operates locally, was the topography encountered by the railways enroute. This always intervened in such a way as to divert the line away from its objective unless bridges were built, fills constructed and cuttings dug. A constant problem was before the location engineers whether to build around obstacles, thereby maintaining an easy grade, or to endeavour to surmount the obstacle, sacrificing the easy grade for a straighter route. There had to be a compromise between physical factors and the ultimate objective of the line.

In Southern Ontario, the relations between land and water bodies are fundamental to the railroad pattern. The main objective of the trunk railways is to give east - west service. North - south lines on the American continent are most important on the seaboard and between Chicago and New Orleans. Elsewhere, the north - south flow of traffic is, generally, "across the grain", and east

west movement predominates. Southern Ontario fits this rule. It may be stated that one of the most important routes is out of Toronto to the north, but it should be realized that this is only its temporary direction, and the bulk of the traffic eventually goes west above Lake Superior.

The water bodies of the Great Lakes have forced a channelization of traffic in Southern Ontario to a marked degree and the trunk lines are closer together here than (e.g.) south of the lakes in Ohio where there was more room for them to spread out. The CNR and CPR main lines are forced to hug, or remain fairly close to the north shore of Lake Ontario in order to find earlier construction routes. Had the rougher terrain of the Canadian Shield interposed to a larger extent, construction would have been much more difficult, and the lines as finished probably would not have been as satisfactory.

But it is in southwestern Ontario that channelling effects are most evident. The shape of Lakes Erie and Huron narrow the peninsula to the southwest, so that in Middlesex and Elgin counties there are five east-west trunk lines inside of a north-south distance of thirty miles. Four of these are aimed at Detroit (and eventually Chicago and other U.S. points), while the fifth, the CNR's line to Sarnia, seeks Chicago by crossing into Michigan immediately below the south end of Lake Huron. Lake Erie has a particularly important effect in this channelling; the great motor city of Detroit is cut off from direct easterly connection with the eastern portion of the U.S. through American territory. A circuitous route must be followed via Toledo and Cleveland if an all - U.S. route is desired. However, by building or obtaining trackage rights through Canada, the American lines were able to obtain a much shorter route to the Buffalo gateway, and three of them (now NYC, C&O and Wabash) took advantage of this. The New York Central has the lion's share of the traffic between these points, although the Chesapeake and Ohio (on NYC trackage east of St. Thomas), and the Wabash (trackage rights on CNR through Ontario) have substantial freight traffic between Detroit and Buffalo - Niagara Falls also. As is the Essex County peninsula, the Niagara peninsula is a funnelling agent also.

Looking at the "Ontario Island" (a term given to that portion of Southern Ontario lying generally north of a line connecting Goderich and Toronto), we see that through routes pass only along its southern and eastern fringes; elsewhere in the counties of Dufferin, Grey, Bruce and Huron, and the northern parts of Perth, Waterloo and Wellington, the railroads are purely local with traffic bound for or originating from nearby points. There is rather a complicated net of lines in the Ontario Island, centring on Palmerston and Harriston, but they are all of a branch line nature, with small locomotives and short trains. This again is the result of the configuration of the Great Lakes. This part of Southern Ontario is a kind of "jumping off place", with this designation increasingly apt as one moves north-westwards towards the Bruce Peninsula. The shapes of Lake Huron and Georgian Bay are responsible for this situation: had Georgian Bay not been present, the lines to western Canada from Toronto could have cut across the Ontario Island, and the whole region would probably have had more large cities and industries than is the case under existing circumstances. (A railroad was once projected to run up the Bruce Peninsula, across Manitoulin Island and the North Channel to the north shore, but this ambitious scheme never got beyond the paper stage).

Returning to topographical controls: The most striking physical feature of Southern Ontario, and that which affects railroad location the most, is the Niagara Escarpment which cuts across the South-western peninsula of the province at its narrow point, and continues into the Bruce Peninsula and Manitoulin Island. This is crossed by 14 railroads, all of which have made the ascent along the southern half of the escarpment extent in Ontario. None has crossed north of the Caledon "mountain" line of the C.P.R., which was one of the most difficult climbs that a railway was forced to make in Southern Ontario. Most of the railway lines have managed to find places where the cuesta has been subdued by moraine (glacial hills), giving an easier grade or else a stream valley which has dissected the escarpment face providing an easier route to the top. However, one or two, notably the C.N.R. line from Hamilton to Jarvis, resorted to a long switchback type of climb, attacking the escarpment in as bold a manner as possible.

The glacial topography of Southern Ontario has had much to do with railroad location also, although conditions presented are seldom as severe as those associated with the Niagara escarpment. The morainic hills, such as the Paris-Galt system, and the hummocky moraine of the Dundas valley, result often in a rather crooked route for the railways. The oval-shaped glacial hills known as drumlins give their troubles too particularly when the railroad is being built at right angles to the direction of trend of the drumlin axes. A good example of this is the C.N.R.'s old Midland Railway of Canada line east from Peterborough to Hastings. Glacial forms can be of benefit to a railway also - spillway valleys often provide a fairly level route through the confused topography of surrounding morainic hills. There is a danger of these resulting in a circuitous route if followed too far however; an example of this would seem to be the now abandoned electric line of the Toronto Suburban Railway east of Guelph.

The problem of bridging is a major one in railroading, and it is intimately connected with geography. If a route is to be at all direct, rivers may be expected every few miles. If the railroad follows the base level of drainage closely, i.e. the shore line of a lake to which the rivers drain, the bridges will not have to be long or high. However, if the railroad locates a certain distance back in the hinterland at a higher elevation it will in all probability encounter deeply incised stream valleys, each one of which presents a bridging problem. This principle is demonstrated along the north shore of Lake Ontario where the three east-west lines located very close, at times parallel, to each other, and close to the Lake shore. Flat, low topography extends far inland from the north shore of Lake Erie and the railways here could locate inland in order to obtain a more direct route - the rivers here are not deeply incised.

"Watershed" routes (crossing rivers near their point of origin or missing them altogether) occur in a few places in Southern Ontario. They have few if any bridges, but curves of a heavy nature are necessary to keep to such a location. The Toronto Grey & Bruce line of the C.P.R. to Owen Sound is largely a watershed route once it tops the escarpment, but this is more likely than not an accident.

Finally there are those physiographic forms which aid, rather than hinder railroad construction. These are characterized by an absence of relief, and correspondingly, an absence of curves and

grades except on a larger scale, on the rail lines which cross them. Sand and clay plains seem to be the most favorable sections in Southern Ontario for straight and level railroad construction, and their effect is best evident in the extreme south western portion of the province. The railroads in Lambton, Kent and Essex counties were built easily and cheaply, as the surface of these counties is composed almost wholly of level sand and clay plains; at the same time there is little elevation above the levels of nearby lakes, and the streams are small and easily bridged.

The C.N.R. line from Komoka Junction to Chatham travels 55 miles in an absolutely straight line. On the C.P.R., N.Y.C. and C.& O. nearby, there are other long straight stretches.

The clay plains of the Niagara Peninsula also allowed railroad construction to be easily undertaken, although there are a number of rather deeper stream valleys to be bridged than in the Chatham-Windsor area.

Most of the rest of Southern Ontario is covered by rolling "till" plains - in these sections cheaply and hastily constructed railways may well be crooked and hilly (such as the C.N.R.'s Uxbridge Subdivision north from Scarboro Junction), while a reasonable amount of cutting and filling usually enabled a very satisfactory type of railroad line, not excessively difficult or costly to construct.

Study of the inch to a mile scale topographical maps issued by the Department of National Defence can be much more revealing as to the railroad geography of Southern Ontario than any amount of description and all of the principles briefly touched on in this article can be seen in great detail through the use of these maps.

LOCOMOTIVE NEWS

by George W. Horner and R.F. Corley

The Canadian Pacific Railway has ordered 18 more 1500 h.p. FP-7 road diesel units from General Motors Diesel Limited. Fourteen of these are to be cabless "B" units, numbered 4424-4437 while the remaining four will be "A" units 4030-4041. These are all for use on the Calgary-Revelstoke run along with existing "A" units 4028-4037 now on the dieselized Schrieber Division. They will form 14 two unit (A-B) 3000 h.p. locomotives.

Ten 1600 h.p. Road freight "A" units have been ordered from Montreal; these will be numbered 4042-4051, and will be used on the Schrieber Division in place of 4028-4037. The Schrieber Division will have after arrival of these units, the following locomotives in service:

4008-4027	1500 h.p. "A"
4042-4051	1600 h.p. "A"
4404-4423	1500 h.p. "B"
7063	1000 h.p. switcher - at White River
7087	" " " - at Chapleau
7094	" " " - at Cartier
8405-8408	1500 h.p. Road-Switcher

On July 20th, the C.N.R.'s historical locomotive no. 40 came out of Stratford shop with a Canadian National herald on the tender. The locomotive was then hauled to Kingston where it participated in "Kingston Diesel Day" celebration on August 1st in connection with the entry into production of locomotives by the Canadian Fairbanks-Morse Co. at the Canadian Locomotive Company's plant.

Also at this celebration was the C.N.R.'s original oil-electric switcher 7700 (now 77). Two special trains were run from Toronto and Montreal to Kingston for this occasion.

Recently scrapped C.N.R. engines are:

(2-6-0)	746	on June 27th
(2-6-0)	818	on June 28th
(0-6-0)	7305	on June 29th

Niagara St. Catharines & Toronto Railway no. 8 was returned to its home property from the Oshawa Railway during the last week of July. Montreal & Southern Counties locomotive 325 (III) is now operating on the Oshawa Railway.

The C.P.R. has converted diesel switchers 7038 and 7039 for use with the auxiliary hump units B100 and B101 at Cote St. Luc Yard. Four other switchers have been converted to Multiple Unit control for service in the Montreal area. These are nos. 7100, 7106, 7107 and 7108. The work was done on these units by MILW-GE.

The Algoma Central and Hudson Bay Railway has five 1500 h.p. GP-7 switchers of GMD manufacture in service (nos. 150-154), and has ordered seven more of the same type (nos. 155-161).

1000 h.p. switcher no. 102 was shipped to the Alma and Jonquiere Railway in July from Montreal Locomotive Works.

NEW C.N.R. SUMMER TRAIN

The Canadian National Railways have instituted a new summer pool train known as "The Lakeshore Express" in both directions between Toronto and Montreal, operating daily from June 24th to September 29th. It covers the 335.4 miles in 6:55 hours and runs in advance of the regular pool trains 5 and 14 which make the trip in something over eight hours.

Schedules are as follows:

<u>Pool 8</u>	<u>Pool 14</u>				<u>Pool 5</u>	<u>Pool 7</u>
9:15 a.m.	9:15 a.m.	LV	TORONTO	ARR	5:25 p.m.	3:15 p.m.
4:10 a.m.	5:45 p.m.	ARR	MONTREAL	LV	9:15 a.m.	8:20 a.m.

Upper Canada Railway Society

NEWSLETTER

BOX 122, TERMINAL "A"
TORONTO, CANADA

September 1951

Number 68

The October meeting of the Society will take the form of the tenth anniversary banquet to be held on the nineteenth, the third Friday as usual. The Society's first meeting was held on October 17th, 1941, so that the banquet will fall very close to the actual anniversary. Further details concerning the banquet are given in a separate circular which is being distributed to those members in the near-Toronto area only.

LOCOMOTIVE NOTES

Chesapeake & Ohio Railway Mikado no. 2376 has been sold to the Sydney & Louisbourg Railway: It passed through Toronto enroute to its new home on September 20th.

Further CNR scrappings are:

(4-6-2)	5590	July 31st	Val Royal
(2-6-0)	742	June 20th	Stratford

The CNR historical locomotive no. 40, which has taken part thus far in the Central Vermont and GTW centennial celebrations and also the "Kingston Diesel Day" was in Toronto for the Canadian International Stamp Exhibition. On Tuesday, September 25th it headed a train from Richmond Hill to Toronto carrying sacks of mail. The train was actually powered by a diesel on the rear, as no. 40 is not operated under its own steam. Period costumes added flavour to the ceremony. The next assignment for this locomotive is at Northfield, Vermont, where it will take part in a celebration at Norwich University on October 6th. It will be again lettered "Central Vermont" for this occasion.

Of the CPR's new 800 H.P. diesel switchers by GMD, no. 6708 is assigned to Toronto. It sports the new paint scheme for diesel switchers of maroon and grey with yellow stripes. Also 1000 H.P. switcher 7061, also in Toronto, has been similarly treated. 6708 is of the same type as the CNR 8500-8521 series, many units of which are prominent in the Toronto yards.

TRAIN CANCELLATIONS

CNR commuter trains 74 and 85 have been cancelled on Saturdays; no. 83 is to replace 85.

George Horner

IMPROVEMENT PROGRAM ON CPR EASTERN REGION

The Canadian Pacific Railway is spending over 17 million dollars on a variety of improvements to right-of-way, buildings, signals and other items in Eastern Canada.

The principal items in the program are outlined:

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- 215 miles of new main line rail.
- 880,745 new ties.
- 713 miles of ballasting and bank restoration.
- Extension of Windsor Station facilities for the handling of express, mail and baggage.
- Further building at the Cote St. Luc yard.
- Construction of 1500 feet of new track at Drummondville, P.Q.
- New team track and roadway at Quebec City.
- Extension of express building at London, Ont.
- Construction of single stall engine shed at Chatham for diesel switcher.
- Extension of passing track and yard at Guelph Junction.
- Double-tracking of "Canpa Runoff" in Etobicoke Township, west of Toronto. (This was completed recently).
- Extension of yard trackage at Parkdale, in Toronto.
- Additional sidings at Emery, Ont.
- 73 miles of block signal installation, Nipigon to Current River, Ont.
- New industrial spur at Sudbury.
- New passing track at Romford, Ont.

A portion of the money allotted for expenditure on track repairs and replacements will be spent on two subsidiaries, the Dominion Atlantic Railway and the Grand River - Lake Erie & Northern system.

ABANDONMENT APPLICATIONS

The electric London and Port Stanley Railway has made application to the Board of Transport Commissioners for authority to get out of the passenger business. This would be a preliminary to converting the line to diesel operation for freight only. Although the cars are still well maintained, they are approaching retirement age, and passenger business has dropped off during the past year. Greyhound buses would carry passengers between London-St. Thomas-Port Stanley if the application is approved. (Eastern Canadian Greyhound bought out Bluebird Coach Lines, which the L&PS successfully fought off in the London-Port Stanley haul only a few months ago).

The Canadian National Railways has applied for permission to Abandon the branch line which runs westerly from Brockville to Lyn Junction and Westport. This was originally the Brockville, Westport and Northwestern Railway, and later became a component of the Canadian Northern system.

TTC NOTES

The new storage yard for Yonge cars on Toronto's waterfront entered service on September 5th as several trains pulled in here after the P.M. rush hour. Up to time of writing only about ten trains have been stored in the yard overnight instead of the capacity number of 36.

Demolition of the most easterly bay of three tracks at Eglinton carhouse is under way.

The long unused crossover tracks in Danforth carhouse yard which served for trailer shunting up until 1938, were recently removed.

A driveway for trolley coach storage has been constructed on the site of the former Wade Ave. trailer yard. This was two blocks south of Lansdowne carhouse, and will presumably allow more space for street car storage there, including the regular Lansdowne sweepers, plow and scraper car which have been kept at Russell yard all summer.

Track on Gerrard Street East from Woodbine Avenue to Main Street is currently being renewed. The old trackage here was the original rail of the Toronto Civic Railway's Gerrard line, laid in 1912. This completes the renewal of all track of this old line.

THE RAIL PROBLEM: SPEED AT A PRICE

by Donald Gordon, CNR President

If there is a serious threat to the long term existence of the railways it arises from the habits of mind induced by a long history of close and exacting restrictions over what railway management can and cannot do in adjusting services to changing conditions. The Canadian public values its great railway systems; it would be a pity if the railways were so loved that they were squeezed to death.

In looking at the trends which emerge from the past and are likely to continue into the future, one of the striking things is the increasing emphasis which the public places upon the speed of transportation service. But when it comes to designing motive power - whether it be a marine or airplane or motor car engine or a railway locomotive - engineers are well aware that speed can be a costly quality in transportation. Apart from technological improvements, increased speed beyond a critical point is attained at the sacrifice of economy. This fact is common to each transportation medium; there is an optimum cruising speed and an optimum load determined by the technical characteristics of the equipment.

Now the railways are not incapable, nor adverse to the idea, of increasing the speed of both passenger and freight service, and I venture to say that if speed were our sole objective we could, within a relatively short time, cut the time of our freight train schedules by as much as one third.

To take the other extreme, if speed were unimportant, economical operation would dictate an average freight train speed of about 15 m.p.h. In fact, railway management is keenly aware that what the public wants is not simply speed, but speed at a price, and as low a price as possible. Some shippers and consignees, because of circumstances peculiar to their own business are prepared to pay a premium for faster service, but for the great bulk of tonnage which makes up the nation's commerce the primary consideration continues to be that of obtaining a low rate for large quantities moving over long distances. Therefore, while the search continues for engineering improvements that will avoid the penalty of higher cost, an attempt is being made to strike a balance in the kind of service provided.

The greater emphasis on speed will, I predict, continue in the future, for the simple reason that more and more significance can be attached to the old adage that time is money. The integration of industrial processes together with shortened working hours means that more things must be accomplished in a given time and this pressure naturally is brought to bear on the transportation industry which functions at each successive stage of productive process. This suggests that the whole range of transportation service the standard of speed will be raised, so that what is now an average or normal level will in time appear slow.

For the railways this will mean higher standards for roadbed and track, and modifications to the layouts and design of yards in major terminals - not an easy problem considering the tendency for railway facilities to be hemmed in by suburban and industrial development.

When it comes to shipping bulk commodities, the public is inclined to hold the railways responsible even when they control only part of the movement to final destination. A case in point is the movement of western grain, which, in view of bumper crop prospects, appears to be headed for a crisis.

Our difficulty, speaking for the Canadian National, is not in accepting the grain for shipment but in getting rid of it when the rail haul is completed.

To illustrate my point, throughout the months of April, May, June and July the CNR moved a daily average of 508 cars of grain from the Prairies, a quantity which not only reached but surpassed the quota set by the Canadian Wheat Board. But as we did so the congestion in Lakehead terminals developed to the point where we had as many as 2,400 cars in the yards awaiting unloading. The average number detained during the month of July was around 2,000 cars.

Clearly it is uneconomical in normal circumstances to use boxcars in this fashion as warehouses on wheels, and it is anything but helpful to the available supply of boxcars to have them tied up at a time when the railways are hard pressed to meet the requirements for moving not only wheat but other important commodities. It has been necessary, therefore, to avoid aggravating the congestion, to make adjustments in the loading of cars at Prairie points.

But to describe this situation as a shortage of boxcars for which the railways are responsible is hardly an accurate representation of the facts. The facts will show indeed that the CNR now has on the Western Region some 24,000 empty boxcars in readiness for the new crop and all other traffic offering. This pool of cars amounts to no less than 37% of our total boxcar ownership on Canadian lines.

The public expects a high standard of comfort and convenience. It is also true that the railways are expected to be improving their operating efficiency. Let us look at the record for the past two decades or so, choosing 1928 as a base, since that was a peak year for Canadian railways in the inter-war period.

In 1950 the Canadian National Railways was able to carry 40% more net ton-miles of freight with 13% fewer locomotives and 13% fewer freight cars of all types, while over the same 22-year period the service we gave the shipping public, as measured by the average freight train speed, improved by 24%. Moreover, essentially because of improvements in the design of rail and treatment of ties on our main tracks, the tonnage of new rail actually laid in 1950 was smaller by 36%, and the number of ties installed was 54% less. For each ton-mile carried we required less man-hours of work. In short, we not only carried more freight faster but we used relatively less manpower and materials and equipment.

Upper Canada Railway Society

NEWSLETTER

BOX 122, TERMINAL "A"
TORONTO, CANADA

October, 1951

TENTH ANNIVERSARY ISSUE

Number 69

A HISTORY OF THE UPPER CANADA RAILWAY SOCIETY

by the Editor

Although the banquet that is being held this month in place of the Society's regular meeting marks the tenth anniversary of the Society's founding, the beginnings of the group may be traced back almost twenty years. Grenadier Road, a street in Toronto's west end may be said to be the birthplace of the Society, for in 1932, Douglas W. Knowles and James H. Allen who lived next door to each other on this street, called a meeting of all persons in the Toronto area whose names had appeared in Railroad Magazine, or as it was then called "Railroad Stories" magazine.

A surprisingly large turnout rewarded the enterprise of Messrs. Knowles and Allen, as Toronto's first general meeting of railfans took place; unfortunately the exact date of this meeting is not known. Of the many who appeared at this first gathering, only a handful remained with the newly formed group, but the purpose of the meeting had been fulfilled. The nucleus of what is to-day the Upper Canada Railway Society, now an organization with an increasingly important place among the railroad fan clubs of the continent, had been formed.

Membership increase was very small during the years that ensued; indeed, those who did come in were mostly "accidental discoveries" as no advertising was done and no publicity was enjoyed by the little group. The organization was at this time simply a handful of railfans who met every second week at their respective homes to talk railroads, look at photo albums, etc. It was not a club, as there were no formalities, no officers and no constitution.

By 1934 the group had grown to eight regular participants, in this year Mr. John W. Griffin, the UCRS president of to-day and member number 8, became associated with the group. Growth continued at a very small rate until January 1940, when the first move was made to form an organized club out of the 13 men who formed the Toronto railfan group at this time.

Accordingly, application was made to the Canadian Railroad Historical Association of Montreal for the right to form a Toronto chapter of that organization. The arrangements were concluded successfully, and the newly organized chapter was launched on its career with Albert S. Olver as President and John Griffin as Secretary.

By this time, the interval between meetings had been lengthened from two weeks to three, but members' homes were still used as places of meeting. Plans for excursions and bulletins were drawn up but for various reasons, during the relatively short life of the Toronto Chapter of the CRHA, only one modest bulletin was produced, and no excursions materialized.

By mid-1941, it was felt that the organization could function more efficiently as an independent unit, and with this in mind, a special meeting was called on October 3rd, 1941. Seven members of the Toronto Chap-

ter of the CRHA were in attendance at this meeting and they constituted themselves as an organizing committee for a railroad society. Member Robert S. Brown proposed that this new organization be called the "Upper Canada Railway Society" and submitted a constitution. The principal details were worked out at this special meeting, and then they were presented to the membership-at-large two weeks later on October 17th. On this date, the Toronto Chapter of the CRHA was dissolved and the Upper Canada Railway Society was formed. A separate Directors' Meeting was held this same evening and the following officers were appointed, each being the first man in the history of the UCRS to hold the particular office:

President	- Albert Olver
1st Vice-President	- John Griffin
2nd Vice-President	- Douglas Knowles
Secretary	- Maurice Winston
Asst. Secretary	- John Knowles
Treasurer	- John MacNab
Curator	- Robert Brown

The first months of life of the new Society were ones of vigorous activity. From October 1941 until May, 1942, the meetings were well attended and the UCRS was off to a flying start. Twenty six members made up the UCRS as of its date of formation, and members 27 and 28 (the writer and George Horner) were the first to join the new Society after its inception.

The second meeting of the Society was held on November 7th, which date coincided with the 56th anniversary of the driving of the last spike of the Canadian Pacific Railway at Craigellachie, B.C. in 1885. Accordingly, the first of what was intended to be a series of "special interest nights" was held, with the CPR as its theme, and three interesting papers were read on CPR subjects. Unfortunately, in the opinion of the writer, these "interest nights" did not last; however, to-day's Society with its well organized and varied programmes at meetings offers much the same as was intended in the idea of "special interest nights" in the earliest days of the UCRS.

The first excursion of the Society was held on November 23rd, 1941, and though a very modest affair was considered a success, and was followed by others shortly thereafter. Seven members travelled by automobile to Waterford, Ont., and made a return trip on the Lake Erie and Northern Railway from Waterford to Port Dover. Several stops were made on the road portion of the trip to observe steam operations.

With the inception of the Upper Canada Railway Society, a mimeographed bulletin was published, edited by John Griffin. This continued on a generally monthly basis for almost a year. Bulletins #1 to #11 were published in this period - these were not equipment bulletins but rather resembled the present UCRS Newsletter in context.

The new Society was given handsome writeups in the February and March 1942 issues of Railroad Magazine, with a full representation of the Society's crest (which, regrettably, has never again since been used in that publication). This resulted in a modest burst of new applications for membership, and attendance grew during the winter and spring of 1942.

However, the happy state of affairs was short-lived. As the 1942-43 season got under way, it became increasingly apparent that the activities of the Society would have to be curtailed greatly, owing to the continued loss of members to the armed forces. A resolution was passed granting all active service members automatic membership until

the end of the war, and that any officer going on active service should retain his position until the time of his return. By this resolution, President Albert Olver, who was already away at the time of the formation of the Society and did not attend his first meeting as president of the group until January 18th, 1946.

By mid-1943 the President and the supply of Vice-Presidents, including the "Acting 3rd Vice-President" were unable to attend the Society's meetings and the Acting Secretary found himself with the responsibility of calling and presiding at meetings, in addition to his secretarial duties. The attendance at meetings fell to a low level, and a mere five turned up on one occasion. Because of this emergency, the necessity of having a quorum to do business was abolished for the time being.

A bright spot in this otherwise gloomy situation was an excursion held in conjunction with the Buffalo Chapter, N.R.H.S. on June 13th, 1943. The then newly renovated car 83 of the Niagara, St. Catharines and Toronto Railway (which had been long dormant in the yards as Toronto Suburban Railway 107) was chartered for a day's excursion (car 130 was used part of the time). This excursion was attended by about 70 persons in all, and was definitely a great success - there were not many like it held anywhere during those days when the war was at its height.

The Society remained essentially static during 1944, with a slight growth in membership offset by a continued loss of other members to the services. Sporadic publication of the bulletin was carried on and two fairly extensive issues, containing car rosters, were produced.

The first half of 1945 was generally uneventful, and meetings continued to be held at members' homes on a three-week schedule. However, by the summer of that year, with hostilities brought to a conclusion overseas, it was evident that the Upper Canada Railway Society would very soon receive a new impetus with the returning active service members in addition to a general quickening tempo of railfan activities with the relaxation of excursion restrictions, etc.

A directors' Meeting held on July 3rd, 1945 produced two significant decisions - one was that meetings be held monthly, on the third Friday, instead of at three week intervals as had been the practice since 1940. This is, of course, the system which the Society follows at the present time. The other decision was that a monthly newsletter be published to supplement the Society's bulletin, and in some respects to replace it. The first issue of the Newsletter was issued in September, 1945 and it has continued for the most part on a monthly basis since that time. The Bulletin, since the inauguration of the Newsletter has served purely as a "record" publication issued at irregular intervals. John Griffin handled the Bulletin as editor from 1945 to 1948, and this post was assumed by William C. Bailey, who now holds it, in 1949.

The earliest issues of the Newsletter and most of the mimeographed issues of the Bulletin since 1941 had their duplicating handled by Robert S. Brown, who deserves much credit for performing this arduous duty over such a long period of time.

As expected, the attendance at meetings surged upwards during the season 1945-46 as nearly every meeting saw one or more returning active service members. Along with this there was a healthy natural increase in membership - at the March 15, 1946 meeting, 26 persons were present. This is not an outstanding total compared to present day standards, but it was decidedly a record at the time.

An extensive excursion to Buffalo was held on June 23rd, 1946 in co-operation with several other societies. This was a forerunner of the C.O.T.T.C. excursions of the past few years.

The greatest single forward step taken by the Society in its ten-year history was made in the summer of 1946, when by courtesy of Mr. Aiken Walker of the CPR Freight Department, arrangements were concluded with the Toronto Terminals Railway Company for the use of Room 486, Toronto Union Station as a place of meeting free of charge. The long treks to distant members' homes and the crowded conditions of some of the well-attended meetings automatically became things of the past. The fall of 1946 also saw Society pins on sale for the first time.

With meetings being held in the Union Station, programs for meetings soon became the rule rather than the exception, as the room was well adapted for speakers, quizzes or the showing of films. The Program and Excursion Committee now does an excellent job of providing the membership with entertainment at each meeting.

The latter portion of 1946 saw another milestone of progress as photo-offset printing was used for the first time in the Society's bulletin (no. 21). From no. 24 onwards, the policy has been to have bulletins completely lithographed, using mimeo for the Newsletter only.

The most recent five years of the Society's existence have been in all respects very successful and in definite contrast to the rather struggling career of the first five years, most of which covered the latter portion of the war. The Society's membership has increased to the point where it stands at nearly 200, contrasted to a mere 26 in October, 1941. The meetings improve constantly in attendance and excellence of programme. Although the Society has not sponsored many excursions of recent years, it has been an active participant in the Central Ontario Train Trip Committee, which sponsors the big annual June excursion - these trips are becoming a Toronto railfan institution.

At a time when several of the leading railroad fan publications are experiencing difficulty in continuing, the U.C.R.S. Bulletin and Newsletter are thus far unhampered by any such troubles, and should so continue indefinitely. The Society has come to put an increasing amount of its time and finances into publications, but this is as it should be with a large subscribing (associate) membership.

In summary, it can be concluded that the first ten years have been a decade of outstanding success and progress for the Upper Canada Railway Society, a leading organization in the railfan movement of Canada. The writer confidently expects that the second twenty years will show an equal amount of progress.

LOCOMOTIVE NOTES

The Canada and Gulf Terminal Railway has ordered a 1200 h.p. switcher from General Motors Diesel Ltd., to be assigned the number 356.

The C.N. R. ordered three 1200 h.p. road diesel locomotives during July for the narrow gauge Newfoundland lines.

All of the 28 GMD road diesels ordered by the CNR a year ago have now been received. They carry road numbers 9028-9055 and are operated in A-B combinations on the CNR main line.

The Essex Terminal Railway has purchased an 800 h.p. switcher from GMD numbered 102.

The Quebec, North Shore & Labrador Railway placed a large order with GMD in August - this calls for 50 GP-7 units, and will provide the new railway with most, if not all of the power it requires for its operation. Also ordered were two 600 h.p. switchers from GE at Erie, Pa.

Upper Canada Railway Society

NEWSLETTER

BOX 122, TERMINAL "A"
TORONTO, CANADA

November 1951

Number 70

The Society meets on the third Friday of each month at 8.30 P.M. in Room 486, Toronto Union Station. The next meeting will be held on November 16th.

THE TENTH ANNIVERSARY BANQUET: As scheduled, the October meeting of the Society was the ten year banquet held at 7.30 P.M. on Friday, October 19th. The affair was very much a success with two well-filled tables in addition to the head table. The Society was pleased and honoured to have as guests at this function, Mr. Leslie Vardon, Traffic Engineer, Toronto Transportation Commission, and Mr. William Whitmore, who renders the Society such a valuable service in handling the mailing of publications. The President read two very nice letters from Presidents of two other railroad fan organizations who sent their regrets at not being able to attend. These were Charles E. Fisher, President of the Railway and Locomotive Historical Society of Boston, and Sanborn S. Worthen, President of the Canadian Railroad Historical Association of Montreal.

The Society was also happy to welcome two associate members who travelled a considerable distance for the occasion. These were Arnold Browne (U.C.R.S. No. 3) of Stratford, and Harold McMichael of Waterford, Ont. Also present were Robert S. Browne and Jack T. A. Smith, two members who cannot attend regularly owing to Scout work but who made a special effort to attend the banquet.

After the excellent meal and several brief speeches, the members retired to an adjacent room where William Bailey and John Knowles displayed some of their 35 mm. colour slides taken on a recent trip in Eastern Canada and New England. Great interest was displayed by the members in the shots, most of which were of the two-foot gauge Edaville Railroad at South Carver, Mass. and the Seashore Electric Railway (a railfan project) at Kennebunkport, Maine.

SPECIAL NOTE: Since the appearance of the last notice concerning the list of members with items wanted or for sale or trade, there has been some response. However, in order to make this special service worth while, there should have been a considerably greater number of items received to date than has been the case. Accordingly, any member who wishes to have such an entry published is urged to send it to Mr. Julian Bernard, 656 Oriole Parkway, Toronto, as soon as possible.

YONGE STREET SUBWAY
CONSTRUCTION PROGRESS REPORT, OCTOBER 25, 1951
by John M. Mills

During the last few weeks, construction on the subway passed the half-way mark, still right on schedule. A shortage of steel which threatened to cause lengthy delays in the work has been overcome, and enough of this essential material is now assured to complete the work.

STUART I. WESTLAND,
EDITOR
4 BINGHAM AVENUE
TORONTO

On the first section to be started, that south of Dundas Street, the concrete tunnel is now completed except for a very short section at the corner of Yonge and Front Streets, and all that now remains to be done in this otherwise completed section is the laying of track, establishing of electrical circuits and the finishing of stations. A portion of the necessary rails have been delivered, and are stored in the completed tubes for the time being. The asphalt street surface with street car tracks should have replaced all wooden decking by the time this is read.

Between Dundas and Alexander Streets excavation is completed and concreting well under way. It is expected that the wooden decking will be removed from this section early next year.

The concrete tube is also complete between Alexander Street and Severn Street, where the line enters open cut. Backfilling is well under way, and the first business to be established on the fill - a used car lot - has come into existence. At Bloor Street is the only break in this section of the tube, made necessary by the magnitude of the task at this station, one of the largest on the line. New fronts have been added to several buildings which were "decapitated" in order to make way for a widened Bloor Street to clear the centre street car loading platforms.

On the open cut sections north to St. Clair Avenue, grading is actively under way, and bridges have been completed over the right-of-way at several cross streets. These bridges are of a singularly attractive design and will greatly enhance the appearance of the completed right-of-way. Experiments have been going on with several low growing shrubs in an effort to find some plants for the sides of the open cut which will not become unsightly as does grass when not kept cut down.

North of St. Clair Avenue, most excavation and grading has been completed as far as Imperial Street, though the Davisville Division yard area is still having mountains of earth moved around to level the site. Several concrete retaining walls have been finished, but as yet are retaining nothing, and these disconnected walls standing starkly alone here and there around the future yard give it a most curious appearance. This section will be of great interest to railfans when completed, for due to the valley through which Yonge Street passes, the line at this point will be elevated above the level of the street, and will be located immediately to the west of the street at the point where it emerges from the tunnel. Farther north, the Chaplin Crescent bridge will be built on the roof of the Davisville Division shops building, which should afford an excellent view of the main line in Davisville Station and also the car storage yards.

Tenders for the last section (S-6) between Imperial Street and Eglinton Terminal have been called, and construction will probably start here early in the new year. Almost all demolition of buildings has been completed, including the north half of Eglinton Carhouse. Other tenders let recently include the station finish contracts for all stations except Eglinton. These were let to a Toronto company which will move into each station as soon as the general contractor has finished the structure. Eglinton Terminal will be finished by the general contractor. Rolling stock has not yet been ordered, but this most necessary step will be taken in the next month or two.

AN EVENT OF ONE HUNDRED YEARS AGO

Based on material contributed by

Robert S. Duncan

(Editor's Note: Just passed is the hundredth anniversary of the breaking of ground for Toronto's first railway - the Ontario, Simcoe and Huron Union. This article recalls a few facts and incidents connected with this pioneer railway, and the ceremony in particular).

While living in a Wellington Street house, Mr. Frederick C. Capreol conceived the idea of carrying a railway through from Toronto to Lake Huron, a project which had been much discussed, but for which no active measures had ever been taken. His first scheme was to raise the necessary funds by means of a lottery, the proceeds of the tickets to be used in the purchase of 100,000 acres of land along the projected line of the road, the idea being that the profit from the land would pay for the whole construction of the road. The plan was viewed with distrust by some, and condemned as immoral by others, and in consequence it fell through. Defeated in his first attempt, Mr. Capreol did not give up in despair, but simply changed his course and set to work to organize a company. A bill granting a charter for the road was drawn up and passed by the legislature, but the Governor-General reserved it for the Queen's assent. When this new difficulty was thrown in his way, people began to call the organizer of the road "Mad Capreol", but nothing daunted he set out for England, laid the bill at the foot of the throne, and in the short space of seven weeks was back with the royal assent.

The energetic founder of the Ontario rail network of to-day lost no time in making arrangements with C. Story & Co., New York contractors, for the construction of the road. On August 29th, 1849 the royal assent to the bill authorizing the construction of the railway was received, and Mr. Capreol ordered a handsome silver spade and an ornamental oak wheelbarrow for the occasion, Lady Elgin having consented to break the first ground.

On his return from England, Mr. Capreol had been appointed manager of the road and styled "father of the undertaking", but in face of the benefit he had thus conferred upon Canada, especially on Toronto, the honour of presenting the spade to Lady Elgin was taken away from him, as the directors, animated by jealousy, dismissed him from the office of manager but a few days before the first sod was turned. At that time, the board which had dismissed him in such cavalier fashion had collectively only £37 10s. at stake in the enterprise, while Mr. Capreol had spent out of his private means £12,350.

A good deal of sympathy was elicited on Mr. Capreol's behalf in consequence of this unhandsome treatment by the directors, but it was all to no purpose.

The weather of the 15th of October 1851, was beautiful. On that day in the presence of a great assemblage on the Esplanade just west of Simcoe Street opposite the Parliament Buildings, Lady Elgin pressed her foot upon the richly ornamental spade, and threw up a little dirt into the handsomely carved oak wheelbarrow, which Mayor Bowes, who assisted in the ceremony, wheeled a short distance and then emptied.

The railroad, which was later known as the Northern Railway, was then called the Ontario, Simcoe & Huron Union Railway Company. Many banners floated in the air about the scene of the first breaking of the sod, conspicuously among them flags with the inscriptions NEVER DESPAIR and PERSEVERANCE CONQUERS.

The first locomotive for the new road was built at Portland, Maine. This was the LADY ELGIN, which weighed about 24 tons, had five foot

drivers and 14 x 20 cylinders. It was an inside connected engine, with all the "works" lying under the boiler and out of sight. This locomotive was too light for anything but construction work, to which use it was put soon after its arrival. The first accident on the road occurred in the afternoon of Sunday, July 16th, 1853. A short distance south of Weston the engine struck a cow, throwing the coach off the rails, and the latter was wrecked totally after rolling down a steep embankment. The baggage car was provided with chairs to do duty as a passenger coach for the rest of the trip, and the train proceeded on its way only to strike a truck and go off the track again at Newmarket.

The second engine was the TORONTO, built at James Good's foundry on the north side of Queen Street between Yonge and Victoria Streets. On completion of the locomotive, it was taken to the railway via Queen and Yonge Streets. A few yards of moveable rails were laid, and these, as the engine was moved over them, were taken up and relaid ahead. The progress made was astonishingly slow, it taking fully a week to get the engine from Queen to Front Street.

At 8 O'clock on the morning of May 16th, 1853, the first train on the new road pulled out, in the presence of a large crowd, from the little wooden shed opposite the Queen's Hotel, which had been dignified by the name of a station. The train was made up of the engine Lady Elgin, a box car and a passenger car. There was no ticket office, and Alderman John Harvie, the conductor, sold tickets on board. The first ticket was bought by a shoemaker named Maher, who objected to paying a dollar to ride 30 miles. The destination of the train was Aurora. All along the route people turned out to see the novel sight; two hours after leaving, the train whistled "down brakes" at the opposite terminus.

Mad Capreol's scheme was a great and immediate success. After his dismissal from the management of the enterprise which he had brought into existence, he spent some time abroad in travel. While on this trip, he was presented in London with a handsome service of plate, a tribute from the citizens of Toronto and a mark of their confidence, esteem and gratitude for the services which he had rendered the city.

VANCOUVER NEWS

by A. Norris Adams

The Pacific Northwest region of the National Model Railroad Association recently held a convention in Vancouver. In connection with this, the Lower Mainland Railroad Club was asked to plan a short fan trip in order that the delegates could make special studies of the prototype for modelling purposes. The N.M.R.A. and Lower Mainland members and friends met at the Drake Street yards of the C.P.R., where they were conducted through the shops.

A special train carrying 248 passengers was composed of equipment loaned by the railways having terminal arrangements in Vancouver. Each railway in its respective car supplied railway travel brochures. On the head end was C.P.R. ten-wheeler 922 (assisted by diesel switcher 7073 from the yards through the tunnel beneath downtown Vancouver to the C.P.R. station). The train had the following consist:

- C.P.R. steel box car
- C.P.R. eight wheel wooden coach 326
- Great Northern 12 wheel steel coach
- C.N.R. eight wheel wooden coach 6292 (a stockmen's car from Edmonton)
- Pacific Great Eastern Business Car BRIDGE RIVER
- two C.P.R. open observation cars, 7909 and 7915.

The train stopped at Coquitlam for pictures, then proceeded to New Westminster where the British Columbia Electric took over with locomotive 962 (ex Oregon Electric 23). The train proceeded thence to Marpole and via Kerrisdale back to Drake Street. For the last quarter-mile C.P.R. diesel switcher 7065 took over, as B.C.E.R. overhead does not reach Drake Street.

B.C.E.R. NOTES

The last street car to operate on the Dunbar line terminated service this past summer. This route was about six miles in length and connected downtown Vancouver with the Dunbar residential district. It was served by two man pay-enter cars, mostly Brills, C.C. & F. cars and B.C.E.R. built cars. The tracks were torn out on Broadway West and Dunbar and the roadway resurfaced for trolley buses. Gas buses served an intermediate changeover period.

Actual street car operation in Vancouver is now limited to four routes:

- (1) OAK STREET - uses DE cars - single track in the outlying sections
- (2) HASTINGS EAST) - use P.C.C.'s and other one man cars
- (3) GRANDVIEW)
- (4) MAIN-FAIRVIEW - uses two man pay enter cars.

Interurban passenger service between Marpole and Steveston is scheduled for abandonment in 1952. The rail operation from Vancouver to Marpole will continue, and buses will be used exclusively beyond the latter point. The line from Marpole to Steveston will be retained for freight operation.

T.T.C. PETER WITT CONVERSION

T.T.C. car 2932 is currently being experimentally converted to one man operation, being the first English Electric-equipped car thus altered. The Dick Kerr Q-2 controller has been replaced by a K-35 deadman control, and a self-lapping brake valve has been installed.

COMING SOON - Bulletin 31, a data sheet on C.N.R. locomotives 902-926, featuring a drawing by G.A. Parker, HO modeller of Lachine, Quebec.

Upper Canada Railway Society

NEWSLETTER

STUART I. WESTLAND,
EDITOR
4 BINGHAM AVENUE
TORONTO

December 1951

Number 71

The Society meets on the third Friday of each month in Room 486, Toronto Union Station. The next meeting will be held at 8.30 p.m. on December 21st.

ANNUAL MEETING

The annual meeting of the Society will be held on Friday, January 18th, 1952. At this meeting the report 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 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 the 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 the 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.

C.N.R. MOTIVE POWER CHANGES

The Canadian National Railways has on order three six-axle road switchers for the 42 inch gauge Newfoundland lines, which are to be numbered in the 900 series in accordance with the policy of having all Newfoundland engines with three-digit numbers. Because of this, the E-10-a class standard gauge Moguls nos. 902-926 are to be renumbered in a series commencing at 80. The renumbering will be in order, but gaps will not be left in the new series to correspond with vacant numbers in the series 902-926. (Several of these engines have been scrapped).

Further reducing the depleted ranks of the E-7-a class Moguls, several of these locomotives were recently junked. They are as follows:

755 - Scrapped Aug. 7th 1951	829 - Scrapped Sept. 14th 1951
772 Aug. 6th	833 Sept. 21st
800 Aug. 13th	837 Aug. 6th
816 Sept. 14th	850 Aug. 14th
825 Aug. 6th	859 Sept. 21st

C.P.R. REINSTATES TRAIN

by Kenneth S. MacDonald, Fredericton, N.B.

Sunday passenger service between Fredericton and Fredericton Jct. was resumed after a lapse of 18 years by the Canadian Pacific Railway on November 4th. The first train was pulled by Pacific 2604, with a baggage car and two coaches as the consist; 25 passengers were carried to and from the city. Sunday service will continue on a trial basis until May 25th next, after which date it will continue indefinitely if warranted by the patronage.

CONSISTS OF ROYAL TRAIN AND PRESS TRAIN

by George W. Horner

Arriving at Toronto on Friday, October 12th, the Princess' train and the 'press train' were composed of the following equipment:

ROYAL TRAIN - LOCOMOTIVE 6401 AND TEN CARS

CPR 4247	- Baggage
CPR 4490	- Baggage
CNR 1333	- 40 seat diner
CPR "ELM GROVE"	- Sleeper (10 roomettes, 5 double bedrooms)
CNR "ATLANTIC"	- Sleeper (6 compartments, 8 parlour chairs, Buffet, - Shower, Bath)
CNR "PACIFIC"	- Sleeper (6 compartments, 8 parlour chairs, Buffet, - Shower, Bath)
CPR "GLEN ARRIF"	- Sleeper (10 compartments)
CNR 102	- Canadian Government private car
CAN. GOVT. no. 2	- Governor-General's private car
CAN. GOVT. no. 1	- Governor-General's private car

PRESS TRAIN - LOCOMOTIVE 6403 AND THIRTEEN CARS

CNR 9031	- Baggage
CPR 4489	- Baggage
CPR "WARK"	- 36 seat diner
CNR "JOLIETTE"	- Sleeper (12 sections, 1 drawing room)
CNR "SIOUX LOOKOUT"	- Sleeper (Same accommodations)
CNR "ARCHIBALD"	- Sleeper (Same accommodations)
CNR "ORILLIA"	- Sleeper (Same accommodations)
CPR "GLEN CASSIE"	- Sleeper (10 compartments)
CPR "GLEN TOW"	- Sleeper (Same accommodations)
CPR "GLEN BALLYEMON"	- Sleeper (Same accommodations)
CPR "GLEN MAJOR"	- Sleeper (Same accommodations)
CNR "LAKE CHARLOTTE"	- Buffet-Parlour (21 parlour chairs, 8 seats in dining section,
CPR "SOUTHMINSTER"	- Sleeper (12 sections, 1 drawing room)

THE DISPOSITION OF T.T.C. TORONTO RAILWAY CARS -

A SUMMARY

by the Editor

As requested by several members, and as promised some time ago, herewith is presented a list of the disposal with date of each of the Toronto Railway wooden cars (of classes BB and C), the last of which operated earlier this year. A list of this type is necessary because the cars were not retired in numerical groups (with the exception of the remaining class C two-man cars); they were scrapped in groups

of scattered numbers, and many were retired as the result of accidents more or less individually.

The list covers those cars numbered from 1310 to 1562 and 1764 to 2112, all of which were of the same general design, although there were minor differences and many sub-groups within this number range. As it is intended to study these cars fully in forthcoming U.C.R.S. data sheets, no detailed description of the cars or history will be given here. This list serves merely as a disposal record for those who knew the cars well individually (and many of them certainly had distinct personalities for railfans).

Certain cars in this range never operated under T.T.C. ownership as they had disappeared from the roster prior to September 1st, 1921; most, if not all of these were destroyed in the two fires at King Street car house on March 30th, 1912 and December 28th, 1916. The latter fire resulted in the total destruction of the property and its discontinuance as an operating division. These cars, not shown in the tabulation, are as follows: 1358, 1370, 1372, 1486, 1506, 1508, 1528, 1530, 1550, 1784, 1794, 1802, 1820, 1828, 1976, 1988 and 2022.

For the others, there were seven groups in which cars were scrapped or sold en masse - these are summarized hereunder:

1939: 26 Two man cars (1928-1982) scrapped - Frankel Bros.
 1940: 30 One man cars scrapped - Frankel Bros.
 1942): 20 One man cars sold as operating cars by direction
 1943): of Dominion Transit Controller.
 1948: 79 One man cars scrapped - Western Iron & Metal Co.
 1949: 15 Two man cars (1984-2014) scrapped - Western Iron & Metal Co.
 1950: 40 One man cars scrapped - Western Iron & Metal Co.
 1951: 40 One man cars scrapped - Western Iron & Metal Co.

There were many others, of course, which were retired separately from the above groups owing to severe collision or fire damage, or in a few cases, pure senility.

The cars retired in 1948 are still to be seen in body form in many cases, as practically all the cars retired in this year were resold for use as dwellings or chicken coops when the housing shortage was at its height. Many of the cars will live on indefinitely in this form scattered about Southern Ontario. However, practically all of the cars retired in the other years were completely broken up or burned by the scrap company.

In the tabulation these symbols are used: ST - indicates that the car was scrapped by the T.T.C. on its own property; SS - indicates that the car was sold for scrap and the work not done by the T.T.C. B - indicates that the car was burned while still active on T.T.C. property, and scrapped as a result of the fire; this does not include cars burned by the scrap company intentionally.

1310 SS 1940	1318 SS 1940	1326 Preserved by	1332 SS 1940
1312 SS 1948	1320 SS 1948	TTC as relic	1334 SS 1951
1314 SS 1950	1322 SS 1951	1328 SS 1948	1336 SS 1948
1316 SS 1951	1324 SS 1951	1330 SS 1951	1338 SS 1948

1340 SS 1950	1454 SS 1948	1780 SS 1948	1882 sold
1342 SS 1948	1456 SS 1950	1782 ST 1945	Ottawa 1942
1344 SS 1951	1458 SS 1950	1786 SS 1947	1884 B 1933
1346 SS 1951	1460 SS 1950	1788 SS 1948	1886 sold
1348 SS 1951	1462 SS 1951	1790 SS 1948	Ottawa 1942
1350 SS 1948	1464 SS 1948	1792 SS 1948	1889 SS 1948
1352 SS 1951	1466 SS 1948	1796 SS 1950	1890 SS 1940
1354 SS 1950	1468 SS 1948	1798 ST 1947	1892 SS 1940
1356 SS 1948	1470 SS 1950	1800 SS 1940	1894 SS 1940
1360 SS 1924	1472 SS 1950	1804 SS 1948	1896 SS 1940
1362 SS 1951	1476 SS 1951	1806 SS 1948	1898 sold
1364 SS 1950	1478 SS 1948	1808 SS 1940	Ottawa 1942
1366 SS 1951	1480 SS 1948	1810 SS 1950	1900 sold
1368 SS 1950	1482 B 1943	1812 SS 1940	Ottawa 1942
1374 SS 1951	1484 SS 1951	1814 sold	1902 SS 1948
1376 SS 1950	1488 SS 1950	Quebec 1943	1904 SS 1948
1378 SS 1940	1490 SS 1951	1816 SS 1950	1906 SS 1948
1380 SS 1940	1492 SS 1948	1818 SS 1940	1908 sold
1382 SS 1951	1494 SS 1948	1822 SS 1950	Ottawa 1942
1384 SS 1940	1496 SS 1948	1824 SS 1950	1910 sold
1386 SS 1950	1498 SS 1948	1826 SS 1948	Ottawa 1942
1388 SS 1948	1500 SS 1947	1830 SS 1950	1912 SS 1948
1390 SS 1950	1502 SS 1948	1832 SS 1948	1914 sold
1392 SS 1948	1504 ST 1945	1834 SS 1950	Ottawa 1942
1394 SS 1951	1510 SS 1947	1836 SS 1950	1916 sold
1396 SS 1948	1512 SS 1950	1838 SS 1948	Ottawa 1942
1398 SS 1948	1514 SS 1940	1840 SS 1950	1918 sold
1400 SS 1950	1516 SS 1940	1842 sold	Ottawa 1942
1402 SS 1948	1518 ST 1945	Quebec 1943	1920 SS 1948
1404 SS 1951	1520 SS 1948	1844 sold	1922 SS 1948
1406 SS 1951	1522 SS 1940	Quebec 1943	1924 SS 1948
1408 SS 1948	1524 SS 1948	1846 SS 1940	1926 sold
1410 SS 1940	1526 SS 1940	1848 sold	Ottawa 1942
1412 B 1944	1532 SS 1948	Quebec 1943	1928-1954
1414 SS 1951	1534 SS 1950	1850 ST 1945	SS 1939
1416 SS 1950	1536 SS 1940	1852 SS 1950	1956 SS 1936
1418 SS 1951	1538 ST 1946	1854 SS 1950	1958-1974,
1420 (B 1923	1540 SS 1940	1856 sold	1978-1982
(SS 1924	1542 SS 1948	Quebec 1943	SS 1939
1422 SS 1951	1544 SS 1948	1858 SS 1948	1984 SS 1949
1424 (B 1923	1546 SS 1948	1860 SS 1948	1986 SS 1949
(SS 1924	1548 SS 1948	1862 SS 1940	1990-2014
1426 SS 1951	1552 SS 1940	1864 SS 1950	SS 1949
1428 SS 1950	1554 SS 1948	1866 SS 1940	2016 SS 1948
1430 SS 1950	1556 SS 1950	1868 ST 1947	2018 SS 1940
1432 SS 1950	1558 SS 1948	1870 sold	2020 SS 1948
1434 SS 1951	1560 SS 1940	Ft William 1942	2024 SS 1950
1436 SS 1948	1562 SS 1950	1872 sold	2026 SS 1950
1438 SS 1951	1764 SS 1948	Ft William 1942	2028 SS 1948
1440 SS 1948	1766 ST 1947	1874 sold	2030 ST 1947
1442 SS 1951	1768 SS 1948	Ft William 1942	2032 SS 1948
1444 SS 1950	1770 SS 1948	1876 sold	2034 SS 1948
1446 SS 1948	1772 SS 1948	Ft William 1942	2036 SS 1948
1448 SS 1948	1774 SS 1939	1878 sold	2038 SS 1948
1450 SS 1951	1776 ST 1947	Ft William 1942	2040 SS 1950
1452 SS 1951	1778 SS 1948	1880 SS 1948	2042 SS 1940

2044 SS 1950	2064 SS 1948	2084 SS 1951	2104 SS 1948
2046 SS 1948	2066 SS 1948	2086 SS 1951	2106 SS 1951
2048 SS 1948	2068 SS 1950	2088 B 1927	2108 converted
2050 SS 1940	2070 SS 1948	2090 SS 1951	to service
2052 SS 1950	2072 SS 1951	2092 SS 1951	car 1947;
2054 SS 1950	2074 SS 1951	2094 SS 1948	SS 1951
2056 SS 1950	2076 ST 1939	2096 SS 1948	2110 SS 1948
2058 SS 1948	2078 SS 1950	2098 SS 1951	2112 SS 1948
2060 SS 1948	2080 SS 1940	2100 SS 1951	
2062 SS 1950	2082 SS 1948	2102 SS 1947	

H.E.P.C. RELOCATES C.P.R. LINE IN NORTHERN ONTARIO

The Canadian Pacific Railway recently took over 37 miles of railroad, newly built for them by the Hydro Electric Power Commission of Ontario. The new line replaces a stretch of C.P.R. track which will be flooded over by a new hydro-electric development. The new route is between Mattawa, Ont. and Timiskimang, Que., on the 113 mile branch line to Angliers, Que. It proceeds north from the C.P.R. main line at Mattawa, and parallel to the Ontario-Quebec border. Rails and fastenings, telegraph lines and poles, and some ties will be salvaged from the old line before water is allowed to flow over the area.

T.T.C. NOTES

Section S-6 of the Yonge St. subway is to be built by Pitts, Johnson, Drake & Perini, the combine of Canadian and U.S. construction interests which has been mainly responsible for the portion of the subway from the Union Station to Alexander St. Section S-6 is open cut from Imperial St. to Berwick Ave., and a concrete subway from thence under Eglinton divisional office and yard to Eglinton terminal station.

A contract for 104 rapid transit cars for the Yonge St. subway was recently awarded to a British firm, the Gloucester Railway Carriage & Wagon Co. The cars are to be equipped with Crompton Parkinson motors and British Thompson Houston control. Each car will be 57 ft. long, with 62 seats. In rush hours eight car trains will be operated, being the longest trains which can be accommodated at the 500 ft. platforms. This represents a change from the previous plan of buying 130 shorter cars suitable for use in ten car trains.

The motor-driven ceiling fans and monitor roofs of cars 4398 and 4399 were recently removed. This experimental ventilating equipment was installed when the cars were built in 1948. The usual cowlings have been fitted around the trolley bases, making the exteriors of the two cars similar in appearance to the other 4300s. New headlinings have been installed in both cars, removing all traces of both the fans and the fluorescent lighting fixtures which were in 4399 until last year.