

Upper Canada Railway Society

NEWSLETTER

STUART I. WESTLAND,
EDITOR
4 BINGHAM AVENUE
TORONTO

January 1952

Number 72

The Society meets on the third Friday of each month in Room 486 of Toronto Union Station. The January 18th meeting, as announced in the December issue, will be the annual meeting of the Society. At this important meeting, the reports of the 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.

It is imperative that every member in the Toronto area be in attendance at the important January 18th meeting.

REMINDER FOR ASSOCIATE MEMBERS: It is requested that members making payment to the Society of 1952 dues forward that payment as cash, post office or Railway Money Order. Considerable difficulty is found in negotiating personal cheques forwarded in payment of dues or publication purchases.

NEW C.N.R. - MONTREAL & SOUTHERN COUNTIES SERVICE BETWEEN MONTREAL, GRANBY AND WATERLOO, P.Q.

On Sunday, November 25, 1951, the Canadian National and Montreal & Southern Counties railways established their long-projected joint service between Montreal and Waterloo, Quebec, combining facilities of both companies into a more direct route than that formerly operated by the C.N.R. via St. John's, Iberville and Farnham.

The new service provides through C.N.R. diesel-hauled trains between Montreal (Central Station) and Waterloo, using C.N. trackage across the Victoria Bridge and through St. Lambert to a track connection at the east end of Southwark Yard, known as M. & S.C. Jct., thence over the M. & S.C. main line to Granby, and reverting there to C.N. track for the balance of the run to Waterloo. This route is shorter and more direct than the former all-C.N. line, which involved the use of trackage rights for some 13 miles, between Iberville and Farnham, over the Canadian Pacific.

The new timetable provides two weekday trains in each direction between Montreal and Waterloo, corresponding to those formerly operated via the longer route, but reducing the running time from two hours and thirty-five or forty minutes to two hours and ten minutes. There is an additional train each way between Montreal and Granby, together with two extra trips between Granby and Waterloo, one of which is carded as a mixed train. Sunday service comprises two trips in each direction between Montreal and Granby, with no service between Granby and Waterloo.

All of the new Montreal-Granby and Montreal-Waterloo trains run limited between Central Station and Marieville, the mid-point of the M. & S.C. main line, stopping only at Bridge Street and St. Lambert outbound to entrain, and inbound to detrain. All of these trains make

all local stops east of Marieville, as they constitute the total service on this part of the line.

These new arrangements alter considerably the status of the M. & S.C. main line, the portion east of Marieville now being used only by C.N.R. trains, which are hauled by diesel-electric road-switchers 7615-7617, and make no use of the overhead electric equipment. This twenty-five mile portion of the interurban line is therefore to be de-electrified. Suburban service in the more built-up section between the city and Marieville is still provided by M. & S.C. electric cars, which continue to use the terminus at the foot of McGill Street, and the interurban company's own track across the Victoria Bridge to St. Lambert. This service continues to run on practically the same schedule as heretofore, except that all the runs now terminate at Marieville, except one round trip which covers the short branch to Ste. Angele. No change has been made in the local services to Montreal South and Mackayville, the latter of which uses main line trackage along with the Marieville trains.

The C.N.R. line via St. John's and Farnham is no longer provided with through service. The Montreal-St. John's-Iberville portion is, of course, part of the through route to Boston and New York, and is served by trains bound for those points. The section between Iberville and Farnham consisted of running rights on the C.P.R., and continue to be served by the C.P.R.'s own trains. A daily-except Sunday mixed train now provides local service on the remaining portion of the line, the 15 miles between Farnham and Granby.

T.T.C. TO CONVERT 2500 AND 2900 SERIES CARS

The Toronto Transportation Commission plans to change over 98 Peter Witt cars from two man operation to future use as one man cars. The conversion involves the 39 cars of class L-1 (2500-2522, 2526-2578) and the 59 cars of class L-2 (2900-2954, 2958-3018). (Cars 2524 and 2956 were scrapped in past years as a result of fire damage).

The cars are being equipped completely for one man operation including the addition of pilot valves on the controllers ("dead-man" feature), self-lapping brake valves, treadles, re-arrangement of equipment in operator's vestibule etc. in line with other two man cars similarly converted during the years 1933-1941 (2300-2478, 2700-2898).

However, these cars are to continue to be used as two man cars until rolling stock is reassigned following reroutings, etc. with the advent of the subway about two years hence. Thus the conductor's stand will remain in all cars and the cars will continue to operate with a two man crew on the Yonge, Bay and Kingston Road routes after preliminary conversion. Centre door treadles will be connected to a conductor's switch so that operation of these doors will not be controlled from front door circuits. When the time comes for complete conversion to one man operation, the conductor's position will be removed and treadles re-connected.

Through starting the major work on the conversion at this time, the T.T.C. will be able to have all cars finished by late in 1953. The last-minute conversion to one man operation can then be done quickly.

Present equipment on these cars is as follows:

<u>Series</u>	<u>Controller</u>	<u>Brake Valve</u>	<u>Motors</u>
2500	English Electric Type Q-2 form G	M-20A	English Electric Type DK-83
2900	Ditto	Gen. Elec. Type S form E7	Ditto

All brake valves will be changed to the M-36 self-lapping type. It was felt desirable to change all controllers to the K-35 type (the standard on other Witt cars), but sufficient spares are on hand to do this only on 2500-2578. The 2900's will retain English Electric controllers with pilot valves added. Because of this change, control connections on the 2500's have to be altered; the K-35 has five series and three parallel steps, while the Q-2 has four series and four parallel.

This conversion will leave only 75 purely two man cars on the system - 2450-2478 (converted back to two man in 1949), 2480-2498, and 2580-2678 (the Brill cars). Of these, 2580-2678 are definitely to be scrapped after the opening of the subway, and it seems probable that the other 25 cars will meet this fate then also.

The first car to be converted under this plan was 2932, as reported in the November issue. It has had the conductor's stand placed back in it, but at time of writing is still undergoing minor experimental changes.

MOTIVE POWER NEWS

The Canadian National Railways has placed orders for the following diesel-electric locomotives:

FROM GENERAL MOTORS DIESEL LTD:

- 4 - 1500 H.P. "A" road units
- 4 - 1500 H.P. "B" road units
- 10 - 1200 H.P. switchers

FROM CANADIAN LOCOMOTIVE CO. (FAIRBANKS-MORSE):

- 3 - 1600 H.P. "A" road units
- 3 - 1600 H.P. "B" road units

FROM MONTREAL LOCOMOTIVE WORKS, LTD.

- 10 - 1600 H.P. road units
- 10 - 1000 H.P. switchers

New G.M. Diesel road units 9056-9059 have already appeared in service.

Electro-Motive built (1948) road diesels 9000-9005 have been given 40% haulage rating instead of 32%. All G.M. road engines in Canada are a uniform 40%.

During November deliveries commenced on the eighteen 1000 H.P. road switchers from CIC-FM. First delivered were 7615-7617 (equipped with steam generators) to be used on the Montreal-Waterloo service as explained elsewhere in this issue. The other 15 locomotives (7600-7614) are following, all to be used on the Matapedia-Gaspé line in the Province of Quebec. All of these units are geared for 60 m.p.h. maximum speed, are classified Y-2-a (7600-7614) and Y-2-b (7615-7617),

are rated 34% and weigh 231,550 lbs. All have three axle trucks, each truck with two motors.

The C.N.R. is renumbering all remaining 0-6-0 switchers in the 7000's and 7100's to clear a new numbering group for 1200 H.P. diesel switchers. The first locomotive to be renumbered was Toronto switcher 7173 (class 0-9-a) which is now 7244.

The second C.N.R. Mikado has been scrapped, no. 3352 on October 15th. (3365 was scrapped after an accident in 1944, and its boiler given to 3235). 3352 was scrapped at Val Royal as the result of a collision several months ago at Parent, Que.

The locomotives involved in the recent wreck at Severn, Ont. were 3399 and 5100.

The C.P.R. has received "B" units 4424-4433 from G.M.D.

For American service on the Grand Trunk Western, the C.N.R. ordered five 1200 H.P. switchers from E.M.D. in October.

The Toronto, Hamilton & Buffalo Railway sold 0-6-0 switcher 47 to the Dominion Foundries & Steel Company of Hamilton on December 6, 1951. This is the fourth switcher of class B-2s that the railway has sold to Hamilton industrial plants.

The Ontario Northland Railway has received 1600 H.P. road switchers 1304-1311 from M.L.W., and the Algoma Central & Hudson Bay Railway has now taken delivery of all of 150-161 (1500 H.P. G.M.D. road switchers).

- R. F. Corley and G. W. Horner

C.N.R. REMODELS SELF-PROPELLED CAR FOR SERVICE OUT OF HAMILTON

Self-propelled car 15834 of the Canadian National Railways has been remodelled to provide a modernized motor train service between Hamilton, Allandale and Meaford, Ont. The car has been given a 400 H.P. 12 cylinder supercharged Caterpillar Diesel engine and has had a semi-streamlined front end treatment applied. The car has also been converted from a passenger-baggage combination to straight baggage and renumbered D-1. Trailers 15742 and 15739 have been renumbered C-1 and C-2, to be used permanently with D-1. C-1 is a mail-passenger combine, while C-2 is straight passenger. The entire three car unit is painted olive green with a broad cream band at window level.

The train is now in service on the motor train run between Hamilton and Allandale (as trains 660-1 and 662-3) and between Allandale and Meaford as trains 61 and 62. A wye has been installed at Meaford to turn the train, which is too long for the turntable.

The train travelled from Montreal to Toronto on December 10th, thence to Allandale on December 11th and was placed in service later in the week. Since that time it has had at least two road failures.

RECENT C.N.R. PROJECTS

The Canadian National Railways, in conjunction with the Aluminum Co. of Canada has completed surveys for a new 46 mile branch line to run from Terrace to Kitimaat, British Columbia. The purpose of the new railway is to serve a 500 million dollar water power and refinery project to be located at the latter point by the Aluminum Company.

Work has been started on an extension to Turcot Yard to provide an increased capacity of 2500 cars. Freight facilities are being enlarged at Toronto (Mimico) and Edmonton to handle an increased volume of traffic.

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The Society meets on the third Friday of each month in Room 486 of Toronto Union Station. The next meeting will be held on February 15th at 8.30 p.m.

JANUARY MEETING CANCELLED

Because of the T.T.C. strike, it was considered advisable to postpone the annual meeting for the presentation of the 1951 Officers' reports and the election of Directors for 1952 until February, and to cancel outright the January meeting. Because of strike conditions, considerable absenteeism among the membership was inevitable, and the annual meeting is that one above all others when attendance should be high.

Accordingly, a report of the Directors and officers and standing committees chosen for 1952 will be presented in the March issue.

NEW C.P.R. INDUSTRIAL BRANCH NEAR TORONTO

A second spur line has been constructed to serve the growing industrial area in the Township of Scarborough centering on Eglinton Avenue, east of Toronto. The first line was constructed by the C.N.R. northerly from the main line (near Danforth Ave.) to Eglinton using a small section of previously abandoned right-of-way (see January, 1950 Newsletter).

The Canadian Pacific is now building into this area from the opposite direction with a spur from its main line (which passes approximately two miles north of this area). The spur line heads south and then turns west about a quarter of a mile north of Eglinton Avenue, east of Warden Avenue., and proceeds parallel to the first named street westerly to the vicinity of Dawes Road. It will serve industries which plan to locate along the north side of Eglinton Ave.

Although the C.P.R. and C.N.R. spur lines come very close to each other at one point, there is as yet no physical connection between them.

C.N.R. DEVELOPS NEW TYPE OF DOOR FOR HANDLING OF GRAIN

The C.N.R.'s Department of research and development has designed a new type of door for railway grain cars which is intended to speed unloading and prevent escape of grain during transit. Two thousand cars now on order will have this new type of door.

The new door consists of four wooden fillers, and a frame section, both 15 inches high and seven feet long, these being separated by five ribs. The number of sections used may vary with the height of the car or the size of the load. The frame section has three paperboard panels - it is only necessary to insert new paperboard in the lower frame, and the door is again ready for use.

DESCRIPTION OF T.T.C. RAPID TRANSIT CARS

As announced previously in the Newsletter, the Toronto Transportation Commission has awarded a contract for 104 rapid transit cars to the Gloucester Railway Carriage and Wagon Co. Ltd., an English firm. A general description of equipment to be used on these cars is presented herewith.

The underframe, body and roof of the cars will be steel, while the floor will be rubber laid on cork fastened to a dovetailed steel sub-floor. This arrangement has excellent sound-deadening qualities. The seats, consisting of a combination of longitudinal and cross types, have been arranged to allow rapid passenger movement at stations. Rubber latex cushions will be used, with rubberized hair seat backs.

There will be three door openings per car side and each will clear a width of 45 inches. External sliding alloy doors operated by pneumatic engines will be used. The bottom half of the windows will be stationary, the top moveable.

There will be one driver's cab per car body - the two car unit will thus have a cab at each end. Up to eight cars will be used in trains. The doors can be controlled from any cab not used for train operation; by means of a full drop window in the side of the cab and a step on its floor, the guard can view the platform in both directions over the heads of passengers on the station platforms.

The lighting will be provided by incandescent fixtures of the bullseye type as used in P.C.C. cars. One fixture will be located over every seat, and an ample illumination of 20 foot-candles will be provided on the reading plane. In case of power failure, battery-operated emergency lights will function automatically and provide sufficient illumination.

Heating will be furnished from underfloor trolley resistors of 30 KW capacity over which air will be circulated to the car through seat pedestal louvres. Thermostatic control will provide a temperature of 62-65 degrees F. A combination of fresh and recirculated air will be provided.

The motors will be supplied by Crompton-Parkinson Ltd. of Chelmsford, England. There will be four 68 h.p. motors in each car, wound for 300 volt operation with two in series. They will be ventilated by natural means from their own individual armature shaft fans, using clean air drawn through ducts. Acceleration will be automatic with a choice of three rates provided. There will also be three running positions, switching, series ($\frac{1}{2}$ speed) and parallel (full speed). Maximum speed of an empty train on level track will be approximately 50 m.p.h.

Electro-pneumatic brakes will be used, this system being more satisfactory for long M.U. trains. Each truck will have a third rail shoe on each side (an overrunning third rail is planned). A pneumatic trip cock will be located on each truck which will engage a track trip in the event that a red signal is passed.

Electrical connections between cars will be by means of multi-conductor cables. The two cars of a unit will be uncoupled only in the case of major shop repairs. Cars will be able to be stopped by six methods: Intentional operation of the brake handle. Release of operator's hand from the controller handle (deadman feature). Failing to stop at a red signal (automatic train stop). Breaking apart of train. Operation of the guard's stop valve in any cab. Operation of the passengers' stop valve in any car.

It is probable that the cars will be numbered in the 5000 series.

STEEL SHORTAGE ON SUBWAY FEARED - W.E.P. Duncan, T.T.C. operations manager, has expressed doubt that structural steel will be supplied quickly enough to permit opening of the subway by January 1, 1954. Sufficient steel to complete the construction has been assured, but priorities on it are not, thus it may not be received quickly enough to allow work to progress as to schedule. Construction of the repair shops at Davisville division should have begun by this time, but lack of steel has been the delaying factor.

UNUSUAL OPERATING PRACTICE ON C.N.R. EAST TORONTO GRADE

For about 10 days following December 10th, a novel operating practice was followed on eastbound C.N.R. passenger trains out of Toronto. The construction of a vehicular underpass at Jones Avenue, approximately at the midpoint of the grade on the C.N.R. main line between the Don River and Danforth station, require all trains to stop before proceeding past the site of construction. A long curve at this point further complicated the situation.

Heavy Toronto-Montreal passenger trains handled by a single locomotive cannot be started at this point without a helper. Trains 6, 14 and 16 all had a helper engine assigned for this period; the extra locomotive continued to Scarboro Junction where a second unscheduled stop was made to drop the helper. The first train so operated was no. 14 on the morning of December 10th, which had Mikado 3398 pushing at the rear. 4100 series Santa Fe type engines were also used, both at the front and rear of trains.

Freight trains (which normally are piloted by a helper of the 4100 or 4000 series Santa Fe engines or Mikados, did not receive an extra locomotive, but all tonnage was reduced 20% on account of the Jones Avenue stop. (See "Torontot's Helper and Fusher Services" in June 1950 issue of the Newsletter).

Q.R.L. & P. Co. INTERURBAN LINE SOLD

In November, the Quebec Railway, Light & Power Co. sold its Quebec City - St. Joachim electric railway to the Canadian National Railways. The C.N.R. has heretofore had operating rights over this line, as an otherwise disconnected C.N.R. branch continues along the north bank of the St. Lawrence from St. Joachim to Murray Bay and Nairn's Falls. The C.N.R. trains on this subdivision have heretofore been pulled over the Q.R.L. & P.-owned segment of the line by electric locomotives owned by the interurban company. A very heavy passenger traffic is enjoyed by this electric line to the shrine at Ste. Anne de Beaupre and the spectacular Montmorency Falls.

No immediate change in equipment or operating practice has been announced. This was the last rail operation of the Quebec Railway, Light and Power Co., which continues as the all-bus transit operator in Quebec City. The last street cars were operated here in 1948.

RENUMBERING OF NEWFOUNDLAND RY. LOCOMOTIVES

With the entry into confederation with Canada of the former British colony of Newfoundland, the government-owned 3'-6" gauge Newfoundland Railway was incorporated into the system of the Canadian National Railways. A general renumbering and reclassification of the locomotives into the C.N.R. system followed and a summary of this is as follows.

4-6-0 (Ten-Wheeler) Type

F-3-a 19% 15-18 (Formerly 113, 114, 117, 122) Built Reid-Newfoundland Co. 1912, 1912, 1913 and Baldwin 1917 in that order.

2-8-0 (Consolidation) Type

L-7-a 22% 280 (Formerly 162) Built Reid-Newfoundland Co. 1912

2-8-2 (Mikado) Type

R-2-a 27% 300, 301 (Formerly 1000, 1001) Built Alco, 1930

R-2-B 29% 302-307 (Formerly 1002-1007) Built North British Locomotive Co., 1935 (302-303), 1938 (304-306), 1941 (307).

R-2-c 29% 308-319 (Formerly 1008-1019) Built: 308 - Montreal 1941, 309-313 - Alco, 1941, 314, 315 - Montreal 1942, 316-319 - Montreal 1944.

R-2-d 29% 320-329 (Formerly 1020-1029) Built: Montreal 1947 (320-323), 1949 (324-329).

4-6-2 (Pacific) Type

J-8-a 20% 590-595 (Formerly 190-195) Built Baldwin 1920

J-8-b 22% 596-597 (Formerly 196, 197) Built Baldwin 1926 (596), Montreal 1926 (597).

J-8-c 24% 598-599 (Formerly 198-199) Built Alco 1929

380 H.P. B-B Diesel Switcher Type

775-777 (Formerly 5000-5002) Built G.E.Co., 1948

NEW C.T.C. INSTALLATION IN NORTHERN ONTARIO

Centralized Traffic Control was recently installed on 148 miles of C.N.R. track in Northern Ontario, from Foleyet to Hornepayne. This is on the Capreol - Longlac line, a segment of the C.N.R.'s main trans-continental route. This was the transcontinental line of the Canadian Northern Railway, whose trains were however routed via Fort William rather than the since-constructed Nakina - Longlac cutoff now followed by the Continental Limited.

NEW SERIES OF C.N.R. SWITCHERS ARRIVES

Now being delivered to the Canadian National Railways is a group of ten 1200 h.p. diesel switchers, numbered 7000-7009, built by General Motors Diesel Ltd. These are the first switchers of this horsepower on the system and a new numbering group, 7000-7199, has been cleared for units of this type. Nos. 7000 and 7001 have been assigned to Toronto service. They are classified Q-9-a and rated at 36%. T.H. & B. Ry. switchers 55-58 are of this type, and were the first such locomotives in this area.

REMINDER TO MEMBERS

Dues for the 1952 season are now payable: Resident Membership \$2.50, Associate Membership \$1.50.

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March 1952

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DIRECTORS AND OFFICERS FOR 1952

The following nine members were elected Directors of the Society for 1952 out of a slate of 12 candidates at the February 15th meeting: William Bailey, Jack Bost, Raymond Corley, Edmund Guest, George Horner, John Knowles, John Mills, Albert Olver and Stuart Westland.

A Directors' meeting followed on February 22nd, and the officers for 1952 were then chosen, who are as follows:

President:	William C. Bailey
Vice-President:	Raymond F. Corley
Recording Secretary:	Stuart I. Westland
Corresponding Secretary:	John M. Mills
Treasurer:	Albert S. Olver
Curator:	Stuart I. Westland

Chairmen of the Standing Committees were chosen, as follows:

Constitutional:	John W. Griffin
Programme and Excursion:	R. J. Bost
Membership:	John M. Mills
Publications:	William C. Bailey
Public Relations:	Raymond F. Corley
House:	George W. Horner
C.O.T.T.C. Representative:	John W. Griffin
C.N.R.-Upper Canada Centennial Committee:	John W. Griffin

Bulletin Editor:	John D. Knowles
Newsletter Editor:	Stuart I. Westland

To the retiring members of the 1951 Directorate, Messrs. John W. Griffin, Lloyd Conner, Ralph Oakley and Archie Douglas, the 1952 Directorate extends sincere thanks and appreciation for a job well done.

BULLETINS AVAILABLE

Members are reminded that the sale of the Society's Bulletins is still a very important factor in their success, and every effort should be made to publicize these issues among those who are not U.C.R.S. members. Publications currently available are:

PRICE, TEN CENTS:

BULLETIN 21 - The Gas-turbine locomotive; notes on C.P.R. heralds.
24 - T.T.C. cars 2200-2214 and 2216-2264 (formerly Civic Ry. ST cars). History, plan, photos.

PRICE, TEN CENTS (Continued)

- BULLETIN 25 - C.N.R. locomotives 8417-8422 (formerly Buffalo Creek Ry.). History, side elevation plan, photos.
 27 - C.P.R. locomotives 2800-2864 (Hudsons). History, side elevation plan, photo
 28 - T.T.C. cars 1170-1308 (six-motor trains). History, plan, photo.
 30 - T.T.C. cars 4550-4601 (formerly Cincinnati St. Ry.) History, photos.
 31 - C.N.R. locomotives 902-926 (E-10-a class Moguls) History, plan and photos.
 32 - T.T.C. cars 151-155 (formerly Guelph Radial Ry.). History, plan, photos.

PRICE, TWENTY-FIVE CENTS (MULTI-PAGE):

- 22 - Kitchener-Waterloo St. Ry., history, all-time roster, map and photos.
 23 - T.H. & B. Ry. locomotive history, all-time roster, map and photos. Article on systems of railroad electrification.
 26 - Toronto Civic Railway history and map. T.T.C. cars 2120-2126, 2128-2166, 2168-2192 - history, plan, photos.
 29 - Ontario Northland Railway - history, all-time locomotive roster, maps, photographs.

N.B. Orders should be sent to William C. Bailey, 2006 Queen Street East, Toronto 8 with the required sum, as cash or money order, enclosed.

C.N.R. NUMBERING AND CLASSIFICATION CHANGESClassification Change - "C" class Moguls

Old class	New class
C-3-b	E-12-a
C-5-b	E-12-b
C-7-a	E-12-c

Numbering Changes - "O" class Six Wheel Switchers

O-7-a, b classes:		O-10-a, b classes:	
Old Nos.	New Nos.	Old Nos.	New Nos.
7014	7265	7035	7250
7021	7266	7039	7251
7025	7267	7040	7252
O-14-a class		7043	7253
		7044	7254
Old No.	New No.	7053	7255
7075	7260	7061	7256

O-9-a class:		Old Nos.	New Nos.	Old Nos.	New Nos.
Old Nos.	New Nos.	7216	No change	7128	7222
7202	No change	7125	7220	7129	7223
7215	No change	7127	7221	7130	7224

<u>Old Nos.</u>	<u>New Nos.</u>	<u>Old Nos.</u>	<u>New Nos.</u>	<u>Old Nos.</u>	<u>New Nos.</u>
7131	7225	7144	7233	7169	7241
7132	7226	7146	7234	7170	7242
7133	7227	7147	7235	7171	7243
7134	7228	7149	7236	7173	7244
7135	7229	7150	7237	7175	7245
7138	7230	7151	7238	7177	7246
7141	7231	7152	7239	7185	7247
7142	7232	7157	7240		

C.N.R. LOUNGE CARS

by George W. Horner

The lounge cars are commonly called "deadhead" cars or "non-profit" cars as there is no room or seat space for sale. They were built for the convenience and added comfort of passengers travelling in standard sleepers.

Twelve cars of all-steel construction were built in the late 1920's. These cars had a seating capacity of 36 in the solarium lounge section, with a soda fountain and club service. A special feature on these cars was the barber shop, where a shave could be had for fifteen cents, and a haircut for twenty-five. Also included was a large bathroom with shower and gymnasium.

These cars operated for several years on the "Continental Limited", "The Confederation", and "The International Limited". The cost of operation of these cars during the depression years made their conversion inevitable. Often the barber would turn in his Montreal-Vancouver trip report showing something like two haircuts and one shave.

During the late 1930's, these cars were gradually taken off the road and converted. Two of them became Buffet Club coaches with a capacity of 32 seats in the lounge section and eight in the dining room. Six cars became standard parlour cars, and the other four became buffet-parlour cars.

To-day there are no all-lounge cars operating in Canada, and very few in the United States. The more economical half lounge and half sleeping cars (with compartments or drawing rooms) are now being used by most railroads.

The following is a roster of the original C.N.R. lounge cars:

<u>Old Number and Name</u>	<u>New Number and Name</u>	<u>Present Type of Car</u>
400 Buckley Bay	573 Athabaska	Straight Parlour
401 Burlingron Bay	574 Caribou	" "
402 Caraquet Bay	946 (not named)	Buffet Club Coach
403 Chaleur Bay	947 (not named)	" " "
404 Cardigan Bay	575 Muskoka	Straight Parlour
405 English Bay	576 Ontario	" "
406 Georgian Bay	577 Lake Couchiching	" "
407 Glace Bay	578 Lake Makimik	" "
408 Hudson Bay	867 Lake Charlotte	Buffet Parlour
409 James Bay	868 Lake Montigny	" "
410 Portage Bay	869 Lake Mulgrave	" "
411 Thunder Bay	870 Lake Wapagamak	" "

Later the Buffet Club coaches were converted to Buffet Parlour - the original 402 (946) is now 871 Lake Erie; the original 403 (947) is now 872 Lake Huron.

FURTHER DETAILS REGARDING T.T.C. PETER WITT CONVERSIONS

In addition to the 98 cars of series 2500-2578 and 2900-3018 previously mentioned as planned for one man conversion, the 25 cars of series 2450-2498 will be similarly treated, it has been revealed. A total of 123 Canadian Car and Foundry built two man cars are thus earmarked for this program.

The following are details of the preliminary conversion (before completion of the Yonge Street Subway):

- M-20 or GE brake valve to be replaced by M-36 self-lapping type presently used on all Pay-Enter Witt cars.
- Hand operated front door control to be replaced with pedal control.
- Control switch and fuse to be changed to type and location normal with One Man Witts.
- Hand control sander to be replaced with a pedal operated one.
- Type "E" relay valve similar to that in use on 2500 series cars to be applied. This will give sharper brake response.
- Safety control will be applied to the controller, but will not be effective during two-man operation.
- Exit door signal will be installed in front vestibule, but lights not operative.
- Side route sign moved forward to first window.
- Exit doors to be operated by an electric switch in lieu of the two mechanical ones. The operation of this switch will cause exit doors to move in unison.
- The white door signal lights will be established only after doors are fully closed, as in case of the present one man Witts.

Cars 2450-2478 have already spent a period as one man cars, thus several of the changes outlined here will not be necessary on them, the equipment being left in when the cars were reconverted to two man operation in 1949.

When the cars are required for one man operation, the following will take place immediately:

- Safety control to be connected.
- Conductor's door switch to be disconnected and treadles connected.
- Conductor's sand container, waste box and change tray to be relocated in front vestibule.

After these changes, the cars will be able to be operated by one man (even though the conductor's stand will remain). The cars will then gradually be taken to Hillcrest, and the other changes necessary to complete the conversion will be made.

MOTIVE POWER NOTES

- The C.N.R. scrapped O-6-0 7308 at Val Royal, P.Q. on November 26, 1951 and ten-wheelers 1224 and 1227 on November 28th.
- Quebec Railway Light & Power Co. electric locomotives 30-35 are to continue to operate with these numbers under CNR ownership. Mogul 22 is out of service and stored at Ste. Anne de Beaupre.
- The C.N.R. has received six 1600 H.P. road locomotives from Canadian Locomotive Co. They are numbered 8700, 8702 and 8704 ("A" units) and 8701, 8703 and 8705 ("B" units).

NOTE TO MEMBERS: YOUR 1951 MEMBERSHIP EXPIRES WITH THIS NEWSLETTER.
PLEASE REMIT DUES FOR 1952 SEASON.

Upper Canada Railway Society

NEWSLETTER

STUART I. WESTLAND,
EDITOR
4 BINGHAM AVENUE
TORONTO

April 1952

Number 75

The Society meets on the third Friday of each month in Room 486, Toronto Union Station at 8:30 P.M. The next meeting will be held on April 18th.

ANNOUNCEMENTS OF INTEREST TO U.C.R.S. MEMBERS IN TORONTO AND NEARBY AREA:

- Over the weekend of May 17th and 18th, the Niagara Frontier Region of the National Model Railroad Association is planning a regional meeting in Toronto. As a part of the activities of this meeting, the modellers are planning an excursion on the T.T.C. to cover approximately four hours. However, responsibility for the planning and execution of this excursion had been given to the Upper Canada Railway Society. It is planned to use four cars on the trip: a Kingston Road train (2480 series car plus trailer), a 4400 series M.U. P.C.C., and a Brill Peter Witt (2580-2678 series). U.C.R.S. members will act as guides on this trip, which will travel a general belt line affording participants a view of Yonge St. subway construction, a tour of Hillcrest shops, a panoramic view of Toronto's main railroad yards and numerous photographic opportunities. This interesting excursion will cover the approximate period 1:00 to 5:00 P.M. on Saturday afternoon, May 17th, and will cost in the neighbourhood of \$1.25 a ticket. More exact details will follow.

- On the following morning, May 18th, the U.C.R.S. plans to operate a photographic excursion of its own using one of the Brill Peter Witts, primarily because these cars will not last longer than the period from now until the completion of subway construction. This will be a trip of about four hours' duration also, and will feature a run to the Long Branch loop, the western outpost of the system, where a Brill car has not been seen for many years, and never was in regular service at any time. This excursion will be primarily for photographic purposes and many stops will be made for this. Please note that accommodation on this second trip will be strictly limited, and the deadline for ticket sales will be May 1st. Price per ticket will be \$1.00; in case of inclement weather the excursion will be cancelled until the first following Sunday of good weather. Tickets are available from trip manager W.C. Bailey, 2006 Queen St. East, Toronto 8.

The U.C.R.S. May meeting will be held on Friday evening, May 16th. This meeting, together with the excursions of May 17th and May 18th, plus open house at the model railroad clubs on Saturday evening will make this the greatest weekend of railfan interest that Toronto has yet seen. It is expected that many associate members will come to Toronto to take advantage of this. For this reason, it was decided to hold the U.C.R.S. photographic excursion on the Brill car on this same weekend.

This latter trip will be the first of what is hoped will develop into a series of T.T.C. photographic excursions operated by the Society.

- The annual C.O.T.T.C. excursion for 1952 will be held on June 21st/4 and will, in broad terms, be a trip to Goderich via London and Clinton

on the C.N.R. A lengthy stopover will be made at London, where bus excursionists will have the alternative of a trip through the locomotive building plant of General Motors Diesel Ltd. or a side trip on the London & Port Stanley Railway. Several features of interest will be seen also at the Goderich stopover. Further details of this all-day excursion will be presented later.

- As most members are aware, the name of Sir Sandford Fleming is one of the greatest in Canadian Railway history. Among many other things, he invented standard time and was chief engineer in the surveys for the Intercolonial Railway and the C.P.R. government construction. An illustrated lecture on Sir Sandford Fleming will be given on the evening of May 13th by a Dr. Williams in the Prince Arthur Loyalist House, on Prince Arthur Avenue just west of Avenue Road. This should be of interest to those of our members who have a historical bent.

THE OTTAWA TRANSPORTATION COMMISSION

1948 - 1951

by W.T. Sharp and T.B. Weston

On August 13, 1948 the municipally owned Ottawa Transportation Commission took over the transportation system of the Ottawa Electric Railway, including 130 street cars and 61 buses. Service at that time was provided on six car lines and four bus routes. Their relative importance is indicated by the following figures (taken from the Greber report) for the number of round trips operated daily on each:

Car lines: Bank (B) 245, Somerset (S) 234, Hull (H) 223, Bronson (E) 189, Preston (R) 155, Britannia (A) 146.

Bus lines: Riverdale 318, Carling 209, Templeton 195, Merivale Rd. 69.

Of the bus lines, only Riverdale was a street car replacement - the E car ran down Elgin Street until 1939 - and the importance of the Riverdale and Carling routes was mainly a consequence of wartime developments. Although three routes (A, H and R) ran beyond the city limits, service outside the municipality of Ottawa was mainly provided by a number of independent bus companies. The basic fare on the O.E.R. was four tickets for a quarter (or 17 for a dollar) with zone fares outside the city limits on route A.

Mainly because of downtown traffic congestion, the service provided by the O.E.R. in its last days had not been entirely satisfactory and much of the equipment was obsolescent although in good condition. The O.T.C. soon made it clear, however, that major capital improvements could not be expected until the city's investment had been paid off. Accordingly, there was little change in the general pattern of operations. The four new cars delivered by Ottawa Car and Aircraft in 1948 cost much more than anticipated (much more indeed than P.C.C.'s) and the remainder of the order for 20 was wisely cancelled. Some badly needed bus replacements were ordered in the first few months of the O.T.C. regime. In the fall of 1948, Mr. Norman D. Wilson was engaged to make a study of the system. His report was never made public in full, but was believed to call for replacement of street cars by free-wheeling vehicles over a fifteen year period. At his suggestion some additional switches were added to the track network to expedite the running of cars to Champagne barn. An important change

made on November 11, 1949 was the extension of the crosstown Carling bus from Pretoria Bridge to the Post Office, thus augmenting service on Elgin and providing a direct route downtown in competition with several of the car lines.

On January 1, 1950, large portions of neighbouring townships were annexed to the City of Ottawa, and it fell to the O.T.C. to provide service over an area three times as large as before. In anticipation of this change, Nepean Bus Lines, operating west to Britannia, had been acquired in August, 1949. Subsequently service on the outer portion of the A line was curtailed by short-turning half of the regular runs at McKellar, under the designation M, which loop had previously been in use only at rush hours. During 1950, the Uplands, Cyrville and Eastview bus lines were purchased and their services integrated with those of the O.T.C. Purchase of the last named company was thought wise in the interest of operating efficiency, for although Eastview is still an independent municipality, it is entirely surrounded by the city. In general, suburban services formerly running downtown at all hours were converted into feeder routes for the car lines, except at rush hours. Basic city services were undisturbed.

Under strong political pressure, the uniform fare territory was extended beyond the original boundaries of the city, although zone fares were retained on a few light-traffic lines within the new city limits. Since much of the equipment of the acquired bus lines was dilapidated and service had to be improved, a large investment was made in new equipment. By April of 1951, the bus fleet had grown to more than 130 vehicles, while the number of street cars dropped to 127 with the scrapping of ex-T.T.C. cars 955, 959 and 960.

The severe financial strain on the O.T.C. following annexation, together with an increase in wages, forced an increase in the flat fare to three for a quarter on January 2, 1951. Later in the year it was announced that trolley buses would take over the Bronson (T) line. Bronson had long been the weakest of the car routes with a circuitous path and two bottleneck stretches of gauntlet track. On December 21, 1951, Brill trolleybuses 2001-2010, supplemented by gas buses at rush hours, entered service on a more direct route, which avoids the congested Bank-Sparks area. The seven remaining ex-T.T.C. cars could then be withdrawn from service, and were scrapped shortly after at Champagne barn. A wage increase forced a further increase in the fare to ten cents straight on January 1, 1952. A few days later the car routes were redistributed between Sparks and Queen Streets in an effort to reduce congestion.

The present outlook is obscure. The fare increases have caused further dissatisfaction in City Council with the efforts of the commissioners who have little prior knowledge of transportation. At the request of Council, Mr. Wilson is currently preparing a second report on the O.T.C. There are hints that he will reiterate his long-term car replacement policy, and suggest a fare of ten cents flat within two miles of Confederation Square. In a city like Ottawa where there is much short haul riding, further flat fare increases seem unlikely to bring much additional revenue.

The future development of the system will be influenced by the Greber master plan for the National Capital area, which was released late in 1949. As expected, it called for the gradual elimination of tracks and overhead wires in favour of buses. In the broad sweep of its noble vision, the Greber plan is generally admitted to have gone astray in some of its details. Any informed person reading its sections on public transportation will realize their superficiality. Progressive realization of the plans for the decentralization of government departments will make it more difficult to provide good service at reasonable fares. Action does not seem imminent on proposals for new express highways. The effect of these plans on the O.T.C. is hard to assess.

In conclusion, it is of interest to review the status of the present car lines. Hull (H) and Bank (B) are the strongest of the routes, although there is some political pressure from Hull for buses on H. The long Britannia (A) line with much private right-of-way at its outer end suffers from much street running. Summer excursion business to Britannia Beach remains good. The R route is the most vulnerable route of all, and the highly uneconomic Rockcliffe end will almost certainly be cut back to the Rideau River when the bridges at that point are rebuilt. Despite these dismal omens, work is still being done on the 650 series cars, surely the next to be retired. The street car tradition of Ottawa is perhaps the best hope for the future.

U.S. LINES IN CANADA - NOTES

- Effective January 7, 1952, the Delaware and Hudson slow night passenger trains 7 and 8 ceased operation over the Napierville Junction Railway between Rouse's Point and Montreal. They now operate south of Rouse's Point only. Local service on the Napierville Junction is now provided by trains 9 and 10 ("The Montreal Limited") which formerly made no stops between Rouse's Point and Montreal West. Steam power is still used on the Montreal Limited, but during the winter diesels haul "The Laurentian" (the day train).

- Last year the Board of Transport Commissioners gave the New York Central Railroad permission to abandon passenger service between Helena and Ottawa during the summer months only. Service is still provided for the period November 1 - April 30. Steam power was still used last fall, although complete dieselization of the Adirondack and St. Lawrence Divisions is impending.

- The Chesapeake and Ohio Railway has 24 diesels in service on the Canadian Division, all of G.M.D. manufacture, as follows:

- Nineteen GP-7 1500 H.P. road-switchers, nos. 5720-5738
- Five 1200 H.P. switchers, nos. 5240-5244.

T.H.& B. RY. - NOTES ON OPERATION OF TORONTO-BUFFALO THROUGH PASSENGER SERVICE WITH C.P.R. AND N.Y.C.

Trains--There are four through trains in each direction daily:

Toronto to Buffalo: 821-372, 741-374, 801-380 and 821-382.

Buffalo to Toronto: 371-712, 377-772, 379-792 and 383-832.

Trackage--Between Toronto and Hamilton, trains operate over CNR tracks (Bathurst St., Toronto to Bayview Junction, Hamilton); the CPR has running rights over this line, approximately 39.3 miles. Between Hamilton and Welland, trains run over T.H.& B. trackage, approximately 37.8 miles. Between Welland and Buffalo, trains run over New York Central trackage, approximately 25.3 miles.

Motive Power--The four locomotives per day which are required to handle these trains are obtained from a pool of CPR, TH&B and NYC locomotives. All locomotives must be equipped with automatic train control (for NYC operation and must be "international" engines (so classified as to operate across the border).

Approximately six CPR Pacific type locomotives are assigned for this work, three TH&B locomotives (Pacific 15 and ex-NYC Hudsons 501 and 502), and any number of the available 5200 and 5300 series NYC Hudsons at Buffalo.

All locomotives work through from Toronto to Buffalo or vice versa without change. Each company in the pool is responsible for a certain percentage of the total locomotive mileage in this service. The percentage is based on the route miles of track owned by each of the three companies involved in the operation of these trains. The CPR motive power must handle 39.06% of the locomotive mileage, that of the TH&B, 36.46%, and that of the NYC 24.48%.

Records are kept of the mileages of each locomotive used in this service and the scheduling of motive power is handled to follow this percentage plan. In practice, the percentage is never attained for any period; one company may obtain a "credit" or "debit" on mileage for a given month, and this governs motive power allocation for the next month, when a balance is attempted.

In normal practice, CPR engines handle trains 372 and 383. NYC engines handle trains 379 and 382, while either TH&B or CPR engines are used on trains 374, 380, 371 and 377.

Passenger Equipment--Cars of all three railroads (and those of the Pullman Company) are assigned to all eight trains and work through Toronto to Buffalo. Each train may consist of any combination of cars from the three railroads. Car records are kept and are regulated in a fashion similar to that for the locomotives.

Train Crews--Between Buffalo and Hamilton, (over NYC and TH&B trackage) trains are handled by either NYC or TH&B crews. Between Hamilton and Toronto, only CPR crews handle the trains. Thus a passenger may be riding in an NYC coach, pulled by a TH&B locomotive on CNR tracks, and have a CPR conductor take his ticket.

THE PRESERVATION OF N.S. & T. 135

by Ross G. Snetsinger

(Editor's Note: A fact not known by a majority of UCRS members is that Ross G. Snetsinger, an associate member of London, Ontario, has preserved the body of Niagara, St. Catharines and Toronto Railway car 135 on a farm near London).

While I was attending high school, I first travelled to St. Catharines to ride and inspect the city and interurban cars of the N.S. & T. I fell in love with the 130 series cars as soon as I saw them.

I first approached Mr. J.R. Empringham, Superintendent of the Railway on November 23, 1948 concerning the possibility of purchasing one of

these cars. I had been advised earlier that they were soon to be scrapped. Mr. Empringham kindly kept me informed of the status of the cars, and later Mr. Victor Snell, Assistant Superintendent, suggested that I select the car I wanted of the three then to be dismantled, nos. 131, 132 and 135. From the first, 135 was the car I wanted largely because it still possessed its original layout and varnish finish. I began negotiations with the parent C.N.R., and found the situation most discouraging. But with Mr. Empringham's support, and that of Mr. Arnold Dean, District CNR storekeeper in London, I succeeded in saving 135 from the torch.

The car was loaded on a flat car at St. Catharines, and with sheets of galvanized iron protecting its stained glass windows (which could be removed), it embarked on its trip to the London reclamation yard. Here, much of the steelwork was removed, and the car was lifted from its trucks by two yard cranes and placed carefully on the ground. The CNR nailed strips of metal sheeting over the clerestory windows to protect them. However, I noted to my dismay that all but three of the regular inner stained glass windows had been stolen and many of the outer ones had been damaged despite railway precautions. The double windows in the roof happily remain intact. The rest of the plate glass windows were crated and shipped by freight. Several were missing, and this is indicated to-day by sheets of painted masonite fitted in the window spaces.

The car body was loaded on a huge house mover's rig after it passed into our hands on June 14th, 1949, and moved to the fruit farm of Mr. G.S. Cornell. I replaced the broken sections of stained glass with coloured cathedral glass, which does not match but keeps the rain out. I managed to purchase enough seat cushions from three W.S. & T. Cincinnati lightweights to replace those stolen from 135 before it reached London. I did extensive canvas patching on the roof and have replaced some wood sheathing that had deteriorated. I have painted the exterior twice and plan to paint it again this coming summer. Except for repairs to the exterior, the car body has not been altered. At the present time, with the patches, dabs of paint and dark split varnish inside, the car has a somewhat decrepit appearance. Nevertheless, I truly love the old car and enjoy puttering around it. I do all repair work myself, and would have it no other way. I have painted over the name "Canadian National Railways", but the six numbers "135" have been painted around and varnished over.

Despite deterioration, no. 135 is still a beauty with its shiny black clerestory roof, deep red sides, gracious arched windows, stained glass, green ceiling with goldleaf trim, and mahogany stained panelling. From the black leatherette seats one can still look out the windows and imagine a passing panorama of streets and bright pastures.

Correction: C.N.R. 1224 was erroneously reported as scrapped in the last issue; the locomotive scrapped with 1227 on November 28th, 1951 was 1244.

PROGRAM FOR APRIL MEETING: A TRIP TO MEXICO: - MEMBER JAMES ROACH WILL SHOW HIS COLOUR SLIDES OF THE RAILROAD AND STREET RAILWAY EQUIPMENT HE FOUND IN THE LAND SOUTH OF TWO BORDERS.

Upper Canada Railway Society

NEWSLETTER

STUART I. WESTLAND,
EDITOR
4 BINGHAM AVENUE
TORONTO

May 1952

Number 76

The Society meets on the third Friday of every month at 8:30 P.M. in Room 486, Toronto Union Station. The next meeting will be held on May 16th. It is expected that a film produced by General Motors Diesel Ltd. will be shown at this meeting.

Tickets for the N.M.R.A. Niagara Frontier Region Convention fan-trip will be on sale at Convention Headquarters in the Royal York Hotel or on the cars on May 17th. The trip will start from Front and York Sts. at 1:30 P.M. and follow a belt tour of the city passing points of railroad interest and visiting Hillcrest shops. It is expected that the price per ticket will be in the neighbourhood of \$1.25.

Tickets for the C.O.T.T.C. London and Goderich C.N.R. excursion of June 14th will be on sale at the May 16th meeting; those who cannot attend this meeting may purchase tickets from the Society through its box address at the rate of \$7.25.

The Society recently completed affiliation with the Railway Travel and Correspondence Society of Great Britain. This will result in a mutual exchange of publications. Affiliation with the Light Railway Transport League was concluded during 1951 and exchange of publications is already in effect.

CANADIAN NATIONAL RAILWAYS - ROSTER OF DIESEL-ELECTRIC LOCOMOTIVES

The many additions of new locomotives and number changes, etc. of older diesels has made a complete resumé appropriate at the present time.

<u>ROAD NOS.</u>	<u>CLASS</u>	<u>H.P.</u>	<u>BUILDER AND DATE</u>
73 (GTW)	Q-2-a	500 (70 ton)	Brill, 1929
77	Q-1-a	400 (70 ton)	Can.Loco.-West., 1930
78, 79 (GTW)	Q-4-a	600 (100 ton)	Electro-Motive, 1938
775-777 (Nfld.Dist. 3'-6" gauge)		380 (47 ton)	Gen.Elec., 1948
7000-7009	Q-9-a	1200	G.M.D., 1952
7010-7014 (GTW)		1200	E.M.D., 1952
7550, 7551	Y-1-a	380 (44 ton, MU)	Gen.Elec., 1947
7600-7614	Y-2-a	1000	C.L.C. (F.M.) 1951
7615-7617	Y-2-b	1000	C.L.C. (F.M.) 1951
7800-7817	Y-3-a	600 (70 ton)	Gen.Elec., 1950
7900-7902, (Some GTW)	Q-5-a	1000	E.M.D., 1941-42
7904-7914			
7915, 7916 (GTW)	Q-6-a	1000	Alco-G.E., 1942
7917-7919 (CV)	Q-6-a	1000	Alco-G.E., 1941-42
7920-7929 (GTW)	Q-6-a	1000	Alco-G.E., 1944
7930-7935 (GTW)	Q-6-a	1000	Alco-G.E., 1946
7936-7945	Q-5-a	1000	E.M.D., 1946
7946-7955	Q-6-a	1000	Alco-G.E., 1947

7956-7965	Q-5-a	1000	E.M.D., 1947
7966-7974 (GTW)	Q-5-a	1000	E.M.D., 1947-48
7975-7994	Q-6-a	1000	M.L.W.-C.G.E., 1949
7995-8014	Q-6-b	1000	M.L.W.-C.G.E., 1949-50
8015 (CV)	Q-6-b	1000	Alco-G.E., 1951
8016-8025	Q-6-b	1000	M.L.W.-G.E., 1951
8450-8461	Q-8-a	660	M.L.W.-C.G.E., 1951
8500-8521	Q-7-a	800	G.M.D., 1951
8522-8533	Q-7-a	800	G.M.D., 1951
8700-8704 (even)	C-1-A-a	1600	C.L.C. (F.M.), 1951-52
8701-8705 (odd)	C-1-B-a	1600	C.L.C. (F.M.), 1951-52
9000, 9002, 9003, 9005	V-1-A-a	1500	E.M.D., 1948
9001, 9004	V-1-B-a	1500	E.M.D., 1948
9006-9027 (GTW)	V-1-A-a	1500	E.M.D., 1948
9028-9054 (even)	V-1-A-b	1500	G.M.D., 1951
9029-9055 (odd)	V-1-B-b	1500	G.M.D., 1951
9056-9062 (even)	V-1-A-c	1500	G.M.D., 1951
9057-9063 (odd)	V-1-B-c	1500	G.M.D., 1951
9400-9407	W-1-A-a	1500	M.L.W.-G.E., 1950
9408-9426 (even)	W-1-A-b	1600	M.L.W.-G.E., 1951
9409-9427 (odd)	W-1-A-b	1600	M.L.W.-G.E., 1951
9428-9436 (even)		1600	M.L.W.-G.E., 1952
9429-9437 (odd)		1600	M.L.W.-G.E., 1952

Equipment on order at the present time consists of three 1200 H.P. road locomotives from G.M.D. for the Newfoundland lines, and four 1200 H.P. road-switchers from C.L.C. (F.M.). Numbers assigned to these locomotives are as yet unknown.

Notes:

All locomotives in "Q" classes are switchers. All locomotives in "C", "V" and "W" classes are road freight units. (Large "A" in classification indicates cab unit; large "B" in classification indicates booster unit). Of locomotives in "Y" classes, 7550 and 7551 are switchers; the remainder are road-switchers.

Renumberings:

Old	New
7730	73
7700	77
7800, 7801	78, 79
7751, 7752	7550, 7551
7818, 7819	7800, 7801
7600-7614	8000-8014
5000-5002	775-777
(Nfld. Ry.)	

Reclassifications:

Old	New
0-21-a	Q-1-a
Q-5-b	Q-6-a
Q-8-a	Y-1-a

Other C.N.R. Locomotive Notes:

- Narrow gauge 4-6-0's 15 and 16 and standard gauge 1055 have been scrapped in recent months.

- The new multiple unit electric cars on order from Canadian Car & Foundry Co. for delivery this year are to be numbered M-1 to M-6 (motor cars) and T-1 to T-12 (trailers). These cars, which will be used in M-T-T combinations, are for use in Montreal suburban service, where commuter trains are now handled by electric locomotives.

- The C.N.R. had decided to renumber the inherited Quebec Railway, Light and Power Co. locomotives into its own numbering system. Accordingly, Logul 22 will become C.N.R. 429, class E-13-a, while the electric locomotives will be renumbered as follows: 30 - C.N.R. 225, class Z-6-a; 31 to 33 - C.N.R. 226 to 228, class Z-6-b; 34 and 35 - C.N.R. 229 and 230, class Z-6-c.

- The new G.M.D. 1200 H.P. switchers 7000-7009 have been assigned as follows:

7000, 7001 - Niagara Falls (from Toronto), releasing 8218 and 8219 to Fort Erie and 8386 to London.

7002-7004 - Fort Erie (from Toronto) releasing 2593, 2396 and 2399 to Toronto.

7005, 7006 - Montreal (from Toronto)

7007-7009 - Montreal

- 660 H.P. Montreal-built switchers 8455-8458 and 8460 and 8461 have been assigned to Toronto releasing the following 800 H.P. G.M.D. switchers:

8508-8510 - Sarnia

8511, 8512 - Hamilton

8513 - Hornepayne

8525 - Montreal

8533 - Capreol

The transfer of 8511 and 8512 represents the first use by the C.N.R. of diesel switchers at Hamilton.

T.T.C. SUBWAY CONSTRUCTION PROGRESS REPORT

MAY 1, 1952

by John M. Mills

Continuing slow deliveries of steel supplies represent the only aspects of the subway work which have not kept strictly up to schedule over the past few months. These delays have held up work on the Davisville shops and yard, and on several bridges. The latter are almost all under way now, but the shops building still awaits delivery of structural steel which has been on order for many months.

Excavation and grading work are almost complete south of Davisville station. There remains a small amount of grading to be done near the Belt Line bridge, and lower lift excavation is not yet complete in the vicinity of Summerhill Station (Shaftsbury Avenue), pending completion of a storm sewer along the route. Grading is done at the Davisville yard and the concrete footings for the various buildings are almost finished also.

Most of the bridges over the open cut between St. Clair and Davenport are complete except for street paving, and the rest are well under way. Some landscaping has been done along the sides of the cut in this area. The lower level of Rosedale Station (Crescent Road) is under construction, with the platforms and most of the overhanging roof being done.

The status of the above-ground station buildings is as follows: Wellesley, steelwork complete and masonry started; Bloor, will be started as soon as work on mezzanine level is complete; Rosedale, footings in place; St. Clair, not yet started; Davisville, some walls erected, but stopped awaiting steel.

Track laying has been going on for some time in the part of the

route south of Dundas Station, and the concrete tube is complete south of Davenport Road. Almost all of the wooden decking has been replaced with temporary asphalt surfacing, and the last portions of decking, north of Dundas Street and near College Street, are being removed at the time of writing.

The section of the tube between stations will be square, with a solid wall between the tracks pierced at intervals with large openings to provide ventilation and to afford a refuge for track workers when trains pass. At stations, the design is an excellent example of beauty combined with utility. The roof is built in a single graceful curve extending over both platform and track, and the solid wall between tracks is replaced by paired columns making the entire area one large chamber. Walls will be finished with glass-faced brick, which is almost indestructible and easy to keep clean. Application of this material has begun at King Street Station. Each station will have a distinctive colour scheme to enable passengers to identify their station at a glance.

North of Davisville Station, on the portion of work started this year, excavation is under way, but of course is not so far advanced as are the other parts of the line. The east half of Eglinton Division yard is now not available for street car use.

It is hoped that operations can begin on the line at the end of next year, but the delays in the delivery of steel, which have put the important shops building several months behind schedule, may perhaps force an extension of the time.

MONTREAL STREET CARS IMPERILED

The Montreal Transportation Commission, through Chairman Arthur Duperron, has announced that complete bus substitution is on the agenda for Canada's largest city, whether subways are constructed or not. A total of 1250 buses will eventually be purchased to replace the 939 street cars currently on the roster. Seventy-five motor and 25 trolley buses are now on order to replace two heavily travelled carlines: the east end of the St. Catherine Street route from Harbour to Viau Street, and on St. Laurent Boulevard from Craig Terminus to Cremazie Blvd. The last units of the 703 series wooden cars will be retired this year.

SERVICE CUT SINCE STRIKE?

A report in another publication, while not actually erroneous in statement, conveys the impression that service on the T.T.C. car lines has suffered drastic curtailment because of a serious decline in traffic since the strike of January 4th to 22nd. No car route, with the exception of Yonge basic service, has been cut to any appreciable extent, and in some cases, there is actually more service scheduled now than there was at this time last year. There was a general 15% decline in traffic upon resumption of service, but the trend is gradually upward.

Bus routes have had their schedules trimmed somewhat more extensively, mostly the Sunday service; the most seriously affected have been the four double-fare coach routes, two of which are now rush hours only.

COMING SOON - Bulletin 34, Sudbury - Copper Cliff Suburban Electric Railway, history, photos, map, roster.

Upper Canada Railway Society

NEWSLETTER

STUART I. WESTLAND,
EDITOR
4 BINGHAM AVENUE
TORONTO

June 1952

Number 47

The Society has decided to hold informal excursion-meetings for the three coming summer months. The first of these will be held on Friday, June 20th, and will consist of a tour of the Canadian Pacific Railway's West Toronto shop (at Dods and West Toronto Streets, south of St. Clair Avenue). Members will meet at this location at 7:30 P.M. on the date mentioned. Members are cautioned, however, not to park their cars on narrow West Toronto Street. After the shop tour, the evening will be rounded out with a period of train observation in the nearby vicinity.

The July meeting will be featured by an automobile excursion to Bayview Junction near Hamilton, perhaps the most interesting spot in Ontario to observe train operation. In order that several early evening movements may be seen, the cars will be starting early from downtown Toronto, with a group leaving at 6:00 P.M. and another at 7:00 P.M. All members who are interested in this excursion-meeting are urged to contact Mr. Jack Bost, Program Committee Chairman, by phone or mail for the purpose of informing him whether they intend to leave with 6:00 P.M. group or the one at 7:00 P.M. This is very important, and is required for the purpose of distributing automobile accommodation according to the number of members leaving at each time.

All three of the summer excursion-meetings will be held on the third Friday, the regular meeting date. All members who are in town on these dates will attend, it is hoped, to make these activities a success numerically.

TORONTO'S "RAILFAN WEEKEND"

Although not officially designated as such, the railfan activities of May 16th to 18th made this quite a successful "Railfan Weekend" in Toronto. The spark for this weekend was provided by the fact that the Niagara Frontier Region of the National Model Railroad Association held a regional meeting here over the three days, and planned as part of their activities a street car excursion on the T.T.C. on the afternoon of May 17th. The Upper Canada Railway Society was approached regarding the undertaking of the arrangements for this, and the Society gladly co-operated. Four cars were chartered, train 2508-2569, M.U. P.C.C. 4496 and Brill 2666, and loaded with about 150 model railroaders and railfans they made the promised belt tour of the city with a visit to Hillcrest shops. U.C.R.S. members announced points of interest, distributed T.T.C. publicity material and sold U.C.R.S. bulletins.

On the morning of May 18th, about 15 members of the U.C.R.S. had a most enjoyable photographic excursion in Brill car 2666, travelled directly from Long Branch to the Birchmount loop (the extremities of the system, about 16 miles apart) and stopped for photos at several appropriate points. The Brill series was well recorded for posterity on this occasion.

The U.C.R.S. May meeting started the weekend, of course, on the Friday evening. Two very interesting films produced by General Motors

were projected at the meeting through the courtesy of members James Beveridge and Fred Sankoff. The audience also had a chance to match wits on a 100 question quiz on railroad subjects.

Finally, open house at the model clubs on Saturday evening and Sunday afternoon rounded out an enjoyable weekend.

PASSENGER TRAIN SERVICE COMPARISON 1951-1952

By W.T. Sharp

The new timetables effective April 27, 1952 show a number of interesting changes in passenger service. Although there are a few improvements in facilities, the general tendency is toward elimination of little-used locals. In the following lists are summarized the changes in the public timetables for the summer of 1952 as compared with that of 1951, minor changes in timing being left out. (x) denotes changes which became effective with the September 1951 timetable. The territory covered includes only the Eastern Region of the C.P.R. and that portion of the Central Region of the C.N.R. lying generally west of Montreal.

CANADIAN NATIONAL RYS.

Toronto-Algonquin Park:

Trains 55-140 and 139-56 named "The Algonquin", but operate twice weekly only (Friday and Saturday northbound, Saturday and Monday southbound, instead of daily except Sunday). Sunday only trains 143 and 144 between Scotia and Algonquin Park are cancelled outright. In partial replacement, mixed trains 263 and 264 will operate three times weekly (instead of twice weekly) during the season between Barry Sound and Algonquin Park.

Toronto-Hamilton:

(x) Trains 74 and 85 cancelled on Saturdays (see Newsletter 68).

Toronto-London:

(x) Thirty minutes added to the running time of train 10 London to Toronto via Stratford.

Trains 620, 621, 600 and 601 are no longer listed as motors.

Hamilton-Niagara Falls:

Train 84 no longer carries passengers. 86, 95, 102, 107, 186 now originate or terminate at Niagara Falls, Ont., instead of Suspension Bridge, N.Y., leaving 90 and 93 ("The Maple Leaf") as the only passenger trains to cross the C.N.R. bridge over the Niagara River.

Durand-Greenville (GTW):

Mixed trains now operate daily except Sunday in each direction instead of thrice weekly.

Peterborough-Fort Hope:

Passenger service abandoned (see Newsletter 65)

Montreal-Ottawa:

A new daily except Sunday train, no. 103, has been added as a relief to number 1 between Montreal and Ottawa. It is understood that 103 operates west of Ottawa for express traffic only.

Montreal-Granby-Waterloo (see Newsletter 72)

Montreal-Rouse's Point:

The Rutland day passenger train now operates south of Burlington only. Accordingly C.N.R. trains 64 and 65 run daily except Sunday

Montreal to Cantic instead of daily Montreal to Rouse's Point, and there are no through connections.

Montreal-Rawdon:

Friday only passenger train 208 Montreal to Rawdon cancelled, mixed train 202 now operates on Fridays in substitution.

Montreal-Lac Remi:

Seasonal trains 97 (Saturdays only) and 90 (Mondays only) cancelled

Montreal Suburban service:

With the growth of the five-day week, the following trains are cancelled on Saturdays:

Montreal-Vaudreuil - 236, 249, 251, 256, 257, 272

Montreal-Sartierville - 313, 314

Montreal-Montreal Nord - 162, 163

In addition, one late evening daily except Sunday round trip between Montreal and Montreal Nord (trains 176 and 177) is cancelled outright.

NIAGARA, ST. CATHARINES & TORONTO RY.

Late evening trip Thorold to Port Colborne and return in early morning cancelled.

CANADIAN PACIFIC RY.

Toronto-Winnipeg:

Train 5 is now shown daily except Sunday between Toronto and Sudbury only (last season it ran to Winnipeg), and train 6 is removed completely from the public timetable. It is understood that 5 runs west of Sudbury for express only.

Toronto-London:

Five to 10 minutes have been added to the running times of the "flyers" 629, 630, 631.

London-Windsor:

Train 634 (daily except Sunday) is now shown in the public timetable between Walkerville and London.

Toronto-Peterborough:

Local leaves Toronto at 5:40 P.M. on Saturdays instead of at 1:00 P.M.

Smith's Falls-Trenton:

Mixed trains 85 and 86 cancelled. There is now no local passenger service.

Montreal-Glen Tay:

Trains 29 and 30 no longer operate west of Smith's Falls.

De Beaujeu-Cornwall:

Now freight only (mixed trains 592 and 593 are out of the public timetable).

Ottawa-Waltham:

On Saturdays the local leaves Ottawa at 1:30 P.M. instead of at 3:35 P.M. as on weekdays.

Chalk River-Ottawa:

The noon train 558 operates on Sundays in place of the morning train 556.

Montreal-Newport:

Locals 213 and 214 cancelled between Sutton and Newport.

Montreal:

All trains previously using Place Viger Station now use Windsor Station. Place Viger was closed on June 1, 1951, but for a time there after certain trains terminated at Park Avenue.

Montreal-St. Liu:

Sunday trains 471 and 472 cancelled.

Montreal-St. Agathe-Labelle:

Sunday train 453 to Labelle replaced by 461 to Ste. Agathe only. Trains 447 (Saturday only) and 458 (Sunday only) between Montreal and Labelle cancelled. Late night train 463 (Fridays and Saturdays only) Montreal to Ste. Agathe is cancelled completely and the corresponding morning train 464 (daily except Sunday) runs only from Ste. Therese to Montreal instead of Ste. Agathe to Montreal.

Montreal-Montreal West:

New evening rush shuttle train Monday to Friday from Montreal to Montreal West and return, (575-576).

Fredericton Junction-Fredericton:

New Sunday round trip between Fredericton and Fredericton Junction (trains 107-110) (see Newsletter 71) cancelled after May 25th.

LONDON & PORT STANLEY RY.

Substantial curtailment of rail service.

1951: Seventeen round trips on weekdays London to Port Stanley (15 on Sundays) with an extra round trip London to St. Thomas on weekdays.

1952: Ten round trips on weekdays London to Port Stanley (seven on Sundays) with additional weekend service during summer season.

ALGOA CENTRAL & HUDSON BAY RY.

The passenger train now runs daily except Sunday between Hearst and Sault Ste. Marie. Last year it ran thrice weekly south of Hawk Junction.

None of these changes seems to indicate any real desire to improve passenger travel facilities. However, in the west the Canadian Pacific has shown real imagination in a major overhaul of the Kettle Valley passenger service. The through train now runs between Vancouver and Penticton over Coquihalla Pass by daylight for the first time, and convenient connections are made with "The Dominion" at Medicine Hat. Additional overnight service is provided between Vancouver and Penticton and between Nelson and Calgary.

**C.N.R. ORDERS DIESELS FOR SHERRIDON-LYNN LAKE
EXTENSION**

The four 1200 H.P. road-switchers on order from Canadian Locomotive Company (reported in the last issue) are to be assigned to ore train service on the new Sherridon to Lynn Lake line in Northern Manitoba. This extension will serve the nickel, cobalt and copper deposits at Lynn Lake, 147 rail miles north of Sherridon.

The new locomotives are scheduled for delivery in August and will be put into service immediately on construction trains. Special features will make the locomotives particularly adaptable to conditions in this territory: they will be equipped with specially designed heaters to keep fuel oil from freezing, and to heat the cabs and water

circulating systems. As the locomotives will refuel from barrels along the right-of-way, they will also be fitted with fuel filling pumps.

BUS SUBSTITUTION PROPOSAL IN P.E.I.

The Canadian National Railways contemplates replacing all passenger train service in Prince Edward Island with bus service except on the Charlottetown-Borden Ferry service. (However, sufficient equipment would have to be maintained on the island to give service on all lines when winter storms prohibit bus operation). The provincial government plans to oppose the proposal actively, and a committee of the provincial legislature will conduct hearings on the matter during June.

M.T.C. ABANDONS STUB CAR LINE

Friday, May 9th was the final day of operation of the Lachine Extension line of the Montreal Transportation Commission. This was a short one car single track extension of the through semi-rapid transit Lachine route which operates between Place d'Armes and the western suburb. The Lachine Extension until recently was open track in the middle of a street allowance; however, during 1951, this street was paved and opened and the grading brought several inches above the level of the car track. In order to complete the paving job, the track had to be removed, and the trench in which the cars ran latterly filled in. For many years the Lachine Extension was operated with a 200 series Birney, but more recently a one man D.E. D.T. car was used.

T.T.C. QUEEN STREET SUBWAY PROPOSAL

On May 12th, Chairman W.C. Mc Brien of the Toronto Transportation Commission made a public statement to the effect that a second subway project is urgently needed in Toronto for downtown traffic relief. The proposal is for a comparatively short length of street car subway beneath Queen Street, with portals to connect with surface track in the vicinity of Simcoe Street and Sherbourne Street. There would be three stations on this route, and use would be made of the partially completed facilities for a Queen subway at Yonge Street, which have been constructed as part of the Yonge subway project. The street car subway at this point would dip under the north-south third rail subway.

The Queen, Kingston Rd. and Bathurst routes would use this new facility, and the combination of the three routes would feed approximately 120 cars per hour through the tunnel, about the same number as use the Market St. surface car subway in Philadelphia. The Bathurst route would turn east on Queen Street from Bathurst, and travel through the subway to a new surface loop which could be located in the vicinity of Queen and Sherbourne Streets. The Kingston Rd. route would continue to utilize the present loop on McCaul Street. All street cars would be removed from Adelaide and Richmond Streets which could then be developed as major traffic arteries, and which in turn would take traffic away from the adjacent King and Queen Streets and improve street car operation there.

The T.T.C., however, is not willing to undertake this project alone; its justifiable contention is that, since major benefits would accrue to the city as a whole by reason of improved traffic conditions, the city should be willing to finance the major portion of the construction.

HISTORIC TORONTO LANDMARK DESTROYED

At about 6:15 A.M. on Saturday, May 17th, a fire broke out in the Toronto Wholesale Fruit Market, and within a matter of minutes the venerable structure was doomed. This building was originally the passenger station of the Great Western Railway of Canada, and was in use when this railway ran its own trains into Toronto prior to amalgamation with the Grand Trunk in 1882.

The Great Western system extended from Niagara Falls and Toronto through Hamilton and London to Sarnia and Windsor. It constructed a direct route from Port Erie to connect with the London-Windsor line at Glencoe. This route was known as the "Air Line" and was specifically designed to compete with the Canada Southern Railway in the "bridge" haul between Buffalo and Detroit. For many years the Great Western and the Grand Trunk were arch-rivals in South-Western Ontario, but the larger G.T.R. eventually won the struggle and completely absorbed its competitor.

Perhaps the last tangible memento of the Great Western was its old Toronto passenger station, which had managed to survive the great Toronto fire of 1904 (just west of its site), the viaduct project of the 1920's (which nearly resulted in its demolition), and all other plans and suggestions for its removal. Located at the north-east corner of Yonge St. and the Esplanade, the former station provided a curious link with the past; when observing its distinctive architecture, one could with no effort imagine diamond stacked 4-4-0's passing through the great arched train shed.

For many years past, the station had been used as a fruit market, and the ends of the train shed were walled in; however, the site is still owned by the Canadian National Railways. The building was almost totally destroyed in the fire. The great arched roof of the train shed disappeared entirely, and the only section remaining undamaged was a portion at the north-west corner which had been part of the station waiting room. Clean-up operations are now in progress, and the site will probably be levelled for a parking lot.

TRANSIT MISCELLANY

- The Montreal Transportation Commission has set June 22 as the conversion day for the Frontenac-Iberville and the east end of the St. Catherine Street car lines. Boulevard St. Laurent will follow next, probably in September.

- Consulting Engineer N.D. Wilson has presented his second report on the Ottawa transit picture, and recommends that there be no further street car abandonments for several years, for financial reasons. The City of Hull continues to protest vigorously, however, about the congestion caused by the H line loop in Hull and wants bus substitution on this route.

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President Bailey wishes to register his thanks to those members who supported the excursions of May 17th and 18th.

Upper Canada Railway Society

NEWSLETTER

STUART I. WESTLAND,
EDITOR
4 BINGHAM AVENUE
TORONTO

July 1952

Number 70

The July 18th excursion-meeting of the Society will take the form of an evening trip to Bayview Junction (near Hamilton) for a period of observation of operations here. Auto transportation will be provided but members are requested to telephone Mr. Jack Bost (Phone BA.1-2579), and indicate to him whether they wish to leave Toronto at 6:00 or 7:00 P.M. Transportation will be distributed accordingly. Mr. Bost will inform as to final details, place of meeting in Toronto, etc. This promises to be a very interesting evening and it is hoped that many will attend, including Hamilton members.

JUNE EXCURSION-MEETING

The first of the experimental summer excursion-meetings was held on June 20th, and was an unqualified success. Approximately 30 persons were in attendance, consisting of 21 U.C.R.S. members and a group from the Ontario Society of Model Engineers. The group met at 7:30 P.M. on West Toronto Street near the shop gate, and then, after meeting the C.P.R. officials who were hosts for the evening, were conducted on a most interesting tour of the extensive property.

The party was conducted through the former roundhouse now used as a diesel locomotive repair shop, the freight car repair shop, the wheel and axle shop and many other ancillary buildings. Of particular interest was the only steam locomotive on the property, the wrecked C-8-0 no. 6922. This locomotive was struck by a backing freight train on the North Toronto line near Avenue Road on the previous day. Various pieces of work equipment, particularly a wedge plow, attracted considerable attention and were inspected most thoroughly. Finally, the members were treated to a tour through road diesels 4009-4405 (MLW "A" and "B" units) which were parked nearby. The engines were started, and those members who were in the cab of 4009 were treated to an explanation and demonstration of the operation of the locomotive.

The Society is most appreciative of the privilege of having a conducted tour through the West Toronto shops, and wishes to express its thanks to Mr. D. Grinton, shop superintendent, and his subordinates, Messrs. Blake, Clarke and Parnell for devoting their time to the occasion.

SIXTH ANNUAL C.C.T.T.C. EXCURSION

data supplied by R.F. Corley

Saturday, June 14th marked the date of another of the annual June excursions operated by the Central Ontario Train Trip Committee (composed of representatives of the U.C.R.S. and the Toronto model railroad clubs).

The consist of the train, leaving Toronto, was CNR Hudson 5700, Express car 8594, diners 1332 and 1334 and coaches 5269, 5282, 5351 and 5367. The train left the Union Station at 8:40 A.M. (10 min. late), and ground to an unexpected halt at 9:15 A.M. just east of Oakville station after flagging into a red block behind CNRA picnic special to Crystal Beach. Hamilton train 77 was stopped ahead of this special.

It was soon learned that an eastbound freight train had derailed four freight cars at Burlington at 6:33 A.M., blocking all tracks near the station. As far back from the C.O.T.T.C. special to the east as could be seen trains were lined, one behind another. When westbound traffic began to move, each train pulled onto the bridge over Oakville Creek, backed across the crossover and ran on the eastbound main line to Burlington; the trains then passed around the spare track behind Burlington station, to Bayview, and then crossed to the westbound track again.

The C.O.T.T.C. train left Oakville at 11:45 A.M. As the special passed Burlington, excursionists observed Northern 6241 on the main line with half of its train, and then two tank cars and two box cars derailed, one of the latter overturned; the Hamilton derrick was on the job here.

At the suggestion of two UCRS members, the CNR had ferried the Buffalo and Hamilton excursionists from Hamilton to Dundas station by bus, thus saving about 25 minutes for the train, which avoided thereby the detour into Hamilton. The train arrived at London East (Egerton Ave.) at 2:00 P.M., $2\frac{3}{4}$ hours late; here the bulk of the party left the train to be transported by bus to the locomotive building plant of General Motors Diesel, Ltd.

The GMD plant was toured in its entirety by about 175 people, conducted in small groups, by 10 guides. Locomotives seen here were as follows:

- Ontario Northland Railway: eight 1500 H.P. road "A" units: 1506, 1507 already shipped; 1508 ready to go and placed outside for inspection; 1509 being painted; 1510-1513 practically completed.
- Canadian National Railways: Forty 1500 H.P. road "A" units - first seven frames on floor; frames and components of first three of nine 1200 H.P. narrow gauge road-switchers for Newfoundland Ry. being built up and tested.
- Algoma Steel Corporation: one 800 H.P. switcher being painted.
- Dominion Foundries and Steel: one 800 H.P. switcher (unpainted) placed outside for inspection.

A tour through ONR 1508 completed the GMD side trip.

Returned to London Station, the party re-boarded the train and proceeded east (now hauled by 5703). Stratford was reached at 5:30 P.M. (3:20 hrs. late). Here Pacific 5573 was substituted and a fast run made to Goderich, reached at 7:04 P.M. The plant tours were cancelled but townsfolk and local officials turned out in force to greet the train and its party. A short launch trip in Goderich harbour followed, and excursionists then hustled back to the train.

Goderich was left at 8:25 P.M. (3:10 hrs. late) and dinner sittings were held (one had preceded the Goderich stop). A fast and uneventful run back to Toronto followed via Stratford, Brantford and Hamilton. Toronto Union Station was reached at 1:10 A.M. (3:25 hrs. late) to end another interesting excursion.

Unfortunately, for the second year in a row, a lengthy delay put the excursion train far behind schedule, but the delay in this instance was quite unavoidable and actually added interest to the trip.

SPECIAL NOTE - President William Bailey's new address and telephone number: 161 Royal York Road N.; MU-1730.
Bulletin Editor John Knowles' new telephone number: MU-5615.

GRAND RIVER - LAKE ERIE & NORTHERN NOTES

Grand River Railway box cab locomotive 222 arrived in Brantford on September 17, 1951 for yard work. This was the first time, so far as is known, that 222 was ever in service on the Lake Erie and Northern Railway, and as far south as Brantford. 222 changed off with 224 and remained in Brantford until about February, 1952 and was then returned.

Locomotive 224 was rebuilt by Preston shop during April. It is now multiple unit and has 38" disc wheels (in place of 35") and 100 H.P. motors (in place of 85 H.P.).

Lake Erie and Northern wood passenger car 933 is out of service at Preston and is partially stripped. Car 795 (formerly a combination car, now all express) has had a hole cut in the side for the handling of express parcels.

- - Orin P. Maus

MOTIVE POWER NEWS

- C.N.R. Mikado 3700 and Santa Fe type 4014 are in storage at Val Royal, P.Q., awaiting scrapping. 4014 is the first of the C.N.R.'s 93 Santa Fe (2-10-2) type locomotives to be retired. Also at Val Royal awaiting the same fate are former Quebec Railway Light and Power Co. passenger trailers 303 and 304 and sweeper 7.

- The dieselization program of the C.N.R. has taken on an accelerated pace with the ordering during the spring months of 98 additional locomotives. Ninety-two of these were ordered during May. The builders and types of these units are as follows:

- 20 - Canadian Locomotive Co.-FM 1600 H.P. road freight "A" units
- 40 - General Motors Diesel Ltd. 1500 H.P. road freight "A" units.
- 10 - Montreal Locomotive Works 1600 H.P. road freight "A" units.
- 22 - Montreal Locomotive Works 660 H.P. switchers.
- 6 - General Motors Diesel Ltd. 1200 H.P. 3'-6" gauge road-switchers (in addition to three others ordered during 1951).

- The Canadian Pacific Railway ordered in May 10 1500 H.P. road freight "A" units from General Motors Diesel Ltd. to bear numbers 4066-4075, Class DFA-15f.

- The C.P.R. purchased CLC-FM demonstrators 7005 and 7006 in December, 1951 and these locomotives became nos. 4064 and 4065, class DFA-15c. There are 12 other locomotives currently on order from CLC-FM: "A" units 4052-4057 and "B" units 4449-4454.

- The Steel Company of Canada scrapped New York Central Pacific type 4756 during May.

- The Sydney and Louisbourg, the one Canadian railroad which seems resolved to stick with steam power, had purchased Detroit and Toledo Shore Line locomotives 26 and 113. 26 is a Baldwin Mikado built in 1926, while 113 is a Brooks (Alco) eight-wheel switcher, constructed in 1927. These locomotives passed through Toronto on May 5th.

- The Ontario Northland Railway has ordered eight 1500 H.P. road BT-7A cab units from General Motors Diesel Limited, to bear road nos. 1506-1513.

- The Algoma Central and Hudson Bay Railway received GMD 800 H.P. switcher 141 on April 30th.

MISCELLANEOUS

The new Toronto-Barrie express highway (one side of which was opened at the end of June) includes a level crossing south of Allandale with the CNR's Burlington-Barrie line (the Milton by-pass). This wide-open

crossing was allowed to exist because Ontario Deputy Minister of Highways J.D. Millar thinks the new highway might encourage trucking, which in turn may force abandonment of the railway line because of loss of business. For this flimsy reason, a grade separation was not constructed; the reasoning behind it seems to typify the superficial thinking of highway officials when it comes to anything concerning railroads. C.N.R. vice-president A.J. Lomas said publicly in rebuttal that the railway has no intention of abandoning the line, and that money has recently been spent in improving the line and in experiments to divert more traffic over it.

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Demolition of the burned out former Great Western station revealed two short lengths of track at the north-east corner complete with bumpers (all tracks stu-ended at Scott Street, the east side of the station). Each track supported an ancient Grand Trunk Railway flat car dating from about the turn of the century. These cars were imprisoned under the floor of the fruit market for the many years since its function as a freight house ceased. The old cars were scrapped on the spot.

- - -

TTC cars 2516 and 2556 have joined the pioneer 2932 as two man cars partially converted to one man operation. Authority has been given for so converting 50 cars thus far out of the 123.

- - -

In current subway construction, a program is in progress to rid Yonge Street completely of wooden temporary decking by the end of July, with temporary asphalt pavement as replacement. This should see the end of street car diversions until the subway begins operation.

It has been decided to double the length of the Bloor station transfer platforms so that they can accommodate two Eloor M.U. PCC trains instead of one train. The position of the stairways is not to be changed, thus the east stairway portals will be narrower than the west, to allow a passageway beside them to the extended (easterly) portion of the platforms. The temporary "shoo-fly" tracks in service here for over a year were replaced by the permanent track during June.

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The C.P.R. is converting ten of its old 100 series wood eight-wheel open platform coaches for non-revenue service. Three of these, in process of conversion to bunk cars were seen at the West Toronto car shop on the June 20th tour.

- - -

A hearing was held during June on the Canadian National Railways' application to abandon its line extending from Lyn Junction to Forfar and Westport. The outcome of this is still not known.

- - -

The Winnipeg Electric Co. abandoned the St. Mary's Rd. and St. Anne's Rd. car routes in St. Boniface over the night of July 1-2.

L. & P.S. EXCURSION

The Society will operate an excursion of four hours' duration over the London & Port Stanley Railway on Sunday, July 13th, using car 14. Meet at L. & P.S. London terminal, 1:30 P.M. For tickets (fare will be \$2.00) contact Mr. Jack Bost, (phone BA.1-2579) Apt. 7, Bldg. 4, Lansing Court Apts., Anndale Drive, Willowdale, Ont.

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

STUART I. WESTLAND,
EDITOR
4 BINGHAM AVENUE
TORONTO

August 1952

Number 79

Special Note: Effective with this issue, the address of the editor has changed; all contributions of news or other articles should be sent to him at 16 Sonora Terrace, Toronto 15, Ontario.

The August excursion-meeting of the Society will consist of an observation period at Sunnyside Station. This activity will take place on August 15th, the third Friday as usual; members will meet here at 7:30 P.M. to watch the evening activity on the heavily-trafficked C.N.R. main line. This meeting will conclude the experimental series of three summer excursion-meetings.

The July meeting was attended by a total of eleven members, who made the journey to Bayview Junction for an interesting evening at the big wye, a focal point of the C.N.R. system. A series of heavy showers in the late afternoon and early evening no doubt discouraged several from attending, but these cleared just in time to allow the meeting to be held. Those who made the trip agreed that it was an evening well spent as much activity was seen.

LONDON AND PORT STANLEY PHOTO EXCURSION

On Sunday, July 13th, 23 U.C.R.S. members and friends enjoyed a 3½ hour outing on the London and Port Stanley Railway. The chartered car was no. 14, which had been recently reupholstered, and which still possesses the interior natural wood finish. No. 14 and its mate no. 12 are the largest electric cars ever owned by any line in the province.

At 1:30 P.M., with a London Free Press reporter on hand, members boarded the car, which, contrary to usual practice, proceeded westward out of the station, making a short side trip along the industrial track-age. Returning to the station, the car travelled eastward and southward along the main line, running extra. Several photo stops were made on the southbound trip. At one meeting point associate member Ross Snetsinger, acting as conductor on a regular run, waved his greetings.

On the return trip the car ran as the first section of train 17, with the regular train following. An old North Yonge Railways whistle had been brought along and was temporarily installed on the north end of car 14 for the occasion, so members were treated once more to the familiar chime (this time sounding standard railroad whistle signals).

C.N.R. ABANDONMENT

On Saturday, July 20th, the C.N.R. mixed trains 539 and 540 made the last run over the Brockville-Lyn Jct.-Forfar-Westport branch in Eastern Ontario. Permission for discontinuance of service was finally granted by the Board of Transport Commissioners after the June hearings. The 44½ mile line dates back to its opening on July 26th, 1839 as the Brockville, Westport and Sault Ste. Marie Railway. The railway was sold under foreclosure in 1903 to become the Brockville, Westport and North-Western Railway, and was bought in 1910 by the Canadian Northern along with several other small roads in Eastern Ontario; it passed thus to the Canadian National Railways in 1918.

ROSTER OF C.P.R. DIESEL-ELECTRIC LOCOMOTIVES

To compliment the list of diesels of the Canadian National Railways in the May issue, an up-to-date roster of those of the Canadian Pacific follows.

<u>Road Nos.</u>	<u>Class</u>	<u>H.P.</u>	<u>Builder & Date</u>	
B100, B101	(None: Booster units for 1000 H.P. switchers)		MLW-GE	1951
1800-1802	DPA-20a	2250	EMD	1949
4000-4007	DFA-15a	1500	Alco-GE	1949
4008-4027	DFA-15b	1500	MLW-GE	1950
4028-4037	DFA-15c	1500	GMD	1950
4038-4041	DFA-15d	1500	GMD	1951
4042-4051	DFA-16a	1600	MLW-GE	1951
4052-4057	DFA-16b	1600	CLC-FM	1952
4058-4063	DFA-16c	1500	GMD	1952
4064, 4065*	DFA-16c	1600	CLC-FM	1951
4066-4075	DFA-15f	1500	GMD on order	
4400-4403	DFB-15a	1500	Alco-GE	1949
4404-4423	DFB-15b	1500	MLW-GE	1950
4424-4437	DFB-15c	1500	GMD	1951
4438-4448	DFB-15d	1500	GMD	1952
4449-4454	DFB-16a	1600	CLC-FM	1952
6500-6505	DS-6a	660	MLW-GE	1951
6506-6517	DS-6b	660	MLW-GE	1952
6700-6703	DS-8a	800	GMD	1951
6704-6709	DS-8b	800	GMD	1951
7010-7014	DS-10a	1000	Alco-GE	1943
7015-7024	DS-10b	1000	Alco-GE	1944
7025-7037	DS-10c	1000	Alco-GE	1945
7038-7051	DS-10d	1000	Alco-GE	1946
7052-7064	DS-10e	1000	Alco-GE	1947
7065	DS-10f	1000	Baldwin	1948
7066-7075	DS-10g	1000	Baldwin	1948
7076	DS-10h	1000	(MLW-GE	1948
7077 **			(Alco-GE	1948
7078-7095)			(MLW-GE	1948-9
7096-7098	DS-10j	1000	Alco-GE	1949
7099-7108	DS-10k	1000	MLW-GE	1949
7109-7114	DS-10 l	1000	MLW-GE	1952
8000-8012	DRS-10a	1500	Baldwin	1948
8400-8404	DRS-15b	1500	Alco-GE	1949
8405-8408	DRS-15b	1500	MLW-GE	1950
8409-8411	DRS-15c	1500	GMD	1952

* - 4064 and 4065 were CLC-FM demonstrator units 7005 and 7006, purchased by the C.P.R. in December, 1951.

** - 7077 was demonstrator 1000 H.P. switcher constructed for Montreal Locomotive Works and exhibited at the Canadian International Trade Fair, 1948.

Locomotive types (indicated by class designations) are as follows:

DFA - Road Freight "A" unit.

DRS - Road Switcher

DFB - Road Freight "B" unit.

DPA - Road Passenger "A" unit.

DS - Switcher

The numerical portion of the classification gives an indication of horsepower (this is unlike the system used for steam locomotives where the numerical portion indicates chronologically successive classes of power).

Locomotives with steam heat boilers for passenger trains are listed. 1800-1802, 4038-4041, 4052-4057, 4434-4447, 4449-4454, 8000-8004, 8400-8404, 8410, 8411.

MISCELLANY

C.N.R. diesel-electric rail car 15832 from Lindsay, and trailer 15747 from Toronto were recently moved to Montreal presumably to be remodelled along lines similar to the D-1, C-1, C-2 combination.

C.N.R. locomotive notes: Mogul 745 is stored out of service at Richmond, P.Q., while 845 is out of service at Toronto. One of the recently re-numbered six-wheel switchers, 7221 (formerly 7127) is out of service at Niagara Falls. Ten wheeler 1315 is stored in an unserviceable condition at Palmerston. Mogul 674 was recently transferred from the Montreal district to Belleville. E-10-a Mogul 94 is now assigned to the I.B. & O. branch, from Howland to Bancroft, Ont.

U-2-g 4-8-4's 6218 and 6226 have been transferred to the Western Region, probably the first Northern type locomotives to be assigned to this region.

The original diesel-switcher 7700 (now 77) is at Gananoque in place of Thousand Islands Railway 500 which is undergoing heavy repairs at Stratford shops.

In connection with the new Ford-Oakville assembly plant, the C.N.R. has commenced operation of a new way freight train which leaves Mimico yard at 7:30 A.M. daily to switch at this plant. Mogul 82 is presently assigned.

On July 1st, C.N.R. Vice-President A.J. Lomas unveiled a scale model of the engine "TORONTO" (the first locomotive built in Canada, by James Good) at the Huronia House Museum in Midland in a ceremony commemorating the 99th anniversary of the construction of this locomotive.

The Toronto, Hamilton and Buffalo has installed Centralized Traffic Control between Hamilton and Welland, the system beginning operation on July 14th. The Dundurn Street (Hamilton) tower will be demolished forthwith. The T.H. & B. plans to make an installation of continuous welded rail in the vicinity of Aberdeen yard.

The Canadian Pacific has under consideration the double tracking of the Mac Tier Subdivision between West Toronto and Bolton.

The C.N.R. intends to install automatic block signals on the Newmarket subdivision between Parkdale and Downsview. On May 1st, the C.N.R. opened a new interlocking tower at Canpa (just west of Mimico yard). This tower is a modern two storey structure of brick, and replaces the old C.P.R. Canpa tower. It will control all switches from the Humber River to 30th street in Long Branch; plans are being made

to extend its control to include switches at Port Credit. The operating board is one of the most modern on the continent, and it will greatly facilitate the operation of freight trains in the vicinity of Mimico yard.

Recent experiments of the C.N.R. to reroute traffic from Western Ontario points to Winnipeg via Georgetown and Allandale to by-pass Toronto were not considered a success, and have been discontinued.

The program of conversion of T.T.C. two-man Peter Witt cars to make them ready for a quick changeover to one man cars appears to have come to a halt, as no more are currently undergoing this work. Cars completed in this program to date are 2504, 2516, 2518, 2538, 2550, 2556, 2564, 2566, 2568 and 2932.

Yonge cars are now back to normal routing and removal of wooden street docking almost complete. At time of writing, backfilling is still in progress on Queen Street on each side of Yonge Street, over the short section of the future Queen Street subway which was constructed integrally with the Yonge subway. Queen, Kingston Rd. and Danforth Tripper cars are rerouted via Richmond St. during this work. Excavation of the Belt Line Railway embankment just west of Yonge Street is now complete, and the track is supported on a steel bridge. This is to allow passage for the subway main line tracks, and tail tracks to Davisville yard. Extensive alterations to the surface trackage layout at Eglinton Division yard have been made, not only to allow construction of the subway through the property, but also to clear space for the beginning of construction of the future bus loading platforms in connection with Eglinton terminal. The ladder tracks and switches at the North end of the yard had all to be moved southerly for this. Eventually, the division yard will have to be closed to street cars entirely, and all Yonge cars will operate from an enlarged Harbour Yard.

Despite its announced bus conversion program, the Montreal Transportation Commission continues to effect renewals of track; recently reconstructed was a section in downtown Montreal on St. Catherine Street. This seems to presage continued street car operation on at least some lines for a considerable period in the future. Much opposition to the M.T.C.'s recently outlined free-wheel policy has been expressed in the Montreal press.

The House of Commons passed Bill 308 on June 18th which, if passed by the Senate, will reduce the funded debt of the Canadian National Railways to half of its former amount. The ratio of debt to value of investment will be reduced from 64% to 32%.

NEW C.N.R. BRANCH LINE IN NORTHERN B.C.

Brief mention has already been made of the 40 mile branch planned by the Canadian National Railways from Terrace (on the Prince Rupert line, in the Skeena Valley) to Kitimat, at the head of Douglas Channel, a salt-water inlet from the B.C. coast, south of Prince Rupert. A preliminary survey party has traversed the territory and a detailed location survey is now in progress. The branch will be an expensive project, estimated at \$10,000,000 construction cost, and is expected to develop traffic in aluminum, timber and fish. A large aluminum producing plant is being constructed at Kitimat by the Aluminum Co. of Canada.

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

STUART I. WESTLAND,
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September 1952

Number 80

The Society meets on the third Friday of every month in Room 186, Toronto Union Station at 8:30 P.M. The next meeting, the first of the 1952-53 season will be held on September 19th. A full attendance of resident members is hoped for.

The August outdoor meeting at Sunnyside Station concluded the series of three experimental summer meetings, with an attendance of approximately 20. The success of these meetings would seem to indicate their continuance in future years, but a definite decision on this will, of course, have to be made by the Directors of the Society.

The Editor wishes to call the attention of resident members to several publications now received by the Society which are available at meetings. The Victorian Railways (Australia) Newsletter is regularly received, and of all the company organs he has seen, this one has easily the greatest amount of railfan interest - certainly more than any of those published by railroads on this continent. "The Modern Tramway", published by the Light Railway Transport League is also received; it is a good medium for keeping abreast of tramway developments in Great Britain and foreign countries, with a sprinkling of items from this continent. "The Railway Observer", published by the Railway Travel and Correspondence Society keeps up to the minute on locomotive construction, scrapping, conversions, etc. in Great Britain, with other notes on British railway developments. This magazine is a veritable mine of information on the railway scene in Great Britain.

All of these publications are available for reading or borrowing at regular meetings of the Society.

T.T.C. TO PURCHASE BIRMINGHAM PCC FLEET

On Friday, August 29th, the T.T.C. made public the fact that it has concluded an agreement with the Birmingham (Ala.) Transit Co. to purchase the entire fleet of 43 PCC cars operated by that company. The loss of these cars to Birmingham will undoubtedly mean the end of rail operation there.

These cars were built by the Pullman-Standard Car Co. of Worcester, Mass. in 1947 and are almost the same age as the ex-Cincinnati 4550-4574 series in Toronto. They carry numbers 800-847 in Birmingham, are Westinghouse equipped and have a seating capacity of 52. The cars have had extensive body repairs and new wheels during the past year in a rehabilitation program carried out by the Birmingham Transit Co., evidently with the expectation that they would continue in operation in that city for some time to come. Consequently, they should prove to be a very worthwhile purchase for the T.T.C.

These cars will be the first Pullman PCC's to be added to the T.T.C. fleet; they have a number of body features which set them apart from the conventional St. Louis all-electric body design, and therefore should be readily recognizable in the fleet here. In Birmingham they were originally painted in a combination of cream, red and black. In the recent rehabilitation program, they have evidently been repainted cream

and black in somewhat different fashion.

It is not expected that the cars will be able to be released by Birmingham until sometime early in 1953. Their addition to the TTC roster will bring the PCC total to 639. The purchase of these cars was considered by the TTC well over a year ago, and some inconclusive negotiations made. It is expected that their arrival will cause the replacement of the Kingston Road two man Peter Witts and trailers with PCC's as the track system of the TTC will not accommodate the addition of 48 cars - some cars will have to be scrapped to make storage room. It seems probable that about 50 Brill cars and trailers will be scrapped, and the present Kingston Road motors of the 2480 and 2500 series will replace the scrapped Brills on Bay.

MONTREAL ABANDONMENT

The latest pruning of the rail lines of the Montreal Transportati Commission occurred on Sunday, August 31st, when an extended bus line replaced the shuttle Van Horne Extension route from Cote des Neiges Rd. to Hillside loop. Double-end cars were used on this line including 2053 and 2064, (the two ex-Springfield double enders), and some cars of the 2600 series. The Van Horne route proper continues with street car operation from Mile End to Hillside loop.

The steel strike has delayed delivery of 105 buses which are to be delivered by American builders to the M.T.C. to enable bus substitution on the heavy St. Lawrence Boulevard route. The abandonment of cars, planned for Labour Day, has now been postponed until November 1st.

TOWNSHIP OF YORK RAILWAYS TO BE PCC-OPERATED

On Sunday, September 7th, PCC cars were placed in operation on the Oakwood and Rogers Road car lines. These two suburban routes are owned by the Township of York, but are operated on behalf of the township by the T.T.C. under the designation "Township of York Railways". Since August 1, 1947, Small Witts have been used on these routes; prior to the advent of these cars, Toronto Railway cars 2058-2092 were regularly assigned to the township service. When the Toronto Railway Cars bowed out on these two routes, it marked the end of basic hour usage of this type of car (see Newsletter 21); similarly the operation of Small Witts on these lines on Saturday, September 6th was the "last stand" of basic operation of Small Witt cars which will henceforth see rush hour service only. All T.T.C. owned and operated routes are now PCC equipped with the exception of Yonge, Bay and Kingston Road, all of which use two-man Large Witts. As stated in the preceding article, changeover of Kingston Road to PCC operation is not too far distant, and Yonge and Bay will retain Witt operation until the completion of the subway.

CORRECTION ON C.N.R. ABANDONMENT

The report of the date of abandonment of the CNR's Brockville-Westport branch in the last issue was erroneous. Actually, the order was issued for abandonment on the date mentioned, but at the last minute, coal merchants along the line were successful in having the last run postponed until they had obtained winter stocks of coal. This time extension lengthened the life of the branch until Saturday, August 30th, when the last train passed over the Lyn Junction - Forfar section. There is a suggestion that the short Forfar - Westport section will

remain as a freight-only branch. The mixed train which served the Westport branch will continue to make two trips a week between Napanee and Forfar.

M I S C E L L A N Y

Some by G.W. Horner and R.F. Corley

The forty 1500 H.P. "A" units ordered by the Canadian National Railways from General Motors Diesel Limited in May are currently being delivered. The dates on which delivery was taken of the first few units follows:

9064, 9066 - July 23rd
9068, 9070 - July 25th
9072, 9074 - Aug. 1st
9076, 9078 - Aug. 8th
9080, 9082 - Aug. 15th

As these locomotives are all "A" units, only even numbers are being used.

The C.N.R. scrapped N-1-b Consolidations 2386 and 2398 on June 20th.

Mogul 674, recently transferred to Belleville, has been returned to Montreal.

O-18-c six-wheel switcher 7501 at Toronto is mistakenly carrying the class designation "O-18-a".

August 11th, 1952 was the 25th anniversary of the formal opening of Toronto Union Station by H.R.H. The Prince of Wales.

The Canadian Pacific Railway is installing automatic block signals between Bolton and Mac Tier, Ont. The signals on the Bolton-Alliston portion went into service on August 14th.

EXHIBITION NOTES: C.N.R. trains which stopped at Dufferin Gate platform during the period of the Canadian National Exhibition were 79, 81, 5, 89, 187 and 9 westbound and 74, 94, 80 and 6 eastbound. The Railways Building in the C.N.E. grounds was taken over by the Ontario Hydro for display purposes; the C.N.R. and C.P.R. had only small displays in the Farm Implements Building this year. The Ontario Northland had its regular display in the Ontario Government building with the usual small HO gauge model railroad.

In addition to the regular Bathurst, King, Kingston Road and Dundas Exhibition services, the T.T.C. also reinstated the short Fort Exhibition car line from Scott St. (downtown) to the Eastern Entrance, via Front Bathurst and Fleet Sts. The service was very lightly partitioned, despite the fact that it offered a direct connection to Yonge and Bay cars. 4500-4549 series cars, along with a few borrowed 4500's were used.

The first of the C.N.R.'s multiple unit passenger cars were delivered in June, including motor M-1 and trailers T-1 and T-2, and M-2 followed in July. Thus far the cars have not entered service and are back at the Canadian Car plant awaiting pantographs.

C.P.R. locomotives scrapped recently are 471, 653, 636 and 3051.

The Essex Terminal Railway received 660 H.P. switcher 103 from Montreal during June.

The Pacific Great Eastern Railway received 1600 H.P. road switchers 567 and 568 in June from M.L.W. These locomotives have six wheel trucks (two motors per truck), and are duplicates of nos. 561-566 delivered in 1951.

General Motors Diesel Ltd. has delivered eight GP-7 road switchers to the Quebec, North Shore and Labrador Railway. The remainder of the 50 locomotives of this type planned by the road will not be built until operation is nearly ready to commence.

The C.N.R. is asking for tenders on the grading work in connection with the planned new classification yard in the east end of Hamilton, Ont. This yard will be on the main Hamilton-Niagara Falls line, extending along its north side between Kenilworth and Parkdale Avenues. The yard site is on C.N.R.-owned land which was purchased as a right-of-way originally by the Canadian Northern Railway for their projected but never constructed, Toronto-Hamilton-Niagara line. This land was therefore owned by the Canadian National Railway prior to the acquisition of the adjacent main line right-of-way (formerly the property of the Grand Trunk Railway Co. of Canada).

The Toronto City Council has shelved its earlier announced plans for converting Lake Shore Rd. and Lake Shore Boulevard into one-way streets, with the tracks of the T.T.C. Long Branch car line relocated as a central reservation on the boulevard strip which presently separates the two streets. This plan would provide approximately a mile of central strip open track from Parkside Drive to the Humber River. The very small amount of open track or private right-of-way on the T.T.C. track system has proven to be one of the disappointing features of the Toronto system to visiting railfans.

The C.N.R. is currently removing rail from the Whitney - Two Rivers segment of the old Ottawa - Barry Sound Line. There has been no service over the Whitney - Algonquin Park Station segment for many years, and the rail was removed from the Algonquin Park Station - Lake of Two Rivers portion during the last war for relay purposes. However, the whole line had remained technically in operation until April of this year when a formal abandonment notice was finally issued for the Algonquin Park Station - Whitney stretch, hence the removal of the remainder of the track at this time.

T.H. & B. gas-electric car 301 and its trailer 502 have been brightened up with the application of a cream paint job to the body below the level of the bolt rail.

The Ottawa Transportation Commission has torn up the tracks of the Bronson route on Gladstone Ave. and part of Bell Street for relay use of the rail elsewhere. The Powell and Bronson Ave. portions remain.

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

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Number 81

October 1982

The Society meets on the third Friday of every month in Room 486, Toronto Union Station, at 8:50 P.M. The next meeting will be held on October 17th, and will feature a showing of 35 mm. colour slides of railroad subjects, taken by U.C.R.S. members.

In addition to the publications mentioned in the last issue, the News Report of the Canadian Railroad Historical Association is received by the Society's library, and the file of back issues is available for reading at each meeting. These issues are kept together in a green spring binder.

Forming a portion of the program of the November meeting, a trip through the John Street roundhouse will be held. Further details on this interesting diversion will be presented in the next issue.

CLEVELAND P.C.C. CARS TO BE ADDED TO T.T.C. FLEET

The T.T.C. has concluded arrangements with the Cleveland Transit System for the purchase of the entire fleet of 75 P.C.C. cars owned by the latter property. Added to the 48 cars to be received from Birmingham, these will make a total of 123 P.C.C.'s to be put into service on the Toronto system within the next few months.

The Cleveland Transit System recently became committed to all-bus operation following the successful negotiation of an R.F.C. loan to be used toward the construction of the east-west rapid transit line now under development in that city. The C.T.S. has five car lines in operation at the present time: West 25th-State, Madison, Clarke, Superior and East 55th. The reconstruction of a bridge in the near future will necessitate the abandonment of the West side lines (the first three named) and permit the release of 50 cars to Toronto (although the P.C.C.'s are currently used on the east side lines, Superior and E. 55th). The last 25 P.C.C.'s will be released for shipment to Toronto, presumably, when arrangements for substitution are made for the two east side routes, in about six months' time.

The 75 Cleveland cars comprise two groups, viz: 50 cars built by Pullman-Standard Mfg. Co. of Worcester, Massachusetts, which are wired for multiple-unit operation, although not so used, and 25 single unit St. Louis-built cars which were purchased from the Louisville Railway Co. without having seen any operation on the Kentucky property. Both groups were constructed in 1946, during the post-war "boom" of P.C.C. buying, just after mass production of these cars was switched from the air-electric to the all-electric design. All 75 cars are equipped with motor-driven ceiling ventilation fans, with the associated monitor roof, although this is rather less prominent on the St. Louis cars. These fans are similar to those in cars 4398 and 4399 in Toronto, removed some years ago. The Pullman and St. Louis groups differ in many respects, which will serve to heighten interest in the cars here.

A comparison of details on the two groups is made herewith:

<u>C.T.S. Car Nos.</u>	<u>Builder</u>	<u>Elec. Equip.</u>	<u>MU or SU</u>	<u>Length</u>	<u>Weight</u>	<u>Seats</u>
4200 - 4249	Pullman	West.	MU	46'-6"	39,800	52
4250 - 4274	St. Louis	West.	SU	46'-11"	38,500	58
	<u>Back-up Control</u>	<u>Doors</u>	<u>No. Fans</u>	<u>Arm Rests</u>		
4200 - 4249	Yes	Inward Blinker	4	No		
4250 - 4274	No	Inward Blinker	3	Yes		
	<u>Windows</u>	<u>Standee Rails</u>	<u>No-draft Sash</u>	<u>Seat Backs</u>		
4200 - 4249	Motor Clips	Clear	Yes	Plain		
4250 - 4274	Automotive	Green tinted*	No	Rimbed		
	<u>Switch Control Exit</u>	<u>Draft Screen (behind opr.)</u>				
4200 - 4249	Yes	Full-steel & glass				
4250 - 4274	No	$\frac{1}{2}$ height steel				
	<u>Ceiling Battery Lights</u>	<u>Upholstery</u>	<u>Interior Colour</u>	<u>Door Interlocks</u>		
4200 - 4249	Yes	Green	cream & grey	Yes		
4250 - 4274	No	Green	Light green & cream	Yes		

NOTES:

- * St. Louis cars have extra inside sash on standee windows, hinged at top.
- Additional features on Pullman cars; route sign located in first window behind entrance and first window behind exit; buzzer cord eyes have rollers; battery boxes are not located at rear of car.
- Cars 4250-4274 ex Louisville Railway Co. 501-525. Exchange arrangements made with L.R.Co. in Sept. 1946; cars delivered to Cleveland, Dec. 1946 - Jan. 1947. Cars 501-515 were delivered to Louisville, then reshipped to Cleveland. Cars 516-525 were shipped direct from car builder to Cleveland.

The addition of 125 T.C.C. cars to the T.T.C. roster will give Toronto a total of 714 cars of this type, the largest fleet in the world. It will cause the retirement of practically all, if not all of the 123 two man Peter Witts of the 2400, 2500 and 2900 series, which were to have been converted to one man operation for post-subway tripper use. A few of these Witts may be saved as inactive spares after their work on Yonge and Bay is done, but this is not definite. The 50 Brills and 105 trailers are to be eliminated as soon as possible, of course.

The principal and immediate reason for the purchase of the 75 C.T.S. cars by the T.T.C. was the estimated requirement of 75 extra multiple unit P.C.C. cars on the Bloor route after operation of the Yonge Street subway begins. According to present estimates, the through Bloor service will require 138 cars in peak operation, while another 36 will be used on a Bloor tripper service which will cover a portion of the line only. It is presumed that demand for downtown tripper service (now provided by the Church and Danforth routes) will be very small after the subway begins operation, and that the extra service on the Bloor route will satisfy requirements. Bloor cannot handle any more single units satisfactorily, so it was decided that 75 more multiple-unit P.C.C. cars would have to be provided to augment the present 100 MU cars (4400-4499) now on the line. Several alternative methods of

obtaining the extra cars were considered; among these was the conversion to MU of 75 cars of the 4300 series. This would have meant the loss of these cars to other routes and the deficit would have to be made up by converted Peter Witts or bus substitution on one or more lines. The latter alternative was ruled out because of the great capital expense and operating costs involved. The use of Peter Witts, while more economical for the immediate purpose in view, could not be as satisfactory in the long run because of the advanced age of the cars, and the thought that none of them will last more than another ten years.

As the mass production of P.C.C. cars on this continent has stopped, and the purchase of new cars will probably be impossible before long, it was thought best for long term purposes to acquire 123 available second hand P.C.C. cars to replace the Large Witts which otherwise would have been retained -- by a remarkable coincidence, these also total 123. To enable their complete replacement, the purchase of the Birmingham cars was decided upon, in addition to the Cleveland cars.

Free-wheeled operation does not appear feasible in Toronto on routes with a volume of more than 3,500 passengers per maximum hour. Apart from Yonge, there are eight such routes in the city (Bloor, Bathurst-Fort, Carlton, Dundas, Harbord, King, Kingston Rd.-Queen, and Bay-St. Clair). Thus, unless rapid transit facilities are provided in the areas served by these routes, they will have to continue indefinitely with surface rail operation. In addition to this, there are other routes of lesser volume which might conceivably be operated with free-wheel vehicles but on which rail operation is still decidedly more economical.

These considerations indicate that the T.T.C. will of necessity maintain a large street car system for many years to come, in contrast to many other large cities which have gone or will go to all-bus operation because peak hour loads are much lower than those in Toronto. Low population density is the cause of lighter transit volumes in many other cities, while the lack of alternative parallel streets, and decreased riding, due to automobile use and increased fares, are factors in still others.

A further consideration in the purchase of the Cleveland group was the fact that 50 of the cars are already partially equipped for MU operation, requiring only the addition of couplers and drum switches. This allows a considerable saving in the conversion cost.

The intention is to convert all of the Cleveland cars to MU operation, including the 25 ex-Louisville cars. The 48 Birmingham cars will remain single units in Toronto. As it will not be possible to scrap all two-man Witts and trailers until the subway is in operation, a deficit in storage space may develop on the system. One hundred and twenty three cars will be added to the fleet, while about 50 only can be retired immediately. Accordingly, some one man cars may have to enter dead storage for a period. All 100 Small Witts (2700-2898) and the 75 one man Large Witts (2300-2446) are to be kept in the post-subway period, but these cars are not required as urgently as are the two man cars while Yonge and Bay still have surface rail operation.

The T.T.C. roster of rail equipment, after the changeover period has passed, will consist of 724 P.C.C. cars, 175 one man Peter Witts, and 104 subway cars for a grand total of 993 units, a loss of only 50 from the present 1043.

In summary, Toronto is on the threshold of a period of great change on the local transportation scene, one to rival the 1921-1923 reconstruction of the system from the decrepit property of the Toronto Railway Co., and the disjointed Toronto Civic Railways. With the purchase and conversion of P.C.C. cars, new subway cars and trolley coaches, the mass scrapping of older cars, the opening of the subway and major rerouting in the surface system on its account, the next year and a half should prove to be a period of unprecedented interest for Toronto railfans.

P.C.C. Excursion Planned - - The Society has already formulated plans for a six-hour Sunday photo excursion on the first of the second hand cars to be readied for Toronto service; this will probably be one of the Cleveland cars. It is expected that at least some of these will be on Toronto streets before the end of this year. As was done with the first ex-Cincinnati car, this trip will be operated, if possible, before the first car enters regular passenger service. Further details will be announced as plans develop.

ONTARIO NORTHLAND NOTES

Several steam locomotives are being overhauled at North Bay, and will be placed in storage at Englishman until they are required when a diesel overhaul program is undertaken. Engines recently shipped include Ten-wheeler 200, Mikados 315 and 316, and Consolidation 400. Mikado 300 will probably soon be scrapped.

"The Northland" is now powered by 1500 series road diesels, and the North Bay-Timmins mixed by a road-switcher. Passenger-baggage accommodation on the mixed train is provided by one of the ex-storage battery cars (1001 or 1002), hauled ahead of the caboose.

MONTREAL AND SOUTHERN COUNTIES RY.

Only one car, 603, has been scrapped since interurban service beyond Marieville was replaced by C.N.R. passenger trains. This car caught fire at the St. Lambert shop one night about a year ago, and was badly damaged before the blaze was discovered.

Car 608 now has luminous numbers on both ends. All motors used in interurban service will have these numerals applied to facilitate identification of M. & S.C. trains after dark by C.N.R. diesel crews at meeting points.

The former Northeast Oklahoma Railroad locomotive, no. 527, has been overhauled by the C.N.R. and loaned to the C.N.'s former Q.R.L. & P. interurban line. It is now lettered "Q.R. 327".

CORRECTIONS ON C.P.R. DIESEL ROSTER

- Class DRS-10a, listed as 1500 H.P., should read 1000 H.P.
- Locomotives 4028-4057 were equipped with steam generators by G.M.D. last winter, while 4058-4063 are also so equipped. - - (F.H. Howard)

SUBWAY CONSTRUCTION PROGRESS REPORT

September 1, 1952

by John M. Mills

At Eglinton, excavation is complete and the sides of the "ditch" are shored up with long cross girders, giving a peculiar appearance. Work is under way for the loading platforms for the surface routes.

which will feed into the Eglinton terminal. South of Eglinton, excavation is almost finished and bridge construction is proceeding rapidly. At Davisville, grading of the yard area is finished, as are the footings of the shop building. Steelwork for the latter structure is rapidly being erected. Davisville station building has the walls and roof completed, but is as yet an empty shell, since none of the interior fittings has been installed. At St. Clair, work seems to have come to a temporary standstill, apparently to concentrate work on Davisville Shops which were seriously delayed by a steel shortage. The station building is finished up to the street floor level, but no brickwork has been started. Concreting of the track area appears complete. South of this station, the line assumes an almost-complete appearance, and seems to require only the laying of track. (Construction of the southbound track in this area began during September -Ed.) Grading and bridges are finished, and landscaping of the sides of the cut has been started. Summerhill station is being concreted, while Rosedale Station has reached the same stage as Davisville.

In the underground section south of Severn Street, the northbound track has been laid to within about 200 yards of the north portal, while the southbound track area is being used by trucks cleaning up the last construction debris. Station finishing is well under way, with terrazzo floors and glass tile walls being installed at all stations. The colours used are listed below. The wall colour will extend to within six inches of the ceiling, where there will be a row of tiles of the trim colour, with the station name repeated about every eight feet.

Wellesley is the most advanced of the above ground stations; installation of the terrazzo flooring, etc. is now proceeding. South of College Street, the only surface activity is the installation of gratings at vent shafts (one at each end of each station, and one midway between stations), and installation of railings at sidewalk entrances.

STATION COLOUR SCHEMES (Wall tile - Trim): Union = Yellow - red. King = Light green - green. Queen = Light grey - blue. Dundas = Yellow - black. College = Light green - red. Wellesley = Grey - green. Bloor = Yellow - blue. Rosedale = Light green - black. Summerhill = Grey - red. St. Clair = Yellow - green. Davisville = Light green - blue. Eglinton = Grey - black.

M I S C E L L A N Y

(by G.W. Horner and others)

The following Central Vermont locomotives have been scrapped: 221, 230, 232, 387, 389 and 401.

C.N.R. road diesels 9076 and 9078 have been transferred to the Western Region, along with other locomotives of this new series. The 12 units beginning at 9084 are slated for immediate transfer to the Western Region. 9084-9090 are on the Montreal District.

C.N.R. locomotives removed from service with locations are as follows: 1208 - Lindsay, 1238 - Belleville, 3709 - Limoilou, 4014 - Limoilou, 1236 and 1315 - Gravenhurst (these two are in use as stationary boilers; 2341 - Fort Erie, 2688 - Joffre. 2542 was scrapped on July 15th.

C.N.R. Mogul 86 made the last scheduled run over the Brockville - Westport branch on August 30th. No train has operated over the line since that date. The Napance - Forfar mixed trains which still operate carry passengers in one direction only.

C.P.R. Pacifics 2525 and 2559 are now in the Toronto - Hamilton service.

The Barrie Chamber of Commerce proposes that the Barrie station of the C.N.R. be closed, and a new line be built west of Barrie or across a mile long bridge over the bay. All tracks would then be removed from the waterfront, and trains would be forced to use Allandale station.

Effective with the fall timetable, Sunday service on the Hespeler branch of the Grand River Railway was discontinued.

The Ottawa Transportation Commission is rebuilding track on Rideau Street with 104 lb. relay rail salvaged from the abandoned Bronson route.

Ex Cincinnati cars of series 4550-4574 are in service on the Township of York Railways, converted to P.C.C. operation on September 7th.

C.P.R. PLACES LARGE NUMBER OF ORDERS FOR DIESELS

The Canadian Pacific Railway recently ordered a total of 73 diesel-electric locomotives from three Canadian builders. The bulk of these will be used in the next district-dieselization of the railway, that planned for the Kettle Valley line in Southern British Columbia and through Crow's Nest Pass. The separate orders are listed hereunder:

<u>Quantity</u>	<u>Builder</u>	<u>TYPE</u>	<u>ROAD NOS.</u>	<u>CLASSIFICATION</u>
10	GMD	1500 H.P. "A"	4066-4075	DFA-15f
6	CLC	1600 H.P. "A"	4076-4081	DFA-16d
12	MLW	1600 H.P. "A"	4082-4093	DFA-16e
4	CIC	1600 H.P. "B"	4455-4458	DFB-16b
4	GMD	1500 H.P. "B"	4459-4462	DFB-15e
8	MLW	1600 H.P. "B"	4463-4470	DFB-16c
5	MLW	660 H.P. SW	6513-6522	DS-6c
4	MLW	1000 H.P. SW	7115-7119	DS-10m
6	GMD	1200 H.P. RD.SW.	7400-7405	DS-12a
14	GMD	1500 H.P. RD.SW.	8412-8425	DS-15d

RENUMBERING OF T.T.C. SECOND HAND CARS

Since the article on the Cleveland purchase earlier in this issue was written, the proposed renumbering scheme of the 123 second hand cars has been learned. The cars will have Toronto numbers and classifications as follows:

<u>PREVIOUS OWNER AND NOS.</u>	<u>BUILDER</u>	<u>T.T.C. NOS. AND CLASS</u>
Cleveland = 4200-4249	Pullman	4625-4674 (MT) A11
Cleveland = 4250-4274	St. Louis	4675-4699 (MT) A12
Birmingham = 800-847	Pullman	4700-4747 (SU) A13

C.P.R. ORDERS NEW COMMUTER COACHES

For service on the Montreal - Rigaud commuter trains, the C.P.R. has ordered 40 special 103-seat coaches from Canadian Car & Foundry. New features include bus type upholstered seats and wide parcel racks.

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

STUART I. WESTLAND,
EDITOR
4 BINGHAM AVENUE

TORONTO Number 82

November 1952

NOVEMBER MEETING TO COMMENCE AT 7:00 P.M. - - Entertainment at the November meeting of the Society will consist of two parts, one to be held before the 8:30 business meeting and one afterwards. The first portion will consist of an inspection visit to the C.P.R.'s John Street roundhouse. Members will convene at the central clock in the main (upper) concourse of the Union Station at 7:00 P.M., and from there will proceed to the roundhouse. After the roundhouse tour, the party will return to the Union Station and room 486 at 8:30 P.M. for the business meeting in the normal fashion. Following the meeting, and to round out an interesting evening, the Society will be treated to an authoritative address on the proposed interurban electric railway network of the Hydro-Electric Power Commission of Ontario throughout the southern portion of the province. Of the spiderweb of projected lines, only the London and Port Stanley came to fruition, as the electrification of a former steam road.

This meeting will take place on Friday, November 21st.

INCORPORATION COMPLETED

Since the last issue of this publication was mailed, the old Upper Canada Railway Society ceased to exist and a new incorporated Upper Canada Railway Society has taken its place. The planning and procedure toward this final step which occurred at the October 17th meeting, had been in progress for many months past. The Society's former president, Mr. John W. Griffin, with generous assistance from Mr. David Menzel, Barrister-at-law, was the guiding spirit behind the incorporation, and the Society certainly owes him a debt of gratitude for the hours of work that went into framing the By-laws and Regulations.

The Society now is a corporate body in law, and as such can own and inherit property; liability is limited to the assets of the Society, and no individual within the organization is liable for any indebtedness incurred by the Society.

Members are reminded that dues for 1953 are payable on or before December 31st, 1952. No extension of membership will be granted beyond this date, contrary to practice in former years, and the mailing of publications will not continue to delinquents in the new year. Several members have, unfortunately, taken advantage of this in the past.

FIRST CLEVELAND CARS ARRIVE; FURTHER DETAILS

The Cleveland Transit System shipped the first two of its 75 P.C.C. cars for Toronto on October 14th, followed by a third on October 15th. These cars were C.T.S. 4232, 4251 and 4268 (one Pullman and two St. Louis cars); they arrived at Hillcrest shops on Monday, October 27th, and car 4232, the first Pullman-Standard P.C.C. that Toronto has seen, was unloaded that afternoon and pushed into the shop building over special track segments laid to standard gauge. (The ex-Cincinnati cars received

two years ago, were moved on similar portable trackage of the Cincinnati gauge of 5'-2 $\frac{1}{2}$ ").

The body condition of the three cars appeared to be very good, except for the window sash on the Pullman car which is badly tarnished. Several interesting differences were noted between the two St. Louis cars, even though they are of the same series. The cars were shipped to Toronto with roller linens in place displaying such things as "East 55th" and "Clark-West 65th".

Since announcement of the purchase in the October issue, dates of shipment of the cars have been clarified, and are rather different from original plans. Except for car 4232 already received, the 25 St. Louis built (ex Louisville) cars will be received in Toronto first, to be followed by the 48 Birmingham cars, with the 49 other Cleveland-Pullman cars to come last. C.T.S. is able to give up only 26 of the cars in the near future, and the other 49 must be retained in service in Cleveland until substitution arrangements are completed.

Birmingham Transit Co., on the other hand, has been able to provide for trolley coach substitution sooner than had been previously expected and wishes to have its cars on the way to Toronto by the end of the year.

A tentative schedule for the completion of rehabilitation of the 123 cars in Toronto follows:

	<u>FIRST CAR</u>	<u>LAST CAR</u>
1. Cleveland-St. Louis cars plus car 4232	Mid-November 1952	Mid-January 1953
2. Birmingham cars	Mid-January 1953	End of May 1953
3. Cleveland-Pullman cars	First of June 1953	End of October 1953

Deliveries of the cars will match the output of the shop, as only a limited number of cars can be stored around the Hillcrest property awaiting admission. As the 123 P.C.C.'s gradually enter service, trailers and Brill Peter Witts will be withdrawn and scrapped. Some time in the latter half of 1953, disposal of Canadian Car-built Peter Witts will follow, although 50 of these are to be held for emergency use after subway operation begins.

Two Peter Witts have probably carried their last passengers already; these are cars 2934 and 2968 which were badly damaged in collisions early this year, and have been recommended for scrapping.

It has been decided that the proposed six hour excursion of the Society will use C.T.S. car 4232 when it has been made ready for T.T.C. service. This car was chosen because it will be the first Pullman P.C.C. to roll on Toronto rails, and because it will be in an intermediate non-M.U. stage. (It has been decided to leave converting the Cleveland cars for multiple unit operation until a later date). This excursion will probably have to be arranged at short notice, depending upon the date of availability of the car. Ontario members of the Society will be notified by a special mailing of the details when these are finalized.

CONSTRUCTION PROGRESS ON QUEBEC, NORTH SHORE AND LABRADOR

As of midsummer 1952, the Quebec, North Shore and Labrador Railway contractors had cleared half of the 360 miles of right-of-way between Seven Islands and Burnt Creek. Grading was one third complete, and track had been laid from Seven Islands to Mile 41. It is expected that 160 miles of track will have been laid by the end of 1952.

Tracklaying has been speeded up recently with the adoption of a new technique - that of employing prefabricated track panels. Lengths of rail are spiked to ties to form a complete panel, then are moved ahead on special take-apart flat cars to the end of steel. Upon being dropped into place, the panel is bolted to that one previously laid. As a flat car is relieved of all of its panels, it is taken apart and the components placed at the side of the right-of-way; then a new carload is pushed up to rail's end. The components of the flat cars are re-assembled for the next day's loads. This method of track laying is permitting up to two miles a day to be placed.

The most difficult piece of construction of the railway has been the stretch of shelf cut between Miles 12 and 16 in the Moisie River gorge. Here, four miles of right-of-way have been hewn out of solid rock.

The second-hand rolling stock of the railway, much of which was obtained through Andrew Merrilees Limited, and which was stored in Montreal, was recently shipped to Seven Islands.

PASSENGER TIMETABLE CHANGES - SEPT. 28, 1952

by W.T. Sharp

Despite changes in colour or design of the covers, the new local railway public timetables show few train service changes of any significance apart from the usual seasonal adjustments.

C.N.R. - Montreal-Ottawa train 103, added last April, no longer appears in the timetable. Summer season pool trains between Montreal and Toronto ran until October 13th this year. Between Montreal and St. Eustache a new early morning daily except Sunday round trip has been added (trains 345 and 346; 346 previously operated for the summer only).

All service between Brockville and Westport has been suspended (see Newsletter 80).

Presumably consequent upon completion of work at Mimico, five minutes has been cut from the time of nine trains entering Toronto via the Oakville subdivision, thus reverting to 1950 times. In particular, train 82 (now named "The Forest City" with 75 westbound) is again allowed only 125 minutes for the 115 miles to London. The C.P.R. eased its competitive schedule of 125 minutes for train 630 last April. On the other hand, 10 minutes has been added to the schedules of Toronto-Bellefonte locals 10, 93 and 94.

Between Toronto and Capreol, trains 51 and 52 now run all winter instead of until January 2nd only.

On the Grand Trunk Western, trains 54 and 55 between Detroit and Port Huron are no longer shown as motor trains, and mixed trains 41 and 42 revert to thrice weekly operation.

C.P.R. - Several of the faster trains out of Montreal have been slowed by five or 10 minutes. Train 7 consumes an extra half hour between Montreal and Sudbury (most of this is recovered by Vancouver) and train 22 an extra 20 minutes between Toronto and Montreal. On the other

hand, one hour has been cut from the schedules of the slow overnight trains 357 and 358 between Toronto and Quebec, and the "Red Wing" between Montreal and Boston has also been accelerated (by 25 minutes northbound and 10 minutes southbound). Local 213 leaves Sutton $2\frac{1}{4}$ hours later than last year (when it ran from Newport) but reaches Montreal only $1\frac{3}{4}$ hours later.

Between Ottawa and Montreal train 10 (from Sudbury) now makes local stops on substantially the old schedule of train 502, while train 502 (which originates at Ottawa) runs express on the old schedule of 10. This means that the heavy Ottawa-Montreal traffic need not be inconvenienced when transcontinental trains are late: through passengers on 10 are rare, and can use train 8.

Train 5 is now completely eliminated from the public timetable. In substitution, train 7 now runs daily instead of daily except Sunday between Toronto and Sudbury.

Between Fredericton Jct. and Fredericton, Sunday-only trains 107 and 110 have been restored from November 2, 1952 to March 29, 1953 (see Newsletter 71 and 77).

MONTREAL TRANSPORTATION COMMISSION NEWS

Route 55 (St. Laurent) of the Montreal Transportation Commission saw its last street car in the early hours of the morning on Sunday, October 26th. Car 1811 was the last to cover the rails, and on its final run was forced to detour via St. Denis between Craig and Rachel because tracks on St. Laurent had already been made impassable. Thus ended rail service on this street, which had enjoyed continuous car service since 1864. Sixty-odd large capacity Brill and Mack buses took over later on October 26th.

Two other tram routes also operated on Boulevard St. Laurent: #52 (Mount Royal-Atwater) and #9 (Rachel-Windsor). #9 has become a stub operation on Rachel only, while #52 has been eliminated, but compensating additional service is being operated on the #7 (Mount Royal)(proper) route.

More cars are scheduled since the change-over on the paralleling Bleury, Van Horne and Park Avenue-Atwater car routes which operate on nearby Park Avenue. Railfans can probably read between the lines in this statement.

LOCOMOTIVE AND OTHER MISCELLANY

Canadian National Railways' historical 4-4-0 type no. 40 added another celebration to its growing list recently. With G.M.D. "A" and "B" units 9044 and 9045, it visited Massena, New York to participate in the 150th anniversary of this town.

Toronto, Hamilton and Buffalo Railway Pacific 16 was scrapped by the Steel Company of Canada during August. Napierville Junction Railway 914 (2-3-0) which was held as a spare unit after diesel road-switchers took over service in February, 1950, was scrapped by the Steel Company during September.

Grand River Railway service cars 26 and 28 (former wood passenger interurbans 826 and 828) are out of service, presumably awaiting scrap. During September, locomotives 234 and 333 exchanged motors, and the same is being done with locomotives 252 and 335. This will give the 330 series locomotives the higher horsepower motors. All wooden cars on the G.R.R.-L.E.& N. system are now out of service except express cars 795 and 797.

The Grand River Railway has completed a new freight yard near Victoria Avenue in Kitchener. The present freight shed will henceforth be used for freight and express.

Delivery is continuing on the latest series of General Motors road locomotives for the C.N.R. These locomotives are numbered 9064-9142 (even numbers only, as all are "A" units), and are classified V-1-A-d, with a haulage rating of 40%. Those numbered between 9064 and 9106 are being assigned to the Western Region.

The C.N.R. has received the four special road-switchers for use on the Lynn Lake line in Northern Manitoba. These were constructed by Canadian Locomotive Company, and are numbered 7618-7621.

C.N.R. locomotives 3399 and 5100 were scrapped on August 1st. These two met head-on in a collision at Severn Bridge, Ontario.

C.N.R. 0-6-0 7439 has been retired at Windsor. Ten-wheeler 1388 is out of service at Richmond, P.Q.

Four 6500 series 4-8-4's in use on the C.N.R. in recent years were recently returned to the subsidiary Grand Trunk Western, on which road they originated. The St. Clair Tunnel between Sarnia and Fort Huron was recently enlarged, and this enabled the locomotives to return via this route. The engines came to the C.N.R. by the way of the Wabash car ferry across the Detroit River.

The C.N.R. has purchased the 11 miles of track of the Vancouver Harbour Board Railway, which includes track across the Second Narrows Bridge (over Burrard Inlet) and three miles of industrial trackage serving the dockside area of North Vancouver.

The C.N.R. is currently building a diesel locomotive repair shop at Fort Erie, Ontario; the railway is also installing 106 miles of Centralized Traffic Control between Atikokan and Conmee, Ontario (west of Fort William) to expedite the movement of ore traffic in the vicinity.

With the installation of an oil pipe line in the Don Valley during September, C.N.R. train 49 (The Northland) was rerouted via C.P.R. trackage between Don Station and Donlands, Ont., on three consecutive Sundays. On September 14th, C.N.R. 4-8-2 6032 was handling the train, but was assisted up the grade by C.P.R. 2-8-0 3725.

A SPECTACULAR RUNAWAY - On the night of September 29th, two freight cars in a siding at Aurora rolled on to the main line of the C.N.R., and started northward, gaining speed on the downgrade. The speed of the cars as they passed through Newmarket was estimated at 50 m.p.h. The cars continued through Holland Landing and on to Bradford, where the gradual upgrade out of the Holland Marsh slowed them. A train crew at Bradford managed to bring the cars to a halt. Fortunately, the two cars made their unscheduled 12-mile trip without accident or damage.

The heaviest shipment ever made on a single freight car in Canada was a 167-ton stator core which was shipped on a 16-wheel C.N.R. flat car from Sorel, Quebec to Toronto on September 18th.

The Algona Central and Hudson Bay Railway is planning to use two way cab-to-caboose radio communication on freight trains. "Walkie-talkie" sets will also be purchased which will allow (e.g.) conversations between a flagman protecting the rear of the train and other members of the crew on the train.

T.T.C. SUBWAY CONSTRUCTION CONTRACT SUMMARY

Many references have been made to the various individual construction contracts on the Toronto subway, and the work in connection therewith. There follows now a table recapitulating the major facts of each contract.

<u>Contractor</u>	<u>Section</u>	<u>Value of Contract</u>	<u>Started</u>	<u>Finished</u>
Pitts, Johnson, Drake & Perini	S-1, S-2, S-2A (all subway, Union Sta. to Alexander St.)	\$10m.	Sept. 1949	Oct. 1952
	S-6 (open cut & subway, Imperial St. to Eglinton)	\$3,200,000	Jan. 1952	Oct. 1953 [*]
Rayner Construction Ltd.	S-3, S-4, S-5 (Alexander to Mount Pleasant Cemetery. S-3 & S-5 subway, S-4 mostly open cut.	\$7m.	June 1950	Oct. 1952
Mennix-Mc Namara Construction Co.	S-5A (open cut, includes storage yard & shops: cemetery to Imperial St.	\$3m.	Jan. 1951	Oct. 1953 [*]
Foundation Co. of Canada Ltd.	11 of 12 sta- tions (12th on S-6)	\$4m.	Nov. 1951	Dec. 1953 [*]

* - Expected

The Quebec, North Shore and Labrador Railway recently purchased C.N.R. ten-wheeler 1112, which is being converted to burn oil. This is the first steam locomotive purchased by the new road.

TORONTO STILL HAS HORSE CAR RAILS

A section of track over which horse cars once rolled is still to be seen in Toronto streets. This is the disconnected remnant of trackage on Scollard Street just west of Yonge, which was laid in 1891, one year before the first electric cars entered operation in Toronto.

At this time, this piece of track formed the lead to the Yorkville car barn on the south side of Scollard, west of Yonge. This track had a switch^{*} located near its present west end which led into an ancient corrugated iron wing of the carhouse, while the main track continued further west on the street to curve into a newer brick portion of the building constructed in 1892 for the use of electric cars.

This track continued as a carhouse lead until 1922, when Eglinton carhouse replaced the old Yorkville structure. When the carhouse trackage was torn up, a portion of the lead was left to serve as a wye for the Yonge line, although it saw little use. The switches on Yonge Street were removed on July 15th, 1948, and the overhead shortly afterwards.

* - See T.T.C. "Wheels of Progress" booklet, P. 18.

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

STUART I. WESTLAND,
EDITOR
4 BINGHAM AVENUE
TORONTO

December 1952

Number 63

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

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

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

T.T.C. NOTES

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

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

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

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

FIRST BIRMINGHAM CAR ARRIVES -- Birmingham Transit Co. Pullman-Standard built car 829 was loaded at Birmingham on November 4th and arrived at Hillcrest on November 24th, sent ahead as a "sample".

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

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

This excursion was, as was that operated with the first Cincinnati car, a complete success. It was marred only by a blown fuse in the drum brake circuit and a bent trolley pole, but these were both fixed in short order. (The bent pole occurred at the entrance to Lansdowne carhouse with replacement poles less than 100 feet away).

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

TWO WITT CARS SCRAPPED -- The two damaged Witt cars, nos. 2964 and 2968, were sold to the Western Iron and Metal Co. at the end of November and have been scrapped, forming the third and fourth cars of this type to have been retired. (The two others were scrapped after fire damage several years ago).

RELICS TO BE REDUCED -- a portion of the fleet of historical car and bus relics held by the T.T.C. will be disposed of in the near future, because of a shortage of space on the system property. The open single truck car 327 (built as a model of the original) and double truck Toronto Railway car 1326 (placed in the collection only last year) are the two rail vehicles which are being offered for sale. Horse car 16, single truck closed motor and trailer 506 and 64, and open trailer 11 will still be held in the collection.

C.N.R. MAY EXTEND ONTARIO BRANCHES

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

A deposit of magnetite ore (low grade iron ore) was discovered recently near Harmor, Ont., a town situated about 50 miles north of Trenton. The Bethlehem Steel Company is expected to commence mining operations here, and to ship ore at the rate of 500,000 tons per year to the United States. For this purpose the old Central Ontario Railway branch of the C.N.R. (Picton-Trenton-Maynooth) will have to be rehabilitated from Picton to a point near Harmor, from which point a new four-mile branch will be constructed to the scene of mining operations. Ore would be transhipped to lake carriers at Picton.

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

MISCELLANY

by G.W. Horner and others

A brief resumé of Centralized Traffic Control on the C.N.R.:

<u>FROM</u>	<u>TO</u>	<u>MILES</u>
Catamont, N.S. (14 miles west of Moncton)	Windsor Jct., N.S. (15 miles west of Halifax)	186
Levis, Quebec	Rosalie Jct., Que. (Near Montreal)	116
Foleyet, Ont.	Hornepayne, Ont.	148
Conmee, Ont. (35 miles west of Ft. Arthur)	Atikokan, Ont.	105

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

Recent C.N.R. locomotive deliveries are as follows:

9100, 9102	G.M.D.	Oct. 23
9104, 9106	G.M.D.	Oct. 27
9108, 9110	G.M.D.	Oct. 31
9112, 9114	G.M.D.	Nov. 8
9116, 9118	G.M.D.	Nov. 11
9120, 9122	G.M.D.	Nov. 19
7618, 7619	C.L.C.- F.M.	Aug. 31
7620, 7621	C.L.C.- F.M.	Sept. 6
8018, 8019	M.L.W.	Sept. 10, 19

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

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

The Ottawa Transportation Commission is installing a turnback loop for street cars at Holland Junction (Holland and Byron Aves., where the Britannia line private right-of-way begins). This loop will eliminate the wyeing of extra cars which has taken place here previously. There has been some hint that the Holland-Laurier route might be cut back to this point, but there is nothing definite on this as yet.

Because of the recent wreck at Oshawa, the C.P.R. routed three passenger trains over the C.N.R. on November 14th from Brighton to Toronto. These were 1st 21, (with locomotive 3101), 2nd 21 (with 2416) and no. 23 (with 2466).

The T.H. & B. Railway's installation of continuous welded rail mentioned recently as "near Aberdeen yard" is actually being made in the 2,300 ft. double track tunnel in the City of Hamilton. This section, first of its kind in Canada, is being given the "Ribbonrail" process of the Canadian Railroad Service Co. of Toronto.

For servicing diesel locomotives employed on the Kootenay and Kettle Valley divisions of the C.P.R., the railway is building a large locomotive repair shop at Nelson, B.C.

The C.N.R. has ordered 300 passenger train cars from Canadian Car & Foundry and Pullman-Standard Mfg. Co. From the Canadian plant will come 161 seventy six-passenger coaches, while the American builder will supply 84 sleeping cars, 14 dining cars, six dinette cars, nine cafe-parlor cars, six parlor cars, 10 buffet cars and 80 buffet lounge cars. This huge order is at a cost in excess of 50 million dollars.

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

ENTERTAINING PROGRAM AT NOVEMBER MEETING

The November meeting of the Society was exceptionally interesting because of the double program which was featured that night. Between 7:30 and 8:30 P.M., Mr. W. Moore, Superintendent of the Toronto Terminals Subdivision of the Canadian Pacific Railway conducted Society members on a tour of John Street roundhouse which included inspections of the cabs of several locomotives. After the Business Meeting, in Room 436, Mr. T.V. Fairlie, a former Hydro-Electric Power Commission engineer addressed the Society on the subject of his experiences with various Ontario electric railway properties, and a generalized history of all such lines in the province.