

August, 1953 - Number 91

August Meeting — The August meeting of the Society will consist of a short excursion by rail to Port Credit Station, where an evening of train observation will be spent by participants. It is necessary that members travel on one of the P.M. commuter trains, as there are no later trains which stop at Port Credit. This train is CNR #81, which leaves Toronto Union Station at 5:20 P.M., E.S.T. (or 6:20 P.M., D.S.T.). Society members should have their tickets purchased and meet at the upper concourse clock by 6:10 P.M.

The return trip to Toronto will be via TTC services, and will feature a fast ride on an ex-Birmingham PCC car on the Long Branch route.

This meeting will take place on Friday, August 21<sup>st</sup>. It is hoped that every Resident Member in the Toronto area will attend to make the evening's activity a success.

SLOW MAILS TEMPER SUCCESS OF JULY MEETING — The July excursion-meeting which consisted of a guided tour of the Mimico roundhouse and shop facilities, and the nearby Canpa interlocking tower, was attended by a total of twelve members. The attendance at this interesting meeting would no doubt have been greater had local members received their copy of the July *Newsletter* in time.

➤ Despite the fact that the *Newsletter* was in the mails two days prior to the date of the July meeting, it did not reach the hands of members until the following Tuesday. The Publications Committee will endeavour in the future to ensure that the monthly mailing is made sufficiently early that, inefficient handling of local mail notwithstanding, members will receive notification of meetings in time.

➤ The Society has received delivery from the manufacturer of the recent order for new membership pins. Accordingly, those members who ordered pins should be in receipt of them shortly, if they have not already so been by the time they read this.

➤ This year's Canadian National Exhibition at Toronto will be unusually interesting for railfans by virtue of the placing on display of (1) The CNR Historical Museum Train mentioned in recent issues, and (2) TTC subway cars 5000 and 5001 (the first two to be received - more details below). For the benefit of out-of-town readers who may be planning to visit, the period of the Exhibition is Friday, August 28<sup>th</sup> to Saturday, September 12<sup>th</sup>.

C.N.R. ALSO SAYS "DUNGAREES FOR THE DIESEL"

The Fifth Annual Motive Power Survey of Trains and Travel Magazine (May 1953) drew attention to the pronounced swing in U.S. diesel locomotive orders toward the 1500 or 1600 H.P. hood type road-switcher unit, and away from the hitherto standard cab-and-booster streamlined road unit.

The Canadian National Railways in following this recent trend in its orders for new power for 1953. Eight 1200 H.P. C.L.C - F.M. road-switchers were purchased ready-made earlier this year (7622-7629). Forty-two other recently-ordered locomotives will complete the railways purchases for this year, and all of them are of the road-switcher type. Twenty-four 1500 H.P. GP-7 type locomotives will come from General Motors Diesel Limited, while eighteen 1600 H.P. units are slated for delivery from Montreal Locomotive Works. These orders are also significant in that they are for the first locomotives of either type on the CNR system.

The absence of road unit orders this year, of course, does not mean that further purchases of road locomotives will not be made, but it does seem to augur the fact that the workaday road-switcher will occupy an increasingly great position in the diesel fleet. It would also indicate that many of the system's hundreds of Consolidations and Mikados are much closer to

retirement than they were while cab and booster units predominated in order for new motive power.

Of the first mentioned series, 7622-7629, four locomotives have been assigned to Campbellton - Gaspé service, releasing four Y-2-a locomotives to South Devon. 7628 has been assigned locally, and is used on the Oakville day switcher, while hauling Mimico - Don transfer drags at night.

#### OTHER MOTIVE POWER NOTES

The Toronto, Hamilton and Buffalo Railway received GP-7's Nos. 75-77 in early July, in time to takeover from the retired Berkshires 201 and 202. The TH&B has sold a seventh six-wheel switcher for Hamilton industrial use. No. 42 was recently purchased by Hamilton By-Product Coke Oven Limited.

A "thumbnail" TH&B roster now includes:

<u>Numbers</u>	<u>Type</u>
15	4-6-2
40, 41, 44	0-6-0
102, 103	2-8-0
501, 502	4-6-4
51-54	1000 H.P. switcher
55-58	1 00 H.P. switcher
71-77	1500 H.P. road-switcher

➤ The Quebec, North Shore and Labrador is currently receiving 22 GP-7 road-switchers from General Motors Diesel Limited. These are of group 112-133. The GP-7 is to be the standard locomotive on the new ore road, although the roster already includes one 550 H.P. G.E. industrial type switcher (from the East Erie Commercial Railroad), two M.L.W. - C.G.E. 1600 H.P. road-switchers, two G.E. 600 H.P. switchers, and 4-6-0 type steam locomotive (formerly CNR 1112) and one 4-6-2 type locomotive (formerly Ontario Northland Railway 702, not 701, as erroneously reported previously).

➤ The Ontario Northland Railway has ordered eight 1500 H.P. road "A" units, to be numbered 1514-1521, from G.M.D.

➤ The Pacific Great Eastern has ordered three 1600 H.P. road-switchers from Montreal Locomotive Works.

➤ The now all dieselized Canadian roster of the Wabash Railroad (used on CNR trackage between Detroit and Buffalo - Suspension Bridge) is as follows:

<u>Road Numbers</u>	<u>Type</u>	<u>Purchased</u>
51	G.E. 43-ton 300 H.P.	1939
102, 103	E.M.D. 600 H.P.	1939-1940
121	E.M.D. 800 H.P.	1950
122-124	G.M.D. 800 H.P.	1951
127	G.M.D. 800 H.P.	1951
453	G.M.D. 1500 H.P. (GP-7)	1951
1155, 1155A - 1164, 1164A	G.M.D. 1500 H.P. (F-7A)	1950-1951
1189, 1189A	G.M.C. 1500 H.P. (F-7A)	1953

(Road units are paired "A" units with identical numbers, one of which has the suffix A).

➤ CNR switcher 8470 was not considered successful in its test on the Oshawa Railway owing to its failure to negotiate several of the sharp curves on industrial sidings. On July 7<sup>th</sup>, a G.M.D. demonstrator switcher numbered 700 was sent to Oshawa for similar test purposes.

➤ After 8470 was received by the CNR from its Oshawa tests, it was equipped with combination pilot-footboards for use on the day Clarkson switcher; 8471 is to be similarly equipped so that

it a an substitute for 8470 when necessary.

➤ The CNR has renumbered the three locomotives which it obtained with the purchase of the National Harbours Board Railway at Vancouver. The two six wheel switchers 202 and 204, have become 7542 and 7543, class O-19-b, with a haulage rating of 39%. These engines were numbered following the old Grand Trunk Pacific class O-20-a (7532-7541) and are the first O-6-O's added to the CNR roster since 1925. G.E. 80-ton 500 H.P. industrial type switcher No. 1 of the N.H.B. has been renumbered CNR 74, class Q-2-b, with a haulage rating of 20%. CNR 4015 (2-10-2) has been taken out of service and is stored at Stratford, while 7311 (0-6-0) is store a out of service at Capreol, Ontario. The badly damaged "B" road unit 9049 (see *NewsLetter* 85) is to be scrapped as a result of the December 23, 1952 wreck at Hydro Glen, Ontario. As reported previously, the "A" unit in valved, 9048, was virtually demolished in the accident, and its status as "scrapped" was in large measure automatic.

➤ The CNR has received all of series W-1-A-d (9438-9456) 1600 H.P. "A" units, from Montreal Locomotive Works.

➤ The Canadian Pacific has received all of the following locomotive groups, most of which are for the Kettle Valley dieselization program:

4099-4103	Class DFA-15g	GMD 1500 H.P. road "A" units
4076-4081	Class DFA-16d	CLC-FM 1600 H.P. road "A" units
4455-4458	Class DFB-16b	CLC-PM 1600 H.P. road "B" units
7115-7118	Class DS-10m	MLW-GE 1000 H.P. switchers
7400-7405	Class DS-12a	GMD 1200 H.P. switchers
8412-8425	Class DRS-15d	GMD 1500 H.P. road-switchers

#### NEW MONTREAL PUBLICATION

Our contemporary Canadian railfan organization, the Canadian Railroad Historical Association, Incorporated of Montreal has resumed its series of historical *Bulletins*, which had been interrupted since 1940. *Bulletin 16* has just been published, and is entitled "*The Road to the Sea*". This is a 14-page mimeographed issue devoted to the history of the St. Lawrence & Atlantic — Atlantic & St. Lawrence Railway, and expertly written by Robert R. Brown.

The St. Lawrence & Atlantic was completed at Island Pond, Vermont, on July 16, 1853, thus the C.R.H.A. bulletin has been issued in observance of the centenary. This railway was the nucleus around which the great Grand Trunk system developed. It was the Province of Canada's outlet to the sea prior to the advent of the Intercolonial Railway, and formed the eastern extremity of the Grand Trunk's main line, which carried Canada's overseas commerce to and from the American port of Portland, Maine.

Copies of "*The Road to the Sea*" may be purchased for 35 cents postpaid from the Association's editorial office at 6959 De l'Epee Avenue, Montreal 15, Quebec.

#### FIRST T.T.C. SUBWAY CARS ARRIVE

Cars 5000 and 5001, the first two units of the 104 cars ordered by the Toronto Transportation Commission for the Yonge Street Subway, arrived at Hillcrest shops on Thursday, July 30<sup>th</sup>. The production of these two cars was accelerated by the Gloucester Railway Carriage and Wagon Company so as to allow their inspection by Toronto's future subway-riding public at the Canadian National Exhibition.

The two cars made a safe Trans-Atlantic crossing on the forward deck of the freighter "New York City" of the Bristol Line and arrived at Montreal on July 26<sup>th</sup>. The windows had protective wooden coverings for the boat and rail journey and carried signs proclaiming "TO TORONTO for Canada's first subways". The Montreal press, out in full force to witness the unloading of the cars from

the ships, considered these signs a means of "rubbing it in" for the subwayless city of Montreal. Representatives of the TTC, the manufacturers, and the steamship company and railway involved in transporting the cars were also on hand to supervise the transfer from ship to CNR flat cars.

The National Harbours Board's large Montreal floating crane hoisted the cars from the ship to a barge near the foot of Frontenac Street; the latter was pushed up river by a tug to Allan's Siding at the foot of McGill Street. Here the subway cars were placed on four specially equipped CNR flat cars for the trip to Toronto.

The car bodies, which had crossed the ocean detached from the trucks, were reunited with them aboard the flat cars, on which 80-pound rails had been laid. Special chocks were placed on each side of the subway car wheels and were secured to the rails. The CNR moved the cars to Toronto in a gingerly fashion, at a rate not exceeding 25 m.p.h., and they travelled during daylight hours only.

Upon arrival at TTC's Hillcrest shops, the cars were unloaded at the usual ramp, but were subsequently pushed around the north side of the shop building to the east door on a special temporary track with wide-radius curves laid through the bus parking lot. The track was immediately removed after the two cars had been pushed over it.

At the time of writing the cars are still in Hillcrest shop building, receiving a thorough inspection from the TTC Equipment Department. Their next move will be a most unusual one: they will be moved (motive power as yet unknown) right through the centre of Toronto on surface street car trackage (via Bathurst and Fleet Streets) to the Exhibition grounds where they will be on public display in a specially-constructed mock-up of a subway station. This spectacular operation will of necessity be conducted in the dead of night owing to the fact that the great width of the cars will probably foul clearances on the opposing track, and they will of necessity be moved very slowly. This will also involve moving the car bodies on street car trucks, as the long wheelbase of the rapid transit trucks precludes their passage around curves of street railway radius.

OTHER TTC NOTES — A change in car assignments on the Bay route made on August 10<sup>th</sup>. will soon cause the retirement of all 18 remaining Brill Peter Witts of series 2580-2678. Most of these cars were removed from the St. Clair Division after the operation of Saturday, August 8<sup>th</sup>. and moved to dead storage at Russell Division on Sunday the 9<sup>th</sup>. A few remain in operation at the time of writing (August 11<sup>th</sup>). For the first time in nearly 22 years, the Bay route soon will be without Brill cars (excluding the recent all-PCC Sunday operation), and the first complete group of Peter Witts will be retired.

Coincident with retirement of the Brills, PCC operation has been extended on the Bay route. Twenty-six two-man rush hour runs were replaced with one-man PCC cars commencing Monday, August 10<sup>th</sup>., and all-PCC service has been introduced on weekday evenings and Saturdays. Day normal service will continue to be given completely by two man C.C.& F. Peter Witts.

➤ It seems likely that the first Small Witt car will also soon be scrapped. Car 2866 was badly warped when struck by a truck at Fleet Street and Strachan Avenue while on a training run on May 22<sup>nd</sup>. The car has been in dead storage since that time and stripped of several parts. This would also be the first Pay-Enter Witt to disappear from the roster.

➤ Two non-revenue cars for use on the Toronto subway are virtually completed and two more are well under way. Units RT.3 and RT.5 have already reached the point and lettering stage and are undergoing final adjustments. RT.3 is a two cab dump car to be used for the transportation and spreading of ballast in the open portions of the rapid transit right-of-way. It was built using the body and underframe of differential dump car W-18, on Brill 77-E1 trucks with G.E. 241B motors, K-35 control, and a 7½ H.P. dumping motor. There is also provided a 16 volt battery for emergency lighting. The twin cabs were built up in Hillcrest and feature rubber mounted windows.

Grinder RT.5 will be the least altered of the six subway cars. It was formerly snow scrapper 2206 and previously Toronto Civic Railway single truck DE wood passenger car 53. It retains its original street car outline, although now a canary yellow colour. Alterations consist principally of removal of the scraper blades and equipment, and application of an air brake system (which the car has never had previously during its long career) and the mechanism associated with raising and lowering the abrasive grinding shoes. Both RT.3 and RT.5 have been equipped with sealed-beam headlights and double red and green markers on both ends.

➤ Former Eglinton snow plough TP-2 is being converted to a "rail maintenance" car with a centrally-mounted large cab, and cranes at each end of the body. Former Rolling Stock Department wheel car RS-3 is becoming a flat general service car with twin cabs and a single centrally mounted crane. Neither car will have any semblance of its previous appearance. Still to be constructed for the subway are a rotary snow blower car and a "staff maintenance" or garbage car.

#### MISCELLANY

By G.W. Horner and others

The Imperial "Esso" road map of Ontario is unusual among road maps in that it shows all railway lines in addition to roads.

➤ Tenders are being asked by the Canadian National Railways for the following construction projects: Clearing and grading and the installation of bridges and culverts on the new 14-mile diversion from Linwood, NS to the new Canso Strait Causeway; rehabilitation of the Inverness Subdivision on Cape Breton Island from Hastings to Inverness Junction, a distance of four miles; clearing and grading and installation of bridges and culverts for the extension of the Picton Subdivision south from Picton to Lake Ontario.

➤ The Ottawa Transportation Commission has had to drop plans for the Templeton trolley coach route due to aldermanic pressure. There has also been great pressure from the City of Hull recently for bus substitution on the heavily travelled H car line; however, the Federal District Commission has recently made public a plan to repave the Chaudiere Bridge and relocate the O.T.C. H line tracks in the centre of the road. This should assure the existence of the Hull - St. Patrick car line for some years to come.

➤ The bus for tram substitution policy of the Montreal Transportation Commission will proceed one step further on August 29<sup>th</sup>, on which date the outer ends of the two Notre Dame routes (25 - Notre Dame - Cote St. Paul and 36 - Notre Dame - Ville Emard) will see the last of car operation. The two routes run from Place D'Armes westerly via Notre Dame Street and cross the Lachine Canal via Cote St. Paul Street where they split; 25 runs via Church Street to Wellington, while 36 traverses Monk and Allard to De Monts Street. These outer split segments are in the suburban community or Verdun. A single Notre Dame car route will continue to run from Place D'Armes to the vicinity of the canal crossing, while extensions of bus routes will cover the abandoned portions. Cote St. Paul car house will be stranded, no longer situated on an operating car line.

➤ Oshawa Railway construction flat motor 44 was recently equipped with a new long steel cab of entirely different design from the former short end cab.

➤ LATE NEWS ITEMS — Toronto Transportation Commission trailer shunter Y-2 was moved to Davisville subway yard on August 14<sup>th</sup> to supply motive power for unloading subway cars. Minor modifications were made to Y-2 for its unusual new use. Four additional subway cars arrived at Davisville on August 17<sup>th</sup>.