May, 1954 - Number 100

The Society meets on the third Friday of every month in Room 486, Toronto Union Station at 8:30 P.M. The next meeting will be held on May 21st. It is hoped that there will be a good turnout for the last indoor meeting of the season.

L. & P.S. EXCURSION - The Buffalo Chapter of the N.R.H.S. plans to operate a fantrip on the London and Port Stanley Railway on Sunday, May 16th. using a steel motor car and a wood trailer. Fare for the trip is two dollars; the special will leave St. Thomas (NYC connection) at 11:45 D.S.T.

1954 T.T.T.A. Excursion - The eighth Annual Fantrip of the Toronto Train Trip Association will be held on Saturday, June 5th., and for the first time, will be a CPR trip. The route to be followed is Toronto - Hamilton - Guelph - Elmira - Blyth - Goderich and return.

A thumbnail timetable is as follows: (all times daylight saving)

Lv.	Toronto	8:50 A.M.	Lv.	Goderich	4:30 PM
Lv.	Hamilton	9:25 A.M.	Lv.	Hamilton	8:15 P.M.
Arr.	Goderich	2:10 A.M.	Arr.	Toronto	8:30 P.M.

Adult fares are $8.00 apiece before May 17th. ($8.50 afterwards) with the usual reduction on children's fares. Included in the ticket price, as usual, is the evening meal in the dining car. Tickets are available from A. S. Olver, Treasurer, 91 Mona Drive, Toronto 12.

T.T.C. CHURCH ROUTE TO GO BUS

The long threatened abandonment of street car service on Toronto's Church Street route will become a reality after May 15th. — the last day of rail operation. Although now a minor carline, this route is historically significant as it was the route on which electric street car operation was originally introduced to Toronto, on August 15th., 1892.

Those members who are interested in observing the "last car-ritual" will meet at Bloor and Church by 11:45 P.M. at which time the last car (run # 1) leaves Asquith Loop southbound. It is scheduled to pass Scott Loop at midnight and to arrive at Danforth Carhouse at 12:32 A.M.

OTHER T.T.C. NOTES - Subway cars 5100-5103, which are to be constructed largely of aluminum as a weight saving experiment, still have not arrived on this continent, but are expected some time in June.

- The principal problem arising out of rapid transit operation has been the unexpected crush of passengers at the King Street Station during rush hours. The TTC has virtually admitted publicly, that exit stairways are inadequate, and it appears likely that two extra stairways will be added in the vicinity of Malinda Street.
- Scrapping of CC&F Peter Witts and trailers continues actively, although no Brills have been sent to George Street for some time because of the possibility of selling some of the remaining 16 units as operating cars. Car 2932, in the limelight on the 4th. of April as the motor car of "The Last Trailer Train in North America", was scrapped on April 22nd., and Messrs. John Kelley and Peter Matthews report seeing the burned out hulk of the car near the foot of Leslie Street on April 25th. With the Eastern Avenue yard full, cars are now being burned here.
- The TTC is renewing tangent track on Bathurst Street from Bloor Street to Davenport Road.

PASSENGER TIMETABLE CHANGES - APRIL 25, 1954

By W. T. Sharp

The April CNR passenger timetables for Eastern Canada indicate a retrenchment programme on secondary services as well as the spread of new sleeping cars over the system. Locals 11, 12 and 15 between Truro and Moncton have been discontinued together with the overnight Saint John - Halifax sleepers they carried. Seasonal weekend trains eliminated from the timetable include:

- 37 (Saturdays only) and 38 (Sundays only) Toronto - Parry Sound
- 78 (Sundays only) Brockville - Montreal
- 210 and 209 (Saturdays only) Richmond - Island Pond
- 169 and 170 (Saturdays only) Quebec - St. Raymond
- Seasonal train 88-89, "the Highlander", from Toronto to Haliburton now runs on Friday evening instead of Saturday afternoon.
- The mixed trains running between Brantford and Tillsonburg; Moncton, Hillsboro and Albert; Petitcodiac and Havelock; and Moncton and Buctouche have been withdrawn; there is now no passenger service on any of these branches. It is noteworthy that the introduction of the RDC car between Fredericton and Newcastle has made possible schedule cuts of about 40 minutes in each direction.
- On the CPR, the new timetable brings fewer changes. Despite the winter changes, reported in *Newsletter 99*, between Ottawa and Chalk River and between MacTier and Sudbury, the service offered in the summer of 1953 on those lines is now restored. Passenger trains 251-250-252 between Sutton and Drummondville have been withdrawn; the schedule of the nixed train that also serves the branch has been rearranged to make the connections at Foster previously made by the passenger. The Toronto - Detroit Dayliner now runs on the same schedule on Saturdays as during the week. It is significant that five minutes have been added to the running time of Dayliner 629 between London and Windsor and that the schedule of the Mattawa - Angliers RDC-3 has also been lengthened by about 20 minutes in each direction.
- It should have been mentioned in the last report that in September the CPR withdrew two weekend round trips between Montreal and Rigaud (trains 522 and 529 on Saturdays and trains 515 and 520 on Sundays), and with the Boston and Maine introduce a substantial acceleration (30 minutes southbound, nearly two hours northbound) of the leisurely overnight "Redwing" between Boston and Montreal.

EQUIPMENT DATA SECTION

NO. 5 — T.T.C. EX-THIRD AVENUE RAILWAY SYSTEM SWEEPERS

T.T.C. NUMBERS	T.A.R.S. NUMBERS	ORIGINAL OWNER & NUMBER	
S-30	85	East Mass. Street Railway	P-600
S-31	86	East Mass. Street Railway	P-601
S-32	87	East Mass. Street Railway	P-602
S-33	88	East Mass. Street Railway	P-605
S-34	80	Trenton Transit Company	37
S-35	83	Trenton Transit Company	53
S-36	89	East Mass. Street Railway	P-607
S-37	90	East Mass. Street Railway	P-608
S-38	81	Trenton Transit Company	38
S-39	82	Trenton Transit Company	39
S-40	91	East Mass. Street Railway	P-604
S-41	92	East Mass. Street Railway	P-606

Builder & Date: E.M.S.R. cars: Russell, 1920
Trenton cars: Russell, 1921

Type: DT DE wood sweeper

Length overall: 42'-5½"(S-35, 39, 40, 41): 39'-2"
Width overall: 8'-7" Height overall: 11'-9"
Weight: various between 56,700 and 60,200 lbs.
Control (original) Trucks (original)
E.M.S.R. cars: K-B E.M.S.R.cars: Brill 27E1½
Trenton cars: K-27 Trenton cars: Brill 27G
(present) (present)
K-35 traction S-30 to S-37: Brill 27E1½
K-27 brooms S-38 to S-41: Baldwin 75-20K
from pass. cars
2128-2158

Motors (original)
E.M.S.R. cars: GE 90 (traction); GE 67 (brooms)
Trenton cars: 512C (traction); WH 512 (brooms)
(present)
S-30 to S-37: GE 203 (traction) S-38 to S-41: GE 80 (traction)
S-30 to S-39, S-41: GE 203 (brooms) S-40: GE 80 (brooms)
Wheel diameter: 33 ins. Truck centres: 15'-0"
Truck wheelbase: 6'-3"

➢ These twelve sweepers were purchased by the TTC in 1947 (S-30 to S-33) and 1948 (S-34 to S-41) to permit the retirement of the seventeen obsolescent sweepers of the single truck type which were inherited from the Toronto Railway Company. All were thoroughly overhauled at Hillcrest upon receipt and were converted from standard gauge to TTC 4'-10_". Other significant changes consisted of the replacement of foot operated brake valves with the conventional hand operated type and complete rebuilding of the end sills on the ex-Trenton cars.

➢ The CNR has called for tenders on the construction of two new interlocking towers — one to be installed at each end of Mimico yard, just west of Toronto on the Oakville Subdivision.

HISTORICAL REVIEW OF THE C.N.R. STRATFORD LOCOMOTIVE SHOPS

By H. Spencer, Shop Engineer (Retired), Canadian National Railways

The history of the CNR Stratford locomotive backshop extends over a period of more than 80 years. Its early growth is closely interwoven with the railway building activities carried on in Ontario by the Grand Trunk Railway Company of Canada during the sixties and seventies of the last century, coupled with the absorption of a number of smaller systems to round out the existing CNR network in Southern Ontario. At the present time the repair of motive power and other equipment at Stratford covers a territory undreamed of by the original sponsors, comprising the Southwestern Ontario and Northern Ontario Districts of the CNR; frequently motive power units from the Maritime and Western Regions of the CNR are also rebuilt.

The line of the Buffalo and Lake Huron Railway (usually called the Buffalo, Brantford and Goderich, of UCRS *Bulletin 39*), and the main line of the GTR reached Stratford at the same time (1856), and both were pushed through to their objectives not long afterwards. However, in 1865, the Buffalo and Lake Huron was absorbed by the Grand Trunk; by this fusion the progress of Stratford as a railway centre was assured, but the repair shops did not come until five years later.

In 1865 the District Headquarters of the Grand Trunk were located in Brantford, due apparently to the fact that the B&LH already had Locomotive and Car Repair Shops at that point. However, in the next few years the citizens of Brantford became irked that the town was located only on a branch line of the GTR system, and that the main line of the Great Western Railway passed

some miles to the north, missing the town. This situation eventually resulted in a number of Brantford citizens organizing another road called the Brantford, Waterloo and Lake Erie Railway, to extend from Brantford to a connection at Waterford with the projected Canada Southern Railway. The Grand Trunk management became so incensed that they let it be known that they would remove their shops from Brantford if anything was done.

In 1870, the local GTR operating district was enlarged to include the lines from Toronto through Stratford to Sarnia and Jackson, Michigan and the branch from St. Mary's Junction to London as well as the original Buffalo and Lake Huron. At this time, Thomas Patterson, Superintendent of Works at Brantford, was moved to Toronto in charge of the GTR shop at the Queen's Wharf, and moving with him were most of the mechanics from Brantford. From this action, it appears that the threat of moving shop and personnel was being carried out.

Following the reorganization of the operating district in 1870, the matter of new locomotive shops of greater capacity became pressing, and the decision was made by the management to locate the new shop at Stratford, in the approximate centre of the Southwestern Ontario area. Foundations for this shop were started in 1870, erection completed in 1871, and the machinery and mechanical staff previously employed at the Brantford and Queen's Wharf shops were moved to Stratford, with Thomas Patterson in charge as General Foreman. The original shop building and all later extensions were built on property adjoining the former Buffalo and Goderich main line.

DESCRIPTION OF SHOP, 1871 — The Machine, Erecting, Boiler and Blacksmith Shops and the office were all contained within the four walls of what is now the central portion of the present Blacksmith Shop, and part of the present Tube Shop and Oxygraph Department to the end of the existing Jacket and Tin Shop. Tender and Woodworking Departments were located in a smaller annex to the south. The main building measured 270 x 90 ft., while the annex was 150 x 42 ft.
The total floor area was 38,700 sq. ft.

The main building structure followed the type in vogue for heavy industry in that period — masonry foundation, heavy brick walls and clear span wooden roof trusses supported by pilastered walls. That the design and workmanship was good is indicated by the fact that, after 80 years, this structure is still standing without any evidence of settling or wall cracking. The annex was of lighter construction, with wooden roof trusses supported on timber posts on a masonry foundation and enclosed with brick veneer. This portion is still standing, but some of the supporting posts have been replaced from time to time. To the above must be added a wood shed and wood yard located south of the shop buildings — the shed was required for the men employed in reducing cordwood to a size that would pass easily through a locomotive fire box door. The frame of this shed was moved in later years to the east side of the property, and brick veneered; it still serves as an office building and instruction classroom.

The next important change on the Grand Trunk Railway in the Stratford area was the changing of the track gauge from the broad to the present day standard. In the fall of 1872, preparation for the change from Sarnia to Buffalo was completed, with the actual changeover planned for a November Sunday. On the previous night the withdrawal of all broad gauge cars and locomotives from Buffalo and from Sarnia to Stratford was begun. As Stratford yard was not large enough to handle all of this equipment, the main line to Goderich was used, and by Sunday morning, the track was filled as far as Sebringville, a distance of 3½ miles.

With the passage of time, the GTR absorbed other smaller systems. The Grand Trunk, Georgian Bay and Lake Erie, absorbed in 1893, had no repair shop of its own, having contracted the repair and overhaul of its motive power to a private firm, the Stratford Mill Building Company on Erie Street (now the site of the G.L. Griffith Company) The Northern and Northwestern Railway at the time of absorption had a repair shop in Toronto at the foot of Spadina Avenue. This shop continued in Grand Trunk use for running repairs until its replacement some years ago by the existing backshop

on the new and enlarged Toronto roundhouse built during the rehabilitation of the Toronto Terminal. The Great Western Railway had extensive shops for building and maintaining rolling stock at Hamilton (of *Newsletter 94*).

Absorption of these various railways by the Grand Trunk led naturally to the question of further consolidation of shop facilities for major repair work in the interest of efficiency and economy. Among the various shops available at this period, the one located at Stratford was chosen for expansion.

SHOP ENLARGEMENT, 1888 — Additions made at this time consisted of an entirely new machine Shop, Erecting Shop, Boiler Shop, Stores, Brass Foundry and Boiler Room in another building, and a separate building to house the Carpenter, Pattern, Tube, Tin and Pipe Departments, and finally a small building to the south of the main shop for the preparing and mixing of paints. The Blacksmith and Forge Shop was expanded to occupy the whole of the original 1871 erecting shop, and the Woodworking Shop was in turn enlarged to provide adequate space for tender repairs.

The 1888 additions built the floor area up from 38,700 sq. ft, to 94,600 sq. ft. The opening of this enlarged shop brought about the closing of the Great Western shop at Hamilton, and the transfer of the machinery and mechanical staff to Stratford in 1889. The Stratford property, when ready for operation as enlarged, was considered to offer the last word in locomotive repair facilities.

The Erecting Shop was provided with a transfer table in the middle aisle and running the length of the Erecting Department, from which locomotives were backed onto pits along both sides of the shop. Originally, this transfer table was equipped with a small steam propulsion engine, but some years later when compressed air became available the boiler, a distinct fire hazard, was removed.

A stationary hoist for lifting locomotives from their wheels was built into the roof trusses in the centre of the Erecting Shop. Locomotives were raised by means of screws and slings, actuated by a system of gears which were driven by a small steam engine. This engine was also used to operate a cable winch for moving locomotives in or out of the shop to the 35-foot cast iron turntable, and moving them from the transfer table to the repair pits, of which there were 12 on each side of the shop.

Each locomotive pit had a small overhead travelling crane supported from the roof trusses equipped with a rope block and tackle for lifting parts. Transportation of material between all departments of the shop and to outside storage areas was accomplished on small push trucks running on a network of narrow gauge lines.

The tire setting house was a circular building located at the west end of the existing casting shed equipped with an overhead crane attached to cast iron wall columns. All driving and truck wheels requiring new tires were transported to and from the Wheel Department in the Machine Shop on special narrow gauge trucks propelled by man power (which had to be plentiful for this movement in snowy weather).

The Boiler Room, which occupied what is now the west end of the Stores Building, was equipped with a battery of discarded locomotive boilers, of necessity hand fired. All handling of coal and ashes was also done by hand at this time. The pump unit was located at the west end of the Boiler Room, and a 120 ft. brick smokestack stood outside in front of what is now the Medical Clinic.

(To be concluded Next Month)

➢ Observed passing through Toronto in an eastbound CNR freight on April 28th. were three 0-8-0 switchers; Wabash 1561 and Detroit and Toldeo Shore Line 110 and 112.