

## UCRS NEWSLETTER - 1954

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### December, 1954 - Number 107

The Society meets on the third Friday of every month in Room 486, Toronto Union Station. The next meeting will be held on December 17<sup>th</sup> at 8:30 P.M. sharp. The program will consist of slides of steam interest.

➤ A reminder is given here of the fact that the January meeting of the Society is the Annual Meeting at which the election of Directors for 1955 will take place. Any resident member of the organization may be elected or re-elected as a Director provided that a written nomination signed by a nominator and a seconder is in the hands of the 1954 Directorate by the start of the Annual Meeting, and that the nominee has signified his willingness to stand for office.

Dues for 1955 are now payable; members are reminded that, as of December 31<sup>st</sup>, unpaid members become delinquent in dues and are thus not on the mailing list for 1955 publications.

#### NOVEMBER MEETING

Mention must be made here of the excellent visual program provided by Mr. John Mills at the Society's November 19<sup>th</sup> meeting. This consisted of a showing of 35 mm. slides taken on Mr. Mills recent extended tour of the British Isles and the Continent. Especially worthy of note were the views taken on the Isle of Man showing the roller bearinged open and closed horse cars of the Douglas Corporation Tramways and the brightly painted cars of the Manx Electric Railway. Mr. Mills displayed one slide of which he is justly proud: it shows a horse car, an electric car and a motor bus in one scene, and all of them operative. Where else in the world can this be seen? Also of great interest were the views of the Talylllyn Railway, a narrow gauge light railway in Wales which has been resurrected and refurbished by fans. The pictures of Continental equipment were also very interesting, particularly those taken in Switzerland, where all types of electrification, from "small town trolley lines" up to main line electrification, can be found in abundance. Noted was the penchant of the Swiss for painting their street cars blue.

#### MOTIVE POWER NOTES

The CNR'S subsidiary Central Vermont Railway scrapped the following locomotives during September: 231, 388, 400, 402, 404, 700, 702, 705, 706, 708 and 709. In storage awaiting scrapping are: 455, 460, 475, 603, 701 and 704.

➤ A current CVR roster shows:

4-6-0	(Ten-Wheeler) type:	219, 220
2-8-0	(Consolidation) type:	450-454, 461-474
0-8-0	(Eight-Wheel Switcher) type:	500, 501, 504, 507
4-8-2	(Mountain) type:	600-602
2-10-4	(Texas) type:	703, 707
Alco 1000 H.P. Switchers:		7917-7919, 8015, 8027
Alco 1600 H.P. Road-Switchers:		1859, 1860.

➤ Several reports have had it that the New York Central's Canada Southern Division is now all-diesel. However, during the past summer, the following steam locomotives to the total of 47 were still in switching and work train service or held as spares for traffic surges:

<u>NO. OF UNITS</u>	<u>CLASS</u>	<u>TYPE</u>	<u>NUMBERS</u>	<u>REMARKS</u>
9		G-6	2-8-0	1100 series
17		H-7	2-8-2	2000 series                      One in storage

4	J-1	4-6-4	(5363, 5372, 5373, 5374	(Virtually out (of service
2	B-10	0-6-0	6993, 6595	
1	B-11	0-6-0	6997	In storage
12	U-2	0-8-0	7000 series	

➤ Some corrections to "Motive Power News" in the November issue are necessary. The Canadian Pacific Railway has ordered fourteen, not six, 660 H.P. switchers from the Montreal Locomotive Works, and they are to bear numbers 6523-6536. Also, the new Pacific Great Eastern locomotives are not equipped with six wheel trucks. PGE road switchers 561-568 were built with six wheel (four motor) trucks owing to various weight restrictions on the railway's main line. However, much work has been done of recent years on track and bridge structures, with the result that locomotives 569-575 have been built with standard four wheel trucks. The railway is planning, moreover, to replace the six-wheel trucks on 561-568 with those of the four wheel type.

➤ Numbers of the locomotives ordered by the CPR from General Motors Diesel Limited as reported last month, are now available: The 18 GP-9 road-switchers without steam generators will be numbered 8483-8500, class DRS-17a, while the 21 to be equipped with steam generators will be 8501-8521, class DRS-17b. The eleven 900 H.P. switchers will be 6710-6720, and classified DS-9a.

Of the MLW road-switchers recently ordered (8447-8472), 21 also will be equipped with steam generators, these being 8462-8482.

➤ The CPR had the following locomotives in storage at Cote St. Luc yard in September: 1066, 2220, 2306, 2350, 2391, 2392, 2461, 2511, 2518, 2805, 5146, 5178, 5186, 5194, 5200, 5215, 5217, 5302, 5312, 5319, 5329, 5330, 5332, 5357, 5399, 5750-5754, 6907, 6908, 6924, 6929.

➤ The CNR scrapped Consolidation 2423 on August 6<sup>th</sup>, and Mikado 3701 on August 27<sup>th</sup>. New diesels were received as follows:

8498	August 18
6500, 6600	September 30
6501, 6601	October 28
6502, 6602	October 31
6503, 6603	November 14

➤ A report from Hamilton states that the City of Hamilton and the Toronto, Hamilton and Buffalo Railway have had some preliminary discussion regarding the placing of TH&B Consolidation 103 on permanent display in a city park (probably Gage Park, which is adjacent to the railway's main line). However, nothing definite on this has materialized as yet.

➤ **COPIES OF U.C.R.S. BULLETINS MAKE VERY SUITABLE CHRISTMAS CARDS FOR RAIL FAN FRIENDS.**

#### EQUIPMENT DATA SECTION

##### NO. 10 — GUELPH RADIAL RAILWAY LOCOMOTIVE

Number:	26	Builder and Date:	Baldwin-West., 1911
Type:	DT DE Steeple Cab		
Construction:	Channel Iron	Motors:	4 West. 101-B2, 40 h.p.
	Frame, Ash Cab	Control:	West. G-28B, later K-2
Length Overall:	23'-0"	Gear Ratio:	66:18
Width Overall:	8'-0"	Brakes:	West. Auto. and Straight Air,
Height (to trolley boards):	12'-4"		M-22 valve
Total Weight:	50,600 lbs.	Handbrakes:	Peacock
Couplers:	M.C.B.	Trucks:	Baldwin M.C.B.
Hauling Capacity:	17 loaded freight cars,	Wheelbase:	6'-0"
	1% grade - 4 loaded freight cars	Wheels:	33" C.I.

➤ The Guelph Radial Railway performed carload freight switching in the south and west sections of Guelph from CNR and CPR interchanges from 1911 to 1938 with this rather diminutive electric locomotive. Although numbered 26 in earlier years, latterly it bore no number. In 1934 the railway purchased a pair of Baldwin M.C.B. trucks for this unit from the Hamilton Street Railway, which had been used under car 676, a former interurban freight motor. Prior to this, these trucks had been under passenger cars 603 and 240 of the DP&T Company.

#### O.T.C. HULL LINE ABANDONED

The last street car on the Hull end of the H line of the Ottawa Transportation Commission departed from the Hull terminal loop at 8:00 A.M. on Saturday, November 27<sup>th</sup>, a very strange hour for an abandonment to occur. The car in question was 918. Riverdale buses (which replaced the Elgin Street carline in 1939) were immediately extended to cover the newly-abandoned section. A short time later, track forces began rail removal at the Hull Loop. The other routing changes outlined in the last month's issue went into effect at this time also.

#### T.T.C. PLANS EAST END CHANGES

The Toronto Transit Commission plans to alter the terminal arrangements of the Bloor and Carlton carlines in the east end of the city early in 1955. The Luttrell Loop on Danforth Avenue, which both routes currently use, is to be completely relocated and enlarged, as the present loop is entirely inadequate to handle the large volume of transfer passengers between the two carlines and the three connecting bus routes. The present loop track is to be removed and the property abandoned; the new loop track will turn south on Kelvin Avenue (the street west of Luttrell), then turn easterly through the block as a long tangent with a transfer platform on the south side, then turn north on Luttrell Avenue (not on the pavement, but west of it) to Danforth Avenue. There will be a stub track on Kelvin Avenue south of the loop entrance. Several houses on Luttrell and Kelvin Avenues have been purchased and will be demolished to allow construction to take place.

The Carlton route will not run to this new Luttrell Loop, however, as it is planned to construct an entirely new track loop on the east side of Main Street immediately north of Danforth Avenue. It is hoped that removal of Carlton cars from the short section of Danforth on which they now operate will do much to alleviate the nose-to-tail street car operation which prevails here in rush hours, and to allow Bloor cars to make better time through this section. A full double-track diamond will need to be installed at Main and Danforth for this track extension.

The loop track will circle two houses at Nos. 315 and 317 Main Street, and it is difficult to imagine who, other than a rail fan, would want to live in these places in the future. Three other houses will be demolished at the loop entrance and exit.

➤ The City of Toronto has given indication that it will proceed with the projected grade separation on Davenport Road in the new year. At this point tracks of the Harbord carline cross the CNR Newmarket Subdivision at grade. Nothing has been said regarding what will be done with the far west end of the Harbord line while (and perhaps after) construction of this underpass is in progress.

#### ABITIBI PAPER RAILWAY ABANDONED

Earlier this year the Abitibi Power and Paper Company discontinued all operations on its private railway which ran some 40 miles north from Iroquois Falls, intersecting the CNR National Transcontinental line east of Cochrane. The company had made an intensive study of the economics of haulage by rail and by truck, and finally decided in favour of the latter alternative. Trackage was removed during early summer and the roadbed was converted into a private roadway for company trucks. Motive power known to be in use on the railway at the time of abandonment included an 0-6-0 switcher, No. 60 (formerly Temkaming and Northern Ontario Railway 154-854), a Shay, an 80-ton

General Electric industrial type diesel, and a M.L.W. 1000 H.P. diesel switcher, No. 80. The railway had a 32-year history, having been constructed in 1922.

The company still operates a railway connecting with the ONR at Island Falls Junction and the short Mattagami Railroad, which connects Smooth Rock Falls to the CNR.

#### ALUMINUM SUBWAY CARS ARRIVE

At time of writing, TTC aluminum subway cars 5100-5103 have just been received at Davisville shops after the long journey from Gloucester, England. The cars arrived coated with a protective paint which will be removed forthwith. The aluminum sheets of the bodies have been butt welded and rivetted, but so expert is the workmanship that the rivet lines cannot be discerned. Two horizontal flutings extending the length of the car body below the windows, to give added strength, are further departures from the steel cars. Extensive tests with K.W.H. meters are planned in order to measure the power consumption of a train of these cars as contrasted to that of a train of the steel cars.

Still to be received are the more recently ordered cars 5104 and 5105.

Traffic on the subway continues to grow, and the addition of these cars to the roster will be most welcome to operating officials.