

UCRS NEWSLETTER - 1955

June, 1955 - Number 113

The Society again this year will hold a series of three summer meetings at points of rail interest.

The June meeting, to be held on Friday the 17th, will take place at the TTC's Hillcrest School of Instruction, where members may expect to see an interesting demonstration of the operation of equipment used to train new operators, and probably some films. Since the Society's previous visit in 1949, there has been considerable rearranging of, and addition to the equipment, including a rapid transit training room.

Members will meet at 8:00 P.M. at the door of the School at 1130 Bathurst Street (south end of building immediately north of CPR tracks).

N.S. & T. MAY 29th. FANTRIP

Car 82 of the Niagara, St. Catharines and Toronto Railway made a complete tour of the remaining track system on Sunday, May 29th on an N.R.H.S. Buffalo Chapter fan trip. Almost half of the participants were UCRS members who turned out to take part in what may have been the last chance to cover much of the trackage that was traversed. Long industrial spurs to Interlake Tissues, Thorold Paper Products, the Font Hill Cannery and Robin Hood Mills were also covered. Highlight of the trip was 82's box car-pushing effort on the Fonthill spur (one car only).

At last report, the Board of Transport Commissioners has yet, to hand down a decision on the company's application to abandon the lone remaining passenger run from Thorold to Port Colborne. The hourly schedule has been replaced by a two-hourly service, with one car, during evenings and Sundays.

MOTIVE POWER NOTES

➤ Toronto, Hamilton and Buffalo Railway Hudsons 501 and 502, sold to the Steel Company of Canada for scrap in March, have now been completely cut up and fed to the blast furnaces. The tender of 502 was kept by the railway and has been converted to steam generator car No. 500.

➤ 0-6-0's Nos. 41 and 44 were sold to the Steel Company along with the Hudsons, but they have been put in service for plant switching replacing the previously acquired TH& B 48, the tires of which had worn thin. Only 0-6-0 left on the TH& B roster is No. 40. Other ex-TH& B B-2s six-wheelers now in Hamilton industrial service are 42 (Hamilton By-product Coke Ovens), 43 (International Harvester Company), 45 (Steel Company of Canada). Dominion Foundries and Steel Company, which had 47, scrapped it about two years ago, while the National Steel Car Company, which purchased 46 and 49, scrapped both in March of this year. The Steel Company scrapped 48 in April.

➤ The only other steam locomotives still on the TH& B roster are Pacific 15 and Consolidations 102 and 103. None are in active use; 15 was the most recently used, having been in service over Easter weekend. 103 is not in a condition for use, and the railway is still hoping to dispose of this locomotive to the procrastinating, and obviously unenthusiastic Hamilton Parks Board.

➤ The TH& B is renting diesels to the New York Central for use at Victoria and Montrose yards. The TH& B's Coyle (Welland) roundhouse is now closed.

➤ Also on the Canada Southern Division of the New York Central is there a picture of steam in its death throes. There are still three Hudsons on the division, Nos. 5363, 5373 and 5374.

All are in storage at St. Thomas with their rods off and tanks drained. 5363 and 5373 are earmarked for the Big Four, but have as yet not been required there, and may never go.

One H-7 Mikado per month is being scrapped at St. Thomas (2054 currently, with 2043 to go next). These locomotives are now used normally on way freights only, with diesels on through freight and passenger. However, the branch lines are still the exclusive domain of steam with 4-6-0's on the St. Clair branch and 2-8-0's on the Leamington and Amherstburg branches. G-6 2-8-0's are also still in Fort Erie transfer service.

➤ Ontario northland Mikado 305 was seen near Gage Avenue and Burlington Street in Hamilton on May 24th, undoubtedly on its way to the blast furnaces.

— (TH& B and NYC notes - A. A. Merrilees)

FOR SALE — 56 USED STREET CARS

Under this heading, the Toronto Transit Commission is advertising for tenders on the purchase of 56 surplus cars by scrap concerns. They consist of the denuded shells of the 51 remaining two man Large Witts; damaged and half scrapped Small Witt 2718; one man Large Witt 2370; trailer shunter Y-2 (at Davisville subway yard); scraper 2212; and grinder W-22.

Over the past month, the two man cars have been stripped of useful parts (lights, anticlimbers, doors, sash, seats, control equipment and other apparatus). Most of this will be usable in making repairs on the fleet of 172 Witt cars still active.

Grinder W-25 will probably be scrapped later this year when released from duty by the new units W-27 and W-28.

MONTREAL ABANDONMENTS CONTINUE

June 25th. will see the end of car operation on the Montreal Transportation Commission's 65-Cote des Neiges and 14-Guy-Beaver Hall car routes. The all-conquering diesel bus will be the successor on replacement services. The 14 routing (very hilly and circuitous) has really outlived its purpose, and the new bus routes in this area bear little resemblance to the carline routing.

N.S.& T. ST. CATHARINES TERMINAL FOR SALE

The NS& St. Catharines terminal at Geneva and Welland was recently offered for sale. this 142 x 40 foot red brick building was built in 1924. For many years the station has been of little use due to its poor location, and parts of it have been rented out for some time past.

EQUIPMENT DATA SECTION

NO. 12 — CANADIAN DIESEL TALLY

With dieselization now well under way in this country, it should prove instructive at this time to review the locomotives in service as to builders and types. The totals in the chart below are as of April 1, 1955.

<u>TYPE</u>	<u>MLW</u>	<u>ALCO</u>	<u>GE</u>	<u>EMD</u>	<u>GMD</u>	<u>BLW</u>	<u>CLC</u>	<u>MISC</u>	<u>TOTAL</u>
2400 H.P. RS							1		1
2250 H.P. RPA				3					3
1750 H.P. RFPB					25				25
1750 H.P. RFPB					22				22
1750 H.P. RS					119				119
1600 H.P. RFPB	58						45		103
1600 H.P. RFPB	29						21		50
1600 H.P. RS	127						28		155
1500 H.P. RFPB	28	8		4	135				175
1500 H.P. RFPB	20	4		2	46				72
1500 H.P. RS	9	8			111				128

1200 H.P. RS					32		40		72
1200 H.P. SW					29				29
1000 H.P. RS	5					13			18
1000 H.P. SW	107	70		32		11			220
1000 H.P. AUX.	2								2
900 H.P. SW					37				37
875 H.P. RS					5				5
800 H.P. SW				1	65				66
660 H.P. SW	110	1					1		112
600 H.P. RS			34						34
380-400 H.P. RS				11					11
MISC.								2	2
TOTALS	495	91	45	42	626	25	135	2	1464

(Notes: Forty two of the locomotives in the above list are in service on plant or industrial railroads - the list includes only railway type diesels, there are some 164 industrial type diesels of many variations in service in Canada.

L. & P.S. EQUIPMENT CHANGES

The London and Port Stanley Railway has retired the four ex-Milwaukee Electric cars, motors 16 and 18 and trailers 21 and 23. The Illinois Electric Railway Museum of Chicago has spoken for cars 16 and 21, and intends to restore them to their original condition as TMER&L 1129 and the parlour car MENOTA respectively.

The body of box trailer B-2 has been sold. The 300 series wood box cars have all been retired, and a series of steel box cars has been purchased second hand, also numbered by the railway in the 300 series. A number of used steel hoppers, in the 100 series, have also been purchased.

C.N.R. MAIN LINE TO HAVE 40 MILE RELOCATION

The St. Lawrence seaway will flood some 40 miles of present CNR roadbed which must be relocated to the north on higher ground. The 3 million dollar cost will be borne by the Ontario Hydro Electric Power Commission which has awarded contracts to Sir Robert McAlpine & Sons, C. A. Pitts, and Iroquois Constructors for construction of the new roadbed. Each contract covers one third of the length of the relocated line.

DISAPPOINTING DEVELOPMENT FOR THE PERIDROMOPHILE

The electric railway fan fraternity has a great many divisions of interest, but none is more fanatical than the true peridromophile — the transfer collector. Most of them admire particularly the TTC transfer set, not only because of the easy-to-read simple design of the form, but because of the vari-coloured assortment. This is all soon to be ruined, however, with the decision to discontinue coloured stock and to use white only on all transfers. (The present red and black over-print will continue unchanged). This change will take much of the individuality away from the Toronto transfers.

Nevertheless, there will be a new set for the collectors to pursue, and another chapter is added to the story of the development of the street car transfer in Toronto; and this is a story which goes right back to 1892. In that year, during the period of the Exhibition only, the original paper transfer was used. This transfer was called the "A-B-C" transfer, as each route had an identifying letter. The conductor had a good deal of work to do in issuing one of these transfers; he had to punch out the route letter, write the time on the transfer, write his badge number, and tear off one corner of the form to indicate direction of travel. It is no wonder

that its use ceased after a few days.

The next transfer was not put into service until November, 1893, the one which is known as the "clock" transfer because of the representation of a clock face. They were launched out to show Hour, Minutes, Direction, and A.M. or P.M. There are several examples of this type in collections around Toronto.

A completely new transfer came out in August, 1905, which had detachable "P.M." stub on the top, a feature which has been used ever since. The day of the month only was shown, and one colour of paper was used on all routes for each month. Only three colours were used at this time. This transfer was designed specifically to cut down on punching and to avoid waste, as all unused transfers could be used three months later.

During the later years of the Toronto Railway Company and the first few years of the TTC, a longer transfer, close to present dimensions, was in use. The system of colours for individual routes was introduced with this transfer, but the old idea of listing all routes, was carried over from the 1905 transfer. The space for time punching occupied a comparatively small portion of the face of the form.

In 1925, it was finally realized that there was not much point in restricting; the route to which transfer was permitted, and a completely new form was introduced. This was the birth of the "tear-off" type, used continuously since. A transfer cutter allowed tearing off at the hour, but minutes and direction continued to be punched. From this date also, the time indicated was the time that the issuing vehicle started its trip, rather than the time of arrival at transfer point. This of course, made for greater leeway in stopping over on transfers.

In 1932, the transfer cutter was redesigned as a clip combined with a "beds" in which the transfer pad was to sit. Two adjustable spring loaded clips were mounted on a bar running parallel to the long side of the transfer, and these clips tore out, notches in the side of the transfer indicating minutes and direction (D or U = "down" or "ups".) This type of cutter, introduced in 1932, is that which is still in use. The D and U were originally placed together on the side of the transfer, but these were spread apart about 10 years ago so that a notch could not be placed half way between, leading to ambiguity.

The last basic change, before the recent move to austerity as regards colour, occurred in September, 1947 when the column of hours on the right side of the form was changed to run from 5 to 5, rather than from 12 to 12, and the detachable stub on top was changed from "P.M." to read "NIGHT". With this change, a day's supply of transfers is usable from 5:00 A.M. on the day the date of which is printed on the transfer to 4:59 A.M. on the following day. As night cars are usually scheduled to run in around 5 A.M., only one day's set of transfers needs to be issued to operators on these cars.

The Toronto transfers formerly carried advertising (for TTC and Gray Coach services only) in the presently blank space to the left of the hours column. However, this has not appeared on the forms for some years now. There have, of course, been many other minor variations too numerous to recount in a brief article of this type; the basic changes leading to the present design have, however, been reviewed.

LENGTHY NEW RAILWAY PROPOSED IN NORTH-WEST

The Consolidated Mining and Smelting Company has plans to develop a very large lead-zinc ore body at Pine Point, N.W.T., on the south shore of Great Slave Lake. Discussions have been in progress with Federal Government officials with respect to the financing of a \$50 million rail line to connect Grimshaw, AB, on the Northern Alberta Railways, with Pine Point. The new line would be a project to rival the Quebec, North Shore and Labrador in magnitude, with a length in the neighbourhood of 400 miles. It would in all probability be an extension of the Northern Alberta

Railways.

WANTED BY THE CURATOR OF THE SOCIETY — TO COMPLETE THE FILE OF PUBLICATIONS OF THE UPPER CANADA RAILWAY SOCIETY FOR PERMANENT PRESERVATION BY THE CURATOR IN THE SOCIETY'S ARCHIVES, THE FOLLOWING MATERIAL IS NEEDED.

NEWSLETTERS: NOS. 2, 5 THROUGH 8, 10
THROUGH 78, 80, 81, 83.

ANY MEMBER HAVING IN HIS POSSESSION COPIES OF ANY OF THE ABOVE, AND FEELING THAT HE NO LONGER WISHES TO RETAIN THEM, IS INVITED TO DONATE THEM TO THE SOCIETY. PLEASE MAIL TO THE CURATOR AT 16 SONORA TERRACE, TORONTO 13.