

**May, 1956 - Number 124**

The Society meets on the third Friday of every month — meetings from September to May are held in Room 486, Toronto Union Station at 8:30 P.M. the next meeting will be held in this location on May 18<sup>th</sup>; the program for this meeting will consist of a talk on the subject of the Kingston, Portsmouth and Cataraqui Railway, a street railway little known to most members.

**M. & S.C. 107 TO BE SHIPPED DURING THIS MONTH**

Montreal and Southern Counties Railway wood combine 107, which has become the third unit in the collection of the Ontario Electric Railway Historical Association, will be shipped via Canadian National Railways from Montreal to Rockwood, Ontario during the week of May 20<sup>th</sup>. It is expected that the car will be at Rockwood Station over the night of May 25-26, and early on the 26<sup>th</sup>, it will be taken via flatbed motor truck from the station to the museum site in Nassagaweya Township.

**EXCURSION OF APRIL 22<sup>ND</sup>.**

Approximately 30 members of the Society participated in a successful fantrip on T.T.C. Instruction car 2300 as a circuit of west end trackage was made between 9 A.M. and 1 P.M. on Sunday, April 22<sup>nd</sup>. Unfortunately, the weather could not be described as having been better than "cloudy-bright", but the Society's die-hard photographers went to work nevertheless.

A stop of some length was made on the old Long Branch Route Loop at Queen and Roncesvalles, which now forms a good layover point for fantrips because of the absence of regular service on it. Observed nearby was the extensive program of track realignment being carried out at the front of Roncesvalles Carhouse in respect of the widening and a straightening of Queen Street; Sunnyside Loop has already completely disappeared.

The trip ended at St. Clair Carhouse, where the car had been taken for washing prior to the trip, as washing facilities are not available at Hillcrest, where the car is normally based.

An exotic touch was given to this trip by the placing of a roll sign from a Detroit Peter Witt in the front sign box of 2300, causing some Toronto citizens to wonder when and how route names such as WOODWARD, GRAND RIVER and CHARLEVOIX had suddenly appeared in this city. The "piece de resistance", however, was achieved when, with the aid of the Detroit sign, 2300 was rolling along Toronto streets displaying "CITY HALL - HAMILTON".

**LOCOMOTIVES OF THE QUEBEC, NORTH SHORE & LABRADOR RAILWAY****A. STREAM LOCOMOTIVES**

<u>Numbers</u>	<u>Cylinders</u>	<u>B.P.</u>	<u>Drivers</u>	<u>Weight</u> <u>Without Tender</u>	<u>H.R.</u>	<u>Built</u>	<u>Notes</u>
<i>4-6-0 (Ten Wheeler) Type</i>							
1112	20 x 24	180	57	154,000	25%	Montreal, 1912	A
<i>4-6-2 (Pacific) Type</i>							
702	23 x 28	200	69	250,500	36%	Can. Loco., 1921	B

**B. DIESEL LOCOMOTIVES**

<u>Numbers</u>	<u>Type</u>	<u>H.P.</u>	<u>Builder</u>	<u>Delivered</u>	<u>Notes</u>
90	65 Ton	550	G.E.	November, 1950	C
91, 92	70 Ton	660	G.E.	October, 1951, February 1952	
100-101	GP-7	1500	G.M.D.	July, 1951	D
102-103	RS-3	1600	M.L.W.	July, 1951	
104-111	GP-7	1500	G.M.D.	March - June, 1952	E
112-123	GP-7	1500	G.M.D.	April - June, 1952	
124-133	GP-9	1750	G.M.D.	May - July, 1954	
134-149	GP-9	1750	G.M.D.	April - June, 1955	

150-169 GP-9 1750 G.M.D. (Expected mid-1956)

Notes:

- A - From Canadian National Railways 1112, November 1952; originally Canadian Northern Railway same number. Was converted to oil burning before shipment to Q.N.S.& L.
- B - From Ontario Northland Railway (originally Temiskaming & Northern Ontario Railway) 702, March, 1953; previously T.& N.O. 759, originally 159.
- C - Resold to U.S.A., 1954.
- D - Were converted to GP-9 types in 1955.
- E - Being converted to GP-9 types in 1956.

MAXIMUM PERMISSABLE SPEEDS OF DIESEL LOCOMOTIVES:

- 90 - 30 m.p.h.
- 91-92 - 55 m.p.h.
- 100-169 - 65 m.p.h.

Steam locomotives are used for the hauling of work trains and for thawing ore piles.

OTTAWA CARLINE CUTBACK

The Ottawa Transportation Commission shortened the S - Holland - Laurier route to loop at Holland Junction effective April 22<sup>nd</sup>. The open track in the grounds of the Experimental Farm stood in the way of a pavement widening program on adjacent Carling Avenue, and rather than relay the track on the lightly used outer end of this car line, the O.T.C. cut the route back to the nearest existing turn back point.

EQUIPMENT NOTES

- The Canadian Pacific Railway has earmarked locomotives 2300-2303 (class G3a), 2304-2309 (G3b) and 5300-5309 (P2a) for retirement during 1956.
  - The two RDC-4 cars on order for the C.P.R. from the Budd Company will be numbered 9250 and 9251 rather than 9201 and 9202, due probably to the fact that these units will have only one compartment instead of two, as is the case with 9200. The demonstrator car 2960 was returned to the Budd Company during March. Car 9053 was retired from the Montreal - Mont Laurier service at the end of April and was included in Train 352 (Montreal - Quebec City) on April 29<sup>th</sup>. Jubilee 3003 reappeared on Trains 352-349 after the disappearance of the demonstrator RDC for six weekends of three round trips each usually hauling RDC's 9023 and 9057 and an extra coach. During this period this locomotive also relieved 2927 on trains 213-214 (Montreal - Sutton) from Monday afternoon to Friday evening.
  - C.P.R. Pacific 2205 and Mikado 5420 were the locomotives involved in the wreck at Galt, Ontario on May 2<sup>nd</sup>. Both engines were cut to pieces on the spot for shipment to Angus as scrap.
  - The C.N.R. is ordering 160-odd diesels. Toronto - Montreal passenger service will be dieselized next spring.
  - T.T.C. Large Witt 2390 was involved in a rear-end collision at Danforth and Rhodes Avenues on April 24<sup>th</sup> in which the front vestibule suffered considerable damage. It is felt that this will mean the end of service for this car, as the 2300's generally are receiving very little maintenance at the present time.
  - Member Harold Fawcett, recently of Toronto but now in Vancouver, reports that the B.C.E.R. PCC's remain in storage at the company shops, although they are now owned by a brokerage firm.
  - It is reported that many of the 1900 series one man cars of the Montreal Transportation Commission have been condemned because of an unusual degree of corrosion; the vestibule of one of these cars recently collapsed while the car was in service. Ex-Springfield car 2077 was rammed by a 20-ton truck at Sherbrooke and Atwater on May 4<sup>th</sup>, and was cut to pieces on the spot. ➤
- Deliveries of the T.T.C.'s 34 new non-driving motor cars for the Yonge Subway will commence

in June.

➤ Toronto, Hamilton and Buffalo No. 40, the last 0-6-0 on the railway is now working a regular shift.

- Quebec items from Roger Boisvert

#### PASSENGER SERVICE CHANGES

In addition to the passenger services noted in the April issue, the following trains have been discontinued, ending all passenger service on their respective lines:

C.P.R.: — Trains 469, 470, 471 and 473 between Ste. Therese and St. Lin, Quebec (still operate in Montreal - Ste. Therese suburban service) - this ends passenger service between St. Lin and St. Lin Junction.

➤ Trains 251-254 (mixed) Sutton to Drummondville, and 255 and 260 Foster to Waterloo, Quebec (this ends passenger service on the Drummondville - Enlaugra line).

C.N.R.: — Trains 188 and 189 (mixed) Danville Junction to Lewiston, Maine.

➤ Train 208 (mixed) and 205 and 206 (passenger) Montreal to Rawdon, Quebec.

➤ Trains 343 and 344 (mixed) London to Clinton, Ontario.

➤ Trains 21 and 22 (passenger) Winnipeg to Gypsumville, Manitoba.

➤ All passenger service on Pontiac - Richmond, Pontiac - Caseville and Durand - Greenville branches (G.T.W. in Michigan).

➤ The C.P.R. Laurentian mountain services have been revised - they are now being handled by 1200 series engines but will be replaced by Dayliners when the units on order are received. Engine 3004 will also give up its Montreal - Quebec run to Budd cars early in the summer.

➤ The annulment of one of the C.P.R.'s oldest trains (17-18) has resulted in two of the slowest trains in thirty years having, been established between Montreal and Ottawa. They are extensions of former Montreal - Rigaud trains 525 and 518 and require 3:35 for the trip, including 14 stops and 21 flags. (523 Leaves Montreal 10:30 P.M., Arrives Ottawa 2:05 A.M.; 518 Leaves Ottawa 4:40 P.M., Arrives Montreal 8:15 A.M.) The numbers 17 and 18 have been retained for tri-weekly overnight locals between Sudbury and Fort William, to be operated by Dayliners when received. Other replacement trains are 53-54, Fort William - Winnipeg (tri-weekly); 57-58 Winnipeg - Moose Jaw (daily); 59-60 Moose Jaw - Calgary (tri-weekly). Nos. 7 and 8 function as locals Field - Kamloops; no locals are provided Chalk River - Mattawa, North Bay - Sudbury and Kamloops - Odium.

➤ The C.N.R. has also discontinued Trains 9 and 10 between Halifax and Truro except Sundays and has added a suburban run (386-387) between Halifax and Elmsdale, NS.

#### SPADINA EXPRESSWAY RAPID TRANSIT LINE PROPOSED

The Metropolitan Toronto Planning Board is one non-transit planning body which appears to be definitely sold on rail rapid transit. The support being given by this board and by the Municipality of Metropolitan Toronto to the projected Bloor line is already well known.

However, during the past month, the M.T.P.B. made public its proposal for a north-west rapid transit line in the central mall of the Spadina Expressway, which roadway has been on the planning agenda for some time. The line would form a northerly continuation of the University Avenue leg of the Bloor line, passing under Avenue Road and northwesterly through the Nordheimer Ravine to meet the expressway in the vicinity of the present Spadina Road bridge. From here the tracks would be on the central reservation following the roadway through the present Cedarvale ravine (north east of Vaughan Road) Beechmount Street and Wilson Heights Boulevard to a point just north of Wilson Avenue.

The suggestion was made, moreover, that the rail line right-of-way could possibly be

constructed ahead of the adjacent roadway (then the latter might not prove necessary at all - Editor). The Congress Street development in Chicago was mentioned in the release, and it was intimated that the general design of the Spadina project would be similar.

In the meantime, a detailed report on the Bloor line is expected to be released by the Board in a matter of days, and this may well precede the discussion of ways and means to finance the giant project, and lead to the commencement of actual construction in 1958.

#### CANADA SOUTHERN MOTIVE POWER NOTES

The former Chesapeake & Ohio "Canadian" diesels purchased by the New York Central are numbered 5818-5827. They are now in operation on the Canada Southern still in their Chesapeake & Ohio colours, although they have been relettered.

The following steam locomotives were sold for scrap in July 1955: Consolidation 1196, Mikados 2007, 2013, 2043, 2040 and 2050, Six-coupled Switchers 6993, 6995 and 6997. The latter engines were the last 0-6-0's on the Canada Southern.

On March 2<sup>nd</sup>, 1956, the following engines were sold for scrap:  
Mikados 2016, 2017, 2018, 2022, 2030, 2032, 2034, 2042, 2049, 2053, 2058 and Eight-coupled Switcher 7553.

Engine 2003, the last N.Y.C. Mikado in Canada, was retained to supply steam heat to the Montrose roundhouse at Niagara Falls, but is to be disposed of with the advent of warm weather.

Steam power remaining on the Canada Southern consists of the following:

Class F82      4-6-0    1290, 1291

Class G6        2-8-0    1130, 1131, 1132, 1142, 1194, 1197, 1198, 1199.

Class U2        0-8-0    7504, 7505, 7506, 7507, 7508, 7511, 7522, 7539, 7550, 7551, 7552.

- Andrew Merrilees

#### ABITIBI POWER & PAPER COMPANY

Mogul No. 30 has been transferred from the company's industrial railway at Iroquois Falls, Ontario (see *Newsletter 108*, page 6) to another company-owned line at Pine Falls, Manitoba. Diesel switcher No. 80 is still in use at Iroquois Falls; Shay No. 70 is also there as a spare.

#### M. & S.C. ABANDONMENT DATE SET

After pleasant ruminations on future electric railway facilities in the article on page 4, the reader must now be brought back to harsh reality with the news of the final date of abandonment of the Montreal and Southern Counties Railway. The last day of service will be Saturday, June 2<sup>nd</sup> for those operations remaining (St. Lambert - Montreal South, St. Lambert - Mackayville and St. Lambert - Marieville). A fantrip will be operated by the Canadian Railroad Historical Association, using car 104 and others if required.

The trip is scheduled to leave St. Lambert shortly after noon upon arrival of the connecting C.N.R. shuttle train from Central Station, Montreal. It will be over by 6:00 P.M., Daylight Time.

Reservations should be made as soon as possible. Fare - \$2.50 per person, before May 26<sup>th</sup>. After May 26<sup>th</sup>, the fare will be \$3.00 per person.

The Association will also operate a trolley trip over lines of the Montreal Transportation Commission early on Sunday afternoon, June 3<sup>rd</sup>. Fare will be \$1.00 additional.

For reservations, write Mr. J. Marjoribanks, Chairman, Trip Committee, Canadian Railroad Historical Association Incorporated, Box 22, Station "B", Montreal, Canada.