

UCRS NEWSLETTER - 1956

July, 1956 - Number 126

The July meeting of the Society, in keeping with the policy of holding outdoor meetings during the summer months, will be held at the Bathurst Street Bridge (immediately south of Front Street), a spot that is almost always alive with switching movements as well as the passage of main line trains on both railways. This meeting will commence at 7:30 P.M. on Friday, July 20th. It is hoped that this meeting will be considerably better attended than was the June meeting which was the victim of poor weather plus the fact that the local post office took ONE WEEK to deliver some copies of the *Newsletter* to members within the City. (A grand total of four members finally made the trip to the O.E.R.H.A. trolley museum.)

➤ Enclosed with this issue is a copy of *Bulletin 44* which, although scheduled for mailing last month, had to be left out of most of the mailing at the last moment.

➤ N.S. & T. EXCURSION - The Akron Railroad Club will operate a fantrip on the Niagara St. Catharines & Toronto Railway on Sunday, July 29th. A 620-series car will be used in the morning leaving St. Catharines at 9:00 A.M. (D.S.T.), while car 83 will be used in the afternoon, finishing at St. Catharines at 4:15 P.M. Port Colborne, Port Weller and Walker's Quarry will be included. Fare will be \$3.00 in advance, \$3.50 on the car. Tickets may be obtained from Gary Dillon, 144 Roswell Street, Akron 5, Ohio.

MOTIVE POWER NOTES

The biggest news in this department in quite some time is the major renumbering scheme for locomotives that is being instituted by the Canadian National Railways. This is outlined in full detail beginning on Page 2 of this issue, showing the old and new numbers of steam locomotives affected by the program, and also a complete diesel roster (including those units on order), in which all renumberings are indicated.

➤ The New York Central has retired 4-6-0 1291 from its service on St. Clair branch. No. 1290, the last active N.Y.C. ten-wheeler in Canada, holds down the regular spot on this branch at the present time.

➤ The E. B. Eddy Company of Hull, Quebec, has recently offered for sale an 0-4-0T saddle tank locomotive built by Montreal in 1926. The asking price is \$2000.00.

➤ The Quebec North Shore & Labrador Railway has now taken delivery of all of its latest order of GP-9's from G.M.D. (Nos. 150-169). 169 was seen passing through Toronto on June 16th. It is reported that some of the older GP-7's have been returned to G.M.D. for conversion to GP-9's.

➤ The C.P.R. has ordered 25 GP-9's from General Motors Diesel Limited. These will bear numbers 8611-8635.

➤ The Ontario Northland Railway has ordered the following locomotives:

<u>Quantity</u>	<u>Builder</u>	<u>Type</u>	<u>Road Numbers</u>
4	G.M.D.	GP-9	1602-1605
2	M.L.W.	DL-700	1402-1403

N.S. & T. CURS SERVICE DRASTICALLY

Interurban service on the Thorold - Port Colborne line of the Niagara, St. Catharines & Toronto Railway was cut drastically effective July 1st, with the institution of a two-hour schedule (replacing hourly) on weekdays up to 2:00 P.M., and the elimination of all service after the 6:00 P.M. southbound trip. In addition, there will be no Sunday or Holiday service henceforth.

FIRST OF NEW SUBWAY CARS ARRIVE

The first of 34 new subway cars, numbered 5200-5203, arrived in Toronto about the end of June.
These are motor cars without controls.

C.N.R. STEAM LOCOMOTIVE RENUMBERINGS, JUNE 1, 1956

A. "Immediate"				
<u>Old (To June 1)</u>	<u>New (After June 1)</u>		<u>Class</u>	<u>Type</u>
1223	1520	H-4-a	4-6-0	
2200	2195	M-5-d	2-8-0	
7200, 7225, 7228,				
7229	7305-7308	O-9-a	0-6-0	
8201, 8204, 8205	8430-8432	P-4-a	0-8-0	
B. "When advised by Chief of Motive Power & Car Equipment".				
1111, 1117, 1119	1498-1516	G-16-a	4-6-0	
1121, 1123, 1125,				
1129, 1131, 1133,				
1135, 1138-1140,				
1145, 1147, 1150,				
1152, 1157, 1158				
1162-1164	1517-1519	G-17-a	4-6-0	
1274	1521	H-6-b	4-6-0	
1278, 1234, 1294,	1522-1531	H-6-c	4-6-0	
1303, 1307, 1311,				
1314, 1315, 1321,				
1322				
1324, 1325, 1327,	1532-1545	H-6-d	4-6-0	
1328, 1330, 1332-				
1340				
1347-1351	1546-1550	H-6-f	4-6-0	
1354, 1355, 1357,	1551-1589	H-6-g	4-6-0	
1359, 1360, 1362,				
1364, 1365, 1367,				
1370-1384. 1387,				
1389-1393, 1395-				
1397, 1401, 1402,				
1404-1406, 1408,				
1409				
1427, 1429, 1433	1390-1399	H-10-a	4-6-0	
1438, 1439, 1444,				
1446-1448, 1451				
1981-1984	2196-2199	M-8-a	2-8-0	
3523	3522	S-1-h	2-8-2	
3191, 3199	3523, 3524	S-1-j	2-8-2	
3702-3706, 3708	4045-4075	S-3-a	2-8-2	
3712, 3714-3717,				

UCRS # 126 - 3

----	1544-1548	1700-1704	5	MR-10a	MLW	1000
----	1549-1554	1705-1710	6	MR-10b	MLW	1000
----	(on order)	1711-1729	19	MR-10c	MLW	1000
----	1841-1858	2200-2217	18	CR-16a	CLC	1600
----	3000	2900	1	CRG-24a	CLC	2400
7830-7847	1800-1817	3000-3017	18	MR-16a	MLW	1600
----	1818-1840	3018-3040	23	MR-16b	MLW	1600
----	1861-1862	3041, 3042	2	MR-16d	Alco	1600
----	1863-1869	3043-3049	7	MR-16c	MLW	1600
----	1870-1877	3050-3057	8	MR-16f	MLW	1600
----	1878-1880	3058- 30603	3	MR-16g	MLW	1600
----	1881-1885	3061-3065	5	MR-16h	MLW	1600
----	(on order)	3066-3073	8	MR-16j	MLW	1600
	(57,500 lb.)					
----	(on order)	3074-3093	20	MR-16k	MLW	1600
	(62,000 lb.)					
----	(on order)	3600-3614	15	MR-18a	Alco	1800
----	1859, 1860	3900, 3901	2	MRG-16c	Alco	1600
7555-7578	1700-1723	4350-4373	24	GR-15a	GMD	1500
----	1724-1750	4400-4426	27	GR-17a	GMD	1750
----	1751-1765	4427-4441	15	GR-17b	EMD	1750
----	1768-1776	4442-4450	9	GR-17d	EMD	1750
----	2000-2024	4451-4495	45	GR-17f	GMD	1750
	(Rest on order)					
----	(on order)	4496-4501	6	GR-17g	GMD	1750
	(57,500 lb.)					
----	(on order)	4502-4538	57	GR-17h	GMD	1750
	(62,000 lb.)					
----	(on order)	4539-4559	21	GR-17j	EMD	1750
----	1766, 1767	4900, 4901	2	GRG-17c	EMD	1750
----	1777, 1781	4902-4906	5	GRG-17c	EMD	1750
	(on order)	4907-4927	21	GRG-17k	EMD	1750
----	6500-6512	----	13	GPA-17a	GMD	1750
----	6513	----	1	GPA-17b	GMD	1750
----	(on order)	6514-6522	9	GPA-17c	GMD	1750
----	6700-6705	----	6	CPA-16a	CLC	1600
----	6706-6711	6750-6755	6	MPA-16a	MLW	1600
----	6800-6805	----	6	CPB-16a	CLC	1600
----	6006-6811	6850-6855	6	MPB-16a	MLW	1600
----	7000-7009	----	10	GS-12a	GMD	1200
----	7010-7014	----	5	GS-12b	EMD	1200
----	7015-7016	----	2	GS-12c	EMD	1200
----	7017-7019	----	3	GS-12d	GMD	1200
	(on order)	7020-7030	11	GS-12c	GMD	1200
	(on order)	7031-7033	3	GS-12f	GMD	1200
----	8500-8521	7150-7171	22	GS-8a	GMD	800
----	8522-8533	7172-7183	12	GS-8b	GMD	800
----	8535-8559	7200-7224	25	GS-9a	GMD	900
----	(on order)	7225-7232	8	GS-9b	EMD	900
----	7900-7902	----	14	GS-10a	EMD	1000
----	7904-7914					
----	7936-7945	----	10	GS-10a	EMD	1000
----	7956-7974	----	19	GS-10a	EMD	1000
----	8016-8025	----	10	MS-10c	MLW	1000
----	8026, 8027	----	2	MS-10d	Alco	1000
----	8028-8033	----	6	MS-10c	MLW	1000
----	8034-8035	----	2	MS-10f	Alco	1000
----	8036-8077	----	42	MS-10g	MLW	1000
----	8078, 8079	----	2	MS-10h	MLW	1000
----	8080-8082	----	3	MS-10j	Alco	1000

----	8083-8090	----	8	MS-10k	Alco	1000
----	7915-7935	8091-8121	31	MS-10a	Alco	1000
	7946-7955					
----	7975-7994	8122-8141	20	MS-10a	MLW	1000
----	7995-7999	8142-8161	20	MS-10b	MLW	1000
7600-7614	8000-8014					
----	8015	8162	1	MS-10b	Alco	1000
----	(on order)	8163-8195	33	MS-10l	MLW	1000
----	(on order)	8196-8202	7	MS-10m	Alco	1000
----	(on order)	8203-8205	3	MS-10n	Alco	1000
----	8450-8461	----	12	MS-7a	Alco	660
----	8462-8483	----	22	MS-7b	Alco	660
----	8484-8498	----	15	MS-7c	MLW	660
----	9000, 9002,	----	4	GFA-15a	EMD	1500
----	9003, 9005					
----	9006-9027	----	22	GFA-15a	EMD	1500
----	9001, 9004		2	GFB-15a	EMD	1500
----	9028-9046	----	12	GFA-15b	GMD	1500
	9050, 9052 (even)					
----	9029-9047	----	13	GFB-15b	GMD	1500
	9051-9055 (odd)					
----	9056-9062 (even)	----	4	GFA-15c	GMD	1500
----	9057-9065 (odd)	----	4	GFB-15c	GMD	1500
----	9064-9142 (even)	----	40	GFA-15d	GMD	1500
----	8700-8404 (even) 9300-9304 (even)		3	CFA-16a	CLC	1600
----	8701-8705 (odd) 9301-9305 (odd)		3	CFB-16a	CLC	1600
----	9408-9426 (even)	----	10	MFA-16a	MLW	1600
----	9409-9427 (odd)	----	10	MFB-16a	MLW	1600
----	9428-9436 (even)	----	5	MFA-16b	MLW	1600
----	9429-9437 (odd)	----	5	MFA-16b	MLW	1600
----	9438-9456 (even)	----	10	MFA-16c	MLW 7	1600

EXCURSION ON JUNE 23rd.

Despite a pouring rain, 11 Society members and friends met for the scheduled C.P.R. excursion to Hanover. Train 705 departed at 8:10 E.S.T., the consist being, in order, road-switcher 8459 two steel express cars, a new coach, wooden gas-lit combine 3552 (immediately taken over by the U.C.R.S. party), a wooden express car and two express refrigerator cars. The first of many delays was at West Toronto, where train 20 was standing in the station, forcing 705 to wait until it had cleared. The rain stopped before arrival at Brampton, and was not to bother the members again.

At Brampton (which was reached 25 minutes late) another delay was caused by the two refrigerator cars being apparently marshalled in the wrong order, as the second-last car was to be left at Brampton. By the time this had been rectified, we were 43 minutes late, leaving at 10:01. Train 706, powered by Pacific 1263, was passed at Forks of Credit. At Orangeville, D-4 engine 484 was observed in the roundhouse while D-10 class 1088 was standing by with the Elora mixed train. Pacific 2238 was also on the scene. After picking up one more member, the train moved on to Fraxa, where engine 1004 picked up the wooden express car for the Wingham & Teeswater mixed. (The other refrigerator car had been left at Orangeville). Engine 1057 and about 30 cars were passed northbound at Shelburne, while at Proton our combine, its 12 railfans and 2 passengers was backed into a siding and abandoned by Train 705. After a 45-minute wait, 1057 rushed up from the south and we departed at 1:17 on the rear of the long train. At Saugeen, another engine (number invisible) took seven or eight cars destined for Owen Sound, while 1057 left with the remainder on the Walkerton Branch at 1:45, 1 hour and 55 minutes late. Good progress was made to the Durham gavel pits, a mile east of the station, where a prolonged interval of switching took place, at the conclusion of which 1057 was found with an equal number of cars ahead and behind, with the combine last of

all. With this unorthodox consist we finally arrived at Durham 2 hours and 35 minutes late. At this point engine 445 was met . D-3 engines normally shuttle between Walkerton and Hanover, but in this case had come 11 miles further to Durham. The cars in front of 1057 were shoved onto Combine 3365 which had come from Walkerton, while 445 took the cars and combine which had been behind 1057. This caused our trip to be cut short at this point, and the excursionists accordingly changed trains for the return trip and we left again at 4:07 (52 minutes late) with 1057 running tender first owing to lack of turning facilities at Durham. Returning to Saugeen, had we been on time we would have continued to Orangeville as a mixed train which does not appear in the public timetable. However, in this case we were backed onto a siding beside a boat, named the *Coo Coo*, on a flatcar, while 1057 turned on the wye and added a few more cars to its train. Several of the younger members were invited into the cab by the engine crew during the 25-minute wait before the combine was picked up by the southbound Toronto train, powered again by 8469. Saugeen was left at 5:33, only 5 minutes late; a short wait at Orangeville gave opportunity for a much-needed snack; northbound train 707, powered again by Pacific 1263, was passed at Brampton. Finally, as a result of some fast running (an interesting experience in the not-so-new combine), arrival at West Toronto and the Union Station was made exactly on time. Those members who braved the early rain were treated to a most unusual and interesting trip, and considerable number of photographs were taken, despite the unfavourable weather.