September, 1956 - Number 128

The 1956-57 season of indoor meetings of the Society will commence with the meeting of Friday, September 21st. to be held in Room 486, Toronto Union Station at 8:30 P.M. The program for this meeting will consist of the showing of colour slides of steam interest.

➢ Members are again reminded of the London & Port Stanley Railway centenary fantrip which is to be operated by the Society on Sunday, September 30 th., starting from the London station at 12:00 Noon E.S.T. The fare for the trip will be $2.00, payable on the car.

KINGSTON CENTENARY CELEBRATION

While on the subject of centenaries, mention must be made of the plans for a joint observance by the Upper Canada Railroad Society and the Canadian Railroad Historical Association of Montreal, of the one hundred anniversary of the opening of the line of the Grand Trunk Railway of Canada between Montreal and Toronto. It is planned that the groups from both cities will meet in Kingston on Saturday, October 27th. to observe the occasion. Details of activities for the day have not been finalized as yet, but a banquet is expected to be a part of the agenda.

The Society will appreciate being notified by any and all Resident and Associate members who plan to attend this celebration, so that arrangements for activities can be made with regard to the expected numbers.

Further details will be given in the October *Newsletter*.

➢ Copies of the booklet "*Canada's First Subway*" will be available at the September meeting, so that any member who did not obtain a copy when they were previously distributed, or who would like to have a second copy, may obtain same at this meeting. Unfortunately, this booklet is too bulky to be sent through the mails.

T.T.C. ENGAGES CONSULTANT FOR SUBWAY PLANNING; TAKES TEST SOIL BORING

The T.T.C. has appointed Mr. Norman D. Wilson, well known Toronto consulting engineer, to direct traffic and location studies, and prepare functional plans for the projected Bloor Street and University Avenue rapid transit lines. A report covering alignment, gradients, type of construction, cost estimates, etc. is expected to be completed by the end of this year. The report will be prepared in conjunction with the Metropolitan Toronto Planning Board. Mr. Wilson produced in 1948 a transportation plan for Toronto which embodied a full system of rapid transit lines.

The T.T.C. is currently making test boring to determine soil conditions along the routes of the Bloor Street & University Avenue lines.

LOCOMOTIVES OF THE PACIFIC GREAT EASTERN RAILWAY

(Current Roster)

1. Steam Locomotives

2-8-2 (Mikado) type

Nos.	Cyl.	B.P.	Drivers	Eng. Weight	H.R.	Builder & Date
160	20 x 30	225	57	227,000	38%	Can. Loco Co. May 1945
63	20 x 30	225	57	227,000	38%	Can. Loco Co. Oct. 1947

2. Diesel Locomotives

Nos.	Type & H.P.	Builder & Date	Builders Nos.	Gearing
551	65 ton, 550 H.P. - switcher	GE, June 1948	29951	30 mph
552, 553	70 ton, 660 H.P. - road-switcher	GE, Feb. 1949	30037, 38	55 mph
554, 555	70 ton, 660 H.P. - road-switcher	GE, June 1949	30177, 78	55 mph
556, 557	70 ton, 660 H.P. - road-switcher	GE, Feb. 1950	30440, 01	55 mph

561-566	1600 H.P. - road-switcher	MLW May-June 1951	76104-09	65 mph
567, 568	1600 H.P. - road-switcher	MLW May 1952	77698, 99	65 mph
569-571	1600 H.P. - road-switcher	MLW July-Aug. 1953	79121-23	65 mph
572	1600 H.P. - road-switcher	MLW July 1954	81012	65 mph
573-575	1600 H.P. - road-switcher	MLW Nov.-Dec. 1954	81172-74	65 mph
576-578	1600 H.P. - road-switcher	MLW May 1955	81204-06	65 mph
579-586	1600 H.P. - road-switcher	MLW May-June 1956	81537-44	65 mph

NOTES:

- 551 was sold to Jameson Construction Company, Prince George, BC, in July 1951, and returned to PGE when construction of Quesnel - Prince George extension completed; sold to MacMillan & Bloedel, Harmac, BC, June 1956.
- 561-568 have A1A-A1A wheel arrangement (six-wheel trucks with centre idler axle); all others have B-B arrangement.
- 561-578 are original "low hood" body design; 579-586 are now "high hood" (DL-700) design.
- Continuous tractive efforts: 551 - 20,800 lbs.
  552-557 - 23,600 lbs.
  561-586 - 52,500 lbs.
- Total Weights: 551 - 130,000 lbs.
  552-557 - 140,000 lbs.
  561-578 - 248,000 lbs. (561-566 have 165,500 on drivers)
- All diesel locomotives have MU control except 551.

C.N.R. MOTIVE POWER NOTES

- Locomotives delivered:

From General Motors Diesel Limited:

4490 June 27 4491 June 29 4492 July 4 4493 July 5
4494 July 9 4495 July 9 1229 June 26 1230 June 26
1231 July 5 1232 July 6 1233 July 10 1234 July 12
1235 July 17 1236 July 20 1237 July 23 1238 July 26
1239 July 28

From Electro-Motive Division: (For Grand Trunk Railway)

4449, 4450 Through Toronto, June 10.
4902-4996 Through Toronto, June 13

- The following Central Vermont Railway locomotives passed through Toronto on the dates given en-route to Sharpsburg PA, for scrap:

453, 463: July 17; 601: July 21; 473: August 1; 500, 600: August 7.

C.N.R. CONSOLIDATES 17 UNDERLIER COMPANIES

Seventeen subsidiary companies, all of which have formed a part of the Canadian National Railways system for many years, and which for all intents and purposes (other than financial) have lost their identities long ago, have finally been merged with the Canadian National Railway Company These subsidiary companies are as listed hereunder:

-- Canadian Northern Railway.
-- Canadian Northern Alberta Railway.
-- Canadian Northern Ontario Railway.
-- Canadian Northern Consolidated Railways.
(previous amalgamation of 12 companies)
-- Canadian Northern Steamships.
-- Canadian Northern Railway Express.

-- Canadian Northern System Terminals.
-- Grand Trunk Pacific Railway.
-- Grand Trunk Pacific Branch Lines Company.
-- Grand Trunk Pacific Saskatchewan Railway.
-- Grand Trunk Pacific Development Company.
-- Grand Trunk Pacific Terminal Elevator Company.
-- Manitoba Northern Railway.
-- Montreal & Vermont Junction Railway.
-- Niagara St. Catharines & Toronto Navigation Company.
-- Pembroke Southern Railway.
-- Stanstead Shefford & Chambly Railroad Company.

➢ The C.N.R. has ordered five more dinette cars from Canadian Car & Foundry Company, for delivery in the latter part of 1957.

➢ An agreement has been concluded between the Canadian Car & Foundry Company and The Budd Company whereby C.C.& F. will manufacture stainless steel railway equipment in Canada under license from the American company.

REPORT ON TRIP TO WESTERN PROPERTIES, 1927 (IV)

(Concluded)

PORT ARTHUR: - Population: 20,000; Miles of track: 20; This company is in good financial condition, and shows a surplus this year after all charges. All cars are electrically heated. The management estimates that it requires 16 KW. to heat each car. In order to reduce power demand, heat is turned off in the cars between 5:40 P.M., and 6:30 P.M.

FORT WILLIAM: - Population: 20,000; Miles of track: 23; The conditions in Fort William are not nearly as good as in Port Arthur. The street railway is far from paying, due possibly to the heavy capitalization at $1,250,000. There is a working arrangement between the street railways of the two cities whereby the Port Arthur cars operate in Fort William and vice versa. The arrangement calls for an exchange of fare boxes at the border.

MOOSE JAW: - Population: 20,000; Miles of track: 1; There is very little to be said about this property. The cost of power is 3.23¢ per car mile. They are considering bus operation to serve recently developed industrial territory.

LETHBRIDGE: - Population: 11,000; Miles of track: 10; There is very little to be said about this property; the company operates only four cars and a street railway is certainly not justified.

The cost of power is 5¢ per car mile. Operation is 100% one man.

VANCOUVER: - Population: 135,000; Miles of track: City 188 -Interurban 159; The British Columbia Electric Railway operates 13 one-man cars, 205 two-man cars and 8 two-car trains. No one-man cars operate in Vancouver. New Westminster, with a population of 20,000, and Victoria, with a population of 60,000, have 100% one-man operation.

With the exception of the one-man cars, all are rear-entrance pay-as-you-enter, with manually operated gates constructed of heavy wire mesh. The city operation is entirely separate from the interurban operation, and under the Traffic Superintendent, Mr. W. H. Dinsmore, in whose office the city schedules are made out. The Universal Fare Bus Routes are operated under the Traffic Department, which also handles the charter bus services.

The service is generally good, and the cars are kept in good condition. As they pass through the shops they are being painted the T.T.C. red.

Interurban Operation - I spent considerable time with Mr. Elson, Superintendent of Interurban Operation at New Westminster. Both passenger and freight service is operated by the

B.C. Electric Company by interurban cars, and by trucks with trailers.

The maximum grade on the interurban lines is 2.2%. 70 lb. rail is used pretty well throughout, laid on B.C. fir ties. The company owns four or five 56 ton electric locomotives which are used for heavy freight work. Interurban cars operate into the downtown terminal of the B. C. Electric Company, over which is the head office building; the same condition applies in New Westminster. Under an old franchise, the company is compelled to give a free transfer from the interurban cars to the city system in both Vancouver and New Westminster, irrespective of the distance that the passenger boarded the interurban car outside the city limits.

The interurban lines operate on standard steam road rules with a few changes applicable to the operation. Fares are on a zone basis; in the case of New Westminster, which is 12 miles from Vancouver, the fare is 25¢ for a single ticket, and 35¢ return. Commutation tickets are also sold in books of ten rides and fifty rides, limited to 30 days.

Motor Coach Operation - The motor coach operation of the B.C. Electric Company is handled entirely separately from the operation of buses running on a single fare. The company owns ten 30 passenger Fageol coaches, four Whites with coach bodies, six Leyland street car type and three miscellaneous street car type vehicles. Two deluxe interurban services are operated — one on a 20-minute headway between Vancouver and New Westminster, for which a 25¢ fare is charged each way; no transfers are issued to the city system. This parallels the interurban railway for the entire distance; buses and cars often leave at the same hour.

The other line is operated from Chilliwack, a distance of 60 miles. A fare of $2 is charged, $3.75 return, as against the interurban fare of $1.85 single and $3.40 return. In the summer, however, the interurban has a special weekend $2.50 return rate. As in the former case, the coaches practically parallel the interurban operation. The interurban coach operation is under Mr. Bosley, who also handles the motor vehicle freight business for the company, as well as being superintendent of head office building, and is in charge of news stands at the various terminals, which I understand are very profitable.

Shops - I spent about half a day with Mr. G. A. Dickie, master mechanic, looking over the shops. These are far from centrally located, and undoubtedly there is considerable dead mileage. The shops have been occupied for only a year, and for all intents and purposes are new. Both interurban and city cars receive major repairs in these shops as well as all the coaches and buses. The facilities are laid out to provide for a sequence of work. There are a number of two-ton hoists and a monorail running half the length of the shops. The safety tread used on the cars is manufactured in the shops from scrap material; this gives approximately nine months' wear, after which it is removed and melted down again with an approximate waste of 3½%.

Situated about 50 yards from the general shops there has been erected an oil and waste reclaiming plant. The savings effected paid for the cost of the equipment within a week.

Steel tire wheels are used, the average mileage per wheel being 191,000. The company has not gone in extensively for spray painting. The cost of maintenance per car mile is 1.67¢.

Publicity - The B.C. Electric Company does a considerable amount of publicity. This covers Street Railway, Power, Motor Coach and Electric Sales departments. Of all the roads in the west, in fact, in Canada, with the possible exception of the T.T.C., the B.C. Electric has by far the best public relations. Briefly, publicity is handled as follows:

There are three newspapers in Vancouver. The Company contracts for 50,000 lines a year in each paper. The total cost for this space in 1925 was $24,500, of thick $6,500 was devoted to purely electric railway matters; the other $18,000 dealt with power and appliances.

Once a week a pamphlet is issued entitled the "*Buzzer*", which is placed in boxes in the cars. 32,000 copies are issued at a cost of $6500 per year. Two-thirds of this cost is charged against the street railway. The pamphlet is placed in the cars on Friday morning, this being

the day of heaviest traffic. The distribution by routes is determined on the basis of transfer issued and collected.

The company uses bulkhead signs in all the cars, 9½" x 12½". These signs deal with general traffic matters such as "What Delays You?". The publicity manager takes the stand that the place to advertise the street railway service is in the street cars. The cost of these signs is $20 per week including labour.

The company has started to use a large 19" x 27" poster similar to those used by the London Underground. They are attractively designed in two or three colours, and are placed, in addition to terminals. etc., in downtown stores, theatres, etc., 250 posters are issued every two weeks at a cost of $185.00.

The Publicity Department also does a small amount of billboard advertising, the billboards as a rule appearing; on the company's property. Another matter handled consists of two large illuminated maps which appear on the outside of the head office building, one nap showing interurban and the other city operation. The maps present a very neat appearance, and I noticed a number of people studying them, even though they had been up some two years.