

UCRS NEWSLETTER - 1957

July, 1957 - Number 138

SOCIETY ACTIVITIES: - The Society will meet on the third Friday only during the months of July and August. The July meeting will consist of another of the periodic pilgrimages to Bayview Junction (near Hamilton where C.N.R. main lines to Niagara Falls and Sarnia diverge), which is perhaps the best vantage point in the entire province for the observation of main-line train operation. The meeting place and time will be Front & Yonge Streets at 7:00 P.M. on Friday, July 19th. From this point members will drive to Bayview Junction; those who own automobiles are urged to provide transportation and are requested to notify the Editor beforehand of their intention to do so, in order that accommodation may be arranged for the non-drivers in attendance.

The Society is planning the operation of a fantrip in connection with the opening of the relocated street car line on the Queen Street extension. It is the intention to charter a 4400-series PCC and, if at all possible, to tour the new trackage, and that to be abandoned, on the same trip. At time of writing the date of opening not known, (although expected to late in July), and further details cannot be given. However, all local area members will be notified by special mailing of final arrangements as soon as these have been settled.

PAST MEETINGS: - June 7th. - Outdoor meeting at Port Credit Station. Approximately 12 members in attendance; an excellent display of C.N. steam power, mainly 4-8-4's and 4-8-2's, and also C. P. 5375 and 2333.

June 21st. - Indoor meeting, 16 members in attendance. Program consisted of a review of the Woods & Gordon report on the T.T.C. followed by a "100 Question" quiz, won by Jack Maclean.

MOTIVE POWER NEWS

➤ After a lingering decline, steam is now dead on the Ontario Northland Railway. Pacific 701 pulled a special train including three business cars from Timmins to North Bay (with detours to Cochrane and Rouyn) over June 24th and 25th, the operation of which train constituted the official observance of 100% dieselization. For the last few years, the handful of remaining O.N.R. steam locomotives, if operated at all, had been restricted to wayfreight and work train operation.

48 diesel locomotives, consisting of GMD "A" units and road-switcher, and MLW road-switchers and 1000 H.P. switchers, now do all the work on the railway. U.C.R.S. member Fred Sankoff was an invited guest of the O.N.R. on the last steam-hauled train.

➤ Recently renumbered C.N.R. 0-8-0 8438 (old 8211) at Toronto still bears the 82nn front number plate. The plate has been reversed and "8411" painted in yellow on the back thereof.

In addition to the 222 new diesel locomotives ordered by the C.N.R. in recent months, and listed in *Newsletter 135*, the railway has on order one GE 380 h.P. 44-ton steeple-cab unit which will bear the number 6 and be classified ER-4c. Numbers 1-5, already on the system, are of similar type.

➤ On a tour of Spadina roundhouse on June 14th, the Editor noted 2-8-0 2631 and 4-6-2 5556 stored outside out of service, 4-8-4's 6401 and 6403 are stored out of service at Stratford.

CANADIAN ELECTRIC RAILWAY EQUIPMENT UNDER HISTORICAL PRESERVATION - A CHECK LIST

Company for which last operated	Car No.	Type	Builder	Const.	Present Colour
A. TORONTO AREA CARS (Built for T.T.C.)	11	ST DE open tlr,	Hillcrest	Wood	Dark red

Relic collection		turtle roof, 10 bench.	Shops, circa 1932		& cream
Toronto St. Ry,	16	ST DE closed horse car, deck roof	?	Wood	Dark red, green & cream
Toronto Ry. Co.	64	ST DE closed tlr, deck roof	J.M.Jones & Sons, 1891	Wood	Brown & cream
Toronto Ry. Co.	306	ST SE closed mtr, deck rf.	Toronto Ry. Co., 1892	Wood	Brown & cream
(Built for T.T.C. Relic Collection)	327	ST SE open mtr, turtle roof 10 bench	Hillcrest shops, circa 1932.	Wood	Dark red & cream
Toronto Transp. Comm.	W-24	ST SE closed motor, deck roof	Toronto Ry. Co., 1913	Wood	Brown & cream
Toronto Transp. Comm.	1326	DT SE closed motor, deck roof	Toronto Rly. Co., 1910	Wood	Red & cream
Toronto Transp. Comm.	2210	ST DE motor, arch roof	Preston 1915	Wood	Dark green, silver trim.

B. MONTREAL AREA CARS

Mont. Transp, Comm.	200	DE Birney safety	Brill, 1919	Steel	Green & Cream
Mont. Tramways Co .	274	ST SE closed deck roof	Newburyport, 1894	Wood	Pale cream
Mont. Tramways Co.	350	ST SE closed deck roof open platform	Brownell, 1892	Wood	Brown & cream

<u>Preserved by</u>	<u>Location</u>	<u>Restored to, or being restored to original condition</u>	<u>Remarks</u>
Brantford Elec. Ry. Assn.	Short Beach, CT.	In original condition	Built as replica of original Car 11; to B.E.R.A. July 1953. While on T.T.C. was used as trailer to 327.
T.T.C.	Hillcrest Shops	Yes	Preserved by Toronto Ry. Co. as historical exhibit and passed to T.T.C. relic collection.
T.T.C.	St. Clair Carhouse	No	Preserved as relic by T.T.C. 1923; coupled to motor 306. Used originally as horse car.
T.T.C.	St. Clair Carhouse	No	Preserved as relic by T.T.C., 1923.
T.T.C.	St. Clair Carhouse	In original condition	Built as replica of original car 327, reputed to be the first horse car converted to electric operation in 1892.
Branford Elec. Ry. Assn.	Short Beach, CT.	Yes	In passenger service as Car 1706 until 1924 when converted to rail grinder. To B.E.R.A. Jan. '55 being restored by J. R. Stevens.

Ont. Elec. Ry. Hist. Assn.	Rockwood, ON.	No	Retired March 30, 1951 after ceremonial last run for wooden cars in Toronto. Placed in relic collection until 1954 when decision to scrap made. To O.E.R.H. A. June 1954, the formation of which was primarily to save this car.		
Ont. Elec. Ry. Hist. Assn.	Rockwood, ON.	Yes	Built as Toronto Civic Rys. 55, and being so restored. Converted to snow scraper 1931. To O.E.R.H.A. June 1954.		
M.T.C.	Montreal	No	Built for Detroit United Rlys., to Montreal Tramways 1923. Used in later years as fare box car. Last Birney owned by a transit system in North America.		
C.R.H.A.	St. Denis Car house	Yes	Used latterly as a salt car. To C.H.R.A. 1951		
M.T.C.	St. Denis Car house	Yes	Montreal's original electric car. Retired 1914, held for many years as an "unofficial" relic, not restored to original condition until 1956.		
Company for which last operated	<u>Car No.</u>	<u>Type</u>	<u>Builder</u>	<u>Const.</u>	<u>Present Colour</u>
Mont. Transp. Comm.	997	DT SE closed, Montreal roof	Ottawa, 1910	Wood	Pale cream
Mont. Transp. Comm.	1046	DT SE closed, arch roof	Mtl. St. Ry. 1902.	Wood	Orange & Cream
Mont. & Sou. Counties Ry.	9	DT DE wood suburban	Grand Trunk Ry. 1911	Wood	C.N.R. Green
Mont. & Sou. Counties Ry.	104	DT DE Wood MU Suburban	Ottawa, 1912	Wood	C.N.R. Green
Mont. & Sou. Counties Ry.	107	DT DE Wood MU Suburban Combine	Ottawa, 1912	Wood	C.N.R. Green
Mont. & Sou. Counties Ry.	504	Baggage-Express motor	Ottawa, 1924	Wood	C.N.R. Green
Mont. & Sou. Counties Ry.	610	DT SE MU Interurban	Ottawa, 1922	Wood & Steel	C.N.R. Green
Mont. & Sou. Counties Ry.	611	DT SE MU Interurban	Ottawa, 1917	Wood & Steel	C.N.R. Green
Mont. & Sou. Counties Ry.	621	DT DE MU Interurban	Ottawa, 1930	Steel	C.N.R. Green
C. MISCELLANEOUS CARS					
Lake Erie & Northern Ry.	797	DT DE MU Int. Combine	Preston, 1915	Wood & Steel	C.P.R. Red
Niagara St. Catharines & Toronto Ry.	135	DT DE MU Interurban	Preston, 1915	Wood	Dark red
Saskatoon Municipal Ry.	12	ST DE City Turtle roof	St. Louis, 1912	Steel	Green & Cream
B.C. Electric Ry.	53	ST DE City Deck roof	B.C.E.R., 1904	Wood	Red & Cream
B.C. Electric Ry.	1304	DT DE MU Interurban	B.C.E.R.	Wood	Red & Cream

<u>Preserved by</u>	<u>Location</u>	<u>Restored to, or being restored to original condition</u>	<u>Remarks</u>
M.T.C.	Montreal	Yes	Retired from passenger service in 1955.
M.T.C.	Montreal	No	Used originally on Montreal Park & Island Ry., retired in 1954.
Branford Elec. Ry. Assn.	Short Beach, CT.	In original condition	To B.E.R.A. 1955; originally a combine
C.R.H.A.	Railway Sid- ing, Montreal		To C.R.H.A., November 1956.
Ont. Elec. Ry. Hist. Assn.	Rockwood, ON.	In original condition	To O.E.R.H.A., May 1956.
Sea Shore Elec. Ry.	Kennebunk- In original port, ME	condition	To S.E. Ry., 1955
Seashore Elec. Ry.	Kennebunk- In original port, ME	condition	To S.E. Ry., 1955
C.R.H.A.	Railway sid- ing, Montreal	In original condition	To C.R.H.A. November, 1956.
Seashore Elec. Ry.	Kennebunk-No port, ME		Originally Windsor, Essex & Lake Shore Rapid Ry. 501; out of service 1932-1940 when bought by M.&S.C.; to S.E. Ry. 1955.
Syracuse Chapter N.R.H.S.	Sandy Pond, NY (Rail City Museum)	No	Originally L.E. & N. 209; used latterly as straight baggage-express. To U.S.A., 1955.
R. G. Snetsinger	Farm of G. S. Cornell, near London, ON.	No	Body only preserved; obtained from railway, June, 1949.
Bay Area Elec. Railfans' Assn.	Oakland, CA.	No	Owned by member Eldon Lucy; went to U.S.A., May 1951.
City of Vancouver (?)	Pacific Nat'l Exhib. Grounds	Yes	Used as sand car 1916-1955; placed in P.N.E. grounds after abandonment of last city car line.
Willamette Val- ley Elec. Ry.	Forest Grove, Oregon	No	Originally private car; was donated to Seashore Electric Railway and re-donated to W.V.E.R.A. in 1956.

C.P.R. LOCOMOTIVES TIED UP SERVICEABLE (EASTERN REGION)

As of April 30, 1957

<u>No.</u>	<u>Location</u>	<u>Date</u>	<u>No.</u>	<u>Location</u>	<u>Date</u>
136	Chipman	March 31	1226	St. Luc	April 18
421	Aroostook	March 19	1263	St. Luc	March 29
439	Lambton	April 30	2209	St. Luc	April 5
453	Woodstock	Feb. 26	2229	St. Luc	March 25
492	West Toronto	March 1	2237	St. Luc	March 22
842	Quebec	March 28	2328	St. Luc	March 8
870	St. Luc	March 19	2412	St. Luc	April 1
871	Sherbrooke	April 25	2470	St. Luc	March 25
890	St. Luc	April 26	2501	Glen Yard	March 21
946	Farnham	March 23	2514	Smiths Falls	March 26
1027	St. Luc	April 13	2541	St. Luc	March 7

1039	St. Luc	March 25	2583	Brownville	April 16
1066	St. Luc	April 3	2597	Brownville	April 26
1072	Sherbrooke	April 22		2644 McAdam	April 15
1074	Quebec	March 29	2660	McAdam	April 9
1080	St. Luc	April 11		2663 Sherbrooke	April 20
1083	Sherbrooke	April 10		2811 St. Luc	Oct. 21/56
1092	St. Luc	March 22	2820	St. Luc	March 21
1217	Glen Yard	March 21	2821	St. Luc	March 27
2825	St. Luc	Set. 14/56	5171	McAdam	April 25
2859	St. Luc	March 26	5175	Ottawa	March 30
2926	McAdam	Dec. 29/56	5357	McAdam	April 29
3004	Glen Yard	March 21	5361	McAdam	April 29
3442	St. Luc	March 25	5394	Sherbrooke	April 10
3476	St. Luc	Feb. 21	5400	Farnham	March 31
3529	Brownville	April 17		5406 Farnham	April 22
3632	St. Luc	April 11		5410 Farnham	April 29
3637	Bay Shore	April 12		5421 Farnham	April 9
3682	McAdam	April 15	5455	Farnham	April 22
3692	Bay Shore	April 10		5456 Farnham	April 5
3700	Bay Shore	April 17		5750 St. Luc	April 30
3719	Bay Shore	April 10		5751 St. Luc	April 30
3752	Bay Shore	April 8	5752	St. Luc	Aug. 29/56
5102	St. Luc	March 22	5754	Bay Shore	April 12
5118	Ottawa	March 31	5755	McAdam	April 8
5145	McAdam	April 15	6275	Lambton	Aug. 23/55
5147	Ottawa	March 31	6298	Sudbury	Oct. 31/56
5162	St. Luc	April 10		6301 Lambton	Feb. 14
5170	St. Luc	April 1	6961	Bay Shore	April 18

T.T.C. NOTES

- The repainting of the odd Large Witt car has taken place in recent weeks. Among the five or six done to date are 2302, 2314, 2360, 2376, 2388, and 2442. Many of the others are badly in need of attention.
- Trackage on the Queen Street Extension is virtually complete at time of writing except for the section through the C.N.R. underpass.
- The extra advertising bracket being applied to the rear end of PCC's as mentioned in recent issues is for non-revenue advertising. It is being used for a series of ads promoting transit riding, known as "The T.T.C. Story". Typical of these is the current card which reads "More People. Fewer Vehicles — Today's Traffic Prescription." Application of these brackets to the street cars has been a slow process, although they were applied very quickly to trolley coaches and buses. Peter Witts are not receiving them, as there is no suitable position.
- The Dundas & Church track intersection was recently renewed, in the course of which work the northbound and eastbound left-hand curves were made inoperative with the removal of certain portions of the special work.
- Ceiling fans are being removed from the Cleveland cars, although the roof monitor is remaining. A circular plate, flush with the contour of the ceiling, is being bolted over the holes from which the fan assemblies protruded. The only summer in which some of the fans are known to have been used was 1953, the year when the cars were placed in service in Toronto.

In more recent years, anti-draft cover, originally bolted over the louvres during winter months, was left in place all year.

➤ The J. D. Woods & Gordon report on the T.T.C. forecasts (not recommends) that by 1980 street cars will operate only 3.7 million miles a year as compared to the 23.5 million miles which they operated during 1956. (Editor's Note: How many other cities on this continent will have street cars at all in 1980?)

➤ In partial contrast to the above is the recent statement of T.T.C. officials in rebuttal to two east-end aldermen who had criticised the condition of track on Queen Street, Winston Road and Coxwell Avenue, and suggested replacement of cars on these streets with buses; The official statement was that there is no intention of abandoning street car operation on any of these streets, and that Queen Street in particular is expected to be a carrier of heavy street car traffic for many years to come.

➤ The C.N.R. has sold to the Municipality of Metropolitan Toronto 62 acres of land in the vicinity of the once-projected Scarborough Junction yard, which became surplus following the decision not to proceed with the construction of a yard in this location. Metro intends to use this land for a portion of a future expressway which is projected to parallel the C.N.R. for many miles through Scarborough Township.

➤ The Canadian Car Company (until recently Canadian Car & Foundry) has purchased the Canadian business of the Standard Railway Equipment Company. This will enable Can-Car to produce certain freight car parts such as box car roofs, hopper car doors, coupler centring devices, etc.

➤ Operation of C.P.R. mixed trains 747 and 748 (Orangeville - Fergus - Elora) was discontinued on June 3, 1957. A wayfreight follows somewhat the same schedule, however.

NEW BOOK

DAYLIGHT THROUGH THE MOUNTAIN, by Frank M. Walker, 442 pages, published by the Engineering Institute of Canada available from Sir Isaac Pitman & Sons, Toronto (see pamphlet enclosed with this issue).

This book consists of a biography of two early Canadian civil engineers, brothers Walter and Francis Shanly, who surveyed, engineered and supervised much of the early railway construction in Eastern Canada and to some degree in the United States, their most noteworthy exploit having been the completion of the Hoosac Tunnel, the construction of which had been initiated, and badly mishandled, by the State of Massachusetts. The first three chapters of the book review biographically the careers of the Shanlys, beginning with their work on the Ogdensburg Railway (now part of the Rutland), and so to the Bytown & Prescott Railway, the Toronto - Sarnia line of the Grand Trunk, and the Hoosac Tunnel work, as well as briefer references to the many other railways in southern Ontario (Canada Atlantic, Great Western air line, Credit Valley, Toronto Grey & Bruce, etc.) on which they were engaged.

The bulk of the book consists of the reproduction of selected letters from a voluminous file of those written by Walter Shanly to his brother Francis over the period 1843-1877, and which has been preserved to the present day. The reading of these letters reveals much in the way of engineering thinking of the day, together with a goodly amount of railway history. The author's footnotes in this portion of the book are numerous and also contain much historical information.

There are a number of photographic plates and smaller drawings, together with the reproduction of a number of railway timetables of 1856. The book is highly recommended to serious students of Canadian railway history. The author has produced a number of other articles and booklets on Canadian railway history, best known of which is "*Four Whistles to Wood Up*".

EXCHANGE SECTION

- James V. Salmon, 113 Holcolm Road, Willowdale, ON has a considerable number of items of electric railway hardware to trade for negatives of Peter Witt cars and Toronto Railway cars under T.T.C. ownership.
- William L. Reddy, 51 Century Drive West Seneca Branch, Buffalo 24, NY wishes to trade data on Lima Shays, Climax and Heisler locomotives; also has short line, industrial, lumber and coal railroad rosters for trade. Will answer all mail.
- Sunday bus operation on all Ottawa street car lines except the Britannia line commenced July 14th. Ottawa Transportation Commission officials stated that the step was taken as an economy measure, and might later be extended to include Saturdays.
- The Huntsville & Lake Of Bays Railway, for many years operated daily except Sunday, began daily except Saturday operation on July 7th.