Upper Canada Railway Society

NEWSLETTER

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TORONTO

February 1952 Number 73

The Society meets on the third Friday of each month in Room 486 of Toronto Union Station. The next meeting will be held on February 15th at 8.30 p.m.

JANUARY MEETING CANCELLED

Because of the T.T.C. strike, it was considered advisable to postpone the annual meeting for the presentation of the 1951 Officers' reports and the election of Directors for 1952 until February, and to cancel outright the January meeting. Because of strike conditions, considerable absenteeism among the membership was inevitable, and the annual meeting is that one above all others when attendance should be high.

Accordingly, a report of the Directors and officers and standing committees chosen for 1952 will be presented in the March issue.

NEW C.P.R. INDUSTRIAL BRANCH NEAR TORONTO

A second spur line has been constructed to serve the growing industrial area in the Township of Scarborough centering on Eglinton Avenue, east of Toronto. The first line was constructed by the C.N.R. northerly from the main line (near Danforth Ave.) to Eglinton using a small section of previously abandoned right-of-way (see January, 1950 Newsletter).

The Canadian Pacific is now building into this area from the opposite direction with a spur from its main line (which passes approximately two miles north of this area). The spur line heads south and then turns west about a quarter of a mile north of Eglinton Avenue, east of Warden Avenue., and proceeds parallel to the first named street westerly to the vicinity of Dawes Road. It will serve industries which plan to locate along the north side of Eglinton Ave.

Although the C.P.R. and C.N.R. spur lines come very close to each other at one point, there is as yet no physical connection between them.

C.N.R. DEVELOPS NEW TYPE OF DOOR FOR HANDLING OF GRAIN

The C.N.R.'s Department of research and development has designed a new type of door for railway grain cars which is intended to speed unloading and prevent escape of grain during transit. Two thousand cars now on order will have this new type of door.

The new door consists of four wooden fillers, and a frame section, both 15 inches high and seven feet long, these being separated by five ribs. The number of sections used may vary with the height of the car or the size of the load. The frame section has three paperboard panels - it is only necessary to insert new paperboard in the lower frame, and the door is again ready for use.

DESCRIPTION OF T.T.C. RAPID TRANSIT CARS

As announced previously in the Newsletter, the Toronto Transportation Commission has awarded a contract for 104 rapid transit cars to the Gloucester Railway Carriage and Wagon Co. Ltd., an English firm. A general description of equipment to be used on these cars is presented herewith.

The underframe, body and roof of the cars will be steel, while the floor will be rubber laid on cork fastened to a dovetailed steel subfloor. This arrangement has excellent sound-deadening qualities. The seats, consisting of a combination of longitudinal and cross types, have been arranged to allow rapid passenger movement at stations. Rubber latex cushions will be used, with rubberized hair seat backs.

There will be three door openings per car side and each will clear a width of 45 inches. External sliding alloy doors operated by pneumatic engines will be used. The bottom half of the windows will be stationary, the top moveable.

There will be one driver's cab per car body - the two car unit will thus have a cab at each end. Up to eight cars will be used in trains. The doors can be controlled from any cab not used for train operation; by means of a full drop window in the side of the cab and a step on its floor, the guard can view the platform in both directions over the heads of passengers on the station platforms.

The lighting will be provided by incandescent fixtures of the bulls-eye type as used in P.C.C. cars. One fixture will be located over every seat, and an ample illumination of 20 foot-candles will be provided on the reading plane. In case of power failure, battery-operated emergency lights will function automatically and provide sufficient illumination.

Heating will be furnished from underfloor trolley resistors of 30 KW capacity over which air will be circulated to the car through seat pedestal louvres. Thermostatic control will provide a temperature of 62-65 degrees F. A combination of fresh and recirculated air will be provided.

The motors will be supplied by Crompton-Parkinson Ltd. of Chelmsford, England. There will be four 68 h.p. motors in each car, wound for 300 volt operation with two in series. They will be ventilated by natural means from their own individual armature shaft fans, using clean air drawn through ducts. Acceleration will be automatic with a choice of three rates provided. There will also be three running positions, switching, series ($\frac{1}{2}$ speed) and parallel(full speed). Maximum speed of an empty train on level track will be approximately 50 m.p.h.

Electro-pneumatic brakes will be used, this system being more satisfactory for long M.U. trains. Each truck will have a third rail shoe on each side(an overrunning third rail is planned). A pneumatic trip cock will be located on each truck which will engage a track trip in the event that a red signal is passed.

Electrical connections between cars will be by means of multi-conductor cables. The two cars of a unit will be uncoupled only in the case of major shop repairs. Cars will be able to be stopped by six methods: Intentional operation of the brake handle. Release of operator's hand from the controller handle (deadman feature). Failing to stop at a red signal (automatic train stop). Breaking apart of train. Operation of the guard's stop valve in any cab. Operation of the passengers' stop valve in any car.

It is probable that the cars will be numbered in the 5000 series.

STEEL SHORTAGE ON SUBWAY FEARED - W.E.P. Duncan, T.T.C. operations manager, has expressed doubt that structural steel will be supplied quickly enough to permit opening of the subway by January 1, 1954. Sufficient steel to complete the construction has been assured, but priorities on it are not, thus it may not be received quickly enough to allow work to progress as to schedule. Construction of the repair shops at Davisville division should have begun by this time, but lack of steel has been the delaying factor.

UNUSUAL OPERATING PRACTICE ON C.N.R. EAST TORONTO GRADE

For about 10 days following December 10th, a novel operating practice was followed on eastbound C.N.R. passenger trains out of Toronto. The construction of a vehicular underpass at Jones Avenue, approximately at the midpoint of the grade on the C.N.R. main line between the Don River and Danforth station, require all trains to stop before proceeding past the site of construction. A long curve at this point further complicated the situation.

Heavy Toronto-Montreal passenger trains handled by a single locomotive cannot be started at this point without a helper. Trains 6, 14 and 16 all had a helper engine assigned for this period; the extra locomotive continued to Scarboro Junction where a second unscheduled stop was made to drop the helper. The first train so operated was no. 14 on the morning of December 10th, which had Mikado 3398 pushing at the rear. 4100 series Santa Fe type engines were also used, both at the front and rear of trains.

Freight trains (which normally are piloted by a helper of the 4100 or 4000 series Santa Fe engines or Mikados, did not receive an extra locomotive, but all tonnage was reduced 20% on account of the Jones Avenue stop. (See "Toronot's Helper and Pusher Services" in June 1950 issue of the Newsletter).

Q.R.L.& P. Co. INTERURBAN LINE SOLD

In November, the Quebec Railway, Light & Power Co. sold its Quebec City - St. Joachim electric railway to the Canadian National Railways. The C.N.R. has heretofore had operating rights over this line, as an otherwise disconnected C.N.R. branch continues along the north bank of the St. Lawrence from St. Joachim to Murray Bay and Nairn's Falls. The C.N.R. trains on this subdivision have heretofore been pulled over the Q.R.L.& P.-owned segment of the line by electric locomotives owned by the interurban company. A very heavy passenger traffic is enjoyed by this electric line to the shrine at Ste. Anne de Beaupre and the spectacular Montmorency Falls.

No immediate change in equipment or operating practice has been announced. This was the last rail operation of the Quebec Railway, Light and Power Co., which continues as the all-bus transit operator in Quebec City. The last street cars were operated here in 1948.

RENUMBERING OF NEWFOUNDLAND RY. LOCOMOTIVES

With the entry into confederation with Canada of the former British colony of Newfoundland, the government-owned 3'-6" gauge Newfoundland Railway was incorporated into the system of the Canadian National Railways. A general renumbering and reclassification of the locomotives into the C.N.R. system followed and a summary of this is as follows.

4-6-0 (Ten-Wheeler) Type
F-3-a 19% 15-18 (Formerly 113, 114, 117, 122) Built Reid-Newfoundland Co. 1912, 1912, 1913 and Baldwin 1917 in that order.

2-8-0 (Consolidation) Type
L-7-a 22% 280 (Formerly 162) Built Reid-Newfoundland Co.1912

2-8-2 (Mikado) Type
R-2-a 27% 300, 301 (Formerly 1000, 1001) Built Alco, 1930
R-2-B 29% 302-307 (Formerly 1002-1007) Built North British Locomotive Co., 1935 (302-303), 1938 (304-306), 1941 (307).
R-2-c 29% 308-319 (Formerly 1008-1019) Built: 308 - Montreal 1941, 309-313 - Alco, 1941, 314, 315 - Montreal 1942, 316-319 - Montreal 1944.
R-2-d 29% 320-329 (Formerly 1020-1029) Built: Montreal 1947 (320-323), 1949 (324-329).

4-6-2 (Pacific) Type
J-8-a 20% 590-595 (Formerly 190-195) Built Baldwin 1920
J-8-b 22% 596-597 (Formerly 196, 197) Built Baldwin 1926 (596), Montreal 1926 (597).
J-8-c 24% 598-599 (Formerly 198-199) Built Alco 1929

380 H.P. B-B Diesel Switcher Type
775-777 (Formerly 5000-5002) Built G.E.Co., 1948

NEW C.T.C. INSTALLATION IN NORTHERN ONTARIO

Centralized Traffic Control was recently installed on 148 miles of C.N.R. track in Northern Ontario, from Foleyet to Hornepayne. This is on the Capreol - Longlac line, a segment of the C.N.R.'s main trans-continental route. This was the transcontinental line of the Canadian Northern Railway, whose trains were however routed via Fort William rather than the since-constructed Nakina - Longlac cutoff now followed by the Continental Limited.

NEW SERIES OF C.N.R. SWITCHERS ARRIVES

Now being delivered to the Canadian National Railways is a group of ten 1200 h.p. diesel switchers, numbered 7000-7009, built by General Motors Diesel Ltd. These are the first switchers of this horsepower on the system and a new numbering group, 7000-7199, has been cleared for units of this type. Nos. 7000 and 7001 have been assigned to Toronto service. They are classified Q-9-a and rated at 36%. T.H.& B. Ry. switchers 55-58 are of this type, and were the first such locomotives in this area.

REMINDER TO MEMBERS

Dues for the 1952 season are now payable: Resident Membership $2.50, Associate Membership $1.50.