

# Upper Canada Railway Society

BOX 122, TERMINAL "A"  
TORONTO, CANADA

## NEWSLETTER

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The Society meets on the third Friday of every month in Room 486, Toronto Union Station at 8:30 P.M. The next meeting, the first of the 1952-53 season will be held on September 19th. A full attendance of resident members is hoped for.

The August outdoor meeting at Sunnyside Station concluded the series of three experimental summer meetings, with an attendance of approximately 20. The success of these meetings would seem to indicate their continuance in future years, but a definite decision on this will, of course, have to be made by the Directors of the Society.

The Editor wishes to call the attention of resident members to several publications now received by the Society which are available at meetings. The Victorian Railways (Australia) Newsletter is regularly received, and of all the company organs he has seen, this one has easily the greatest amount of railfan interest - certainly more than any of those published by railroads on this continent. "The Modern Tramway", published by the Light Railway Transport League is also received; it is a good medium for keeping abreast of tramway developments in Great Britain and foreign countries, with a sprinkling of items from this continent. "The Railway Observer", published by the Railway Travel and Correspondence Society keeps up to the minute on locomotive construction, scrapping, conversions, etc. in Great Britain, with other notes on British railway developments. This magazine is a veritable mine of information on the railway scene in Great Britain.

All of these publications are available for reading or borrowing at regular meetings of the Society.

### T.T.C. TO PURCHASE BIRMINGHAM PCC FLEET

On Friday, August 29th, the T.T.C. made public the fact that it has concluded an agreement with the Birmingham (Ala.) Transit Co. to purchase the entire fleet of 48 PCC cars operated by that company. The loss of these cars to Birmingham will undoubtedly mean the end of rail operation there.

These cars were built by the Pullman-Standard Car Co. of Worcester, Mass. in 1947 and are almost the same age as the ex-Cincinnati 4550-4574 series in Toronto. They carry numbers 800-847 in Birmingham, are Westinghouse equipped and have a seating capacity of 52. The cars have had extensive body repairs and new wheels during the past year in a rehabilitation program carried out by the Birmingham Transit Co., evidently with the expectation that they would continue in operation in that city for some time to come. Consequently, they should prove to be a very worthwhile purchase for the T.T.C.

These cars will be the first Pullman PCC's to be added to the T.T.C. fleet; they have a number of body features which set them apart from the conventional St. Louis all-electric body design, and therefore should be readily recognizable in the fleet here. In Birmingham they were originally painted in a combination of cream, red and black. In the recent rehabilitation program, they have evidently been repainted cream

and black in somewhat different fashion.

It is not expected that the cars will be able to be released by Birmingham until sometime early in 1953. Their addition to the TTC roster will bring the PCC total to 639. The purchase of these cars was considered by the TTC well over a year ago, and some inconclusive negotiations made. It is expected that their arrival will cause the replacement of the Kingston Road two man Peter Witts and trailers with PCC's as the track system of the TTC will not accommodate the addition of 48 cars - some cars will have to be scrapped to make storage room. It seems probable that about 50 Brill cars and trailers will be scrapped, and the present Kingston Road motors of the 2480 and 2500 series will replace the scrapped Brills on Bay.

#### MONTREAL ABANDONMENT

The latest pruning of the rail lines of the Montreal Transportation Commission occurred on Sunday, August 31st, when an extended bus line replaced the shuttle Van Horne Extension route from Cote des Neiges Rd. to Hillsdale loop. Double-end cars were used on this line including 2053 and 2064, (the two ex-Springfield double enders), and some cars of the 2600 series. The Van Horne route proper continues with street car operation from Mile End to Hillsdale loop.

The steel strike has delayed delivery of 105 buses which are to be delivered by American builders to the M.T.C. to enable bus substitution on the heavy St. Lawrence Boulevard route. The abandonment of cars, planned for Labour Day, has now been postponed until November 1st.

#### TOWNSHIP OF YORK RAILWAYS TO BE PCC-OPERATED

On Sunday, September 7th, PCC cars were placed in operation on the Oakwood and Rogers Road car lines. These two suburban routes are owned by the Township of York, but are operated on behalf of the township by the T.T.C. under the designation "Township of York Railways". Since August 1, 1947, Small Witts have been used on these routes; prior to the advent of these cars, Toronto Railway cars 2058-2092 were regularly assigned to the township service. When the Toronto Railway Cars bowed out on these two routes, it marked the end of basic hour usage of this type of car (see Newsletter 21); similarly the operation of Small Witts on these lines on Saturday, September 6th was the "last stand" of basic operation of Small Witt cars which will henceforth see rush hour service only. All T.T.C. owned and operated routes are now equipped with the exception of Yonge, Bay and Kingston Road, all of which use two-man Large Witts. As stated in the preceding article, changeover of Kingston Road to PCC operation is not too far distant, and Yonge and Bay will retain Witt operation until the completion of the subway.

#### CORRECTION ON C.N.R. ABANDONMENT

The report of the date of abandonment of the CNR's Brockville-Westport branch in the last issue was erroneous. Actually, the order was issued for abandonment on the date mentioned, but at the last moment, coal merchants along the line were successful in having the last run postponed until they had obtained winter stocks of coal. This time extension lengthened the life of the branch until Saturday, August 30th, when the last train passed over the Lyn Junction - Forfar section. There is a suggestion that the short Forfar - Westport section will

remain as a freight-only branch. The mixed train which served the Westport branch will continue to make two trips a week between Napanee and Warfar.

### M I S C E L L A N Y

Some by G.W. Horner and R.F. Corley

The forty 1500 H.P. "A" units ordered by the Canadian National Railways from General Motors Diesel Limited in May are currently being delivered. The dates on which delivery was taken of the first few units follows:

9064, 9066 - July 23rd  
9068, 9070 - July 25th  
9072, 9074 - Aug. 1st  
9076, 9078 - Aug. 8th  
9080, 9082 - Aug. 15th

As these locomotives are all "A" units, only even numbers are being used.

The C.N.R. scrapped N-1-b Consolidations 2386 and 2398 on June 20th.

Mogul 674, recently transferred to Belleville, has been returned to Montreal.

O-18-c six-wheel switcher 7501 at Toronto is mistakenly carrying the class designation "O-18-a".

August 11th, 1952 was the 25th anniversary of the formal opening of Toronto Union Station by H.R.H. The Prince of Wales.

The Canadian Pacific Railway is installing automatic block signals between Bolton and Mac Tier, Ont. The signals on the Bolton-Alliston portion went into service on August 14th.

EXHIBITION NOTES: C.N.R. trains which stopped at Dufferin Gate platform during the period of the Canadian National Exhibition were 79, 81, 5, 89, 187 and 9 westbound and 74, 94, 80 and 6 eastbound. The Railways Building in the C.N.E. grounds was taken over by the Ontario Hydro for display purposes; the C.N.R. and C.P.R. had only small displays in the Farm Implements Building this year. The Ontario Northland had its regular display in the Ontario Government building with the usual small HO gauge model railroad.

In addition to the regular Bathurst, King, Kingston Road and Dundas Exhibition services, the T.T.C. also reinstated the short Fort Exhibition car line from Scott St. (downtown) to the Eastern Entrance, via Front Bathurst and Fleet Sts. The service was very lightly partitioned, despite the fact that it offered a direct connection to Yonge and Bay cars. 4500-4549 series cars, along with a few borrowed 4300's were used.

The first of the C.N.R.'s multiple unit passenger cars were delivered in June, including motor M-1 and trailers T-1 and T-2, and M-2 followed in July. Thus far the cars have not entered service and are back at the Canadian Car plant awaiting pantographs.

C.P.R. locomotives scrapped recently are 471, 653, 636 and 3051.

The Essex Terminal Railway received 660 H.P. switcher 103 from Montreal during June.

The Pacific Great Eastern Railway received 1600 H.P. road switchers 567 and 568 in June from M.L.W. These locomotives have six wheel trucks (two motors per truck), and are duplicates of nos. 561-566 delivered in 1951.

General Motors Diesel Ltd. has delivered eight GP-7 road switchers to the Quebec, North Shore and Labrador Railway. The remainder of the 50 locomotives of this type planned by the road will not be built until operation is nearly ready to commence.

The C.N.R. is asking for tenders on the grading work in connection with the planned new classification yard in the east end of Hamilton, Ont. This yard will be on the main Hamilton-Niagara Falls line, extending along its north side between Kenilworth and Parkdale Avenues. The yard site is on C.N.R.-owned land which was purchased as a right-of-way originally by the Canadian Northern Railway for their projected but never constructed, Toronto-Hamilton-Niagara line. This land was therefore owned by the Canadian National Railway prior to the acquisition of the adjacent main line right-of-way (formerly the property of the Grand Trunk Railway Co. of Canada).

The Toronto City Council has shelved its earlier announced plans for converting Lake Shore Rd. and Lake Shore Boulevard into one-way streets, with the tracks of the T.T.C. Long Branch car line relocated as a central reservation on the boulevard strip which presently separates the two streets. This plan would provide approximately a mile of central strip open track from Parkside Drive to the Humber River. The very small amount of open track or private right-of-way on the T.T.C. track system has proven to be one of the disappointing features of the Toronto system to visiting railfans.

The C.N.R. is currently removing rail from the Whitney - Two Rivers segment of the old Ottawa - Parry Sound Line. There has been no service over the Whitney - Algonquin Park Station segment for many years, and the rail was removed from the Algonquin Park Station - Lake of Two Rivers portion during the last war for relay purposes. However, the whole line had remained technically in operation until April of this year when a formal abandonment notice was finally issued for the Algonquin Park Station - Whitney stretch, hence the removal of the remainder of the track at this time.

T.H. & B. gas-electric car 301 and its trailer 302 have been brightened up with the application of a cream paint job to the body below the level of the bolt rail.

The Ottawa Transportation Commission has torn up the tracks of the Bronson route on Gladstone Ave. and part of Bell Street for relay use of the rail elsewhere. The Powell and Bronson Ave. portions remain.