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TORONTO HAS A TRAIN WRECK

On December 12th, the historic old Belt Line witnessed an accident, which although not of major importance, was extremely peculiar in its setting. Evidently in a normal derailment, seven freight cars of a switching local turned over at the Russell Hill Road footpath crossing. Several of the cars were rather badly damaged, particularly an old Boston and Maine vertical-sheathed box car. Besides it there were two Pennsylvania hoppers which completely overturned, upsetting their precious loads of coal unceremoniously in a ditch, a Lackawanna hopper, two tank cars and another box car. The accident occurred at a small trestle which was slightly damaged, and the footbridge leading up to Chaplin Crescent was completely obliterated by coal. Next evening, as John Walker and Stuart Westland inspected the scene, the big hook (#50109) was on the job with locomotive 2399; the trestle bridge had been repaired but the rails had not been completely relaid at the spot, and until this was done, no cars could be lifted. All seven pairs of trucks broke loose from the underframe and littered the right-of-way.

This was of course, an upset of no great portent, but it provided a bit of life on the usually little-thought of remnant of the Belt Line, and to add insult to injury, disturbed the peace in Toronto's elite satellite, Forest Hill.

T.T.C. 1782 PUT TO STRANGE USE

Back in June, a Toronto Railway car of the T.T.C., 1782 by name, met with a minor accident in which the front vestibule was slightly damaged. This did not look serious, yet 1782 remained dormant at the rear of Hillcrest shops and shopmen slowly began removing controller, brake valve, and various other appurtenances. This made railfans very dubious as to the future of this veteran car. Then suddenly, and very unexpectedly, a picture appeared in the Toronto Evening Telegram on December 15th showing 1782 minus trucks and loaded on a truck enroute to West Hill, Scarborough, once the terminus of the famed Scarborough Division of the T & Y RR, later the Scarborough Line of the T.T.C. There it is to be used as a Sunday School; or possibly only the lumber is to be used in the construction work. It remains to be seen just how well the body of 1782 is preserved in its new location and pursuit.

In a very unfortunate open switch accident on November 7th, TTC 1348 overturned on the Lighthouse Loop; it was less fortunate than 1830 which did the same act in a snow storm a year ago, since the former struck a pole, and the front was badly smashed, and had to be completely demolished. There seemed to be little hope for 1348 for a while, but it is now in the shop and is almost repaired. The prospect of no new equipment for months yet is causing the T.T.C. again to make heavy repairs to the T.R. cars — some are now being shopped that have lain idle since the summer. Very recently, on December 17th, 1538 had its rear vestibule demolished in a collision, and it now waits outside the shop, hoping for a lenient judgment.

DISCOVERED — ANOTHER RELIC OF YESTERYEAR

On December 1st, four worthy members of the Society, Messrs. Walker, Roach, Westland and Corley went for a little excursion by car into Toronto's hinterland with the main purpose of inspecting the derelict TTC trailers 2409 & 2411 near Kleinburg. This they did, but the feature of the afternoon was not these more modern specimens of transit.

As the four proceeded east along the road between Schomberg and Aurora, the last named of the party espied a deck roofed, sagging framework near the community of Pottageville. It proved to be the body of Toronto Railway car 544, one of the victims of the 1921-1923 purge. Used as a tool shed on a farm just east of the village crossroads, this ancient prize has evidently been resting here since 1924 or 1925, unknown to any of our juice fan historians.

Inspection revealed that the rear vestibule had been cut away, and evidently the car has received no paint since the TRC did its final job on it. However, inside the number stands out quite clearly, and the fancy green and gold trim on the ceiling is quite visible. The front of the car is collapsing and has to be propped up with logs. Generally, 544 is in a very poor condition, and from the owner's comments, it may very shortly be "scrapped".

Surely there are many other such old cars being used as chicken houses, etc, about the country-side — if any member knows where one or more of these are located, we would appreciate hearing from him.

ATTENTION — ASSOCIATE MEMBERS

It appears that the Society's is once again in the position to publish its Bulletin regularly — #18 has come out and #19 should be along soon; the monthly News Letter appears regular now, so that the Society considers it justifiable to reintroduce the \$1.00 membership fee which was temporarily dropped. We think that the Associates on our roster will agree that this step is proper, and will be glad to submit their fees again with the knowledge that they are helping to maintain their Society. With this News Letter, a form is enclosed for formal notification of dues payable.