

July, 1946 - Number 10

BAYVIEW EXCURSION - MEETING

On Friday, July 19, ten members of the UCRS went to Bayview Junction, near Hamilton to enjoy an evening watching the many train movements that take place through this busy spot on a summer evening. The evening was raining in the early stages, but after the party had arrived at the scene, the weather improved and the skies cleared.

Many passenger trains were observed, but these seemed to be a dearth of freights, with only two (one very short) passing during the evening. The mosquitoes eventually forced the members to retreat to their autos, and after refreshments at a roadhouse, they drove back to Toronto.

NIAGARA, ST. CATHARINES & TORONTO RAILWAY NOTES

Suburban car 65, which has been out of regular service for somewhat over a year, is currently being scrapped. This will leave only five of the original ten 60's. 107 and 123 are on the riptrack in line for scrapping next. Also out of service and in storage are 60, 100, 101 (with a damaged end, from which it will probably not recover) and 102.

The city lines (Victoria Lawn & Facer Street) in St. Catharines, have been converted to buses, as in pre-1942 days. An odd car still helps out in rush hours, and trackwork has not been touched. 106 and 124 are being kept serviceable for this purpose.

The headway on the Port Dalhousie line has been shorted from half an hour to twenty minutes. Thus it is now necessary to have three cars on the line for base service. Meeting places are the formerly unused siding just outside of Port Dalhousie and the siding east of Ontario Street in St. Catharines.

The conventional square CNR herald is now being applied to cars and locomotives to replace the name "Canadian National Railways" on the letter board. On the cars the herald is being placed in the centre of the car body, leaving the letterboards blank. Several of the cars as repainted, have already had this change.

Word now is that the mainline will definitely retain passenger operation this year and probably in 1947.

GTW AND CPR RECEIVE NEW LOCOMOTIVES

Two Diesel-Electric switchers were recently received by the Grand Trunk Western Railway, subsidiary of the CNR, out of an order for 16.

Ten G5c Class light Pacifics have been delivered to the Canadian Pacific, these being the first of an order for 40 similar engines. Also recently received from Alco were three Diesel-Electric switchers.

PUBLICATION ON THE CORNWALL STREET RAILWAY

Two of our Associate Members, William Houston, of Kingston, and Charles DeRochie, of Cornwall, have published an excellent photo-offset Bulletin dealing with the Cornwall Street Railway, Light & Power Company's street railway at Cornwall, Ontario. The publication contains history, roster and map, photographs and other pertinent information. Selling for 35¢ a copy, the publication is available to Society members through Bill Houston.

Incidentally, the Bulletin came out on July 5, in order to coincide with the 50th.

anniversary of the CSR.

ANSWERS TO RAILROAD QUIZ IN JUNE ISSUE

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|------------------------------------|---------------------------------|
| 1. Milwaukee Road | 11. Texas & New Orleans |
| 2. National Railways of Mexico | 12. Northwestern Pacific |
| 3. Cambria & Indiana | 13. Maine Central |
| 4. Dominion Atlantic | 14. Northern Alberta Railways |
| 5. Spokane, Portland & Seattle | 15. Pittsburgh & West Virginia |
| 6. Minneapolis & St. Louis | 16. Virginian |
| 7. Bangor & Aroostook | 17. Wabash |
| 8. Lake Superior & Ishpeming | 18. Soo Line |
| 9. St. Louis - Southwestern | 19. Gulf, Mobile & Ohio |
| 10. Temiskaming & Northern Ontario | 20. Algoma Central & Hudson Bay |

T.T.C. PLANS SILVER JUBILEE

During the month of September, the Toronto Transportation Commission is planning to celebrate 25 years of service to the citizens of Toronto & surrounding communities. For it was on September 1, 1921 that the Commission took over the lines of the Toronto Railway Company & the Toronto Civic Railway, in addition to their "decrepit rolling stock.

Right now the relics, both streetcar and bus, are being renovated for public inspection during the celebrations. At the present time, the TTC has as streetcar relics:

Toronto Railway Company Class "A" Motor, converted from horse car, # 306 (single truck) pulling single truck trailer #64, also an ex-horse car.

Toronto Railway Company horse car #16, as used in Toronto in 1891.

Open motor #327, single truck horse car first converted to electric operation in 1892.

This car draws, for convenience, a single truck open horse car, #11, as used in 1880.

Both of these relics were built by the TTC in Hillcrest shops as models of the originals which had long since disappeared.

Three four wheel horse drawn omnibuses, of early days, and a two horse sleight, #2 of the Toronto Street Railway.

The TTC and Gray Coach Lines buses stored are: #1, (double deck), #9, #17, #26, and #202 (charabanc), & #41 recently added.