

October, 1946 - Number 13

BULLETIN PLANS SET BACK

The Electric Railroaders' Association of New York City, with whom the UCRS has come into an agreement to publish joint Bulletins of mutual electric railway interest, is at present in financial difficulties, what with having to change their meeting place, and various other things. Thus the joint Bulletin will have to be abandoned for the time being, until the ERA is ready to undertake publication of its Bulletin again. However, a Publications Committee, of the UCRS has decided that the first undertaking shall be a Bulletin on the Kitchener - Waterloo Railway, and this definitely is scheduled to come out as soon as the ERA is ready.

In the meantime our own Bulletin is unhindered, of course, and Bulletin Number 21, featuring roster of the Canadian Pacific, was mailed recently.

CALL FOR HELP!

Any member who has a copy of Bulletin Number 13, and who would like to help out the Society's permanent file, is urged to send it in promptly as the Society is short the required number of copies of this particular issue.

TTC TRACKWORK NOTES

Something is occurring in Toronto right now which is very unusual in any city these days and in fact has not taken place in Toronto itself for a good number of years: brand new street car tracks are being laid where they have never been before. An extension is being made to the Parliament route from Queen Street to King Street with a loop at the southwest corner of King & Parliament.

Although the Parliament line will now become a straight line route linking King & Bloor, the change is not being made for this reason as much as it is to relieve the very bad congestion at Broadview and Queen in rush hours. A special trackwork installed at King & Parliament will include two curves which will allow King cars to proceed north on Parliament and east on Dundas to Broadview, thereby bypassing the Broadview-Queen bottleneck.

The new loop at the northeast corner of Dupont & Christie Streets is completed and cars are now using it. All track & wire has now been removed from the old loop.

A new intersection has been installed at the corner of Yonge & Dundas Streets, which includes two new curves around the northeast corner. These will be used by Yonge cars when the subway construction begins; cars will be diverted along Dundas, down Church & west along the recently replaced track on Wellington Street.

Two extra curves have been installed around the northeast corner of Bloor & Dovercourt to take care of the Harbord carline when the Ossington trolley bus begins.

NIAGARA, ST. CATHARINES & TORONTO RAILWAY

Cars 100, 101, 102, 106 and 123 have been taken to London, Ontario, where they will be scrapped.

123 went in October, while the others followed about November 25th. Car 107 will be held permanently as a sand car. Cars 40 & 60 are in the back corner of the yard, and look as if they will follow the 100's to the scrap heap. Locomotive type sweeper 22 was rebuilt during the Fall with a new steel underframe and received the trucks from 47. Only the cab and brooms of the old car were used. It is now painted Tuscan red with yellow lettering.

GRAND RIVER RAILWAY

The new locomotive, number 230, obtained from the defunct Salt Lake & Utah Railway (where it was number 106) has had its refurbishing completed and is now out on the line. It was built by Baldwin - Westinghouse in 1930, is equipped with four 200 hp. motors, and is now finished in light green with gold trim. The railway reports that freight service is growing to such an extent that still another locomotive is sought.

LONDON & PORT STANLEY RAILWAY

Père Marquette Caboose # A450 is currently being used by the L&PS on a rental basis from the steam road. Car 9, which was damaged in a collision last year is being rebuilt with a steel sheathed end. This will present a very strange appearance, on an otherwise all wooden car. Car 5 has been out of service & stored for several months, and at present is a very dilapidated condition. However, it is apparently planned for reconditioning.

MONTREAL TRAMWAYS COMPANY

On September 15, 1946 tramway service between Oglivie Avenue and Blair Avenue was discontinued. Bleury Cars, routes 80 & 82 now turn at Oglivie Avenue. Rails are being removed on the abandoned section about 3 blocks long, and service has been taken over by a new and extended bus route.

All Montréal Tramways PCC cars (3500-3517 inclusive) have now been equipped with gate operated centre doors instead of the treadle operated doors originally installed. The new busses have also been equipped with this type of exit operation.

RECENT CANADIAN PACIFIC LOCOMOTIVE NOTES

Two Consolidation locomotives numbers 3704 & 3728 have had a trailing axle added and as Mikados are now numbered 5200 and 5201. They are class T2 and have a tractive effort of 45,000 lbs. These two locomotives are the first of 15 similar reconversions that are planned. 5200 and 5201 have recently been given trials between Montréal and Smiths Falls.

The Canadian Locomotive Company;s part of the current G5c light Pacific order is now being added to the roster as deduced by the presence of 1264 in Toronto recently.

NEW CN SYSTEM DIESELS ADDITIONS

Six Diesel switchers have been received by the Grand Trunk Western subsidiary of the CNR and numbered 7930 to 7935. These are class Q5-c and are built by Alco.

Ten additional Diesel-electric switchers were received in November for sue on the CNR's own lines, numbered 7936 to 7945, and built by Electro-Motive Corporation. Two of these are assigned to Toronto, numbers 7942 and 7943.