

April - May, 1947 - Number 18

The Society meets the third Friday of each month at Room 486, Toronto Union Station. The next meeting will be held on May 16, and all members are urged to attend this special meeting.

WE NEED MORE CORRESPONDENTS

Members living in the Western, Central, Quebec, and Maritime districts of Canada and the U.S.A. are hereby prevailed upon to volunteer to act as regular monthly contributors of news of railroad interest to the U.C.R.S. News Letter. The News Letter **should** provide complete coverage of news from coast to coast, but we here in Toronto find it difficult to keep up to date on matters outside of our own province. Thus any items from Associate Members who would like to be of service to their Society would be sincerely appreciated. Interested parties please contact:

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C.N.R. STEAM & DIESEL NEWS

In March the CNR announced the placing of an order for 20 Diesel-Electric locomotives to replace all steam units on Prince Edward Island. 18 of these locomotives are to be built by Canadian Locomotive Company at Kingston, Ontario, and will be 75 ton machines, similar in design to the conventional Diesel switcher. The other two will be from General Motors Electro-Motive Division, and are of cab in centre style, weighing 44 tons.

Additional Diesel orders for switchers for CNR-GTW service are 18 locomotives from GM Electro-Motive Division, and 10 from Alco.

In March, the current shortage of motive power brought an interesting turn of events - all the 4100 series of 2-10-2's were seen in road service. This class of five engines is normally assigned to helper service on the stiff grades east of Toronto to Scarboro and Port Union. 4104 was recorded as making at least 4 round trips to Belleville with 100 car freight drags, as well as arriving at Mimico on one occasion with 103 loads and 4 empties, totalling 7765 tons!!!

At this time, numbers of 8200-8300 class eight wheel switchers are being used in Scarboro helper service, as well as in road service, making several round trips to Hamilton and Oshawa.

In our March issue we mentioned the leasing of Lehigh Valley, Lackawanna & Wabash engines by the C.N.R. early in the year. Further rentals have been made as follows:

NYC - 1307, 1308, 1309 - 2-8-2, 48% (58% with booster)

Buffalo Creek - 21, 23, 25, 26, 27, 28 - for Fort Erie, releasing CN 2393, 2451.

- 8203, 8217, 8337 - for Mimico and 8200 for Toronto, and in turn some of 2300-2400 series had footboards removed and were put in road service. Also 8216 to Toronto from Niagara Falls.

Delaware & Hudson - Several 900-1000 class engines working out of Montreal. One of these 1076, a 57% Mikado, blew up at Turcot in March.

Of the leased locomotives, D,L&W 1501, 1505 and LV 485 were returned to owners in March on account of heavy repairs. By April 15, all LV, D,L&W, NYC & D&H locomotives had been returned, thus leaving only the Buffalo Creek and Wabash engines on the system. The Erie was slated to loan 10 locomotives in April.

NOTES ON STEAM ROADS

The Ontario Northland received three Also Diesel switchers, presumably 1200 to 1202, early in February.

The CPR ordered 13 Diesel switchers from Also in March.

TH&B, 104, 105, and 106 were recently in freight service between Hamilton and Lambton yards (Toronto) on the CPR.

New locomotives from the builders, as well as transferred locomotives have been seen passing through Toronto in the last month or so. On March 25, the National Harbours Board of Vancouver's new General Electric Diesel #1 was seen enroute from Erie, Pennsylvania to Vancouver, having been built at the Schenectady works. The NHB at Vancouver has 4 steam locos, this being the first Diesel on their roster.

On March 31, Dominion Street and Coal Diesel # 2, a 44 ton centre cab style engine, was seen, also from Erie to Sydney, NS. On April 8, Missouri Pacific 9801 and 9802 were seen in Toronto on route from their road to Danville, Quebec. Several of the French Railways locomotives built by Canadian Locomotive Company, have been observed travelling "dead" in trains from Kingston to Hamilton via CPR, and thence by TH&B and NYC for shipment.

#### DEVELOPMENT ON THE T.T.C.

The year 1947 is already off to a cheerless start for electric fans with news of the scrapping of three TTC passenger cars to date.

On January 20, PCC car 4063 entered an open switch northbound on Lansdowne, at the north entrance into the carhouse, and curved west, derailing and striking the wall of the building with such force as to cause its collapse. The car was badly buckled and flattened on the left side, and subsequently was stripped of all essential parts, mounted on dummy Curtis D-2 trucks (the type used by the ex TRC cars) and left in the north side of Hillcrest yards, where it is now slowly being scrapped. It is of interest to note that the car was on the Lansdowne night run, the day service being supplied with Small Witts.

On May 5, another more ancient passenger car left Hillcrest in the person of 2030. Damaged in a rear end collision in September 1946, with minor buckling of the rear vestibule, it was evidently deemed unfit for repair and slowly was stripped of essential parts in January, after 4 months' decay in the yard. Loaded on a transport trailer it was recently removed to a spot on the Scarlett Road, about one mile north of Dundas Street West.

Also not previously recorded in these columns was the news of the scrapping of a kin ex TRC car, 1868. Slightly damaged in a January collision, it was scrapped late that month at Hillcrest. The fate seemed unjust, since many of its type that had fared far worse in wartime collisions had been rebuilt at once in the past.

Even more final comes the notice of the commencement of tearing up the tracks on Sherbourne Street on April 18 morning, moving southward from Bloor Street. The Bloor - Wellesley section has been completed last week, but further removals has been stopped to allow north-south traffic use Sherbourne Street while Jarvis Street is being widened by the City.

The work of track replacement continues, with Parliament Street being relaid from Queen to Dundas in April. The old crossover for the Birney cars, just north of Queen, was removed at this time. At present, Coxwell Avenue is being relaid between the north and south portions of Gerrard Street, which is in heavy service for both the Coxwell and Carlton routes.

An interesting rebuild in the middle of May was the equipping of the Crane car C-2 with a Baldwin truck in place of the Diamond A type on the front truck only. Arrayed with unit brake cylinders on the side of this truck, the car has better braking than previously for its heavy duty work. The Baldwin truck was one of the two obtained from the nose plough TP-7, scrapped last winter. The rear truck is still of the Diamond A pattern, making a very novel combination

as this car wheels along the street.

#### FLASHES FROM ELECTRIC LINES

The CPR Electric Lines (the Grand River & Lake Erie and Northern) have almost finished renovating the Salt Lake & Utah locomotive 103, now GRR 232. Seen at Preston shops on May 5, it was resplendent in Tuscan red finish, similar to standard CPR colours. SL&U 105 is at present untouched, but work will probably be commenced on its rehabilitation as soon as GRR 232 is complete. The new combination 626 from National Steel Car is slated for delivery in June.

Kitchener - Waterloo # 62, 64, 21, 38, and 40 have been removed from Kitchener Junction Loop where they were shoved during the final days of service in the December storm. As of May 5, # 36 remained without trucks and supported on makeshift props, while # 34 was also present, looking relatively intact in all respects. Over in the carhouse ladder track still remain # 26, 14, 16, and 18.

The NSC&T is slated to abandon its main line service from Niagara Falls to St. Catharines in June in favour of more buses. Possibility of replacing Falls cars by buses very soon was reported, so that the electric operations will suffer a serious setback this year.

#### WITHIN OUR SOCIETY

The Directors, on behalf of the membership, extend their sincere wishes for Godspeed and a safe return to Jack MacNab, who left us in April to assume duties in connection with the new CNR lines being constructed from Barraute to Kiask Falls in Québec. Mr. Ralph Oakley will assume his duties as Treasurer, in addition to his present office.

The society welcomes two new resident Members: Mr. R. J. Joedicke, 22 Havelock Street, Toronto as # 97 and Mr. William Winstanley, 18 Batavia Avenue, Toronto as # 98. Also we greet two more Associate Members: Mr. L. A. Conner, 74 Finch Avenue East, Northmount, ON, and Mr. A. K. Remaly, 351 Broadway, Bethlehem, PA, as # 96 and # 99 respectively.

The Society is still expanding and increasing in the post-war period, but we need always more keen and interesting members who pursue the railroads' lure. Present members are urged to bring prospective fans as guests to our meetings, or otherwise introduce them to the purposes and aims of our Society. Address any Communications to the Secretary of the Society.

The Membership Committee was dissolved on April 20, 1947 and its work in future will be taken over by the standing officers.

#### STEAM TO DIESEL ??

Between 1932 and 1944, the ratio of Diesel powered to steam powered locomotives ordered was 2 to 1, but since January of 1945 the ratios has risen to 5 to 1. Yet there are still 13 times as many steam as Diesel units in operation at the present time.