

February, 1948 - Number 27

THE UPPER CANADA RAILWAY SOCIETY MEETS THE THIRD FRIDAY OF EACH MONTH IN ROOM 486, TORONTO UNION STATION, TORONTO AT 8:30 PM.

The programme for the February 20th meeting has been arranged by Mr. Cyril Clancy of the Toronto Transportation Commission. It will consist of short talks and extensive question periods by a panel of T.T.C. operating experts, consisting of Mr. Les Vardin, Traffic Engineer, and Mr. William Quinn, Assistant Superintendent of Roncesvalles Division. The members who attend are certain of an entertaining and informative evening and are urged to prepare the questions they wish to ask, at least in their minds, so that there will be the maximum amount of time available for answers by the two speakers.

DIRECTORS' MEETING: January, 23, 1948.

At the meeting held on this date the following officers were appointed for the current year.

President	Albert S. Olver
Vice-president	John W. Griffin
Honourary Secretary	David A. Dunsmore
Honourary Treasurer	J. Ralph Oakley
Honourary Assistant Secretary-Treasurer	R. John Bost
Curator	Stuart I. Westland

The committees for the year were named as follows:

Constitutional	J. W. Griffin (Chairman) A. S. Olver W. T. Sharp J. H. Walker
Excursion	J. R. Oakley
Membership	W. Baird D. A. Dunsmore W. T. Sharp (Chairman) S. I. Westland
Programme	R. J. Bost (Chairman) D. A. Dunsmore J. H. Walker
Publications	W. C. Bailey J. W. Griffin (Chairman) J. D. Knowles J. R. Oakley

W. T. Sharp
S. I. Westland

Publicity

W. C. Bailey (Chairman)
A. A. Merilees

DESCRIPTION OF NEW 2200 SERIES LIGHTWEIGHT COACHES
ON CANADIAN PACIFIC RAILWAY

C.P.R. Release, contributed by David Dunsmore

The following is a description of the new 2200 series light weight, first class coaches, the first car of which series has now been received.

Vestibule at one end only, this being at "B" end. Cars are of light weight construction with four wheel trucks and equipped with roller bearings.

Lower walls in body of car and also in smoker are of Masonite, painted light buff colour, upper walls being pastel green shade, ceiling of perforated formica painted a mottled pastel green.

With the exception of one small window on each side adjacent to ladies' end, windows in body and smoker are 5' 10" wide. Window blinds are of a pastel green pattern with an aluminum protector bar at the lower end. Blinds can be adjusted from any position by merely pushing up or down on the protector bar.

Linoleum on floor between seats is of a red marble pattern and tan marble pattern with narrow dark green edging in the aisle.

Seats are of the "Sleepy Hollow" type, there being 52 seats in body of car and 16 in the smoker - total 68. Seats are of the revolving type and may be moved into position facing one another.

Upholstery is green Chevalier in both body and smoker with head tidies. Seat backs are adjustable to eight positions and new type foot rests are adjustable to six positions.

There is an ash receptacle in side wall at each seat in smoker.

Partition between body and smoker is solid with small circular window each side of door. There are round mirrors on each side of end walls.

Luggage racks are wide, of continuous type, made of aluminum with bar fluorescent lights under rack.

Lighting of car is fluorescent throughout, there being six ceiling lights in body of car, two ceiling lights in smoker with bar light over each seat equipped with individual switches. The corridors at each end are equipped with one round ceiling light each.

There is a small double coat hook between each window.

Car is heated by means of a heating unit at base of and in side wall, warm air rising and entering car immediately under window sill, thus insuring wall of car being warm.

Cabinet for electric switches and fuses located in corridor at "A" end of car.

Water for all purposes contained in same tank. There is a mechanical refrigeration unit and also a filter unit in each end of corridor for drinking water. Paper cup racks are built into side of wall immediately over drinking taps, latter being located in recess equipped with light.

Cars equipped with three tables, two of which contained in rack in body of car at ladies' end, one table in rack in smoker at men's end.

There is a ladies' toilet each side of corridor "B" end of car. Room at left side equipped with toilet, wash basin, vanity table and chair upholstered in green leather. Bar lights each side of mirror, ash receptacle in wall. Room on right side equipped with toilet bowl, dental bowl and wash basin. Lower walls both rooms painted mottled mauve design with the upper walls pastel green.

There are two men's toilets, one located at each side of corridor "A" end of car. Each room is equipped with toilet bowl, dental bowl, wash basin, electric razor outlet with bar light on each side of mirror. Lower wall painted mottled light blue design, upper walls light buff. In all wash rooms taps are all of the press button type.

First eighteen cars will be upholstered with green Chevalier cloth, remaining seventeen with maroon rust Chevalier cloth.

RAILROADS STEP UP PROPORTION OF DIESEL, LOCOMOTIVES

By Albert S. Olver

95% of the locomotives which Class I Railroads had on order on November 1st. were diesels, while diesels constituted 87% of the units on order on November 1st, 1946, a report by the Association of American Railroads shows.

Of 967 locomotives on order on the first of November, 1947, 918 were diesel, 45 steam, and 4 electric, compared with 500 diesel, 67 steam and 6 electric, a year ago that date.

In the first ten months of 1947, the report said also, Class I roads put in service 606 diesel locomotives, 68 steam, and 2 electric, to total 676, while in the corresponding period of 1946, 346 diesel and 79 steam were installed.

LOCAL LOCOMOTIVE NOTES

By George W. Horner- The CNR borrowed Wabash 2265 and 2271, 65% Mikados, from December 13th to December 27th.

- On December 19th. Erie locomotives 3188 and 3190 were borrowed, along with Erie 3169 and 3185 which came on December 27th. These are 62% Mikados (74% with boosters) 251,000 lbs. weight on drivers, and a tender capacity of 16,500 gallons, 24 tons. 3194 has since also come.
- On December 19th, Buffalo Creek No. 28 was brought from Fort Erie to Toronto; all six purchased BC engines are now in Toronto.
- Two Toledo Terminal Railway 45% Consolidations have also been loaned to the CNR, Numbers 31 and 35. These are in Toronto yard service.
- Distribution of new CNR diesels, received November-December:

Halifax	7956, 7957
Moncton	7958, 7959, 7960
Toronto	7961, 7962, 7063
Montreal	7964, 7965
- New CPR Alco diesels in Toronto are 7058-7062.

ELECTRIC LINE CURTAILMENT IN NORTHERN ONTARIO

- On December 12th, the last car ran on the inter-city line between Port Arthur and Fort William. Since then, all streetcar service in Fort William has been discontinued, and the Fort William Utilities is offering for sale the seventeen remaining streetcars. Service on the inter-city line has been taken over by Canadian Car and Foundry Trolley buses. Eight of these have been delivered to Fort William, and Seven to Port Arthur, and they are being used jointly on the line by the two companies, just as the streetcars were.
- A severe hydro shortage in Sudbury has caused the Sudbury-Copper Cliff Suburban Electric Railway to substitute buses for cars "wherever this is practical". How long this arrangement will continue is not known.

T.T.C. NOTES: Cars 1500, 1510, 1786 and 2102 were burned at Mill Street in January finding no buyers. P.C.C. 4300 has been in service since January 9th on the Bloor route, but no sign of the others is as yet forthcoming.