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THE UPPER CANADA RAILWAY SOCIETY MEETS ON THE THIRD FRIDAY OF EACH MONTH IN ROOM 486, UNION STATION, TORONTO EXCEPT IN JUNE, JULY AND AUGUST. THE NEXT MEETING WILL BE HELD IN SEPTEMBER, 1948.

#### EDITORIAL

On Saturday, June 12<sup>th</sup>, the members of the Society took part in an all-day railway excursion to St. Catharines via the CNR and from there to Port Colborne, plus three side trips, on two special cars of the Niagara, St. Catharines and Toronto electric line. The trip from Port Colborne back to Toronto was made on the CNR where two coaches and a diner were at the exclusive disposition of the special party. A total of 143 persons representing organisation made the trip. Those in charge, especially the officials of the Ontario Society of H.O. Model Engineers, are to be congratulated on the excellence of the itinerary and the efficiency of their planning.

There is only one valid criticism we have to offer and that, we feel, is about a very serious matter. One of the most fundamental rules of railroading for the past fifty years has been that SAFETY overrides all other considerations. We feel that a railway or model railway group, in sponsoring a trip, should also give this element the greatest possible attention; such was not the case on the recent trip.

Present on this trip were large groups from societies that have no special interest in, or knowledge of, railways these people could not be expected to know how to conduct themselves in a railway yard. They should have been told. The writer saw people walking on rails, putting their feet in between the points of switches controlled from a distance, crossing a track within arms length of a standing cut of cars and, worst of all, standing on one main line track to watch a train go by on the other track. Such conduct as this, if persisted in for a sufficient number of excursions, will inevitably lead to a tragedy. An accident on one of these trips might well be fatal to any further outings of this nature. The public would be frightened away and the railways would refuse to permit large groups to view their facilities at close range. The whole fan trip movement is seriously in danger unless strenuous efforts are made in the future to correct this situation.

We suggest that a circular be distributed to every person taking part in a trip, that the societies concerned be told in advance just what their members must not do in railway yards and that the official in charge of each car insist on getting the attention of the car's occupants in the early part of the trip and carefully and fully detail the chief rules for safety on the railway.

The presence of children on those trips presents a special problem. One member of our society had his young son along; it was a pleasure to the writer to see that this lad was well-schooled in how to conduct himself in places of possible danger and that his father stayed close to him during entire trip. Other children were observed running quite loose, with no sign of a parent in sight. THIS SITUATION MUST NOT BE REPEATED ON FUTURE TRIP. - JWG

#### T.T.C. NOTES

- Over the week-end of May 8th, seven more double truck snow sweepers arrived in Toronto from the Third Avenue Railway system of New York City.

These, with the four obtained last October, give the Toronto system a total of eleven Russell double truck double end sweepers, the seven just received bear T.A.R.S. numbers - 81,

82, 83, 89, 90, 91 and 92 (the earlier four were 85 - 88, now S-30 to S-33). A number of the newly-acquired cars have a variety of structural differences which seem to indicate that three of them evidently had an origin other than the Eastern Massachusetts Street Railway, from which the remainder came to the T.A.R.S. No's. 81-83 have Brill 27G trucks which have a short wheelbase and are in poor condition, thus it is not likely that they will be retained on the cars by the T.T.C. the others have the 27F truck as have S-30 to S-33.

- Peter Witt 2524. has been stripped, thus it appears that it will be scrapped.

- Overhead work has begun on the Weston Road, line, which is to be converted to Trolley bus operation, probably by the end of June.

- Trackwork Notes: At the time of writing, Canada's largest special trackwork layout is being renewed: This is the maze of steelwork at the intersection of King, Queen, Roncesvalles and Lake Shore Road in Toronto's westend. The present layout was installed in 1922 and has stood up to 25 years' incessant pounding. Also recently renewed was the Main-Danforth intersection at the opposite extremity of the city. In connection with this work, the old spur north on Main Street, which was used by Carlton cars for wyeing purposes in the 1920's, was removed. Tangent track on Ossington Avenue between Queen and Dundas has been removed, as have the rails on the Sherbourne Street Bridge including the Rosedale loop.

#### OTHER ELECTRIC RAILWAY NOTES

##### GRAND RIVER RAILWAY:

Car 626 is now in service; it is a Baggage-Express-Passenger combination built by the National Steel Car Company and Equipped in the G.R.R. shop at Preston. Construction details are generally along the lines of steam road baggage cars, with an arch roof and standard flat ends. Modern seating and lighting has been installed in the passenger compartment.

##### CORNWALL STREET RAILWAY:

Utah-Idaho Central Locomotive 904 has been received, but it arrived in very poor condition and the C.S.R. refused to accept it, and it is currently sitting on C.N.R. trackage at the C.N.R. Cornwall station, waiting until such time as the C.N. sees fit to remove it to Montreal to effect repairs for street railway. All Birneys and the St. Thomas Cars (36 and 38) are out of service.

#### MONTREAL OBSERVATIONSBy Raymond F. Corley

- Canadian locomotive Company has started delivery of the 18 locomotives ordered from it by the C.N. for road operation on Prince Edward Island. They are numbered 7803-7820, are class Q-7-a with 22% haulage rating, built to Baldwin Design and are finished in combination of C.N.R. green, white and yellow. 7803 and 7804 arrived at Montreal on April 30<sup>th</sup>, were used for a week in switching service, then left for P.E.I., pulling a train multiple-unit.

- A new composite diesel switcher is to be built by the C.N.R. using the motor from the present 7750 (which is to be dismantled), and the frame and trucks from the burned 7903. The new locomotive will be 7802, class Q-6-a.

- At Val Royal awaiting scrapping, are E-7-a Moguls 816, 829, 833, 859 and Pacific 5590. 858 is also on the list at Brockville. 15903 is out of service at Point St. Charles, Central Vermont Gas-Electric car 148 is also there, presumably for scrap. 5702, the Hudson that turned over at Kingston Station last summer is at the shop in a very denuded condition, it is being repaired however.

- Angus Shops: C.P.R. 30, one of Canada's last eight-wheelers, and ten-wheelers 2110 and 2114 are out of service although it is not known if they will be scrapped. A new shop locomotive, numbered S.L.4, is in service; it was rebuilt from 0-6-0 #6216 and placed in shop service in April.

- Montreal & Southern Counties: The 320 series (Ex NS&T) are all being repaired green with the road name on the letterboard, as will also be the practice with the other cars in the future. They are being rebuilt from four door two-door cars, and will eventually receive one man control; H.B. Lifeguards are being replaced with small pilots attached to the truck. Car 323 (325 on the NS&T) has H.L. Control, while all others at present have K-35 on May 10<sup>th</sup>, 324 man into a truck loaded with flour on Mill Street and had one vestibule completely sheared off.

#### BULLETINS FOR SALE

The following bulletins published by the Society are still available:

- NO. 16 Spring, 1944 5 page mimeo, no illustrations - this issue contains a roster of locomotives and cars on the Grand River Railway and the Lake Erie & Northern Railway.
- NO. 19 February, 1946 9 page mimeo, 1 page illustrations - this issue contains an all-time roster of equipment of the Niagara, St. Catharines & Toronto Railway.
- NO. 21 N.D. 4 page lithographed, including numerous illustrations, 6 pages mimeo. The feature of this bulletin is a roster of the locomotives of the Canadian Pacific Railway as of August 31<sup>st</sup>, 1946.
- NO. 22 N.D. 4 page lithographed including illustrations and full-page map, 4 page mimeo. The entire issue is devoted to the late Kitchener-Waterloo Street Railway.
- NO. 23 May, 1948 4 page lithographed including illustrations and map, 12 page mimeo. This bulletin contains an all-time roster and complete locomotive history of the Toronto, Hamilton & Buffalo Railway, an article on CPR suburban service out of Montreal and a technical article on power transmission and equipment for electric railroads.

**ORDERING INSTRUCTIONS:** The above bulletins are available for 25 cents each and orders should be addressed to The Secretary of the Society at Box 122, Terminal "A", Toronto, Canada. Please note that postage stamps of any country will not be accepted, that non-Canadian Postal Notes cannot be cashed here (Money Orders are quite acceptable) and that personal cheques drawn on non-Toronto bank branches require varying amounts added for exchange, bank charges, etc.