

# Upper Canada Railway Society

BOX 122, TERMINAL "A"  
TORONTO, CANADA

January, 1947

NEWS LETTER

Number 15

The Society meets the third Friday in every month in Room 486 Toronto Union Station.

The next meeting will be held on February 21st.

## TWO MORE DIESELS FOR TORONTO

In addition to 7942 and 7943, already reported in these pages as new switching locomotives for Toronto on CNR lines, the last two locomotives of the Q-5-d class 7944 and 7945 have also been assigned locally. These Electro-Motive 125 ton jobs are very striking with their two broad orange bands on the engine housing and the insignia (not set on an angle) under the cab window.

The remainder of the ten locomotives of the class are assigned as follows: 7936, 7937, 7938 to Winnipeg, 7939 to Port Mann, B.C., and 7940 and 7941 to Halifax.

## NEW LOCOMOTIVE ON THE

### MORRISSEY, FERNIE & MICHEL RAILWAY

While on the subject of new Diesel locomotives, mention should be made of the new 100 ton Baldwin Diesel locomotive now on service on one of Canada's smallest railways - the Morrissey, Fernie & Michel which runs the five miles from Fernie to Oak Creek, B.C. Who can tell us the number of this new unit?

## T.T.C SHERBOURNE LINE CHANGES TO BUSES

The long rumoured and long threatened end of the Sherbourne street car line in Toronto became a reality at 1.45 a.m. on Sunday morning, January 5, as the last car, 2104, rolled into the Danforth carhouse after making the last round trip over the line. Thirteen members of the Society were practically the only "passengers" on the last up trip, and the editor grabbed the last seat in the car so as to be last man over the rails. His dubious distinction is shared by friend Bailey, however, who was last man out of the car at the barns, clutching tightly the last transfer. In a matter of minutes after the last car passed over the rails on Sherbourne St., a work truck crew spiked the switches so that further entry from intersections was impossible. Already the crossing at Carlton St. has been removed. The cars formerly regularly assigned to the line are now being used as tripper cars on other routes operated out of Danforth Division.

### Other Changes:

On a happier note, January 5th also saw the Parliament St. extension go into service, as Parliament cars began burnishing the new laid rails and loop



below Queen St.

Starting January 6th Danforth tripper cars were routed via Parliament St., Queen St. to McCaul Loop and return, making up somewhat the gap left by the new Parliament routing.

Also starting Jan. 6th, a portion of the eastbound King cars in the rush hour on evenings were routed via Parliament and Dundas Sts. to evade the Queen Broadview throat, and seem to have aided this sore spot considerably.

#### TROLLEYBUSES ARRIVE AT KITCHENER

The unscheduled end of street car service in Kitchener came on the evening of December 27th, when the severe sleet storm of that date tied up street car traffic on the city's one line, and as the rails became packed in with snow & ice it became evident that the cars had run their last mile on the streets of Kitchener and Waterloo.

Cars were scheduled to stop operation on December 31st at any rate, and the early cessation gave ample time for the P.U.C. to make final adjustments to the trolleycoach overhead for the inauguration of the trolleycoach service, which did occur on schedule.

The street cars have been pushed into the Kitchener Jct. loop to await further developments. It is rumoured that the Saskatoon Municipal Rly. is interested in the five ex-Cleveland Peter Witts, but their extremely poor condition makes it doubtful whether they will make the long journey west. The other cars including two sweepers and the mobile junk heap are almost certain to be scrapped.

Ten Canadian Car & Foundry - Brill trolleycoaches have taken over, and the route has been extended about 3/4 of a mile north to a new loop in Waterloo.

#### LE & N - GRR DEVELOPMENTS

Six of the buses on order are in service and now give the train connection service for the towns north of Galt, although the connection service for the south is given still by rail. On December 30, 1946 a new schedule went into effect whereby every alternate trip made between Galt and Kitchener is by bus. This has the advantage, however, of freeing the line to a greater extent for freight movements.

A new combination passenger - baggage car mentioned before in this publication is on order for the GRR and will be numbered 626. It is being built by National Steel Car Company at Hamilton and will have the distinction of being the first new interurban in Canada since 1930.

Two additional ex Salt Lake & Utah electric locomotives have been purchased by the CP Electric Lines and are now at Preston being reconditioned. They are smaller than 230, and one of them, ex SL & U 105 is suffering from some collision damage sustained in the final days of the Orem line. The locomotive is ex SL & U 103. Both locomotives will be completely renovated and apparently are to be painted CPR coach red. This gives the LE & N - GRR system a total of ten locomotives, the most of any Ontario electric line.

Further details and new numbers will be given when these are known.

# Upper Canada Railway Society

BOX 122, TERMINAL "A"  
TORONTO, CANADA

February 1947

NEWS LETTER

Number 16

## THE ANNUAL MEETING - 1947

The regular meeting of January 17 saw the annual nominations and elections of the Directorate. The list of Officers and the newly formed Committees is as follows:

### Directorate

President:	Albert S. Olver	Vice-President:	John W. Griffin
Secretary:	R. John Bost	Treasurer:	John A. MacNab
Asst. Secretary:	John D. Knowles	Curator:	Stuart I. Westland
Directors Without Portfolio:	Richard G. Browne, William T. Sharp, Ralph Oakley		

### Publications Committee

Chairman & Bulletin Editor: John W. Griffin  
News Letter Editor: Stuart I. Westland  
Correspondence Secretary: William T. Sharp  
Ralph Oakley

### Constitution Committee

Chairman: John W. Griffin  
Members: Albert S. Olver  
William T. Sharp

### Excursion Committee

Chairman: Ralph Oakley  
Members: Arnold Browne  
David Dunsmore

### Membership Committee

Chairman: R. John Bost  
Members: William T. Sharp  
Stuart I. Westland

### Programme Committee

Chairman: Albert S. Olver      Members: R. John Bost, David Dunsmore

## PASSENGER EQUIPMENT NOTES

On Feb. 1, 1947, the CNR instituted daily except Sunday parlor car service between Toronto and Peterborough. A buffet parlor car leaves Toronto on train 94 at 5.35 pm, arriving at Peterborough at 8.40 pm. It makes the return trip on train 93, leaving Peterborough at 7.32 am and arriving at Toronto at 10.30 am. This is a service which is well warranted in view of the growth of importance of the city of Peterborough, and also of Lindsay.

A prominent paint company has been doing experimental paint colour scheme on Ontario Northland coach 503, which is at present in the shops at North Bay. The exact nature of the work is unknown, but it is believed that both an interior and exterior application are being made.

R.J. Bost



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The Society meets the third Friday in each month in room 486, Toronto Union Station. The next meeting will be held on Feb. 21st. It will be featured by the showing of films.

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### DOODLES FROM THE SECRETARY'S SCRATCH PAD

Greetings to All Fellow Members:

It is my opinion that a brief report should be made regularly throughout the year to the members of the Society by the Directorate through one of the Directors, and I imagine that most of you concur in this. You will no doubt be elated to know that I shall be coming to all of you through the medium of this informal monthly column, appearing through the courtesy of that most noble figure, our News Letter Editor.

It seems that in the opening rush of the New Year with the assumption of duties and all their accompanying complications, I have missed the January issue of the N.L. However, having at last got things in shape with the proverbial ball now rolling up a substantial number of r.p.m., I should like to begin this series with a fervent appeal to all on behalf of the cause which is considered one of the most important items within the jurisdiction of the Directorate, and that is the Society membership. It is true that the U.C.R.S. has grown steadily apace in enrolment, but I for one should like to see this steady growth become more voluminous during the majestic New Year which lies stretched before us.

There are two things whereby a member may help out his Society towards this end -- in the first place, if each member will take it upon himself to enrol at least one new regular or associate member during the course of the year as a personal obligation to his fellow members, our total membership (now approximately 76) could be doubled. I do not, I think, need to hold forth about the multiplicity of advantages in increased, if not doubled membership. And secondly, to retain the present membership, and to attract new members, it is nothing short of the duty of each member to contribute some of his time and ability towards Society activities. In this regard the regular members can best help out by making the meetings more attractive and by contributing items of local interest to this News Letter, and the Associate Members, by interesting those with whom they come in contact in everyday life, in the Society's affairs, and by sending in any news of interest in their locality. To help you out fellows, the Society is at present at work on a new prospectus form which you will be able to use to good advantage I am sure.

I promise not to be so verbose in future columns, but the mighty crusade for membership always leads me to ramble on. I'll close now for this month with the best wishes to all for the New Year, and don't forget to pay your dues!

R.J. Fost

### GRR - LEAN NOTES

Car 326 is at Port Dover, Ontario being used as a temporary station, pending construction of a new station there. It has not been removed from its trucks. Work on the rehabilitation of the two recently acquired Salt Lake & Utah locomotives is under way.

### A STRANGER IN OUR MIDST

Lackawanna Mikado 2135 has been on loan to the CNR recently, and has been working in and out of Toronto. (Spotted by the Editor at Danforth yard.)

# Upper Canada Railway Society

BOX 122, TERMINAL "A"  
TORONTO, CANADA

March 1947

NEWS LETTER

Number 17

The Society meets the third Friday of each month in Room 486, Toronto Union Station. The next meeting will be held March 21, 1947. The meeting will be featured by an address by Mr. Had, Superintendent of the Toronto Terminal Railway Company.

## SECRETARY'S REPORT 1946

## TREASURER'S REPORT 1946

### A. Membership      Dec. 31/45    Dec 31/46

Regular	21	39
Associate	25	35
Active Service	22	5
Total	68	79

### B. Regular Meetings

Number held	11	10
Total attendance	133	212
Average per meeting	12.1	21.2
Total Guests	7	13
Average per meeting	.73	1.30
Total attendance, members & guests	141	225

### C. Directors' Meetings

Number Held	7	9
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### D. Excursions

June 23 - Buffalo roundhouses etc.	
Joint excursion	
July 19 -- Bayview Junction	
August 16 -- Mimico roundhouse	
November 23 -- John St. Tower	
November 28 -- Union Station	

### Receipts

Carried forward 1945	\$40.27
Dues (18 regular members)	37.00
Dues (28 associate members)	28.25
Sale of stationery	24.00
Sale of technical literature donated by F.H. Howard	11.50
Sale of Bulletins	13.30
Bank interest & misc.	.50
Dues 1947	13.00
	<hr/> 147.82

### Expenses

Paper & stencils (bulletins)	21.20
Printing, membership cards & publications supplies	19.44
Mazine subscriptions	
"Trains", "Locomotive Engin. Journal", "Can. Transportation"	
"Railway Magazine"	10.50
Rent of P.O. Box	6.00
Flowers for bereaved member	5.00
Down payment on pins	25.00
Exchange & postage	1.78
Mailing news letters	2.84
Producing Bulletin #21, supplying envelopes & mailing	12.20

\$103.96

Balance Jan. 1st/47      \$ 43.86

----- John A. Macnab

### E. Papers & Special Guests

February 15 --	TTC Head Office building -- films & talk by Mr. P. Baker, TTC
March 15 --	"The Whyte Locomotive Classification" by Stuart I. Westland
November 15 --	"Locomotive Valve Gears" by Albert S. Olver
December 20 --	Quiz Programme by Stuart I. Westland



## F. Publications

In 1945, total of 17 copies sold

1946

Before Pub. Sub. 1 copy of #15, 76 of #19

Under Pub. Sub. 7 copies of #15 (8), 4 copies of #18 (4), 40 copies of #19 (116), 49 copies of #20 (49), 7 copies of #21 (7).

Total sold 1946 ---- 184

William T. Sharp.

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### THE PUBLICATIONS COMMITTEE

The Publications Committee was organized on August 29, 1946, and composed of John W. Griffin; Chairman, William T. Sharp, and Stuart I. Westland. The Committee is charged with the duty of publishing the monthly News Letter, and a Bulletin to be issued at least twice a year. The Committee was to be financed by private contributions, which it undertook to obtain and to be recompensed in part only, by the funds of the Society for the work which it was to do.

**BULLETIN:** The Committee publishes this out of its own funds, and retains all moneys obtained by the sale of copies to non members, or of extra copies to members who received one copy free of charge. On completion of each issue, the Society contributes \$10.00 to the Committee funds, plus the cost of envelopes used in mailing to the mailing list, (not to purchasers) and a flat charge of \$1.00 to cover postage.

**NEWS LETTER:** The Committee publishes this and charges the Society for the full cost involved. This consists of a charge for the stencils used, and the flat charge of \$1.00 for postage. The Society furnishes paper and envelopes for this item, whereas Bulletin paper & envelopes are supplied by the Committee.

At the Directors' Meeting held on January 17, 1947, the Committee's powers were confirmed, the original members continued in office, and Ralph Oakley added as an additional member.

### FINANCIAL STATEMENT OF PUBLICATIONS COMMITTEE

### BACK ISSUES OF THE BULLETIN

February 21/47

Anonymous contributions	\$34.85
Mailing newsletters	6.52
Sale of Bulletins	27.51
Producing Bulletin #21	12.33
(Society's Contribution)	
Postage purchased	5.00
Bulletin supplies	28.04
Lithographed section of	24.50
Bulletin #21	
Stationery items	2.10
Cash on Hand	21.57
	<hr/>
81.21	81.21

THE PUBLICATIONS COMMITTEE IS URGENTLY IN NEED OF COPIES OF BULLETINS 13, 17, & 19 in order to complete its files for editorial purposes. The Committee will pay 10¢ a copy for copies in good condition of each of these Bulletins up to the number required for file purposes. Please communicate with the Chairman, Publications Committee, Upper Canada Railway Society, c/o the Griffin Agency, 25 Manning Arcade Annex, Toronto 1, Ontario.

## CANADIAN PACIFIC SKI TRAINS

by F. H. Howard

Pre war crowds are again swarming northwards to the Laurentian skiing regions and the Canadian Pacific's fleet of week-end trains takes the greatest part of them. Driving is tedious, and sometimes hazardous in this snow-covered country, so the trains are jammed every week-end, sometimes to the tune of 10,100 people, going to one of the six resort towns only 60 miles away, or to the swanky inns around Mont Tremblant, another 40 miles.

The exodus begins on Friday morning on the daily local, twice its usual length, and carrying the only wooden parlour car left on the system. Not a few of its passengers have just stepped off the D & H. "Montreal Limited", having travelled all the way from New York in their ski clothes. Three more trains leave that day & by noon Sunday, 14 trains of 10 to 12 cars have passed through the Park Ave. Station, headquarters of Montreal Terminal's & the Laurentian Division, where the two routes from Place Viger and Windsor Station converge.

A procession of 6 southbound trains carries tired skiers back on Sunday night. They leave from different points, each succeeding train from a station farther north, so as to ensure those passenger boarding the train at Mont Rollande, 43 miles from Park Ave., not finding all the seats occupied by those who got on at Ste. Jovite. This is also to accommodate the many skiers debarking up the line and skiing back south paralleling the track along the famed Maple Leaf trail who will want to find a train set out and waiting for them.

Motive power throughout the week is a G-2 from Windsor station & a G-5 from Place Viger, but the long ski trains are handled by P-1's or occasionally two G-2's or even a G-2 and a P-1. Rolling stock is mostly suburban cars or coaches of the 8 wheel wooden pattern. Their seats are fastened back to back with leather straps, between which the occupants stand their skis.

## C.N.R. BORROWS AMERICAN LOCOMOTIVES

The following locomotives are in service on the Canadian National Railways, borrowed because of motive power shortage:

Wabash:	2263, 2266	Mikados	65%	
DL & W:	1501, 1502, 1503, 1505.	Northerns	64%	
	2111, 2116, 2117, 2135	Mikados	55%	
Lehigh				
Valley:	451, 452, 472, 479, 481, 485	Mikados	63%	with booster 74%
	Booster inoperative on 452			

These engines are used between Mimico-Fort Erie-Niagara Falls-Garnia-Windsor. On a couple of occasions the Wabash engines have gone to Belleville, and also one LVR. The CN are also using Wabash Diesel switchers in the yards at Windsor as smoke eliminators.

The Essex Terminal Railway has purchased a Diesel from Defence Industries Limited Cherrier, P.Q.

The NYC is using Diesel engines in freight service in Canada now, and promises them on passenger soon.

The CNR has placed an order for 18 Diesel locomotives to be put into service on Prince Edward Island in order to make a complete changeover from steam to Diesel on the island.

NSC & T CARS TRANSFERRED: Cars 320, 321, 322, on the weekend of February 22nd, were loaded on flat cars and shipped to the Montreal & Southern Counties Railway. 322 was seen passing through Toronto on February 26th. This leaves only 3 of the original 7 suburban cars purchased in 1929 from the Washington, Virginia Railway.

# Upper Canada Railway Society

BOX 122, TERMINAL "A"  
TORONTO, CANADA

April - May, 1947

NEWS LETTER

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:

Stuart I. Westland, Editor of U.C.R.S. News Letter, 4 Bingham Ave.,  
Toronto 8, Ont.

## 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 lines. 18 of these locomotives are to be built by Canadian Locomotive Co. at Kingston, Ont., 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 Electric 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 5 engines is normally assigned to helper service on the stiff grades east of Toronto to Scarborough 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 were being used in Scarborough 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.



(Cont'd)

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

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Of the leased locomotives, DL&W 1501, 1505 and LV 485 were returned to owners in March on account of heavy repairs. By April 15 all LV, DL&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 Alco Diesel switchers, presumably 1200 to 1202, early in February.

The C.P.R. ordered 13 Diesel switchers from Alco in March.

T.H. & 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 transformed 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 en route 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 Steel and Coal Diesel #2, a 44 ton centre cab style engine, was seen, also from Erie to Sydney, N.S. On April 8, Missouri Pacific 9801 and 9802 were seen in Toronto en route from their road to Danville, Quebec. Several of the French Railways locomotives built by Can. Loco Co., have been observed travelling "dead" in trains from Kingston to Hamilton via CPR, and thence by TH&B and NYC for shipment.

#### DEVELOPMENTS 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 Jan. 20, PCC car 4063 entered an open switch northbound on Lansdowne, at the north entrance into the carouse, 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 Wits.

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 a 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 St. 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 St on April 18 morning, moving southwards from Bloor St. The Bloor - Wellesley section has been completed last week, but further removals

has been stopped to allow north-south traffic to use Sherbourne St. while Jarvis St. is being widened by the City.

The work of track replacement continues, with Parliament St. 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 Ave. is being relaid between the north and south portions of Gerrard St., 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 plow 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, 32, 38, 40 have been removed from the Kitchener Jct. Loop where they were shoved during the final day 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 busses. Possibility of replacing Falls cars by busses 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 Quebec. 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 St., Toronto as #97 and Mr. William Winstanley, 13 Batavia Ave., Toronto as #98. Also we greet two more Associate Members; Mr. L.A. Conner, 74 Finch Ave. E., Northmount, Ont. and Mr. A.K. Romaly, 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 interested members who pursue the railroads' lure. Present members are urged to bring prospective fans as guests to our meetings, or to 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 OR 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 ratio has risen to 5 to 1. Yet there are still 13 times as many steam as Diesel units in operation at the present time.

# Upper Canada Railway Society

BOX 122, TERMINAL "A"  
TORONTO, CANADA

June, 1947

NEWS LETTER

Number 19

The society now has pins for sale to members designed generally after the style of the Society's insignia in a combination of blue, white and silver. Pins sell at \$1.25 postpaid and are certainly worth the expenditure. Every member should have one. They may be obtained from Mr. James Roach, 8 Highland Crescent, Toronto.

June Meeting - Friday, June 27: This will provide an opportunity for some "first hand railroading". The group will convene at the south end of the Bathurst Street bridge at 8:00 p.m. to observe operations during the busy evening hour.

## TORONTO'S PETER WITTS CONTINUE TO BE MODERNIZED

The Peter Witt cars of the Toronto Transportation Commission are already for different cars from the 350 units which were purchased and placed in service in the 1921-1923 modernization program, but the improvements being made to them never seem to cease. This summer will see a further program of modernization which will concentrate on the two man cars, and center largely around (1) the elimination of stove heating from all steel motor cars and (2) the application of herringbone (bevelled) gears to an as yet unspecified number of Peter Witts.

Forced air electric heating has been in ten of the two man cars since 1942 (2480-2498) and in all of the one man Witts since an earlier date. However, 149 two man cars (2500-2678 and 2900-3018) have retained the rather antiquated Peter Smith coal stoves up to this year, but these are now slated to be replaced. Car 3000 was the first to be changed over, in March, and since then, a considerable number of cars have been so treated, with the main emphasis thus far being placed on the St. Clair division cars.

Herringbone gears were first used in car 2772, along with special wheels with rubber inserts in 1941, and since then a few other of the Small Witt cars have been given herringbone gears. However, not until this year have these gears been applied to a Large Witt. The first objective is to have 25 cars for the Kingston Road route equipped with the new style gears, and 3 have been so altered already; the silent operation of these cars since the change is really remarkable, and they make barely more noise than a PCC. It is certainly to be hoped that all of the Witt cars on the system will receive herringbone gears eventually.

Another noteworthy change of late is the removal of the Tomlinson couplers from the 50 Brill-built "Car Riders" cars used in the Bay route. These have not been used since the cars were moved from Dundas and Danforth divisions in 1931, as the steep hill on Avenue Road prohibits trailer operation. The couplers have proven expensive to maintain, thus their removal after 16 years of non-use has finally come about.

## GAS TURBINE LOCOMOTIVE NOW UNDER CONSTRUCTION

The first attempt to build for railroad use a gas turbine using oil for fuel is underway. The new type passenger locomotive, powered by a gas turbine engine, will be built for the Santa Fe Railway by Baldwin Locomotive Works, says F. G. Gurley, president of the railroad.

Design and engineering details have been completed, and construction of the half-million dollar unit is expected to start soon at Baldwin's Eddystone, Pa. plant.



The railroad says that the new turbine engine will burn more oil than the Diesel does, but is expected to use a cheaper fuel. Maintenance and repair costs are also expected to be less, since the turbine has only rotating parts which are less subject to wear than reciprocating parts. The locomotive is expected to develop 3000 H.P. and will be capable of speeds in excess of 100 M.P.H.-A.S. Olver.

#### EXPERIMENTAL DIESEL ROAD LOCOMOTIVES ON THE CANADIAN NATIONAL RAILWAYS

A General Motors 3-unit road Diesel has been in experimental passenger service on the C.N.R. recently, pulling trains from Toronto to Montreal and Toronto to Sarnia. On the week-end of May 24th the big blue and silver (EMC colors) locomotive was observed several times passing through Toronto.

In Quebec, in the latter part of April, the C.N.R. conducted tests with a single unit Alco 1500 H.P. road locomotive (built in switcher style) on the Quebec-Chicoutimi line. Appropriately numbered 1500, the locomotive is a 115 ton unit, with a 12 cylinder engine, 57,000 lbs. starting tractive effort and a maximum speed of 65 M.P.H. The C.P. is testing a similar locomotive, numbered 1501.

Other locomotive notes -- All foreign engines have been returned with the exception of the Buffalo Creek switchers at Fort Erie and the two Wabash Diesel switchers at Windsor. Several Central Vermont locomotives are now around Toronto: CV 232 is assigned here, and CV 220 and 230 have been running out of Allandale.

Sperry Rail Service car 133 was through Toronto April 29th. CN 6180, 6182, 6186, 6187, 6188 and 6189 are back in Ontario after being on the Atlantic Region for the past two years

#### TIMETABLE CHANGES

Three new trains are now shown on the Brampton subdivision, including a Sunday morning train which should be very convenient for our proposed fan trip. The CP has shown its #23 and #24 in the public timetable for the first time.

#### NIAGARA, ST. CATHARINES AND TORONTO RAILWAY

After a rather static condition for a number of months, the Niagara, St. Catharines and Toronto Railway has made a few changes, with more impending. The Lundy's Lane line in Niagara Falls was cut back to the point at which it leaves the Montrose line on May 12th, and track removal began the next day. This is the first NS & T track removal of substantial size for many years (All track remains in St. Catharines despite bus substitutions 1939-1942 and again in 1946).

Lundy's Lane now operates merely as a shorter Montrose route, reversing at the former junction point. All city street car service in Niagara Falls will terminate soon with the delivery of buses, as will the Thorold-Niagara section of the main line.

Redistribution of cars after the abandonments have gone through has been made known. Cars 324, 325 and 326 will go to the Montreal and Southern Counties to join 320, 321 and 322 which went in February. 327 and 328 will remain in Port Dalhousie service. The lightweights 301-312 will be moved to St. Catharines to work on the Port Dalhousie line. Tests have already been made with this type on the line. Best news is that the 130 series will not be scrapped, but will be retained as spares for the Port Colborne line and for use on the Port Dalhousie line when picnic travel is heavy in the summer. Cars 80, 82, and 83 will be base service cars on the Port Colborne line. What will become of the remaining 60's and 124 is rather uncertain. At the present time, 124 is still making rush hour trips on Facer Street and Victoria Lawn in St. Catharines.

Car 130 was recently shopped and emerged with the arched upper window sash covered like 132, and with the CN herald on the car body.

#### NEW LOOP FOR BLOOR ROUTE

In late May, construction was begun on a new loop for the short turning of Bloor cars on the west end of the line. It is being built at the south-east corner of High Park Avenue and Bloor Street West, in a scenic setting right in the grounds of High Park. Loading and unloading will be done from the west side of the loop.

# Upper Canada Railway Society

BOX 122, TERMINAL "A"  
TORONTO, CANADA

July, 1947

NEWS LETTER

Number 20

## CHESAPEAKE AND OHIO NOW INTO CANADA

Through acquisition of the Pere Marquette Railroad, which it long previously had controlled, the Chesapeake and Ohio Railway on June 6th extended its far-reaching tentacles to the north of Michigan and also into and across Southern Ontario. The merger, proceedings for which began about a year and a half ago, became effective as of this date, and the Pere Marquette ceased to exist as a separate railroad. This affects the 127 mile line between Walkerville and St. Thomas, Ontario, which skirts the north shore of Lake Erie through Kingsville, Leamington, Blenheim and Ridgeway, and the intersecting 73 mile line from Erieau to Sarnia via Blenheim, Chatham, Dresden and Wallaceburg.

The east-west line was originally the Lake Erie, Essex and Detroit River Railway, which was built during the late 1880's and opened for traffic in December, 1888. In 1891 the name was changed to the Lake Erie and Detroit River Railway Co., and soon afterwards the London and Port Stanley Railway was leased to the L.E. & D.R. for 20 years, and operated as a L.E. & D.R. branch. The Erie and Huron Railway from Rondeau to Sarnia was purchased in 1898, and by this time the L.E. & D.R. was an important transportation agency in South-Western Ontario. American control first came on the scene in 1904, when the Pere Marquette purchased the L.E. & D.R. and also arranged with the Michigan Central for trackage rights over the latter's line from St. Thomas to Niagara Falls and Buffalo, which agreement is still in effect. Thus for 43 years the old Lake Erie and Detroit River lines were part of the Pere Marquette system, and developed into an important east-west freight route. The London and Port Stanley line was let go when the lease terminated, and upon the latter's emergence as a separate railroad, a new agreement for trackage rights had to be set up by the Pere Marquette, in the city of St. Thomas. Thus we see the peculiar situation of a steam road with trackage rights over an interurban line (from the PM roundhouse in south St. Thomas, where the PM's own track ends north to the N.Y.C.R.R. crossing).

This, briefly, is the history of the lines which the Chesapeake and Ohio has just acquired in Canada, and through which it becomes a Canadian operator. While it will no doubt take some time to repaint and reletter Pere Marquette rolling stock with the C & O name, we can look forward eventually to seeing Chesapeake and Ohio locomotives as close to Toronto as Welland and Niagara Falls.

## GMC "TRAIN OF TOMORROW" TO BE EXHIBITED AT THE C.N.E.

The main attraction, to railfans, at least, at the exhibition's postwar re-opening in August will be the displaying of the General Motors Corporation's "Train of Tomorrow", which is currently on a tour of American cities. Pulled by a single unit EMC passenger diesel (naturally), the train features a variety of cars, built by Pullman-Standard, with many innovations, the most striking of which are the two-level floors with "Astro Domes" on top of each car. It certainly looks like a "must" for each of us.

## BRITISH COLUMBIA NEWS

by John A. Wood, Vancouver

### North Vancouver Converts to Bus:

Bad news for electric fans is that the British Columbia Electric Railway Co. is rapidly turning to bus operation. On September 24th, 1946, the Lonsdale line,



which was Route 1, a two man line, ceased operation, being replaced by double engined Twin Coaches. Cars working on this route were 153, 155, 156 and 159 and were all small Brills. These cars were slowly dismantled during the winter months, and by February they were completely stripped and the bodies sold to private individuals. Conditions then remained static until April, 1947 when a new order of buses arrived, and enabled the remainder of the system, which consisted on the Lynn Valley line, Route 2, and the Capilano line, Route 3, to be converted. Cars 150, 151, 154 and 157 worked mostly on Capilano, and 160, 161 and 162 on Lynn Valley. The latter were Brills of a slightly heavier type than the 150's. All were double-end one-man equipment. Operation of cars on these routes ceased April 24th. On Sunday, April 27th, BCER officials kindly consented to have a special car run for the benefit of the Lower Mainland Railroad Club, and your correspondent had the honour of operating the last car ever to run on the system, this being No. 157. At that time, this car was the only one in condition to operate, the remainder already being partly dismantled. All that remains in North Vancouver at time of writing is sweeper S55, which is to be brought over to the city by truck. The North Vancouver line car L2 has been scrapped. The only link we now have with the old North Vancouver system are cars 152 and 158, which were sent to Vancouver in 1937, owing to a shortage of cars on the city lines at that time. Soon, they too, will be gone, and we shall have only fond memories of electric traction in North Vancouver.

#### Fraser Ave. Line:

On Saturday May 31st, cars rolled for the last time on Route 7, the Fraser line. At present, gas buses are operating on this route, although it is to be converted to trolley bus when the new equipment arrives sometime this fall. The "Fraser Trains" as they were known, somewhat similar to the Yonge St. cars in Toronto, are now working on Hastings East, Route 14, as rush hour specials only. This conversion has brought about a new route, Number 8. The old Fraser line ran from the South-East portion of Vancouver, downtown, and then south and west to Kerrisdale in the west end. The buses run on the eastern portion of the line, with cars still working the Western end, which is now called Kerrisdale, Route 8.

#### C.P.R. 447:

Ten-wheeler 447 of the Canadian Pacific Railway, which has been doing yeoman service on Vancouver Island for some years past, passed through Vancouver in the middle of May enroute to the Ogden shops at Calgary for a complete overhaul. As far as can be ascertained, she will return to service on the island, where service is maintained mostly by 900 class locomotives.

#### EASTERN ONTARIO AND QUEBEC NEWS

by W. Houston, Kingston

#### Cornwall Street Railway:

The CSR's cars have improved greatly over the past year in appearance and mechanical shape. The cars are clean inside and out, and are very quiet now. Some of the cars are receiving a two-tone brown interior similar to some of the N.S. & T. cars. Sunday service was improved on May 11 with the addition of an extra car on Second St., and there is now service in both directions on Pitt Street.

Former Sunday service:

Second St.: 2 cars, Belt Line: 1 car, Pitt: 0

Present Sunday service:

Second St.: 3 cars, Belt Line: 1 car, Pitt: 1 car.

#### Montreal & Southern Counties:

The M & SC is using the ex NS & T cars 320-322 only during rush hours, since they have no fare-boxes for them, and have to run them as two man cars with the conductor picking up fares with an old Toronto Railway Co. coffee pot fare box. The only apparent changes are trolley shoes in place of wheels, and the removal of the "no smoking permitted in local line cars" sign, which now reveals that 321 was Washington-Virginia 369. The cars have not been repainted, and certainly show up beside the green of all the other cars. They are being used on the Montreal South local line, and ride very well over the Victoria Bridge, nearly 2 miles long.

# Upper Canada Railway Society

BOX 122, TERMINAL "A"  
TORONTO, CANADA

## NEWSLETTER

September, 1947

NEWS LETTER

Number 22

### THE NEW SEASON OPENS

The first meeting of the 1947-48 season will be held jointly with the Ontario Society of HO Model Engineers on Friday, September 19th, to start at 8:00 p.m. The meeting will take place in the University of Toronto Mining Building, Room 26. The building is located at 174 College St. at McCaul St. An interesting program has been lined up, including the showing of films taken by the special T.T.C. delegation this spring of transit systems in Europe. All members are urged to turn out in order to start the new year off with a good attendance showing.

### CANADIAN PACIFIC RAILWAY ORDERS NEW NORTHERN TYPE LOCOMOTIVES

Late word has been received that the C.P.R. has placed an order for twelve new steam locomotives of the 4-8-4 (northern) type for use on runs out of Toronto, notably the run to Port Arthur. It is presumed that they will be modernized versions of the two famous locomotives of the type, 3100 and 3101, which have been the CPR's biggest power in this section of the country for the last 20 years. This is an unexpected announcement in view of President Neal's recent statement that "the record of diesel locomotives in our yards and in American roads has caused us to doubt the economy of ordering any more large steam locomotives".

It is also rumored that more light Pacifics may be on the way.

### C.N.R. AND MISCELLANEOUS NOTES

by George Horner

A new series of diesel switching locomotives has been delivered to the Canadian National Railways. This is the Q-S-C class, and carries the numbering from 7946 onwards. 7946 is in Niagara Falls, and 7949 to 7952 recently passed through Toronto on their way to Winnipeg. Two more older switchers are now working in Toronto, these being 7900 and 7938.

Buffalo Creek Railway locomotives 21, 23, 25, 26 and 27 are now assigned to Toronto; 28 is still at Fort Erie.

Central Vermont 232 has returned to the home road, but 220 and 230 are still working out of Allandale.

Six of the CNR's mountain observation cars used in the Reekies have been converted into work train service cars. They are the MOUNT KERKESLIN, MOUNT PYRAMID, MOUNT HARDISTY, MOUNT GEIKIE, MOUNT ROBSON and MOUNT EDITH CAVELL. During the war these cars were used between Montreal and Cherrier to carry war workers; they are now numbered in the 69630 series.

The CNR has borrowed about 25 express cars from the New York Central for the Fruit Express traffic. These include several of their latest semi-streamlined cars.

The new Essex Terminal Railway diesel is numbered 101; the Wabash switchers being used by the CNR at Windsor are 102 and 103.

### CORNWALL STREET RAILWAY NEWS

by Charles DeRochie, Cornwall, Ont.

C.S.R. locomotive 9 (Ex Windsor, Essex and Lake Shore No. 12), has had another trolley pole installed to eliminate the old walk-around method of changing pole



direction. The three heavy locomotives, 6, 8 and 10 handle most of the freight work for the railway, with 9 and 11 held for emergency work, 10 is assigned regularly to the Howard Smith Paper Mills and does most of the switching there. 6 and 8 handle the bulk of the remainder of the freight work.

The new freight line from the CPR depot to Courtaulds has been a great improvement as far as both freight and passenger traffic is concerned. Two trains a day operate over this line each day, one in the morning, the other in the late afternoon. Block signals protect the crossing with the CPR.

The CSR is putting in another  $1\frac{1}{2}$  miles of track which will give another connection with the CNR, about a half mile south of the CNR - NYC junction. This will remove further freight traffic from city streets. Considerable trackage at the CNR station has been electrified, and it looks as if the entire CNR yard will soon be electrified.

Birney 13 has finally been scrapped after a year of idleness; 15, 19, and 24 are in line for scrapping, with 24 probably to go first. 17 is used as a paint storage car; only Birneys left in condition for passenger service are 12, 18 and 22.

New rectifier equipment has been received for AC - DC conversion, and has been put into operation; a new design of transfer has been introduced this month, and checking of transfers has become strict of late, something that was very lax before.

#### ELECTRIC RAILWAY BRIEFS

T.T.C.: Car 1776 has been scrapped; 1766 and 1798 have been dismantled and the bodies sold for use as dwellings. 1766 went to Georgetown on August 5th, and 1798 to Owen Sound on August 28th. A recent announcement is that all trolley wheels in use on TTC cars are to be replaced eventually with sliding shoes in a further noise reduction effort. The new cars, 100 all-electric P.C.C.'s being built jointly by St. Louis Car Co. and Canadian Car and Foundry are now not expected until sometime in 1948, thus repairs to damaged Toronto Railway cars which were lying in dead storage at the shops has been definitely on the upswing. Trackage on Lansdowne Avenue between St. Clair Ave. and Davenport Road is to be removed with a new intersection installed at Davenport and Lansdowne including four southward curves so that Harbord cars (eventually to operate on Davenport Rd.), can travel down Lansdowne to the carhouse.

Hamilton St. Ry: Several cars have now appeared with the new light green paint job which matches the Canada Coach Lines colors. All freight service has been abandoned, and the last car ran on Aberdeen Ave. on July 26th. Track removal on this route began two days later. The bodies of cars 441 and 449, after a sojourn on the mountain, are now both at Dundas.

N.S. & T: Passenger service on the main line was abandoned Saturday, September 13th; cars 303, 310 and 311 are in use on the Port Dalhousie line having been equipped with electric markers, flag brackets and 14 foot trolley poles. 324, 325 and 326 are to be sent to the Montreal and Southern Counties shortly. The body of car 60 has been sold; 107 and 124 are on the scrap list. A late rumor is that car 130 may be offered for sale as an operating car.

LE & N - G.R.R.: The rebuilding of Salt Lake and Utah locomotive 105 (to be GRR 234) is in progress. All locomotives are to be painted CPR red henceforth. Old wood interurbans 826 and 828 have been withdrawn from passenger service and given a new lease on life as a work car and a caboose, respectively.

Ottawa Electric: Recent reports are that the 20 new cars are expected reasonably soon, possibly by Christmas. As they are being built by the Ottawa Car Company, no backlog of car orders has to be surmounted, as is the case with the TTC's new cars.

# Upper Canada Railway Society

BOX 122, TERMINAL "A"  
TORONTO, CANADA

## NEWSLETTER

October 1947

Number 23

The society meets the third Friday of each month at 8:30 P.M. in Room 486, Toronto Union Station. The next meeting will be held October 17th.

### CANADIAN PACIFIC RAILWAY ORDERS FURTHER STEAM LOCOMOTIVES

In addition to the twelve 3100 class Northerns ordered as reported in the September issue, the C.P.R. has placed orders for 51 additional steam locomotives, as follows: Thirty dual service light Pacifics of the 1200 class, all for service on Western lines; Fifteen heavy freight Mikados of the 5400 class, 12 of which will be used on Western lines, and of which twelve, eight will be oil burners; and six heavy passenger Selkirks (2-10-4's) of the 5900 class, which will be oil burners, and which will be used in the mountains.

Besides these 63 steam locomotives for which orders have just been placed, the C.P.R. has also currently on order thirteen more diesel-electric switchers from American Locomotive Company, and has recently called for 1675 new freight cars. The program for new locomotives and rolling stock for 1947 now stands well over 47 million dollars.

NEWFOUNDLAND RAILWAY: Enquiries have been made for six new narrow gauge locomotives and eight passenger cars.

### NIAGARA, ST. CATHARINES AND TORONTO RAILWAY NOTES

by John D. Knowles

Saturday, September 13th was the last full day of operation on the N.St.C. & T. main line. The last round trip (Trains 216-217) was made with cars 132 and 135. The following day, NRHS Buffalo Chapter made a farewell trip over the line, using at first car 82, later 130, and finally 311. The trip also covered some infrequently used trackage, including the CNR Depot and Ontario Street lines, Welland Vale and Walker's Quarry spurs, and the Lake Shore Division to Port Weller. Victoria Lawn was not covered, as the rails were coated with tar during a recent road surfacing project, and are now impassible. The excursion ended with a trip over the Montrose line, including a meet at the disused Falls View turnout.

An unusual train movement occurred September 7th, when the General Motors "Train of To-morrow" ran over the N.St.C. & T. from Merritton Transfer to St. Catharines Terminal, where it was placed on display, with N.St.C. & T. trainmen acting as lecturers.

Present plans call for shipment of cars 324 and 326 to the Montreal and Southern Counties Ry., (This was done in late September), while 325, which has switch group control, will be retained for Port Dalhousie service. Car 305 holds the dubious honor of being the first N.St.C. & T. Cincinnati lightweight to be retired. It now sits forlornly in the boneyard corner at St. Catharines and will henceforth serve only as a source of spare parts.

The rumor that car 130 has been sold to someone in the States is gathering strength. Apparently the purchaser is one of the railfan groups.

Late Notes: Cars 107 and 124 are being shipped away for scrapping as this is being written. Cars 61 and 131 have also migrated to the "boneyard corner", although no word is definite on them. Of the 130's, only 130 and 132 have been used since the main line abandonment.



## A VISIT WITH THE BCER AT VICTORIA

by John A. Wood, Vancouver B.C.

To those readers who are not familiar with the geography of our great west, may I explain that Victoria, the capital city of B.C. is situated on the southern tip of Vancouver Island, some eighty miles by boat from Vancouver city. Here as in Vancouver the street railway system is operated by the British Columbia Electric Railway Co.

After waiting fourteen months, my holiday period finally arrived, and having a sister who resides in our capital city, I was able to use her as an excuse to slip away from my good wife in order to photograph what remains of the street railway system.

Unfortunately for me, the weatherman decided at this time that we needed a little dampness after a good long dry spell, but he relented long enough for me to get pictures of most of the cars.

I embarked on the CPR steamer "Princess Charlotte", Sunday morning, Sept. 7th, and arrived in Victoria some five hours later.

Monday morning found me up bright? and early all ready to snap my shutters, (I had two cameras), only to be greeted with weeping skies. Consequently all I accomplished that day was a visit to the car barn, where I looked over the cars and had a long chat with the foreman during which we had a good cry on each others shoulders over the passing of these faithful old vehicles, adding considerably to the prevalent dampness.

Yes friends, this quaint old city, far famed as a little bit of old England, is going modern(?) Gas busses no less. Not even the consolation of a trolley coach. By this time next year trolleys will only be a fond memory and the clean air will be polluted by gas fumes from dozens of busses. Already three lines have succumbed, with more to go in the near future. Routes abandoned in their entirety are #4 (Esquimalt), #5 (Gorge) and #7 (St. Josephs St.). Route #8, (Head St.), was created when #4 was discontinued and was in effect a short turn #4. It went out when #5 died. Routes still running at time of writing are #1, (Oak Bay), #2 (Outer Wharf-Cloverdale), #3 (Beacon Hill), #6 (Hillside - Gonzales) and #9 (Uplands) which has been combined with half of #10 Burnside. The other half was Mt. Tolmie which portion was abandoned last year, also there is #11 Willows.

Service was maintained with forty one cars as follows: Nos. 22 & 23, ex Saanich interurban cars; 188, 189, 200, 201, ex Vancouver city cars; 231-240, 250, 252-259, 381, 383, 387-390, and 400-409 (Birneys). Some years ago, when the Victoria cars were being brought over here for general overhaul in the Kitsilano shops, we sent them Nos. 200 and 201. When the job was completed, instead of having them return our cars, we retained 186 and 251, giving us two odd cars on our lines, as both are different types to anything we have here.

Service on the Gorge and Esquimalt routes was provided with single end cars, all of which are the 250 class. Since only one route using single enders remains, four of these cars have been scrapped, Nos. 250, 252, 253, and 256. In addition, six of the Birneys are also gone, Nos. 400, 401, 402, 405, 406, 409. The remaining four are used on the Outer Wharf line in non rush hours. Since this is the next line to be abandoned, the remaining four will soon join their sisters on the junk pile. It may be of interest to some that these cars have been in service for twenty-five years, and have never once had compressor trouble according to the car foreman.

To get back to the trip: Tuesday morning found me anxiously scanning the skies and I was quite relieved to see a few breaks in the clouds with the sun slyly peeking through now and then, so with high hopes I set out for the carbarns, arriving in time to see the Outer Wharf cars being changed off for the Birneys, and through the co-operation of the barnman was able to get half a roll of each car. After this operation, I hid myself off to a convenient street corner in order to pick off what I could of cars on the road. Needless to say, I was continually frustrated by automobiles and curious old ladies. Why is it that people always stand in front of the camera and stare instead of getting out of the way? If some of those dear old souls could have read my thoughts they would have been terribly shocked.

# Upper Canada Railway Society

BOX 122, TERMINAL "A"  
TORONTO, CANADA

## NEWSLETTER

November, 1947

Number 24

THE UPPER CANADA RAILWAY SOCIETY MEETS ON THE THIRD FRIDAY OF EVERY MONTH IN ROOM 486, TORONTO UNION STATION. The next meeting will be held on Friday, November 21st, 1947, and will commence FIFTEEN MINUTES EARLY, that is, at 8:15 p.m.

The speaker on this occasion will be Mr. C. O. Edsforth, District Freight Agent, Canadian Pacific Railway, at London, Ontario. Mr. Edsforth has been with the CPR since 1923, and is exceptionally well qualified to address the Society on that vital aspect of the railway business: freight. Mr. Edsforth spent six years in Toronto as Assistant to the General Freight Agent, Ontario District, and he is very familiar with the aims and activities of the Society.

In order that as large a number as possible may hear this talk, the Directors have invited the members of the Ontario Society of HO Model Engineers, The Model Railroad Club of Toronto, and the Queen City Railroad Club to be present on this occasion.

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The Society still has pins available for purchase by members at \$1.25 each; these pins are based on the design of the Society's insignia, with the front of the famous "JOSEPHINE" in silver on a background of white, surrounded by a blue band carrying the Society's name. These attractive pins are available from the Society at the above address.

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For completion of its files of back bulletins, the Society has urgent need of copies of the following issues: #12 (3 copies), #13 (9 copies), #14 (7 copies), and #17 (4 copies). The Society will pay 25¢ per copy of each of these donated by members. (Please note that these are BULLETIN copies that are needed --- not copies of the NEWSLETTER).

On the other hand, there is a considerable surplus quantity of copies of the following issues: #15, 16, 19, 20, 21, and 22. These are available for sale at 25¢ each.

### A VISIT WITH THE BCER AT VICTORIA

by John A. Wood, Vancouver, B.C. (continued from last issue)

After about two hours with varying success I retired from the scene of battle in order to have some lunch and recuperate from the strain. After eating and recovering my composure somewhat, I returned to the barn to try my luck at getting some of the equipment moved from inaccessible spots in order to photograph it. The barn foreman kindly lent me the services of the gentleman who co-operated in the morning with the Birneys, and of course I took full advantage of him and had every thing in sight moved out to advantageous spots. In this manner I was able to photograph Nos. 201, 233, 235, 237, 255, 258, S58 and S59 sweepers, and L5 linecar. With this operation successfully performed without getting anything on the ground or tearing down the overhead, I returned to a street corner and resumed my battle with the general public, until it grew too late for further photography. It was with regret that I caught the "Princess Elizabeth" at midnight and returned to Vancouver.

When I had the fourteen rolls of film I had expended during that one day developed, I found my batting average was pretty high. I had missed out on only four cars out of the thirty-one remaining in service.



# CANADIAN NATIONAL RAILWAYS: FREIGHT TRAIN SCHEDULES AT TORONTO

by George W. Horner

## DEPARTURES

1/403	Leave Mimico	1000 pm	Daily	To Winnipeg
403	" "	800 am	"	Vancouver
442	" "	1201 am	"	Belleville
1/444	" "	530 pm	Daily ex Sun	Montreal
444	" "	700 pm	Daily	"
2/444	" "	830 pm	Daily ex Sun	"
450	" "	1100 pm	Daily ex Sat	Peterboro
451	" "	130 pm	Daily	North Bay
1/453	" "	700 pm	Daily ex Sun	" "
453	" "	800 pm	" " "	" "
455	" "	1045 pm	Daily	" "
461	" "	130 am	"	Nia Falls
463	" "	200 pm	"	Fort Erie
465	" "	115 am	"	" "
467	" "	1130 am	"	" "
469	" "	500 am	"	" "
471	" "	300 am	Daily ex Mon	Hamilton
473	" "	1230 am	Daily ex Sun	London
1/475	" "	900 pm	Daily	Windsor
475	" "	1045 pm	"	"
477	" "	230 pm	"	London
1/490	" "	145 pm	"	Brockville
490	" "	440 pm	"	New London, Conn.
491	" "	230 am	"	Chicago
1/492	" "	630 am	"	Montreal
492	" "	845 am	"	"
493	" "	1201 am	"	Chicago
495	" "	945 am	"	"
401	Leave Don	1215 pm	Daily	London
457	" "	1100 pm	"	Stratford
517	" "	915 pm	"	Palmerston

Nos. 451 and 453 run via Allandale.

No. 401 runs via Kitchener and Stratford.

## WAYFREIGHTS

519	Leave Don	730 am	Mon. Wed. Fri.	To Gravenhurst
525	" Tor	645 am	Daily ex Sun	Allandale
558	" Don	630 am	" " "	Lindsay
	" "	800 am	" " "	Port Hope
	" Tor	800 am	" " "	Georgetown
	" Mod	815 am	" " "	Clarksons
	" "	845 am	" " "	Hamilton

## ARRIVALS

404	Arrive Mimico	800 pm	Daily	From Vancouver
410	" "	600 am	Daily ex Mon	Allandale
441	" "	1159 pm	Daily	Montreal
449	" "	300 am	Daily ex Mon	Peterboro
452	" "	730 pm	" " "	North Bay
454	" "	400 am	" " "	" "
462	" "	630 am	Daily	Nia Falls
464	" "	1201 am	"	Fort Erie
466	" "	130 pm	"	" "
468	" "	430 am	"	" "

# ARRIVALS (Cont'd)

- 3 -

470	Arrive Mimico	430 am	Daily	From Fort Erie
472	" "	200 am	Daily ex Mon	Hamilton
474	" "	530 am	" " "	London
1/476	" "	430 am	" " "	Windsor
2/476	" "	530 am	" " "	"
3/476	" "	615 am	Daily	"
490	" "	340 pm	"	Chicago
1/491	" "	530 pm	"	Brockville
491	" "	1201 am	"	New London, Conn.
1/492	" "	1130 pm	"	Sarnia
492	" "	430 am	"	Chicago
493	" "	1000 pm	"	Portland Me
2/493	" "	730 am	"	" "
1/495	" "	630 am	"	Montreal
495	" "	630 am	"	"
400	Arrive Don	315 pm	Daily	From London
458	" "	600 am	"	Stratford
516	" "	400 am	"	Palmerston

No. 400 runs via Kitchener and Stratford.

## WAYFREIGHTS

557	Arrive Don	Mon. Wed. Fri.	From Lindsay
518	" "	Tues. Thurs. Sat.	Gravenhurst
524	" Tor	Daily ex Sun	Allandale
"	" "	" " "	Georgetown
"	Don	" " "	Port Hope
"	Mco	" " "	Hamilton
"	"	" " "	Clarksons

## NAMES OF TRAINS:

All 444's: "The Bullet"  
449 & 450: "The Moonlight"

471 & 472 : "The Goose"

## DISPOSITION OF EQUIPMENT OF THE HULL ELECTRIC RAILWAY

by A. Andrew Merrilees

It was recently reported in RAILROAD MAGAZINE that the equipment of the Hull Electric Company might be sold to parties in Europe. This is incorrect, and the following is a list of the Buyers of this equipment, or as much of it as has been sold up to date.

Car	Disposition
5, 12, 20, 22, 24, 26, 28, 30, 35, 38, 40, 50, 54, 100, 101, 116, 252, 200, 201	All sold to C. N. Maloney, c/o Standish Hall Hotel, Hull. (Bodies only). Bodies sold to T. Athanas, 1135 Carling Ave., Ottawa.
202	Body sold to J. Tomlinson, R. R. 1, Ottawa.
204	Body sold to M. B. Jackson, 486 Parkdale Ave. Ottawa.
205	Body sold to Louis Coughlin, Billings Bridge, Ontario.
253	Body sold to R. E. Gwyther, Apt. 3, 228 Glenow Ave., Ottawa.
34	Body sold to Wm. R. Wallace, Lascelles, Que.
36	Body sold to G. G. Keger, Britannia Heights, Ontario.

Body sold to Nephi Sherwood, 61 St. Joseph Blvd.  
Hull.

10, 250

Bodies sold to parties unknown.

Locomotives 2 and 107, Sweeper 106 and Crane Car 1001 are held for re-sale as operating equipment. Flat car 1003 has been scrapped at Aylmer.

Track lifting was in progress between Hull and Aylmer during the summer. Rail, ties, etc. will be sold to other railways, as will much of the shop machinery and car parts. The Ottawa Electric has bought a large quantity of car parts and accessories, including all fare boxes, a track grinder and a large wheel press.

Thus, with the possible exception of the two locomotives and large snow sweeper and crane car, all the equipment of this line will disappear from active railroad circles.

(Note on the above situation by Charles DeRochie, Cornwall):

During September the Cornwall Street Railway purchased the large double truck, double end steeple cab sweeper #106 from the Hull Electric. This gives the CSR three big units of snow fighting equipment recently added to the roster and should fill a much needed role in snow clearance this winter. Old sweeper #1 will soon be scrapped. Also soon to be scrapped is Birney #24.

The CSR also purchased heaters, jacks and electrical material from the Hull property.

#### THIRD AVENUE RAILWAY SYSTEM CARS NOW IN TORONTO

Four large double truck, double end sweepers have been purchased by the T.T.C. from the Third Avenue Railway System of New York City, and these arrived on flat cars at Hillcrest shops in mid-October. Numbered 85, 86, 87 and 88 on the New York system, these sweepers prior to 1934 had been the property of the Eastern Massachusetts Street Railway Company, and numbered in their P-600 series.

New TTC numbers have not been decided, but single truck sweepers S-3 through S-7 will be scrapped, being replaced by the double truckers. Thus far, at time of writing, only No. 86 (the first to arrive) has been taken into the shops. It is getting a complete overhaul with standard brake valves to replace a foot-operated type which was on the cars when they came. Double end control will be retained, although on the TTC, the sweepers will normally be operated as single-end cars. They have K-35 controllers for the traction motors, K-27 on the broom motors, Brill 27E trucks and are flat roofed with rounded dash and large sliding centre doors.

# Upper Canada Railway Society

BOX 122, TERMINAL "A"  
TORONTO, CANADA

## NEWSLETTER

December, 1947

Number 25

THE UPPER CANADA RAILWAY SOCIETY MEETS ON THE THIRD FRIDAY OF EVERY MONTH IN ROOM 486, TORONTO UNION STATION. The next meeting will be held on Friday, December 19th, and will feature movies taken by Basil Headford this summer of the Colorado narrow-gauge railroads.

### SPECIAL NOTE

At the November 21st meeting Mr. W. T. Sharp gave notice of his intention to propose an amendment to the constitution at the December 19th meeting. Such notice is required by Section 23 of the present constitution as reproduced in Bulletin #2, November 1941. The amendment to be proposed is as follows:

24. Nominations for the office of Director must be made in writing and posted to the Honourary Secretary at the Society's post office address in time to reach there not later than midnight of December 31st preceding the date of the election. Each nomination shall be signed by the proposer and seconder, who must be Regular or Associate Members in good standing and shall be signed by the candidate indicating his willing to stand for election.

Note: The practical effect of this, if adopted, is that no nominations will be received at the Annual Meeting, as has heretofore been the custom. To qualify as a candidate a letter addressed to The Honourary Secretary

Upper Canada Railway Society  
Box 122 Terminal "A"  
Toronto, Canada

must be posted in time to reach that address not later than December 31st and contain the particulars specified in the amendment. Names of all candidates will, as a matter of information, be published in the January Newsletter so that the membership will be informed and have time to consider the matter prior to the Annual Meeting, which for 1948 will be held on Friday, January 16th. If nine or less are nominated there will, of course, be no election (The constitution provides for from five to nine Directors).

### LOCOMOTIVE NOTES

In 1942, when the Commonwealth of Australia was very short of motive power, eight class H-6-o Ten Wheelers were purchased from the Canadian National Railways, numbers 1279, 1282, 1283, 1290, 1292, 1293, 1298, and 1308. According to an Australian correspondent, these locomotives were placed in service by the Commonwealth Railways during the summer of 1942-1943 on the transcontinental line between Port Pirie Junction, S.A., and Kalgoorlie, W.A. They were classified "CN" and renumbered 70-77. However, in 1944, they were withdrawn from service and turned into the boneyard at Port Augusta.

-- William T. Sharp

-The Pacific Great Eastern Railway has taken delivery of the two additional light Mikado locomotives it ordered, Nos. 162 and 163, which complement the similar 160 and 161. On October 31st, No. 163 passed through Toronto enroute Kingston to Vancouver.

-The C.N.R. has purchased the six Buffalo Creek eight wheel switchers which have been rented from that company since last winter. They are to be renumbered in the



GTW 8400 series.

-The haulage ratings of the CNR diesels indicated on the cab of the locomotives are being changed to show the continuous rating instead of the starting tractive effort. They will be 34% and 31% for Alco and Electro-Motive switchers respectively. (Both were previously 60%)

-TH & B locomotives 102-107 are still working between Hamilton and Toronto, in CPR freight service. 107 was on a passenger train three weeks ago, an unusual sight for these Consolidations.

-On November 9th, Dominion Steel & Coal diesel No. 4 passed through Toronto bound for Sydney, N.S.

-- George W. Horner

#### MISCELLANY

-A new hump retarder freight classification yard (the first in Canada) is planned by the Canadian Pacific Railway for a location near Montreal, in the village of Cote St. Luc. Included in the layout will be 40 classification tracks and 16 modern terminal buildings, one of which will be a 41-stall roundhouse.

-A modern station was recently opened at Smiths Falls by the CPR, featuring lunch counter, fluorescent lighting, tiled floors, pastel colored walls and acoustic ceilings.

-The CNR plans a new signal repair shop at Point St. Charles, P.Q. as an addition to the present maintenance and repair shops there. Also planned is an extension to the locomotive shops at Stratford, Ont.

-The historic Bonaventure station at Montreal is soon to be demolished to make way for a boulevard project. This venerable station is on the site of the first railway passenger terminal in Montreal.

-The Roberval & Saguenay Ry. has received 30 aluminum box cars from Eastern Car Co; The CNR has ordered a Barber-Greene snow melter for Turcot Yard.

#### FURTHER NOTES ON DISPOSITION OF EQUIPMENT OF THE HULL ELECTRIC RAILWAY

by A. Andrew Merrilees

Car 52 went to C.B. Maloney instead of Nephi Sherwood. Body of Car 10 was sold to G. A. Emerson, 15 Adelaide St., Ottawa. Body of Car 250 was sold to W.H. McCurdy, 96 3rd Avenue, Ottawa. Bodies of Cars 200 and 201 were re-sold by T. Athanas to parties unknown.

Locomotive 2 was scrapped at Deschenes, Quebec, in October, 1947. (This was the oldest electric locomotive in Canada).

Locomotive 107 was removed to Quebec City for storage pending disposition.

Crane flat car 1001 was sold to the Maritime Coal, Ry. & Power Co., leaving Hull November 7th.

Deschenes car barn has been stripped to make way for the new owner, Burgess Tools Limited, Ottawa, makers of axes.

#### N. S. & T. CONTRACTIONS

Niagara Falls local service ceased November 26th; 312 was last car over the line; some lightweights are to be scrapped. Cars 61 and 63 have gone to the London scrap yard; Car 131 is being stripped for parts.