Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

January, 1948 Number 26

THE UPPER CANADA RAILWAY SOCIETY MEETS THE THIRD FRIDAY OF EVERY MONTH IN ROOM 486, TORONTO UNION STATION. The next meeting will be held on January 16th; in addition to this being the annual meeting for the election of officers, it is hoped that an interesting talk on the history of early Toronto railways will be presented at this meeting.

CANADIAN PACIFIC RAILWAY: SCHEDULE FREIGHTS OUT OF TORONTO

by George W. Horner

ARRIVALS

70	Arrive West Toronto	1125	am	Daily	From London
72	" "	520	pm	"	"
74	" "	550	am	"	Windsor
76	" "	1201	am	"	London
78	" "	730	am	"	St. Thomas
80	" "	840	am	"	MacTier
82	" "	1010	am	"	"
82	" "	330	am	"	London
84	" "	1025	am	"	Pt McNicoll
86	" "	600	pm	"	"
88	" "	715	pm	"	MacTier
901	" "	745	pm	"	Newport
902	" "	745	am	"	Windsor
903	" "	200	pm	"	Newport
904	" "	550	pm	"	Windsor
905	" Parkdale	630	am	" ex Sun-Mon	Montreal
906	" West Toronto	100	pm	Daily	Windsor
915	" "	945	pm	"	Newport
954	" "	530	pm	"	Vancouver

DEPARTURES

71	Leave West Toronto	100	am	Daily	To London
73	" "	1035	pm	"	St Thomas
74	" "	1245	am	"	Havelock
76	" "	1140	pm	"	Trenton
78	" "	1035	am	"	"
80	" "	140	pm	"	"
901	" "	910	pm	"	Windsor
902	" "	930	am	"	Newport
903	" "	345	pm	"	Windsor
904	" "	705	pm	"	Newport
906	" "	215	pm	"	Newport
910	" Parkdale	630	pm	" ex Sat-Sun	Montreal
915	" West Toronto	1115	pm	Daily	Windsor
953	" "	1015	am	"	Vancouver
955	" Parkdale	700	pm	"	Sudbury
959	" West Toronto	345	am	"	Vancouver

T.T.C. NOTES

On December 22nd, the first of the post-war all-electric P.C.C. cars arrived at Hillcrest shops from Canadian Car and Foundry Co. Numbered 4300, it is the vanguard of a fleet of 100 such cars (4300-4399) ordered by the TTC in May of 1946. Apparently this car was a pilot model sent ahead to Toronto for the TTC's inspection, as, at the time of writing, no more of the cars have been received. However, inspection of 4300 has revealed that the long wait was well worth it, as the new cars are truly a radical departure from the previous PCC's, and generally speaking, are substantially improved. Practically all the standard features of the post-war PCC have been incorporated including standee windows, more closely speced window posts (opposite the seat backs), complete elimination of the use of compressed air with doors, windshield wiper and defroster electrically operated. Brake shoes are absent and the air brakes of the previous design have been replaced by a drum brake. Power shut-off is cushioned, which feature will reduce the jerkiness produced on older PCC's with repeated application and shut off of the accelerator in heavy traffic. Single seats within the car have been moved to the right side, with a continuous line of double seats down the closed side. Centre doors are one window space towards the rear, while the wartime seating plan of inward facing seats has been abandoned. The rear end has been completely re-shaped with a vertical back, and more rounded with larger rear windows and less red paint on the tail of the car. There is ample room for 4 persons in the rear seat.

The front end is perhaps the most striking part of the car. A massive cast steel anticlimber with coupling pin incorporated will certainly be felt by any automobiles that should chance to get in 4300's way. The windshields slope inwards from the bottom and an anti-glare shield, with peep-hole, curving across the upper left corner gives a particularly streamlined appearance. The route and destination signs show through a single opening, which has been brought to the vertical. The operator's control panel has been completely redesigned and elevated considerably above the position it formerly occupied.

The ceiling forms a continuous arch, and ventilation is provided by 5 circular ventilators in the centre of the ceiling, spaced down the car.

All in all, the new 4300's will be without any doubt, the finest transit vehicles in Canada and should certainly eclipse the glitter of the new trolley buses which characterized 1947. Delivery of the remainder of the cars is expected to begin this month, and it is reported that the last two will have the large deck roof of Pittsburgh Railways 1600, with the large ceiling fans.

-A total of 118 one man Toronto Railway cars have been ear-marked for scrapping, being replaced by the 4300's, and tenders have already been asked on these cars with bids to be submitted by the scrap companies. The high bidder will be obliged to remove the veterans from TTC property at the rate of 25 per month. 52 of the best-preserved one man T.R.'s will be kept indefinitely as well as the 15 trailer-pulling two man cars. (1984, 1986, 1990-2014). The tentative list of one man Toronto Railway cars to be retained is as follows:

1320	1342	1354	1390	1402	1428	1442	1460	1484	2046	2090
1322	1344	1356	1392	1404	1430	1444	1462	2024	2048	
1324	1346	1368	1396	1414	1432	1450	1472	2026	2062	
1336	1348	1374	1398	1418	1434	1456	1476	2028	2074	
1340	1352	1386	1400	1426	1438	1458	1480	2040	2078	

All other one man T.R.'s will be scrapped; of these 1408, 1780 and 1792 are already partially dismantled on the west track at Russell yard.

-The Third Avenue Railway System sweepers have all been reconditioned and are now out of Hillcrest. They have been renumbered S-30 through S-33 in the order of the Third Ave. numbers. They got their first workout in the New Year's storm.

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

February, 1948 Number 27

THE UPPER CANADA RAILWAY SOCIETY MEETS THE THIRD FRIDAY OF EACH MONTH IN ROOM 486, UNION STATION, TORONTO AT 8.30 P.M.

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, Asst. 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 23rd, 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
Hon. Asst. 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. Merrilees

ART I. WESTLAND,
EDITOR
BINGHAM AVENUE

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 color, 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 locomotvies 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, 7963
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 street car service in Fort William has been discontinued, and the Fort William Utilities is offering for sale the seventeen remaining street cars. Service on the inter-city line has been taken over by Canadian Car and Foundry Trolley buses. Eight of these have been delivered to Ft. William, and Seven to Pt. Arthur, and they are being used jointly on the line by the two companies, just as the street cars 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.

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

March, 1948 Number 28

THE UPPER CANADA RAILWAY SOCIETY MEETS THE THIRD FRIDAY OF EACH MONTH IN ROOM 486, TORONTO UNION STATION, AT 8.30 P.M. The next meeting will be held March 19th; Mr. William T. Sharp, a member of the Society, will address the group on the subject of his impressions of the railways of Great Britain, as gathered on his visit in the summer of 1947.

A FAN TRIP TO FIELD

by John A. Wood, Vancouver B.C.

Before I start an account of this trip, which will be in the form of a diary, a little explanation of how it came about is in order.

My annual holidays this year fell on Jan. 12th., and as we on the west coast very rarely see any honest to goodness snow, my wife said that she would like to go somewhere where there was real snow. Right then an idea was born. Why not visit a place with real snow combined with real railroading? As any railfan should know, Field is where the C.P.R.'s "Big Hill" commences its nearly 1500 foot climb through the Spiral Tunnels to Stephen at the Great Divide. Since my wife was agreeable to this trip, arrangements for accommodation at Field were made and we awaited our departure date with as much composure as possible.

Tues. Jan. 13th. We left Vancouver at 19.52 on #4, seven minutes late on account of a broken steam line between the tender of our engine, 2860, and the baggage car. On our way out through the yards we saw C.P.R. 3443, 6252, and National Harbours Board diesel #1 doing some switching. At Mission at 21.10 #2717 with westbound #1 was passed.

Weds. Jan. 14th. Arrived at Taft 8.05 and passed eastbound freight with engine 5765. Clanwilliam at 8.42, helper engine 5916 on side track. Into Revelstoke on time at 9.00 where we changed our Hudson for a Selkirk #5921. As we left, #1 engine 5915 arrived, 1 hr. 30 m. late. 9.45 at Twin Butte, passed wedge type snowplow with engine 5902. Ross Peak at 10.47 where helper 5911 was observed. Arrived at Glacier 10.55 where we saw helper 5908. After a few minutes stop for water and orders we proceeded through the five mile long Connaught Tunnel and on downgrade over the 315 foot high Stoney Creek bridge. Passed eastbound freight at Rogers 11.37, engines 5917 and 5909, The 5909 was dead and on her way to the Ogden shops at Calgary, as she had her boiler tubes burnt out at Revelstoke a few days previously. Into Beavermouth at 11.45 where we saw helper 5804. Between here and Golden we observed many deer and elk adjacent to the track. Arrived in Golden at 12.45, and saw a westbound freight, engine 5900. Passed #3 at Misko, engine 5929, and arrived in Field on time at 14.30.

After cleaning up and eating, we visited the roundhouse and introduced ourselves to the locomotive foreman who kindly offered to arrange a trip up the "Hill" in the cab of one of the helper engines on the following day. In and around the roundhouse were seen the following engines - 5340, 5361, 5363, 5431, 5440, 5773, 5788, 5803, 5809, 5810, 5901, 5905, 5914, and 5922. It might be noted here that until about four years ago 5900 class engines handled all trains between Calgary and Revelstoke, but now 5300 and 5400 class engines handle the freight trains between Calgary and Field, assisted by one helper from Lake Louise to Stephen westbound, and two helpers Field to Stephen eastbound.

Thur. Jan. 15th. After a good nights sleep and a hearty breakfast at the famous Field Y.M.C.A., we hied ourselves to the roundhouse in search of our promised ride in the cab. The next eastbound freight, a drag of 88 cars, was called for 10.15. The length of the train was most unusual for midwinter, although

ART I. WESTLAND,
EDITOR
INGHAM AVENUE

only 35 of the cars were loads. Our engineer told us that we should be able to see the front end of our train emerging from the Spiral Tunnels, as the 5811, the engine we were on, was the rear helper. We pulled out of the yard at 11.30 with orders to switch the mine track four miles up the hill. Arriving at the mine, we proceeded to do our switching, coupled back on our train and whistled a highball to the lead engines at 13.00. Our engineer pushed the reverse lever forward and pulled the throttle open, waiting for the lead engines to start pulling. The air came off and we started pushing but not for long. We were stalled on the "Hill". A freight headed by 5442 was in the sidetrack at Cathedral, the next station, along with three helpers returning light to Field, Nos. 5340, 5803, and 5810, and only a short spur was available for some of our cars. The lead engines cut off 12 cars and ran them in the spur, and this lightened the train enough for us to get going again at 14.00. In the meantime 1st. #7, engine 5921, which was supposed to pass us at Cathedral, had to wait at Yoho, the next station east. We crawled past Cathedral at 14.15 and entered the lower spiral tunnel. Since our train was now 12 cars shorter, we were denied a view of the front end emerging from the tunnel. Past Yoho and 1st. #7 at 14.35, into the upper tunnel and on to Hector where we met 2nd. #7, engine 5925, at 15.07. From here on to Stephen the grade is not as steep as the initial 2.2%, and we picked up a little speed to arrive at Stephen and meet 1st. #83, engine 5428, at 15.20. We and the front helper 5361 turned on the wye, coupled together and proceeded on our way back to Field. At Hector, where we were to meet Nos. 8 and 4, helper 5812, which had been working out of Lake Louise since morning, came along behind us and coupled on. #8, engines 5915 and 5929, passed at 16.20 and #4, engines 5809 and 5913, at 16.42. Proceeding down to Yoho, we found 1st. 83 just leaving so had to wait 15 mins for the block to clear. Out of Yoho at 17.20 and arrived safely back in Field at 17.50.

It might be mentioned here that the weather was ideal throughout the trip. It has been a mild winter throughout the Rockies this year, and there has been a very light snowfall. Instead of twenty feet, there is only about two feet of snow on the level. The sun shone continually, and numerous mountain scenes were photographed.

Fri. Jan. 16th. We enjoyed our ride in the cab the previous day so much that we decided to try it again, this time on the passenger helper. Since we were going east, all times given for both trips are Mountain Standard, Field itself is on Pacific time, but most crews work on Mountain time as the time changes there. We arose at 6.20, breakfasted, hunted up the helper 5803 in the yard, and climbed on at 7.35. We had the same fireman as the day previous, but a different engineer. At 7.50, #2, engine 5920, pulled in and we coupled on the head end. Away on time at 8.05, and up the hill with a roar; passed helpers 5811 and 5812 returning light to Field at Cathedral at 8.20, through the first tunnel and by Yoho at 8.28, through the second tunnel and by Partridge at 8.35. Just about now we received a signal from the conductor to slow down as we were ahead of time. Made a stop at Hector; away again at 8.44, and arrived at Stephen 8.50. Here we uncoupled from #2, which proceeded on its way, while we turned on the wye, picked up orders at the station, and when the block cleared we backed into Alberta, and so continued on to Lake Louise. Here we left the engine to its own devices while we strolled around the country side, with the temperature at zero, taking photographs. We observed 5441 on a caboose hop to Calgary at 11.20. The engineer invited us to come along, and it was with regret that we declined. Had a cup of tea and a lunch we had brought along, with the baggageman at noon. 1st. 83, engine 5427, came in at 12.50, followed ten minutes later by #3, engine 5929. #3 left at 13.05, and our helper engine 5803 arrived back from Stephen at 13.50. We climbed aboard and helped 1st. 83 to Stephen, then returned to the Lake for 2nd. 83. She was waiting for us with engine 5433. Leaving at 14.45, we arrived at Stephen at 15.10. Picking up orders on the fly, we pulled down to the west end of the yard, uncoupled, and pulled right out headed for the roundhouse at Field. Pulled into the passing track at Partridge and met #8, engines 5809, 5810, and 5925, at 15.40. Proceeded to Yoho, and met #4, engines 5812 and 5921, at 16.10. Away again to arrive back

in Field at 16.40, where we saw engine 5913 with #7 at 17.00 P.S.T. and 3rd. 83, engine 5440, at 17.15.

Sat. Jan. 17th. This was the day of sorrow and parting. We had met some very fine people in Field and were loathe to leave, but all good things must end. We saw 1st. 83, engine 5428, at 10.45, 5921 on #3 at 13.20, #8 with 5803, 5810 and 5929 at 13.50 and #4 pulled in with 5928. We left on #7, engine 5925, 55 mins. late at 14.20. Arriving in Golden, we saw helpers 5759 and 5775. From Beavermouth to Glacier we had 5805 as a helper. We arrived in Revelstoke 40 mins. late and picked up 2861. 5925 continued with us as helper to Clanwilliam. We saw 5779, which is the yard goat at Revelstoke, and 2701 coming in with an eastbound freight. 5771 helped us from Tappen to Notch Hill, and we arrived in Kamloops still 40 mins. late, where we observed the yard goats 3650 and 3678. Arrived North Bend 30 mins. late, Ruby Creek 20 mins. late, where we saw 3613 with an eastbound freight; Ruskin 10 mins. late, Coquitlam on time and into Vancouver, where we saw diesel 7053 and 3654 switching.

Thus ended a very enjoyable but too short visit to some of the finest country in the world. We intend to make the same pilgrimage again next year, but this time our visit will be a longer one.

FOREIGN ENGINES IN TORONTO DURING 1947

List compiled by George W. Horner

N Y C	56 engs	5200, 5202, 5205, 5208, 5210, 5211, 5213, 5214, 5216, 5222, 5225, 5226, 5232, 5233, 5240, 5241, 5253, 5254, 5259, 5263, 5276, 5277, 5283, 5284, 5285, 5287, 5293, 5294, 5251. 5301, 5309, 5310, 5311, 5313, 5314, 5317, 5319, 5328, 5331, 5342, 5339, 5360, 5361, 5362, 5363, 5364, 5365, 5366, 5367, 5369, 5370, 5371, 5372, 5373, 5374, 5377.
T H & B	9 engs	11, 15, 16, 102, 103, 104, 105, 106, 107.
WAB	4 engs	2263, 2265, 2266, 2271.
D L & W	8 engs	1501, 1502, 1503, 1505, 2111, 2116, 2117, 2135.
L V	6 engs	451, 452, 472, 479, 481, 485.
ERIE	5 engs	3169, 3185, 3188, 3190, 3194.
B C R	6 engs	21, 23, 25, 26, 27, 28.
D S & C	2 engs	2, 4.
N H B	1 eng	1.
M P	2 engs	9801, 9802.
P & C V	1 eng	7.
D T	1 eng	23.
C V	3 engs	230, 220, 232.
P G E	2 engs	162, 163.
	Total 106 engs	

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

April, 1948 **NEWSLETTER** Number 29

THE UPPER CANADA RAILWAY SOCIETY MEETS ON THE THIRD FRIDAY OF EACH MONTH, AT 8.30 P.M., IN ROOM 486, TORONTO UNION STATION. The next meeting will be held April 16th. This meeting is to be featured by the showing of a Pennsylvania Railroad sound film dealing with operations.

DIRECTORS' MEETING APRIL 2nd, 1948

The following items of business transacted at this meeting are of sufficient general interest to report here:

Motions were duly made and carried to the effect that the Newsletter will not give space to announcements of privately-organized and operated fan trips due to space restrictions nor will classified advertising be accepted for the same reason as well as the amount of administrative work which would be involved.

A motion was duly made and carried by which the financial arrangement existing between the Society and the Publications Committee was brought to an end. All funds in the hands of the Committee are to be turned over to the Society which, in future, will accept all financial responsibility with regard to the publication of bulletins; the Society will assume all the liabilities of the Committee.

The Directors accepted, with regret, the resignation of William T. Sharp as follows: As a Director, as Chairman and as member of the Membership Committee and as member of the Publications Committee. The Chairman of the meeting expressed the regret of the entire Society that, due to his removal from Toronto on or about May 1st, Mr. Sharp's respected services would no longer be available and wished him every success as he advances in his chosen career.

Mr. R. J. Bost was appointed a member of the Membership Committee.

CANADIAN RAIL FREIGHT RATES UP

On March 30th, The Board of Transport Commissioners announced that Canadian railways are to be allowed a general increase of 21% in freight rates, with certain exceptions to apply in specific cases. The railways over a year ago made a request for an increase of 30%, and hearings in the matter have been taking place ever since, culminating in the March 30th announcement. Although certain quarters, including the railways themselves, have expressed regret that the full 30% increase was not granted this boost should still go a considerable distance in ameliorating the difficult financial position in which Canadian railways have found themselves, with greatly increased costs of labour and materials since the close of the war. It is estimated the 21% boost will net an additional seventy million dollars revenue per annum for Canadian railways.

C.P.R. ORDERS MUCH ADDITIONAL NEW EQUIPMENT

Recently announced by the Canadian Pacific Railway are orders for $31 million dollars worth of new equipment, most of it for 1948 delivery. Forty-four diesel switchers and road-switchers have been ordered, 24 from Canadian Locomotive Co. and twenty from Montreal Locomotive Works.

STUART I. WESTLAND,
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4 BINGHAM AVENUE

five of these locomotives will be equipped with oil-fired boilers for heating passenger cars; these and eight others for switching and road freight work will be used to dieselize the Esquimalt and Nanaimo Railway on Vancouver Island. (We see here a parallel development to that occurring on the C.N.R.'s lines in Prince Edward Island).

Of special interest is the fact that Augus Shops will shortly begin construction of 100 steel cabooses, the first of these in Canada. Frames and trucks for twenty-five first class passenger cars have been ordered from National Steel Car Corporation, as have been frames and trucks for five sleeping cars. Frames and trucks for another fifty passenger cars have been ordered from Canadian Car and Foundry Co. Finishing body work on these cars will be done at Angus Shops. The seventy-five new coaches ordered will be of the same type as the thirty-five new coaches now going into service and described in the February Newsletter. Twenty-five head-end cars have been ordered complete from Canadian Car and Foundry. Orders have been placed more recently for four all-roomette sleeping cars and six dining cars.

The remainder of the equipment program consists of freight car orders to include one-thousand box cars, two-hundred ballast cars, three-hundred and fifty gondola cars, three-hundred and fifty triple hopper cars, and one-hundred covered hopper cars.

The fifty-eight steam locomotives ordered during 1947 are expected between April and August of this year.

MISCELLANY

- Wabash Mikados 2265, 2269 and 2271 have been on the C.N.R. since February 10th.

- Huntsville and Lake of Bays, the one mile portage railway at Lake of Bays, is reported to be in the market for two new locomotives to replace the little veterans #1 and #2. It is not yet known what type of Locomotive will replace the diminutive 0-4-0's built in 1888 by the Porter Locomotive Works.

- Two Buffalo Creek renumberings have appeared: Grand Trunk Western 8417 and 8418; 8417 was Buffalo Creek 23.

- The C.N.R. has purchased ten U.S. troop sleepers which will probably be converted into baggage cars.

- In February, the C.N.R.'s latest sleepers appeared in Toronto. These cars have large 5-foot windows and are generally stream-lined; they were converted by the railway from older cars which were stripped to the frames. The names of the cars are "BRANTFORD" and "WHYCOCOMAGH".

- The Toronto Hamilton and Buffalo Railway has purchased two Jld Hudsons from the New York Central. They are NYC 5311 and 5313, and are being renumbered TH-B 501 and 502 respectively. The water scoops have been removed from the tenders. This may force retirement of old Pacific #11.

DESCRIPTION OF NEW CANADIAN NATIONAL PASSENGER CARS

(Digest of an official description issued by the office of the Chief of Motive Power and Car Equipment, C.N.R. -contributed by David Dunsmore).

Canadian National Railways have taken delivery of thirty passenger coaches, built by Canadian Car and Foundry Company Limited, the first of the post-war equipment to be placed in service. Built to meet the requirements of A.A.R. passenger car design, the superstructure is of all-welded construction, and the cars offer every modern feature and convenience, based on extensive research and operating conditions.

Cars have an overall length of 84'10½" between coupler pulling faces, and 75'6" over the end sills. They are 10'0" wide over side posts and 13'6" high from rail to roof. Low alloy high tensile steel has been used exclusively for underframe sections, all structural framing, side and end sheets and roofs. Weight under service conditions is 153,000 lbs.

Cars have vestibules at each end and are equipped with "National" trap doors and stainless steel hand holds. Vestibule and end doors are steel with ¼ inch Armourplate glass, and floor, trap door and steps are covered with Pebble-Dot rubber. Johns-Manville Hairfelt insulation is used throughout as sound deadening and cushoning materials

The trucks are General Steel Castings Corporation cast steel 6-wheel design with integral pedestals and drop type equalizers. Wheel base is 11'0" and 36" wrought steel wheels are applied with rims heat-treated. Journals are 5" x 9" equipped with latest type SKF roller bearings.

The interior layout of the car provides for two spacious compartments, one for non-smokers seating 32, and the other recognizing the increased demand for smoking accomodation seating 28, or a total of 60. Etched glass partitions give a modicum of privacy without detracting from the air of spaciousness of the car as a whole. At each end of the cars, spacious lounge rooms of a new design are provided, with toilet facilities adjacent. These lounges provide, for the first time in coach service, conveniences usually associated only with long distance sleeping car accomodation, and feature dental bowls, stainless steel wash basins with concealed fittings, full length mirrors and alcove lounge seats.

Water coolers of a new type with specially designed lighting, illuminating the water outlet alcove, provide a feature distinctly new. The coolers incorporate water purifiers. Continuous baggage racks are of aluminum with recessed lighting features, giving an unbroken line throughout the car, and an air of lightness combined with strength. Wide windows present an unbroken panorama to the traveller, Mitchell "Adlak" clear vision units being used throughout, double glazed with Armourplate glass on the outside, and Safety-lite shatter-proof glass in the insides. Window blinds are of the cable type with Aluminum trim and finger-touch control.

The seats are of the latest "Sleepy Hollow" revolving and reclining type upholstered with Dunlopillo rubber cushions, and with a covering matching the interior finish. Each seat is individually numbered, so that, if desired, advance reservations may be made.

Two contrasting interior colour schemes are employed, fifteen cars having one scheme and fifteen cars the other. Individually controlled glareless lighting fixtures are provided over each seat, eliminating eye strain by means of special focusing lenses These, together with ceiling lights, provide a soft and pleasing effect which enhances the restful atmosphere and rich appointments of the cars.

The cars are finished in Canadian National green with gold lettering and numbering

ELECTRIC RAILWAY NOTES

T.T.C.: The 4300's are arriving in quantity now, and at least thirty of them should be in Toronto by the time this reaches print. So far, all are being assigned to the heavy crosstown Bloor route, the longest line of the T.T.C.

The scrapping program for Toronto Railway cars has also got into full stride. Cars are going at an average of two a day with the Western Iron and Metal Company doing the scrapping work. Trucks and other steelwork is removed at the George Street Yard, and then the car body taken away by trailer truck. Practically all of the car bodies have been re-sold by the scrap company to individuals for use as dwellings, etc. Since the program started the following cars have gone from the T.T.C. roster up to the time of writing: 1328, 1342, 1388, 1396, 1402, 1408, 1466, 1468, 1480, 1492, 1502, 1520, 1532, 1542, 1554, 1768, 1780, 1792, 1826, 1838, 1880, 1924, 2020, 2046 and 2096.

It will be observed that four of these cars were on the list of fifty-two cars to be retained originally; they were subsequently damaged in collisions and not deemed worth rebuilding.

- Crew Car C-1 is being completely rebuilt and lengthened in Hillcrest currently.
- Peter Witt 2524 was badly damaged by fire in Eglinton Carhouse on March 13th, and it has not yet been determined whether or not it will be saved. Only other Peter Witt ever to have disappeared from the T.T.C. roster was 2956, burned in a collision with a gasoline truck on June 27th, 1935.

It is expected that the Weston Road suburban line, owned mostly by the Township of York and Town of Weston, but operated with rented T.T.C. cars of the 2128-2158 series, will be abandoned in June or July.

Ten additional trolley buses have been received to take over the service.

N.S.& T: Car 325 was shipped to the Montreal and Southern Counties Railway on January 17th, now all of the Brill-built "Washington" series are off the property.

GRAND RIVER RY: The new combination car, 626 the frame for which was received late last year, has been assembled at the Preston shops during the winter, and should be out on the line by April. This is the first new interurban car in Canada since the Windsor, Essex and Lake Shore Rapid Railway cars of 1930.

CORNWALL ST. RY: Plans have been announced for the ending of street car service here, and its replacement by 12 trolley-buses. Five T-B routes are planned, with three to be in operation by the end of 1948. However on the brighter side the C.S.R. has purchased a locomotive, details as yet unknown from the Utah-Idaho Central Railroad. Freight service will continue to flourish on rails in Cornwall---
(Charles De Rochie, Cornwall, Ont.)

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

MAY, 1948 NUMBER 30

THE UPPER CANADA RAILWAY SOCIETY REGULARLY MEETS ON THE THIRD FRIDAY OF EACH MONTH EXCEPT IN JUNE, JULY AND AUGUST. Meetings are held in Room 486, Union Station, Toronto and commence at 8.30 P.M. The programme consists of varied items of railway interest in the form of motion pictures, addresses by professional railroad men or talks from well-informed members. An even hand is held between steam and electric matters and between equipment, operating and ancillary topics;

SPECIAL NOTICE

By resolution of the Directors the May, 1948 meeting will be held on the FOURTH Friday of the month, May 28th, at the usual time and place. The change has been decided on due to the fact that the third Friday precedes the long Victoria Day week-end. The Directors wish to express their appreciation of the courtesy shown by The Toronto Terminals Railway Company in permitting this change of Date.

EXCURSION OF JUNE 12th.

In Co-operation with the Ontario Society of H. O. Model Engineers the Society is sponsoring an excursion to Port Colborne and return on Saturday, June 12th, 1948. This trip includes travel by both steam and electric trains and generous stop-overs at suitable points for picture taking. The return fare is $5.20 which includes dinner in a CNR diner out of Port Colborne (excursionists should take their own box lunch). Side trips from St. Catharines to Port Dalhousie East and from Thorold to Walker Bros. Quarry (both freight only lines) will be available for an extra fare of .20 cents each. At Welland the Michigan Central Railroad will conduct the party through the mechanical mysteries of their Draw Bridge and Interlocking Plant. Ladies are welcome. The Train leaves Toronto Union Station at 8.00 A.M. Standard Time and arrives back in Toronto at 9.40 P.M. Standard Time.

Remittances must be in the hands of the Society (see name below) not later than Friday, May 28th. Fare: $5.20 per person return,(including dinner); do not remit for side trips. Remittance, if sent through the post, should be by Post Office Money Order, express money order, bank draught of personal cheque. If remitting by cheque drawn on an out-of-town bank include fifteen cents extra to cover exchange. Excise stamps are necessary on all cheques.

Not later than Friday, May 28th, 1948 remit to MR. ALLAN MAITLAND
26 Earlscourt Avenue
Toronto KE. 4315

STUART I. WESTLAND,
EDITOR
4 BINGHAM AVENUE

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

JUNE, 1948 **NEWSLETTER** NUMBER 31

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 12th, the members of the Society took part in an all-day railway excursion to St. Catharines via the C.N.R. 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 C.N.R. where two coaches and a diner were at the exclusive disposition of the special party. A total of 143 persons representing 10 organization 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 and 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 these 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 A 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.

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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 27-F 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 lay-out is being renewed: This is the maze of steelwork at the intersection of King, Queen, Roncesvalles and Lake Shore Rd. 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 St., which was used by Carlton cars for wyeing purposes in the 1920's, was removed. Tangent track on Ossington Ave. between Queen and Dundas has been removed, as have the rails on the Sherbourne St. Bridge including the Rosedale loop.

OTHER ELECTRIC RAILWAY NOTES

GRAND RIVER RY:

Car 626 is now in service; it is a Baggage-Express-Passenger combination built by the National Steel Car Co. 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 ST. RY:

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 the street railway. All Birneys and the St. Thomas Cars (36 and 38) are out of service.

MONTREAL OBSERVATIONS
by Raymond F. Corley

- Canadian Locomotive Co. 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-6-a with 22% haulage rating, built to Baldwin Design and are finished in a combination of C.N.R. green, white and yellow. 7803 and 7804 arrived at Montreal on April 20th, 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 7902, class Q-6-a.
- At Val Royal awaiting scrapping are E-7-a Moguls 816, 829, 833, 859 and pacific 6590. 858 is also on the list at Brockville. 15903 is out of service at Pt. 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 2170 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 repainted 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 10th, 324 ran into a truck loaded with flour on Mill St. and had one vestibule completely sheared off.

BULLETINS FOR SALE

The following bulletins published by the Society are still available:

NO. 16 Spring, 1944 5pp 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 9pp mimeo, 1p illustrations - this issue contains an all-time roster of equipment of the Niagara, St. Catharines & Toronto Railway

NO. 21 N.D.4pp lithographed, including numerous illustrations, 6pp mimeo. The feature of this bulletin is a roster of the locomotives of the Canadain Pacific Railway as of August 31st, 1946.

NO. 22 N.D.4pp lithographed including illustrations and full-page map, 4pp mimeo. The entire issue is devoted to the late Kitchener-WaterlooStreet Railway.

NO. 23 May, 1948 4pp lithographed including illustrations and map, 12pp 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.

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

SEPTEMBER, 1948 NUMBER 32

THE FIRST REGULAR MEETING FO THE SOCIETY FOR THE 1948-49 SEASON WILL BE HELD ON FRIDAY SEPTEMBER 17th, 1948, IN ROOM 486, UNION STATION TORONTO AND WILL COMMENCE AT 8.30 P.M. SHARP.

MONTREAL AND SOUTHERN COUNTIES FANTRIP

The Montreal members of the Upper Canada Railway Society are sponsoring the first annual railfan trip to be held on the M-S.C. Interurban Electric line on Sunday, September 12th. Car will be standing at McGill St. Station about 7.35 A.M. (Standard Time) and will leave at 8.00 A.M. It will proceed to Granby where a stop will be made for dinner. After the return trip to St. Lambert (East End), the trip will then go on to Montreal South and make a stop at the carshops on the way back.

The fare will be $3.00 for the complete trip (not including meals). Tickets may be obtained from A.L. BARLOW, 48 CHURCHILL BLVD., GREENFIELD PARK, P.Q. or before boarding the excursion car.

The support of all who can possibly make this trip is earnestly requested. The Montreal and Southern Counties Railway has been noted for the co-operation it has extended to fans and several of its employees are quite active enthusiasts - it looks like a trip well worth the while of any reader who can conveniently be in Montreal over September 12th.

A REVIEW OF RAILWAY OPERATIONS AROUND OTTAWA AS OBSERVED DURING MAY - AUGUST OF 1948

By W. T. SHARP

Ottawa is a centre of wide interest for the enthusiast. Although it is not a railway centre of importance, like Toronto, Montreal or Winnipeg, it has compensating advantages. The points of railway interest in the city are readily accessible and the city is small enough that it is easy to get a comprehensive view of railway operation hardly possible for an amateur in a centre such as Toronto. A wide variety of locomotive types, almost as great as in Toronto or Montreal, is to be observed.

The layout of trackage around Ottawa is a headache to everyone concerned, the railways and city included. The main line of the C.P.R. runs from Montreal to Smith's Falls, Carleton Place and the west thus avoiding Ottawa completely. The regular passenger trains, however, are run through Ottawa, leaving the main line at Vaudreuil and joining it again at Carleton Place. The route of these trains through the city is via Hurdman's Bridge, Union Station, Hull, Hull West and Ottawa West although the main C.P.R. station used to be at Broad Street near the present Ottawa West station.

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The locomotive terminal and freight yards are still located here, although all passenger trains now run into Union Station. On the north side of the Ottawa the C.P.R. has three branches; one up the river to Gatineau, Buckingham; one up the river to Aylmer, Shawville and Waltham; Montebello and Montreal, and one up the Gatineau River Valley to Maniwaki. In addition, there is a branch from Ottawa West to Bedell and Prescott (Bedell is on the Montreal to Smith's Falls DT main) with a spur to Hurdman's Bridge from Elwood. The two day trains to and from Toronto run to and from Smith's Falls via Carleton Place, Ottawa West and Hull, but in order to avoid reversal at Smith' Falls, the two night trains in each direction run via Bedell and Hurdman's Bridge. All lines around and in Ottawa are single track except the joint track between the coach yards and Riverside. The difficulties caused by this track arrangement are obvious. All the trains from Carleton Place and the three Quebec branches have to reach Union Station by a single track low speed line through Hull and over the Interprovincial Bridge, with severe curvature at the Ottawa end. Nearly 50 movements a day, mainly bunched at peak hours, must be made over this section. Thus the C.P.R. has to move all its locomotives for passenger trains to and from the Union Station by train order, and frequently because of track congestion, engines have to be moved by the much longer route via Elwood and Hurdman's Bridge. To make matters worse, the Interprovincial Brid is old and inadequate, so that there are severe weight and speed restrictions which means that only Hudsons without boosters can be used on the transcontinental trains. The Bridge connects with just two of the Union Station tracks and when these are being used, the line is blocked.

The Canadian Nationals' track layout is not as difficult. The old Canadian Northern line to Montreal along the south shore has been abandoned as far as Hawkesbury, so that all operation is via Coteau. Westbound passenger trains run into the Union Statio via Hurdman's Bridge, back up and wye behind the roundhouse and leave via Hurdman's and Billing's Bridge; eastbound trains follow the reverse procedure. The transcontinent line leaves the Smith's Falls - Napanee line at Federal a few miles south where it crosses the Rideau River again. The freight sheds are on the crosstown line between Pretoria Bridge and Bank Street, but there are also L.C.L. sheds and yard next to the Union Station. West from Bank Street runs the branch to Arnprior and Barry's Bay (formerly to Depot Harbor). There is also a freight only branch to Chandiere Yard whic serves the Eddy Ottawa mill.

The Union Station is jointly operated, as are the coach yards on the east bank of the Rideau Canal south of the station. Switching here is performed by the C.N.R., usually two switchers of the 7300 series are on the job. The C.P. passenger trains on the Waltham and Maniwaki branches are usually assembled by their road engines. The Union Station, with 9 platform tracks, is fairly adequate for the traffic, except for the fact that there are just two through platforms and unfortunately only one other is capable of handling long trains.

Passenger trains on the C.N.R. out of Ottawa are relatively few and easy to describe. Apart from 1 and 2 there are two daily locals to Montreal and one daily except Sunday train to Barry's Bay, with a weekend extra during the summer. These locals usually have two express and two coaches handled by a 5000 series Pacific. 1 and 2 are heavy between Montreal and Ottawa (about 13 cars as a rule) but lighter west of Ottawa. Locomotives are usually changed at Ottawa, 4-8-4's working east, while U1F Mountains are used to the west.

The power used on the Montreal locals is highly irregular. These trains run from 5 to 9 cars and are hauled by a wide variety of locomotives, from light Pacifics to 6400 series Northerns; the power assigned seems to be utterly unrelated to the size of the train, and 6200's pulling five cars are common. Many Mimico engines are used here, probably test runs after visits to Point St. Charles. To complete the C.N. passenger picture, there is a daily mixed to Belleville and a weekly mixed to Pembroke. The mixed trains run into Bank Street, rather than the Union Station.

On the C.P. passenger traffic is more important, and there is a good local service on most of the branch lines radiating from Ottawa. The locomotives on the three trains to the west run through with only a brief inspection stop at Ottawa West. 2800 series Hudsons are regularly assigned to these trains which consist of 11 or 12 cars between Montreal and Ottawa, but usually less than 10 cars west of the capital. On 1 and 2 the locomotives are changed at North Bay; 2461 and 2812 were regulars until July but now new Pacific 2470 (built 1948) has replaced 2812. 2800 - 2819 are used primarily in freight service but are available for passenger when needed. The two Montreal locals are directly competitive with those of the C.N., and are consistently 2 or 3 cars longer (on weekends they run up to 14 cars. New Pacifics are beginning to be used on these trains also.

The Toronto trains are of considerable interest. The two overnight trains are usually heavy, but the day and afternoon trains quite light. For some time the regulars, which run right through to Toronto, were 2391, 2392, 2400 and 2401. These have now been replaced by new G-5's 2465 - 2468. The day train to Brockville making connections there with C.N.#5 is usually handled by 2927 (4-4-4) and the fast afternoon train connecting with #15 by light Pacific 1227. These trains usually consist of five or six cars, sometimes with through cars for Toronto. Over weekends these trains run up to 12 or 13 cars and are frequently doubleheaded, using one of the 2200's assigned to Ottawa as assistance for 1227.

Passenger service on the Waltham and Maniwaki branches can be described rapidly. The daily local to Waltham is handled regularly by 449 and usually consists of four cars. Until a few years ago this branch was regularly operated with 4-4-0's, but now three D4 ten-wheelers, 425, 449 and 472, have been specially fitted with small tenders in order to negotiate the branch. 425 is used on freights and 472 is available as a spare when needed. The Maniwaki line has a daily local, leaving Ottawa at 16:30 (12:30 on Saturdays) daily except Sunday, returning the following morning. Summer traffic is heavy, and the daily local usually has six or more old cars and the Sunday night train often ten or twelve. Until about 1945, 2100 series ten-wheelers were used, but to-day Pacifics 2602, 2603 and 2624 are regularly used. Traffic is heavy and grades severe, but schedules are assured to well. In addition a morning commuter train from Alcove to Ottawa is shown in the public timetable; this runs up deadhead from Ottawa West about 4:00 and is usually handled by 471.

To provide local service to Ottawa Valley towns, two local trains are operated daily in each direction between Ottawa and Chalk River. Traffic is light and four cars usually suffice except on Saturdays. 1230 is regularly assigned to the morning train and 1265 to the evening train out of Ottawa. 2200's were used before advent of the 65's.

To complete the picture of passenger service, it remains to discuss the North Shore line.

Here it becomes necessary to cover passenger and freight at the same time. Along the tracks are located many industrial developments mainly concerned with Forest Products at Gatineau Mills, Buckingham, Thurso and Lachute for example. The territory is non-competitive, a fact which is reflected in the rates and must help make the line one of the most profitable branches in the C.P. system. Six freight trains are scheduled daily in each direction on this branch. This imposing total is made up of four daily paper trains, a way freight and an overnight pick-up freight..Usual motive power is D10 ten-wheelers although 2200 and 2600 series locomotives are common on the pick-up freight. These trains are frequently operated in sections thus the line is very busy. Two daily passenger locals are operated in each direction: the morning train from Ottawa runs to Place Viger and comes back in the evening; it usually consists of four or five cars pulled larger 1253. The other local runs from Windsor Station in the morning, carrying a cafe-parlor car and usually consists of a total of 8 or 9 cars, pulled by 2393 or subsititute Pacific from Glen. In addition, an express train is operated in each direction on Saturday afternoons.

Freight traffic on the other C.P. lines out of Ottawa is less impressive. Two freights are scheduled daily (one on Sundays)between Ottawa and Smith's Falls via Carleton Place with one in the reverse direction. A daily except Sunday way freight is operated to Kaniwaki and a thrice weekly way freight to Waltham, normally handled by 425. The Vaudreuil - Ottawa line has only a daily way freight in each direction and the Prescott branch likewise has only way freight service, except for sporadic coal trains between Smith's Falls and Ottawa via Bedell. Thus the main channel of freight traffic is the North Shore, line to Carleton Place and Smith's Falls. Six 2-8-0's are assigned to Ottawa for yard duty and for the daily transfer trains to Hull, Eddy's and Bussex St. Switching into Eddy's formerly performed by the Hull Electric Railway now falls to the C.P.R. although the company has some locomotives of its own.

On the C.N., freight traffic is less easy to describe. Transcontinental freight service is highly variable at the moment, little grain is being moved, so traffic is low and the main line sees only the daily scheduled manifest 401-402, and one or two extras in each direction. An additional overnight pick-up freight 437-438 is operated between Ottawa and, usually handled by a Pacific or Mikado. In general 6200's handle most freight trains between Montreal and here, but Mikados operate west. No engines seem to be definitely assigned, and it appears that these Mikados regularly wander long distances. It seems clear that no main line locomotives are assigned to Ottawa. Most of the Northems are known to belong to Turcot. The daily way freight between Ottawa and Coteau is regularly handled by Consolidations a large number of which are assigned to Coteau. A daily except Sunday way freight service is also maintained on the Barry's Bay branch the schedule being so arranged that the two engines in this service at any time also handled the mixed trains west from Barry's Bay. Consolidations or 5000 series Pacifics are the usual power on this service. Service in the Smith's Falls - Napanee branch is largely confined to the daily mixed train with an extra on Sundays when the mixed does not run. Motive power on the line, usually provided by Belleville, is Mikados and Pacifics. The weekly mixed to Pembroke and the weekly way freight are usually worked by one of the two ten-wheelers that seem to be assigned here. The schedule is so arranged that the engine which works the way freight to Pembroke works the weekly mixed from Pembroke to Brent and return before returning to Ottawa.

The Ottawa roundhouse is large and commodious, but only very occasionally does one find more than 6 or 8 engines in it at any given time. Quite a few switchers are required for the Union Station, coach yard, freight yard, Bank Street yards and Chaudiere branch. Several light industries are located along the C.N.R. crosstown tracks and Chaudiere branch and these require a fair amount of switching. However, as regards main line freight, the C.N. assigns locomotives on a more or less "hand to mouth" basis. At one time, there is unlikely to be more than one or two Mikados in the roundhouse and no Northerns beyond any being used in passenger service. This means that engines working in from Montreal and the west must be turned around fast and sent on their way again; any emergency power must be sent in from Montreal. It seems a pity that the railways cannot make some arrangement to allow the C.P. passenger engines to use the vacant stalls at the C.N. roundhouse and save some of the bother of working them to Ottawa West.

The C.P. is somewhat better off as regards a reserve of power, although to run passenger extras they usually have to send to Smith's Falls for an extra 63. Smith's Falls of course, is an important operating centre and always seems to have spare Pacifics and Hudsons on hand. Passenger extras into Ottawa are not very frequent, and are usually run in conjunction with conventions, etc.

The New York Central reaches Ottawa by a branch line from Helena through Cornwall. The New York Central's service in northern New York State (St. Lawrence and Adirondack Divisions is a far cry from their main line and compares unfavorably with even Canadian standards. In order to economise the daily passenger local from Helena; no longer uses the Union Station, but runs into the ramshackle N.Y.C. station on the outskirts of Ottawa, near the C.N.R. roundhouse. A motor train was used several years ago, but class F ten-wheelers now provice the motive power for the branch. There used to be through connections for New York City, but now there are no passenger connections to anywhere. Despite this, there is still a fair amount of local passenger traffic, and the train usually carries four cars out of Ottawa. Express connections are provided by truck between Helena and Massena, N.Y., accordingly express business.is good. There is also a fair amount of freight traffic on the branch.

This completes my general description of railway operations around Ottawa at the present time.

BRITISH COLUMBIA ELECTRIC RAILWAY NEWS

By John A. Wood,
Vancouver, B.C.

At the end of the war period the B.C.E.R. embarked on a ten year modernization plan embracing all their city transit routes.

This plan, which is to introduce trolley coach operation to meet streetcar routes, has now been speeded up so that most changes will be in effect by the end of 1951.

The first streetcar route to be affected was on Fraser Ave. Late last summer streetcar service was substituted. Since that time the rails have been removed, the roadway has been resurfaced, poles placed in position, and trolley wire was utilized.

At the present time trolley coach operators are being trained and operation of the coaches will commence on the Fraser route August 16th.

On June 15th, streetcar service was discontinued on the Davie route in the west end of the city, and the east portion running to 50th & Main was combined with the Kerrisdale route giving through service from the S.E. to the S.W. portions of the city via the downtown area.

Busses have taken over the Davie route on a temporary basis until resurfacing is completed and new wire strung, when trolley coaches will be introduced.

Streetcars on the Robson route now turn at Stanley Park instead of English Bay, and the westerly portion of this line will also be converted to trolley coach operation in the very near future.

During 1949 the eastern terminus of the Robson route will be extended from Broadway & Commercial to Renfrew St., about a mile further east, and trolley coaches will be substituted.

Plans for 1949 also include the conversion of the western portions of the Dunbar - West Point Grey, 4th. Ave., and Stanley Park lines. This will mean that the west end of the city will be serviced entirely by gas bus or trolley coach operation.

Powell St. which was to have been converted to trolley coach this year has received a setback inasmuch as the ratepayers along the route voted down the proposed appropriation for resurfacing. This change has now been tentatively added to the 1949 program.

As far as present information will allow, at the close of 1951 the following streetcar routes will remain. Fairview beltline; Post Office - Victoria and Post Office - Joyce Downtown - Hastings East; Downtown - 50th. & Main.

So far only one car-#97, a two man double ender, has been scrapped, and this because it was involved in a collision and was not deemed worthwhile repairing. It is expected that a scrapping program will be instituted this Fall and that many of the old wooden seated "boxcars" will finally come to the end of their days after giving forty years of faithful and profitable service. At the time of writing all the trailer cars in the 700 series, ten in number, have been taken out of service. There is some speculation t these may be converted to one man operation, but in the writers opinion the expense involved would not be justified in view of the fact that many one man lines are to be abandoned. The Kitsilano route which was scheduled for abandonment last year, is still in operation with rush hour specials only.

The only remaining car routes in Victoria are the City - Beacon Hill and City - Outer Wharf. Latest advice is that these too will be abandoned by mid August, marking complete bus conversion in the city of Victoria. The only interurban line to be affected so far is from Marpole to New Westminster. The B.C.E.R. has been hard hit in the Fraser Valley owing to the recent floods. Some five miles of their Chilliwack line are under water between Mt. Lehman and Abbotsford, and three miles were inundated between Sardis and Chilliwack. Service has now resumed on the latter portion as the waters hav receeded, but traffic on the other portion is not expected to resume until some time in August, as damage is very extensive, and at time of writing is still covered with water from a depth of four to ten feet.

A shuttle service is provided between Mt. Lehman and Abbotsford by bus.

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

October, 1948 Number 33

OTTAWA ELECTRIC RAILWAY: RECEIVES FOUR NEW CARS; OTHER NOTES

By Thos. B. Weston and W. T. Sharp

Four new street cars - not of P.C.C. design - but of conventional body and truck construction and with drum type controllers and standard air brakes - have recently been put in service by the Ottawa Electric Railway. They are numbered 1000-1003, and are the forerunners of 16 similar cars which may be ordered later, depending on their success. Built by Ottawa Car and Aircraft Mfg. Co., they are double truck, single end, one man pay-enter type with rear exit door and have been fitted with brill trucks. The cars are 47 feet long and eight feet, six inches wide; they seat 49 passengers in tubular frame seats upholstered with blue leather covering. They are Ottawa's first arch roofed cars, and the windows open from the top down. Folding front door steps have been eliminated and the doors have twice as many leaves as the older cars, i.e. Each half of the front door is in itself a four-leaf door. The cars are finished in the standard Ottawa red paint job; car 1000 made a demonstration run on June 14th, the entered regular service the following day.

The city of Ottawa took over the system on August 13th, and it will be operated under the Ottawa Transportation Commission. The three members were recently appointed by city council, and went on record to the effect that a careful study of transit problems, both in Ottawa and other cities, would be made before formulation any polic for the future. The fact that the railway right-of-way is in good condition, and that the assets to be acquired include a Hydro-Electric power development supplying more than half the power required to operate the system, would indicate the continuance of electric traction for some time to come.

Before purchase of the system was agreed upon, the O.E.R. was engaged in renovating most of its cars. New seating was being installed, the trucks were changed on the 900 series, and Herringbone gearing was being installed in the existing trucks on the 800 series. However, after the purchase price was settled, this work has suspended. Conversion was completed on the 900 class, but not on the 800's. Nothing has been done to the 650 series except to replace some of the Brill 27F trucks with others of the same type (since the 900's originally had this type of truck, there will be qui a few spares). The Ottawa Electric Railway, now the O.T.C, has 130 street cars; the ten Toronto Railway Co. cars of the 950 series are all still in service, although they have not been used much of late.

Locomotive Notes

By Raymond Corley

The new C.N.R. Electro-Motive road freight diesels (9000-9005), although ordered for use as two A-B-A combinations, are instead being operated, temporarily at least, as three two-unit combinations. They are running thusly: 9000-9001 (A-B Units), 9002 9003 (Two A-Units) and 9005-9004 (A-B Units). Each unit is rated at 32% Tractive effo giving 64% as currently used. They are designated Class V-1-a (Duplicates old oil-electric passenger units 9000 and 9001, now scrapped) and are finished in C.N.R. olive green and cream with gold striping and lettering.

STUART I. WESTLAND,
EDITOR

9005-9004 were involved in the much-publicized wreck at Riverdale Station on June 13th, when, while pulling an 84-car freight, they had a rear end collision with eight wheel switcher 8339 which was switching cars on the main line; in the resultant tangle much livestock was freed to roam Toronto's streets. 9005-9004 were returned to the builders at Lagrange, Illinois, who effected repairs during the summer, and the two units are now back in service.

Grand Trunk Western ordered 22 1500 H.P. Diesel Road Units (Presumably 11 each of the "A" and "B" units), of which delivery began in June at the rate of two per month. They are numbered 9006-9027 inclusive and are being used on the Port Huron to Chicago main line. These locomotives are the same as C.N.R. 9000-9005, electro-motive F-3 type.

The Canadian Pacific Railway has currently 44 Diesel Locomotives on order as follows:

20 from Montreal Locomotive works (these are standard Alco 1000 H.P. Switchers to be numbered 7077-7096. The first of these, #7077, was exhibited at the Canadian International Trade Fair at Toronto in the spring of this year.
24 from Canadian Locomotive Co. at Kingston, Ont. including 5 freight, 5 passenger, and 14 switchers. All of these are to be 1000 H.P. Locomotives of switcher type, although the passenger locomotives will be fitted with oil-fired boilers for heating passenger trains on the esquimalt & Nanaimo railway, where they are to be used.

The Pacific Great Eastern Railway has acquired its first diesel locomotive, a 65-ton G.E. industrial type switcher for use in yard service. It has been numbered [illegible] and is finished in orange with black crest on cab, built June 1948.

Current delivery on C.N.R. diesels for Prince Edward Island is very slow. These are the eighteen (7803-7820) being built by Canadian Locomotive Co. only three had trickled through by July.

TORONTO TRANSPORTATION COMMISSION NOTES

The 100 P.C.C cars ordered by the T.T.C. in June for possible 1949 delivery are to be equipped with couplers and M.U. control for operation in two car trains on the Bloor route. Although all one hundred will be so equipped, only 86 will be operated in trains at any given time, with the other 14 used as single units on other lines, presumably carlton. A usually reliable source has stated that these cars will be built at Canadian Car & Foundry's Fort William Plant, which has never built Street Cars previously (others had been finished at Montreal after being sent through from St. Louis Car Co.). This will be the first example anywhere of M.U. P.C.C. operation on an all-street surface route. After these are received, T.T.C. will have 489 P.C.C. cars (fourth highest total in world), 200 of them all-electric (third highest total of this type).

TORONTO RAILWAY CAR DISPOSALS

The scrapping program for Toronto Railway Cars of the T.T.C. has left in operation 88 one man plus 15 two man cars for a total of 103. The list of cars disposed of from September 1947 to the present is as follows:

1312	1436	1502	1772	1880	2038
1320	1440	1510	1778	1888	2046
1328	1446	1520	1780	1902	2048
1336	1448	1524	1786	1904	2058
1338	1454	1532	1788	1906	2060
1342	1464	1542	1790	1912	2064
1350	1466	1544	1792	1920	2066
1356	1468	1546	1804	1922	2070
1388	1480	1548	1806	1924	2082
1392	1492	1554	1826	2016	2094
1396	1494	1558	1832	2020	2096
1398	1496	1764	1838	2032	2102
1402	1498	1768	1858	2034	2104
1406	1500	1770	1860	2036	2110
					2112

Also, 2108 is no longer available, having been converted to a service car. The main scrapping program, concentrated in the spring while the 4300's were arriving, was stopped in June; however, 1448 and 2110 were junked recently because of collision damage. Thus this leaves a list bearing very little resemblance to the original list of cars planned for retention published in the January 1948 NEWS-LETTER.

Car 2142, and sweepers S-3,4,5 and 7 were also scrapped during the drive by the same company, which received as well the remains of 2524, the burned Peter Witt.

The rest of the Niles double-enders (2128-2158) are currently meeting the torch save for 2128 and 2148, which will be out of a job after the Spadina abandonment on October 9th.

2130 made the last run on Weston Road on the evening of September 13th, bedecked with signs and a P.A. system. Trolley coaches immediately took over the double track portion, while gas buses are on the single track portion until the track is removed and street widened, when the trolley coaches will run right through. The Niles cars were not used at all after the abandonment, and have been run one by one down to the scrap yard on curtis dummy trucks, as the baldwin 75-20K trucks from them are being kept at Hillcrest.

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

NOVEMBER, 1948 NUMBER 34

THE UPPER CANADA RAILWAY SOCIETY MEETS THE THIRD FRIDAY OF EACH MONTH SEPTEMBER TO MAY IN ROOM 486, UNION STATION, TORONTO. THE NEXT MEETING WILL BE HELD NOVEMBER 19th AT 8.30 P.M.

The speaker at the November 19th Meeting will be Mr. IAIN T. LANG, Canadian Representative, Associated British and Irish Railways Inc. Mr. Lang joined the Canadian Pacific in Glasgow many years ago and saw much service in the Orient. He will tell the Society briefly of his experiences which, truly, "Spanned the World" and then give a short talk entitled "British Railways Today". It is sincerely hoped that a large number of members will be present to hear this timely and informative talk and take part in the question period that will follow.

THE CHICAGO RAILROAD FAIR 1948

By George W. Horner after a visit to same

The Chicago Railroad Fair was presented by the railroads operating into Chicago to celebrate 100 years of railroad progress in The Windy City.

The biggest attraction at the fair was the pageant. "Wheels A-Rolling". The pageant was presented on a new Ultra-modern stage with Lake Michigan for the back ground The play was presented four times daily before a grand stand of 5000 capacity. With a cast of 200 persons and 75 operating vehicles. These consisted of the early oxen cart. Stanhope carrage, 18th century coach, conestoga wagon, Wells Fargo Stage Coach, Pony Express, Phaeton, Tally-ho, Surrey, Station Wagon, Jaunting Cart, Basket Phaeton, Brougham Gig, and many others. Scenes protrayed automobiles from 1900 to 1948 including famous cars like The Locomobile Steamer of 1900, Cadillac 1904, Maxwell 1906, Reo 1908, Chicago Electric 1913, and the Stanley Steamer 1912. Also shown were The Chicago City Railway C horse car, a State Street cable car, and a three horse fire engine. Famous locomotives that were shown, are the Rocket, Stourbridge Lion, John Bull, Best Friend of Charleston, De Witt Clinton, Tom Thumb, Lafayette, Atlantic, Pioneer, Minnetonka, William Crooks, NYC 999, Burlington Zephyr of 1933, and the new C&O 500. All these and many more were operated under their own steam across the stage. These vehicles were worked into the twelve scene play in their correct order starting with the 17th century to date. Scenes protrayed a race between old Dobbin and the Iron horse, with Dobbin winning. Also The Lincoln Funeral train and the driving of the Golden Spike when the crews of the Central Pacific and the Union Pacific met. Other scenes showed Indians attacking an early work train, the Chicago fire, and a train robbery When the NYC 999 crossed the stage, it had attained a speed of fifty miles per hour in 250 feet, which is a remarkable feat eve today. The pageant ends with a B&O streamliner and The C&O 500 coming on stage from bot ends and meeting in the Centre.

Second to the pageant is the narrow guage railway "The Deadwood Central" which operated one mile of track between Central City and Deadwood. The equipment consisted of engine #9 "Chief Crazy Horse" formerly #9 of C & S and the nine cars which it pulled were all from the C & S. They also had a post office on the train which had a specia cancellation stamp for all mail posted on the train. An old type coal bucket was in use for loading the tender also an old water tower and station were in use.

The Fair ground consisted of fifty acres of Exhibits including three miles of track with equipment on display.

The AT&SF display consisted of a full scale model Indian Village occupied by tribes men, women and children of the Navajos, Hopis, Jemez, Zunis, Lagunas, and Apaches tribes The Indians lived in this village during the fair and sang and danced on an open air stage.

STUART I. WESTLAND,
EDITOR
[illegible] BINGHAM AVENUE

Also in the display were the Indian arts and crafts which were on sale in an Indian trading post.

The CB&Q GN and NP had a replica of the famous "old-faithful geyser" in Yellowstone park. The replica erupted every hour shooting hot water and steam into the air. Also they presented a Rodeo Show which went on continuous during the fair. Among other features is a log chalet with a balcony like a stage where old time western music and songs were held.

The C&EI exhibit called "Floriday in Chicago" consisted of an old southern colonial mansion set in a picturesque Floriday garden of Palm trees citrus trees and typical Florida plants and flowers. Also a replica of the Bok singing tower which plays music with bells.

The CN&W constructed a replica of Chicago's first station and on the inside they showed old time silent moving pictures.

The D&IW had a railway coach on the grounds in use as a theatre.

The IC display was a full scale replica of a Frence Quarter in old New Orleans.

The RI exhibit consisted of a modern dining car where dinners were being served. Also an old time dance hall where square dances were held every evening.

There were dozens of other exhibits put on by the 38 railroads and also private company exhibits like The Pullman Co., American Steel Foundries, Timken Roller Bearing Co., Railway Express Agency, and many others.

Equipment on display consisted of The Train of Tomorrow, The Hiawatha, The Zephyr, The Super Chief, all types of passengers and freight cars from twenty-five or more roads Locomotives consisted UP 4-4-0's UP's "Big Boy" NYC "Niagara" PRR elect ic, ATSF 4-unit diesel, FRR 4-4-4-4, B&O 2-8-8-4, a German 2-10-0 and many others old and new.

This concludes a brief description of the biggest railroad exhibit in history.

COMMENTS ON W.T. SHARP'S OTTAWA REVIEW

By F.H. Howard

The two day trains to Toronto run of course to Brockville for the C.N. pool trains, but 562 and 563 connect at Smith's Falls with 35 and 36, and somotimes an express reefer is picked up there.

The assignment of power on the C.N. Ottawa - Montreal service does seem unrelated t the size of train, but I think you will find this is the reason for a 4-8-2 or 4-8-4 on trains 51 and 48, normally 5 or 6 cars. They want a big engine in Ottawa for protectior in case of engine failure on 1 or 2, so they send one up or 51 ahead of 1 and bring it l on 48, behind 2.

I know that is the reason for the C.P. using 2810 (I believe it is a new G-3 now) on 505 and 502, although those trains ran 9 and 10 cars, not 5 or 6.

The operation of 7 and 8 through Ottawa was of great interest. 7 was nearly alway in 2 sections. although we would doublehead with a 2200 on Sunday nights from Ottawa ts Chalk River. But on 8, sometimes it would be doublehead, sometimes two sections. Now doubleheaders cannot cross the river, so we would send 502's engine, 2810, over ahead of [illegible] cut off the leading engine on 8, and use 2810 to doublehead it into Montreal. The engine we took off 8 would go over to the station behind it, and handle 502. If 8 was over an hour late, we would run a "local 8" from Ottawa, with a 2200 and 2 coaches and 2 parlour cars, so all the Ottawa people would get to Montreal on time. 8 usually lifted these 4 cars. Now of course with 9 and 10, things are different. The 2200 used to come back doubleheading 1.

It is interesting to note that 7 picks up its driver at Ottawa, the same one that came up on 505, thus getting an extra meal in, on the earlier train.

The regular engines on 7 and 8 would be 2823, 2858 and 2859 Montreal to Chapleu, wi 2825 handling the extra section or doubleheading to Chalk River and right back again on 8.

2927 is now on the Prescott branch I am told, but it used to go to Brockville, on Sundays when its train would not run, we frequently would doublehead the afternoon Brock vill; on Sundays when its train would not run, we frequently would doublehead the afternoon Brockville with it.

You will notice that 562 is the number of the train from Brockville to Ottawa, and also from Ottawa to Prescott, and 563 vice-versa. Actually they are not the same trains. The train comes in from Prescott, the engine then moves over to the Brockville train and crew then take over, with the reverse at night. You might think that one engine could go from Prescott to Brockville and back, but there was difficulty in getting coal at Brockville, and it is about 270 miles round-trip.

It is interesting to see 425 on the Waltham freight and 449 on the passenger. When I was there it was the opposite, but 449 has recently been to Angus and is now the better engine. That road is very hard on engine truck springs.

We used to use 2927 on the alcove run because it would be back before 563 was due to go. 2927 also used to handle the one or two-car "millioneries special" or "MP's special", running as 2nd 504 Friday only to Montreal West for connections.to Quebec, their headhead back to Ottawa. This was only while Parliament was sitting. An interesting operation on the North Shore took place on Saturday. Instead of 2600 or 2601 arriving on 85, the fast freight, it had a G-3. This engine was sent right back to Montreal on 428. Saturdays only. The engine that came up from Montreal on 427-also Saturday only went back on 86. (We had to deadhead a crew to Montreal on 2 to come back on 427, and the crew from 428 deadheaded back on 7 unless there was a 3rd section). In the meantime 2600 and 2609 would be used on ski trains or week-end traffic in the Laurentians.

You mention cove trains from Smith's Falls via Bedell. Actually they were from Prescott, and ran whenever cove boats came in from Ogdensburg. We would get them at all hours, and were hard put for power. There is also a small turntable at Prescott, so any big power has to back down from Bedell. However we seldom had any big power to supply except on Saturday afternoons, we could use 24's engine, as there was no 23 on Saturday night. 503 and 504 used to be pulled by 2459, fitted with an experimental air horne to be used instead of a steam whistle so as not to annoy the 8000 citizens of my town.

POWER SHORTAGE FORCES T.T.C. ABANDONMENTS

On Saturday, October 9th the Spadina and North Yonge Routes of the Toronto Transportation Commission were abandoned as far as rail operation is concerned, although it is to be hoped that the latter constitutes temporary cessation only. The Spadina abandonment was coming at any rate, but was speeded up in order to save a tiny fraction of the power consumed by T.T.C. vehicles daily. Car 2170 on No. 8 run was the last street car to operate on the route, as the night car operating into the A.M. of October 10th. U.P.R.S. member Allen Maitland bears the distinction of being the last passenger on this historic route, once the west side of the Toronto Railway Company's belt line. Preston cars 2168-2192 (Ex Toronto Civic 200-212) and niles 2128, 2148 and 2152 were immediately taken out of service and stored, two at Roncesvalles car-house, the remainder. During the week of October 24th, the cars were sold to a party of Bathurst St.

Car 409 made the last run on the North Yonge Line in the early hours of October 10th, since which time the rails have been left to rust, although ostensibly a power-saving move for north York TWP., suspicions are rife as to this being merely an excuse for removing the cars with the idea that they will never go back on again, thanks to the conniving of certain persons or groups interested in seeing buses on the route permanently. This includes the province of Ontario Department of highways which wants to snatch the track allowance for pavement widening. It is certainly to be hoped that these individuals do not meet with success in their questionable endeavors.

On the optimistic side, the 8 cars (409-416) which were used on North Yonge, have all been put into inside storage, seven of them at Danforth Carhouse and the other (416 at Russell. Also 413 and 416 received maintenance repairs at Hillcrest after the abandonment.

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

DECEMBER, 1948 NUMBER 35

THE UPPER CANADA RAILWAY SOCIETY MEETS THE THIRD FRIDAY OF EACH MONTH IN ROOM 486, UNION STATION, TORONTO AT 8.30 P.M. THE NEXT MEETING WILL BE HELD ON FRIDAY, DECEMBER 17th, 1948.

ANNUAL MEETING

The annual meeting of the Society will be held on Friday, January 21st, 1949. At this meeting the reports of the President, Honourary Secretary and Honourary Treasurer on their conduct of the Society's affairs for the preceding year are presented. At this meeting, also, the annual election of officers for the new year will take place. The following explanation of the electoral system used by this Society is offered for the benefit of our new members.

SYSTEM OF ELECTION

The members of the Society, present at the annual meeting, elect not more than nine Directors. These Directors then meet at their earliest convenience and select from among themselves the officers for the coming year. The new officers assume their duties seven days following the date of the annual meeting. Certain formalities are prescribed by the Consitution for nomination to the office of Director; these are set forth in Article 24 of the Constitution.

ARTICLE 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 must 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 willingness to stand for election.

NOMINATION BLANK

For the convenience of all concerned a nomination blank is enclosedwith this issue of the Newsletter. If you wish to make a nomination use this form.

LOCOMOTIVE NOTES by George Horner

It does not appear as though the C.N.R. will borrow any foreign system power this year, as eight Northerns from the Grand Trunk Western have been brought to Canada. They are numbers 6313, 6314, 6317, 6321, 6323, 6324, 6329 and 6331.

The Canadian Pacific has ordered three 2000 H.P. passenger diesels from Electro-Motive Division of General Motors, and also eight "A" units and four "B" unit freight diesels in order to eliminate steam locomotives from the run between Montreal and Wells River, Vermont. In addition to the road locomotives, have been ordered five 1500 H.P. road-switchers and three yard switchers. All of the freight and switching locomotives will be built by Alco.

The C.P. has been using T.H.&B. Consolidations in freight service between Lambton and Hamilton due to a shortage of engines.

STUART I. WESTLAND,
EDITOR

THE HONOURARY SECRETARY,
Upper Canada Railway Society,
Box 122, Terminal "A",
TORONTO, CANADA.

Sir:

I hereby nominate for the office of Director of the Upper Canada Railway Society for the year 1949 the following member:

MR.....

December 1948
Fill in date

_____
signature of proposer

I hereby second the above nomination.

_____
signature of seconder

Having been duly nominated and seconded for the office of Director for the year 1949 I hereby state that I am willing to stand for election.

_____
signature of candidate

This form must reach the Honourary Secretary at the above address not later than midnight, December 31st, 1948.