

# Upper Canada Railway Society

BOX 122, TERMINAL "A"  
TORONTO, CANADA

## NEWSLETTER

JANUARY 1950

NUMBER 48

The Society meets on the third Friday of each month in Room 486 of Toronto Union Station. The meeting of January 20th, as announced in the December Newsletter, will be the annual meeting of the Society. At this important meeting, the reports of officers of the Society will be presented and the annual election of officers for the new year will take place. The members present elect not more than nine Directors. These Directors meet at their earliest convenience and select from among themselves the officers for the coming year. The new officers assume their duties seven days after the date of the annual meeting.

After the important business of the January 20th meeting has been transacted, there will follow a programme consisting of a film produced by the International Nickel Company of Copper Cliff, Ontario. This shows the plant transportation facilities of this company, which include an extensive electric railway.

It is hoped that every member in the Toronto vicinity will be in attendance on this important evening.

### CHANGE IN POLICY REGARDING NEW MEMBERS

Heretofore, new members of the Society have paid dues which are roughly proportional to the length of time between their date of joining and the end of the year. This has proved a difficult and confusing system; accordingly, the Directors have resolved to abolish this system and replace it with one whereby new members, regardless of their date of joining, pay the full dues for the year in which that date falls. They then receive all publications that have been mailed during that year. This system will prove more simple and satisfactory for all concerned.

### NEW C.N.R. LINE IN SCARBOROUGH TOWNSHIP

Construction is proceeding on a new two mile spur track from the main line of the Canadian National Railways in Scarborough Township, just east of Toronto. The track is being built to serve a new industrial nucleus on Eglinton Avenue, east of Dawes Road, which centres about the General Engineering Company's plant which operated during the war without the benefit of rail service. A shorter spur line was constructed in 1947 from the main line, just east of the bridge over Danforth Avenue, in a northerly direction crossing Danforth Road, and terminating a few hundred feet north of this road. This segment serves a few light industries in this district. The new line is a northerly continuation of this track and runs through considerable rural territory before reaching the industries at Eglinton Avenue.

The most interesting feature of the new line is the fact that it follows for about half a mile the abandoned grade of the Canadian Northern Railway's Toronto-Ottawa line north from the crossing of St. Clair

Avenue. After leaving the old right-of-way, from which track was lifted in 1926, the new line veers to the left off of the old grade and continues north to pass along the east side of the General Engineering property. A new SKF plant is being built on the other side of the track. At the date of writing, all of the track has been laid, using 100 pound rail, except for the section which crosses the creek valley at Clair Avenue. The Canadian Northern had a trestle bridge at this point, but an earth fill is being constructed across the valley for the new track.

#### ABANDONMENT APPLICATIONS

The Canadian National Railways has petitioned the Board of Transport Commissioners for permission to abandon the branch line between Port Hope and Peterborough. The proposal is to cut all service, although only between Millbrook and Port Hope would the rails be torn up. The railway has attempted previously to discontinue this unprofitable branch but without success. Current opinion seems to be that permission will still not be forthcoming. There has been considerable opposition in consequence of the application; the Peterborough Examiner editorialized as follows:

"The Canadian National Railways wants to close off the Peterborough-Port Hope line and is petitioning the Board of Transport Commissioners for permission to do so. The primary stage of the closing would be to cut off the line from Millbrook to Port Hope; the rails between Peterborough and Millbrook would not be torn up, not yet at any rate. But half a line is not much more use than no line.

There is a possibility that the C.N.R. may be seriously short-sighted in this policy of retrenchment. In the depression '30's the C.P.R. had a similar spasm of uprailing. It secured permission to abandon, and did abandon, the direct grain route from Port McNicoll through Orillia, Beaverton and Lindsay to Dranoel (between Cavan Station and Pontypool), where it connected with the Toronto-Peterborough-Montreal line. Thereafter grain from the west being shipped east through the Great Lakes to Port McNicoll had to pass over the much longer rail route to Toronto. During the war, when railways were heavily burdened and Great Lakes shipping direct to Montreal at a premium, grain from Port McNicoll had to be routed over the longer line to Toronto, thence along the heavily congested main lakeshore line to Montreal. Even railwaymen have acknowledged that closing of the old Port McNicoll line was a mistake.

Is the C.N.R. setting out on such another unwise course, by attempting to abandon the direct connection between the busy populous counties of Victoria, Peterborough, Durham and Northumberland and the lakeshore?

When the C.P.R. closed the Port McNicoll-Dranoel line, it took up the rails only between Orillia and Lindsay, leaving the ends in operating order. But that amount of closing was enough to destroy the chief usefulness of the whole line. The C.N.R. is now asking permission to abandon only the Millbrook-Port Hope section, but that would be enough to put the 'kibosh' on the whole line."

Dispite this defence, it must be admitted that the branch has a very small place in the traffic picture of to-day. The railway was built in 1857 for the express purpose of handling lumber from the Lindsay-Peterborough area south to the lake at Port Hope. This traffic long ago disappeared and the section north of Port Hope is famous as one of the poorest, agriculturally, in southern Ontario. Traffic in this section is heavy in an east-west direction but scanty north and south. Thus the old route is "across the grain" in the modern traffic pattern. The Millbrook-Omemee Jct. segment (the original line to Lindsay) has previously been abandoned.

On November 14th, the Board of Transport Commissioners authorized the Canadian Pacific Railway to abandon a portion of its Orford Subdivision in the Province of Quebec, extending from a point near Valcourt to the end of track at Kingsbury, a distance of 12.5 miles. The section of track involved was in poor condition and a seventy-four foot bridge would have required rebuilding if operation was to continue. During 1948 the only business consisted of six cars of slate scrap, four of pulpwood, and forty of feed, with no passenger, express or mail service.

#### T.T.C. NOTES

Slipper trolley operation began on the Bloor route on December 29th, and all of the special electric switch actuators for multiple-unit cars have been installed, although MU operation has still not begun.

A major conversion job has been completed in Hillcrest shops; differential dump car W-12 has been completely rebuilt as a sand dispensing car. The old dump body was removed and a new body built, upon which were placed two large round bins, ~~capable~~ capable of holding 22 tons of dry sand. Sand is dispensed from these pneumatically; the air compressors are located on the car platform. Baldwin trucks (from a scrapped Niles passenger car) replaced the previous Curtis trucks, with a unit braking system added. The whole car is painted bright yellow, with black lettering.

Cars 409-416, the North Yonge cars, are currently being disposed of, and with their removal there will be no double-end passenger cars left on the system. The total stands at 1028 passenger cars, 67 service cars and 5 historical relics, or a grand total of exactly 1100 cars.

#### OTTAWA TRANSPORTATION COMMISSION

It appears that the policy of the Ottawa Transportation Commission, as recently clarified, is to replace all street cars with buses in time, with the possible introduction of trolley buses in two or three years.

Two Toronto Railway cars have been sold; 959 stands in a lot in Hull at the end of Laurier Street, while 960 is in Rockland, Ont. Truck was recently renewed on Wellington Street (leading to Champagne Carhouse) and two new curves installed: one north to west at Somerset and Bank and one west to north at Somerset and Preston. These make for a shorter route to the carbarn from south Bank Street. Modified rebuilding of 800 series cars is continuing.

--Thomas Weston and Henry Mather

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## NEWSLETTER

February 1950

Number 49

The Society meets on the third Friday of each month in Room 486 of Toronto Union Station. The next meeting will be held on February 17th.

### DIRECTORS AND OFFICERS FOR 1950

At the Annual Meeting held on January 20th, 1950, the following were elected Directors for 1950: Messrs: William Bailey, Archie Douglas, David Dunsmore, Lloyd Conner, John Griffin, Ralph Oakley, Albert Olver, Thomas Rowland and Stuart Westland.

At a Directors' Meeting held on January 27th, 1950, the following appointments were made:

President:	John Griffin	Hon. Treasurer:	Ralph Oakley
Vice-President:	David Dunsmore	Hon. Asst. Sec. Treas.:	Archie Douglas
Hon. Secretary:	Lloyd Conner	Curator:	Stuart Westland
Bulletin Editor:	William Bailey	Newsletter Editor:	Stuart Westland

### Standing Committees:

Constitutional:	Griffin (Chairman), Olver, Sharp
Programme and Excursion:	Olver (Chairman), MacLean, Mills, Randall, Rowland
Membership:	Hon. Secretary, Hon. Treasurer, Membership Secretary (John Mills)
Publications:	Bailey (Chairman), Corley, Horner, Knowles, Westland
At-Large:	Dunsmore (Chairman), Rowland, Whitby

### BULLETINS AVAILABLE

The following publications of the Society are available. Orders should be sent to William Bailey, 2006 Queen Street East, Toronto 8, enclosing the required sum.

- Bulletin No. 19 Niagara, St. Catherines & Toronto Ry. - all-time roster, photographs
- 21 Canadian Pacific Ry. roster; Gas-Turbine Locomotive; photographs
- 22 Kitchener-Waterloo Street Ry. - history, all-time roster, map and photographs
- 23 Toronto, Hamilton & Buffalo Ry. - locomotive history, all-time roster, map and photographs. Direct Current, Single-Phase Alternating Current and Three-Phase Alternating Current Equipment for Electric Railroads

ABOVE ALL TWENTY-FIVE CENTS EACH

STUART I. WESTLAND,  
EDITOR  
4 BINGHAM AVENUE  
TORONTO

Bulletin No. 24: Toronto Transportation Commission - cars 2200-14, 2216-64, former Toronto Civic Ry., history, diagram and photographs

25 Canadian National Rys. - locomotives 8417-22, former Buffalo Creek, history, side elevation diagram and photographs

ABOVE TEN CENTS EACH

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### HISTORICAL REVIEW OF C.N.R. ALLANDALE DIVISION

(Condensed from the Barrie Examiner, contributed by George Horner)

The first large scale railway in Canada built for passenger and freight service was the Ontario, Simcoe and Huron Union Railway from Toronto to Allandale, completed in 1853. It was extended to Collingwood in 1855, and in 1865 an extension was built from Allandale to Barrie. In 1871, an extension of the Northern Railway (later name of the O.S. & H.U.) under the name of the Muskoka Junction Railway was completed. This line had its terminus first at Orillia, then Washago, then at Gravenhurst.

The North Simcoe Railway, branch line of the Northern Railway, was completed from Barrie to Penetang in 1879. A year before that, the Hamilton and North Western Railway, between Hamilton and Barrie, was opened. Construction of what is now known as the Beeton branch was going on about this time. In 1879, the Northern and the Hamilton and North Western Railways were consolidated under the name of the Northern and North Western Railway.

The consolidated railway was taken over in 1888 by the Grand Trunk Railway, which included lines from Hamilton to Toronto and from Toronto to Gravenhurst, the Midland Railway from Orillia to Midland, and the North Simcoe Railway to Penetang. An important extension was made in the late 1880's as the line was pushed north from Gravenhurst to Lake Nipissing. On a line known as the Northern Pacific Junction Railway Company, the first passenger train reached Huntsville in 1886.

Although at one time it was felt that the extension of the railway north from Gravenhurst through the rocky Muskoka area would not pay, the line has become one of the soundest of railways, both financially and from a standpoint of public service, C.N.R. officials feel. With completion of the railway to Nipissing, arrangements were made for operation of Grand Trunk trains into North Bay over C.P.R. tracks, thereby completing service from the southern part of Ontario to North Bay and making connections for traffic to the west.

Until about 1907, the greater portion of Ontario passenger and freight traffic for movement to the west was handled by the Grand Trunk between Toronto and North Bay. At this time, the Canadian West was being rapidly developed and interchange of traffic between the two railways was considerable. In 1911, the Grand Trunk made an agreement with the Temiskaming and Northern Ontario for use of a line which had been built from Nipissing Jct. into the T. & N.O. terminal at North Bay. Freight went over this line but passenger trains still used the C.P.R. station. In 1921, the arrangement was altered and Grand Trunk trains began operating into the Canadian Northern depot. During the summer of 1923 it became possible to run C.N.R. trains into their own depot over an all C.N.R. route, with Grand Trunk amalgamation.

The chief importance of the Allandale Division in relation to traffic in Canada is that all the railway's freight from industrial Southern Ontario to the west passes over the rails of this division, on the Toronto-Parry Sound line. The direct Toronto-North Bay line serves the mining areas of Northern Ontario and makes direct connection with the Ontario Northland Railway.

One of three divisions in the Northern Ontario District, Allandale Division has a total track mileage of 673, and about 1230 employees. The division is bounded on the north by Parry Sound and North Bay, and on the south by Toronto and Hamilton. Branch lines include those to Meaford, Collingwood (from Beeton) and Penetang. There is also a cross-country line from Parry Sound to Algonquin Park.

### LOCOMOTIVE NOTES

by R. F. Corley

The latest 15 CNR diesel switchers 7600-7614 (out of a series of 20 locomotives) have been renumbered 8000-8014, so that the numbers of the series are continuous from 7995 to 8014. 8000-8011 were renumbered by the CNR from 7600-7611 while the last three were delivered by MLW as 8012-8014.

The eight 1500 h.p. MLW road freight locomotives for the CNR Lake St. John District will be numbered 9300-9307. Delivery is expected in January and February of 1950.

In order to make way for additional diesel locomotive numbers, the CNR's fleet of electric locomotives is to be renumbered. The renumbering will be accomplished by simply dropping the "9". The new numbers will be thus 100-105, 150-156, 175, 176, 180-188 and 200-202. (The last three are new locomotives to be delivered by General Electric in 1950).

Details on CNR and CPR use of EMD demonstrator locomotives is as follows:

The CPR has received a three-unit (A-B-A), 4500 h.p., FP-7A road locomotive from Electro-Motive (although lettered General Motors Diesel Ltd.), which arrived in Toronto on December 2. After preliminary tests, it left Toronto on the night of December 4 on train #3 for Fort William, the first time "The Dominion" has been hauled by a diesel. It will be used in tests during the winter on the Algoma District; builder's number is 7001.

The CNR received a three-unit 4500 h.p. road locomotive from EMD, with an A-B-B combination. The "A" and one "B" unit were sent out on freight service to Fort William from Toronto on December 3rd, returning via North Bay to Montreal on the 8th. The remaining "B" unit was used behind one of the older EMD 1500 h.p. "A" units (9000 series) in freight to Montreal, leaving Toronto on December 7th. The CNR will shortly receive a 4000 h.p. (two-unit) passenger locomotive from MLW to be used on transcontinental tests.

The following are recent locomotive deliveries:

British Columbia Electric Railway:

Three 70 ton Alco-GE road switchers (940-942) for freight service on the Fraser Valley line.

Greater Winnipeg Water District Ry.:

One Alco-GE 44 ton road-switcher (101).

Allard Lake Mines:

One MLW 1000 h.p. switcher (#2).

Asbestos and Danville Ry.:

One MLW 1000 h.p. switcher (#46).

Canadian Pacific Railway:

Three EMD (E-8) 2250 h.p. road passenger "A" units (1800-1802). These complete the Wells River dieselization.

CPR classification of these locomotives is D PA-22a.

The Canadian Commercial Corporation of Ottawa has ordered one 1000 h.p. switcher from Montreal Locomotive Works.

The Sydney and Louisbourg Railway recently acquired a Mikado locomotive second hand from the Elgin, Joliet and Eastern. It arrived at Truro, N.S., on October 14th.

The CNR recently sold self-propelled car 15823 to the Pacific Great Eastern Railway.

#### FEBRUARY MEETING

The speaker at the February 17th meeting will be Mr. George Young, late Captain, Royal Canadian Engineers, who will speak on his experiences in operating Continental European railways during World War II.



# Upper Canada Railway Society

Box 122, Terminal "A"  
TORONTO, CANADA

## REPORT OF THE ANNUAL MEETING HELD JANUARY 20th, 1950

CHAIRMAN: D.G.C. Menzel, B.A., of Osgoode Hall,  
Barrister-at-Law

### PRESIDENT'S REPORT FOR 1949

It is with a great deal of pride that I present to you the report of my first year as President of the Upper Canada Railway Society. As many of you know, my connection with this Society and with its predecessor, an informal group of railway students, began in the middle of 1934. The fact that the nucleus of eight (which was the total membership in 1934) has grown as it has is a source of great satisfaction to me.

Your society continues to show a modest growth. From the figures which the Honourary Secretary will present you will see that our membership is nine larger than it was at this time last year. That growth is good but, I think you will all agree, it should be greater. I am sure that there are many persons in Toronto and the surrounding area who are as keenly interested in railways as any of you but have never been approached to join your Society.

Your Society held one official trip during 1949, when it contributed thirty persons to the total of those who travelled by special train to the Stratford Shops of the Canadian National Railways on June 25th. Late in 1949 a new organization known as the Central Ontario Train Trip Committee was formed in Toronto with membership open to any Society, Club or Group interested in taking part in the next annual joint trip. Your Directors duly approved the draft constitution of this body and the Upper Canada Railway Society enjoys full membership in it. I think it is a tribute to the importance of your Society that I was honoured with election as the first Chairman of this new endeavour.

The calibre of the entertainment provided at meetings during the past year continued at a high level and I cannot express my thanks sufficiently to Mr. R.J. Bost, Chairman of the Programme and Excursion Committee, for his untiring and effective efforts in this regard.

The Publications Committee continued its work with new vigour during 1949 under the Chairmanship of Mr. W.C. Bailey. As Editor of the Bulletin, Mr. Bailey did a splendid job producing two issues, the second of which was distributed to you this month. Bulletin plans for 1950 are quite extensive. Your Directors have felt that the healthy condition of your Society's finances justify broader endeavour in the publications field. The Newsletter remained a model of accuracy and punctuality during 1949. I wish to point out to you that the current issue is No. 48 and extend to Mr. Stuart Westland, the Editor, congratulations on completing four years of achievement.



The President of a Society such as yours is always in the position of owing the success of his year in the Chair to the efforts of others and I am no exception. It is very difficult indeed to single out those who deserve special mention but I would be very remiss if I did not extend my thanks to Mr. Lloyd Conner and Mr. Ralph Oakley for their excellent work in the chief secretarial and financial posts. Mr. Archie Douglas, who held the new position of Membership Secretary, has set the pattern for the conduct of that office in the years to come. To the rest of my fellow Directors I say "thank you" for your loyal support and untiring efforts during 1949.

I wish to extend the thanks of the Society to Mr. A.L. Enborg, Superintendent of The Toronto Terminals Railway Company for his courtesy in continuing to grant us the privilege of meeting in Room 486, Union Station.

I wish to draw your attention to matters in a larger sphere. As you know, there is a great deal of consideration being given today to the various proposals for some measure of unification between the City of Toronto and the surrounding municipalities. Transportation is one of the more important aspects of these plans. Indeed the protagonists of unity claim that it is necessary if future transportation needs of this area are to be developed in the proper way and not as piece-meal and unrelated projects. I believe the members of this Society should concern themselves very seriously about this problem and make themselves well informed on this important issue.

The other matter is the recent suggestion of the present Mayor of Toronto that the Council of the Corporation should have some more direct link with the Toronto Transportation Commissioners. I cannot tell you precisely what His Worship has in mind since it is impossible to glean the truth from the fog of emotion with which the newspapers surrounded their accounts of his remarks. However, I view with alarm any suggestions that Council should acquire more control over the three commissioners. I am quite convinced that one of the most important reasons for the outstanding success of the Toronto Transportation Commission in an era when street railways have been disappearing rapidly all over the continent, is the ability of the commissioners to studiously ignore the proceedings of City Council.

---John Griffin

#### HONOURARY SECRETARY'S REPORT FOR 1949

This is my first year as a member of the Board of Directors of this Society and has indeed been pleasant. It has seen the Club grow both in size and stature in all its branches, with every indication that it will be bigger and better in the years to come. This year, as in the past, we have lost several valuable members, and it was left to those remaining to fill the gap to make the Society the success it was during 1949. However, no organization can carry on efficiently without a constant membership and it is hoped that all those presently enrolled will not only remain but will make a special effort to make the Society prosper in the future.

I wish also at this time to express my sincere appreciation for the help and guidance received during the past term and trust that I may

have the privilege of serving the Upper Canada Railway Society still better in the ensuing months.

I present now the statistics for the year ending December 31, 1949:

Attendance

General Meetings - number held: 9

	<u>1949</u>	<u>1948</u>
Resident Member Attendance	228	
Associate Member Attendance	3	
Total Member Attendance	231	
Guest Attendance	22	
Total Attendance	253	
Average Member Attendance	25	23.5
Average Guest Attendance	2	4
Average Total Attendance	27	27

Directors Meetings - number held: 4

Total Attendance	29	
Average Attendance	7	8

Membership

Resident	43	43
Associate	58	54
Total	101	97
Dropped from Membership	11	6
Grand Total	112	103
Increase for Year	9	20

Fan Trips

The Annual Joint Excursion of this Society was held on Saturday, June 25, 1949, in connection with Model Railroaders and Historians from Toronto, Hamilton and Buffalo. Twenty-nine members and one guest represented the U.R.C.S. The route covered the following points: Toronto, Hamilton, Brantford, Palmerston, Guelph and Georgetown.

Meetings

A marked improvement in the calibre of the meetings was shown again during the year, and much credit is due the Programme and Excursion Committee under the capable leadership of Mr. R.J. Bost.

There were three meetings allotted to quizzes, in which those present were able to display their knowledge of the subjects Electric Traction (T.T.C.), Steam Railroading and Railroad Slang. Motion picture films sponsored by the Pennsylvania Railroad, Transport Board of London England and the New York Central System, respectively, provided the entertainment for three evenings. An interesting and informative talk by Mr. Ray Corley, a Society Member, on the P.C.C. car, and a tour of the T.T.C. School of Instruction served to round out the year's entertainment.

---Lloyd C. Conner

# HONOURARY TREASURER'S REPORT FOR 1949

Year Ending 31st December, 1949

Balance on hand 1st January, 1949		\$167.45	
Receipts:			
Membership Fees	\$117.00		
Publication Sales	17.65		
Stationery Sales	1.05		
Interest	<u>2.05</u>	<u>\$137.75</u>	\$305.20
Disbursements:			
Magazine Subscriptions	14.00		
Postage	6.05		
Exchange	.10		
Newsletters	74.66		
Entertainment	5.75		
Lapel Cards and Holders	10.61		
Annual Report Printing	6.25		
Stationery and Supplies	55.00		
Membership List Printing	6.25		
P.O. Box Rent	6.00		
Bulletin No. 24	17.28		
Nomination Blank Printing	<u>1.25</u>		<u>203.20</u>
Balance on hand 31st December, 1949			\$102.00

It will be noted that the amount shown as an expenditure for newsletters on the 1948 statement was \$14.50; on this statement it is \$74.66. This is accounted for by an enlarged newsletter in 1949, by \$8.74 of the 1948 newsletter expense being carried into 1949 as an accounts payable item, by increased production cost in 1949 and by the purchase of items, necessary for production, in 1949.

The Society continues in an excellent financial position. A number of projects are under consideration by the Publications Committee which, if implemented, will involve a considerable expenditure of funds.

However, the balance of \$102.00 on hand and the receipt of the 1950 dues will enable the Society to meet the expenditure and leave a balance to carry into 1951.

Your Treasurer expresses appreciation of the excellent co-operation, in the performance of the duties of the office, by the other members of the directorate. Of necessity, the duties of the Honourary Secretary, the Membership Secretary and the Honourary Treasurer must be co-ordinated closely. The desired co-ordination has been achieved during the year under review and has been of great assistance in the performance of the Honourary Treasurer's duties.

Special mention is to be made of the contributions made by our President to the welfare of the Society. Possibly those not on the directorate are unaware of the extent of this contribution. These witness the efficient conduct of the meetings, the friendly greeting of visitors and the considerate treatment of those who provide our programmes. The directorate knows how willing the President is to arrange the printing of the bulletin and the mailing of the newsletter, to secure stationery and supplies and to make a home available for the Directors' meetings. On behalf of the Society, the Treasurer offers appreciation and thanks for these contributions. ---J. Ralph Oaklev

# Upper Canada Railway Society

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TORONTO, CANADA

## NEWSLETTER

March 1950

Number 50

The Society meets on the third Friday of each month in Room 486, Toronto Union Station. The next meeting will be held on March 17th.

### FEBRUARY MEETING

One of the Society's members, Mr. Raymond F. Corley, addressed the group at the February 17th meeting on the general subject of diesel locomotives. He traced their development historically, gave a brief outline of their operational features, and summarized the various types offered by the builders in the United States and Canada.

Mr. Corley, who gave an address concerning PCC cars last May, is Transportation Engineer with the Canadian General Electric Co. Limited at Toronto. He is one of two such engineers working actually in the field of transportation equipment, application studies and sales promotion. He works on all types of equipment - diesel locomotives, electric locomotives, street cars and trolley coaches, but diesels are the big business here in Canada at the present. So he is almost as familiar with diesels (with which he deals primarily on business) as with electric locomotives, steam locomotives and street cars (which he enjoys from being a railroad fan).

### EARLY RAILWAY STATIONS OF TORONTO

(Based on material originally appearing  
in Robertson's Landmarks of Toronto,  
contributed by Robert Duncan)

In October of the year 1856, the Eastern Division of the Grand Trunk Railway entered Toronto, running into a station at the Don, which station included the superintendent's office. During late 1856 and early 1857, the line was extended westward from the Don past the old jail at the foot of Berkeley Street to Front Street, and along the south side of that thoroughfare into the Northern Railway's depot at the south-east corner of Bay and Front Streets. This was actually little more than a wooden shelter, which afforded passengers very little accommodation. The platforms extended westerly from Bay Street nearly to Sword's Hotel (later the Queen's Hotel). The Northern Railway from this point on ran along the edge of the bank, which was cut away later in the century.

During 1856, the western line of the Grand Trunk was also opened, the initial portion of which extended from the Queen's Wharf to Guelph. Opposite the Queen's Wharf was a plain wooden shed, scarcely more than an apology for a station, but which served as one for a short period. Between this shed and the Don Station, passengers were bussed by an American named Jones. Early in 1857, the western line was carried eastward from the Queen's Wharf along the bay shore bank as far as Bathurst Street, south of what was called the Prince of Wales' Walk.

and C.P.R.) come to an agreement, the station will be torn down, and a new and larger one erected on its site." This of course occurred eventually, but it was not until 1927 that the third and present Union Station was opened, fulfilling the need that had been apparent 33 years before.

In the 1890's there were accommodation stations at the foot of Brock and Bathurst Streets that were little more than shelters. The G.T.R. and C.P.R. maintained separate stations at Parkdale; the Grand Trunk had originally a temporary station there, but began using the Northern's station after that road had been taken over. There was a suburban station at High Park and another suburban station at Windermere which did a very large freight business.

#### FOREIGN LOCOMOTIVES IN TORONTO 1949

New York Central: 59 locomotives:

4750, 5200, 5201, 5207, 5210, 5212, 5213, 5218, 5220, 5221, 5223, 5224, 5225, 5226, 5227, 5232, 5240, 5241, 5242, 5243, 5244, 5254, 5255, 5256, 5275, 5277, 5278, 5279, 5281, 5283, 5284, 5305, 5306, 5307, 5312, 5314, 5317, 5319, 5328, 5330, 5331, 5339, 5342, 5343, 5360, 5361, 5362, 5363, 5364, 5365, 5366, 5367, 5369, 5370, 5371, 5372, 5373, 5374.

T. H. & B.: 4 locomotives:

15, 16, 501, 502.

Electro-Motive-owned locomotives: (7)

765 (on Train of Tomorrow)

7001, 7002, 7003 (Demonstrators on C.P.R.)

9051, 9052, 9053 (Demonstrators on C.N.R.)

--George Horner

#### THE CITY OF MONTREAL'S TRANSIT PLANS

Contributed by John Griffin

The City of Montreal has asked the Quebec legislature to set up a new form of transportation authority to control its tram and bus lines, a proposed \$60 million east-west expressway and a new 15 mile rapid transit subway estimated to cost \$180 million. The transportation commission would be given power to expropriate the system operated by Montreal Tramways Company, thus bringing under public ownership the transportation system of the whole metropolitan area. The proposed bill was drawn up by a board of research on traffic and transportation set up by the city some time ago. At the present time there is nothing in the charter of the City of Montreal which authorizes it either to acquire transit facilities or to set up an authority which has such powers.

The routes for the subway have been worked out with a view to future expansion of the city in the way of an arterial network of transit routes also bearing in mind the present layout of streets and ground and underground conditions. It is believed that the subway would eliminate 110 miles of surface tramway operation, leaving 136 miles of the present system intact. The proposed network is as follows:

A line to the northern section of the city under St. Denis Street with a loop via St. Catherine and Craig Streets to Peel and St. Catherine; an east-west route under St. Catherine and Ontario Streets east of St. Denis,

and under St. Catherine and Sherbrooke west of St. Denis. There would also be a line extending north from Ontario Street in the vicinity of d'Iberville Street, and a half-circle north and west of the mountain joining with the north and west ends of the system. The total mileage in this initial plan is 15½. Further lines are not projected as the board feels that there might be changes in the distribution of population and land use which cannot be foreseen at the present time. A preliminary key plan of the subway and three preliminary plans and profiles of the various parts of the routes have been prepared by the works department. It is estimated that the full initial trunk subway system would cost \$140 millions and the rolling stock and other fixed equipment at \$40 millions.

Montreal Tramways to abandon two routes:

The Frontenac (95) and Hochelaga (84) tramway routes will see the end of rail operation during 1950; trolley busses will be substitute vehicle on the former while gas busses will take over on the latter. Both routes are fairly lightly travelled east-end routes and do not operate into the downtown section. The one-man cars on the two lines will be used on two other lines now operated with two-man cars.

GRAND RIVER - LAKE ERIE AND NORTHERN RAILWAYS

ABANDONMENT OF PASSENGER SERVICE

The management of this interurban electric railway in Southern Ontario has applied to the Board of Transport Commissioners for permission to cease all passenger operations on April 30th. The company states that the recent modernization program has failed to attract new business and the operation shows a loss. Even the bus subsidiary will be sold. The company is also having studies made for the dieselization of freight service, which will occur at a later date. This is in line with the company's policy for eventual complete dieselization of its system (these lines are a Canadian Pacific subsidiary).

# Upper Canada Railway Society

BOX 122, TERMINAL "A"  
TORONTO, CANADA

## NEWSLETTER

April 1950

Number 51

The 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 on April 21st.

### MARCH MEETING

Mr. A. Andrew Merrilees, a member of the Society, provided the program for the March meeting with a very interesting address on Ontario Electric Railways. He outlined in a very concise and yet complete fashion the history and operations of all of the electric railways which operated in the Southern portion of this province, excepting those that served Toronto. Unfortunately, attendance at the meeting was not up to its usual high level, and many of our members missed a most instructive talk.

### MEMBERSHIP NEWS

The Society regrets having to lose one of its most faithful members, Mr. George Corrin, who will shortly move to Saskatoon, Sask., to assume new business duties. Mr. Corrin joined the group in 1941 and has been one of its foremost authorities on train operation, schedules and equipment, particularly in the Toronto area. It is expected that he will continue as an associate member and we hope that in the more distant future circumstances may permit of his return to Toronto.

Two new associate members in the Toronto area are welcomed:

No. 151 John T. Hulme, 125 Bedford Park Ave., Toronto 12.

No. 152 William A. Shields, 27 Woodland Park Rd., Toronto 13.

### MORE PCC CARS FOR TORONTO; OTHER NOTES

The Toronto Transportation Commission has ordered 50 more all-electric PCC cars, with delivery expected in the fall of this year. These cars will be single units and are intended primarily to replace the Toronto Railway (wooden) cars still in operation. There are still 84 of the latter on the roster, so that the replacement may not be complete. Cars 1386 and 1852 have recently been scrapped.

It is planned to equip all 289 of the air-electric PCC's with extended dynamic braking, which will reduce the use of the wheel brakes and save wear on brake shoes. Experiments were made with this arrangement on cars 4136 and 4260 several years ago; 4260 at this time had drum brakes in place of air brakes.

Multiple-unit operation began on the Bloor route on March 13th. The cars are being used thus in rush hours only, with coupling up and uncoupling done at the Hillingdon Loop and on the east side of the Jane Loop. The MU operation has thus far proved to be very successful.



The new sand car, now in regular service, has been renumbered from W-12 to W-26.

### SUBWAY CONSTRUCTION PROGRESS REPORT

April 1, 1950

by John M. Mills

Toronto's Yonge Street Subway, since the start of construction on September 8, 1949, has progressed without delay and is now somewhat ahead of schedule. The method of construction is as follows:

After the street is closed to traffic, tracks and concrete subgrade are removed and about twelve feet of earth excavated. Large steel beams are then placed, and temporary wooden roadway and car tracks laid on them. Below the decking, power shovels take off two or more layers of earth to complete the excavation.

At time of writing, decking is complete and traffic moving on Front St. between Bay and Yonge St., between Wellington and Front Sts. and between Queen St. and Dundas Square. Decking is almost complete between York and Bay Sts. and between Wellington and King Sts. Top lift excavation is under way from King to Adelaide Sts. and preparation (track removal, pile driving, etc.) between Adelaide and Richmond Sts. Under the decking between Queen and Louisa Sts., excavation is complete and concrete pouring for the subway structure begun. Between Louisa St. and Dundas Square, intermediate lift excavation is under way, and lower lift will follow.

Future schedule calls for excavation and decking to continue north from King Street, and to start north from Dundas Square later in April. Tenders for the next three sections will be opened May 10th, covering the portion between Alexander and Heath Sts., construction to begin in July. (A brief review of progress in subway construction, written by Mr. Mills, will appear each month).

### T.H. & B. ORDERS EIGHT DIESEL LOCOMOTIVES

The Toronto, Hamilton and Buffalo Railway has ordered eight locomotives from General Motors Diesel Ltd. of London, Ontario. The order comprises four standard switchers and four 1500 h.p. road switchers. The latter will be the first locomotives of the type to operate in Southern Ontario. The T. H. & B. expects to be able to dieselize completely its freight and switching operations.

### C.N.R. RECLASSIFIES DIESELS

The Canadian National Railways has altered its locomotive classification system so as to make the numbering of diesel locomotives more systematic and to use unfilled numbers that had previously been allocated to steam locomotives.

All switchers and road switchers previously were assigned numbers in the series 7700-7999, classified as "Q", while road diesels were given numbering group 9000-9099 and class letter "V". In place of this, the following system has been devised:

- All switchers to be class "Q".
- Miscellaneous types of switchers under 1000 h.p. built before 1940 will retain present classes Q-1, Q-2, Q-4. (Q-3, locomotive 7750, extinct).
- Electro-Motive (or GMD) 1000 h.p. switchers will be class Q-5.
- Alco (or MLW) 1000 h.p. switchers will be class Q-6.

- Numbers assigned to switchers: 7700, 7730, 7800, 7801, 7900-8199.
- Electro-Motive (or GMD) road locomotives will be class "V".
- Alco (or MLW) road locomotives will be class "W".
- The capital letters "A" and "B" will be used in the class designation between the numeral and the sub-class letter to denote "A" and "B" units, e.g.: V-1-A-a (Class V-1-a, "A" unit)  
W-2-B-a (Class W-2-a, "B" unit)
- Locomotives with 4-wheel trucks will have odd class numbers, e.g., V-1, V-3, V-5, W-1, W-3, W-5, etc.
- Locomotives with 6-wheel trucks will have even class numbers, e.g.: V-2, V-4, V-6, W-2, W-4, W-6, etc.
- Numbers 9000 to 9999 have been assigned to road locomotives, broken down as follows:
 

9000 - 9299	EMD (or GMD)	4-wheel trucks
9300 - 9399	" "	6-wheel trucks
9400 - 9699	Alco (MLW)	4-wheel trucks
9700 - 9799	" "	6-wheel trucks
9800 - 9999	For future use	
- All road-switchers (or general purpose) locomotives will be given class letter "Y".
- Numbers assigned to road-switchers: 7751, 7752, 7802-7899.

#### NEW P.E.I. LOCOMOTIVES

At the beginning of April, Erie Works of General Electric Co. delivered Nos. 7802 and 7803, first of the 18 70-ton road-switchers for the Prince Edward Island lines of the C.N.R. The first two were tested at Montreal before being sent to the island. The remaining locomotives to complete the long-delayed P.E.I. dieselization will be delivered at the rate of two a week.

#### C.P.R. DIESEL NUMBERING

The Canadian Pacific Railway has also devised a long-range numbering and classification scheme for its diesel locomotives, which is as follows:

<u>ROAD NUMBERS</u>	<u>CLASS</u>	<u>TYPE</u>
	<u>Road Passenger</u>	
1400 - 1599	DPA-15 or 16	1500 or 1600 H.P. "A" unit
1600 - 1799	DPB-15 or 16	1500 or 1600 H.P. "B" unit
1800 - 1999	DPA-20	2000 H.P. "A" unit
2000 - 2199	DPB-20	2000 H.P. "B" unit
	<u>Road Freight</u>	
4000 - 4399	DFA-15 or 16	1500 or 1600 H.P. "A" unit
4400 - 4699	DFB-15 or 16	1500 or 1600 H.P. "B" unit
4700 - 4999	For Future Use	
	<u>Switcher and Road-Switcher</u>	
	<u>For Small Switchers</u>	
6400 - 6599	" " "	
6700 - 6999	" " "	
7010 - 7399	DS-10	1000 H.P. Switcher
8000 - 8399	DRS-10	1000 H.P. Road-Switcher
8400 - 8799	DRS-15	1500 H.P. Road-Switcher

### LOCOMOTIVE DELIVERIES

The Roberval and Saguenay Railway has received a 1500 h.p. road-switcher, numbered 20, from the Montreal Locomotive Works. The Ontario Northland has received two (1302 and 1303) and the Napierville Junction two (4050 and 4051) of the same type from the same builder.

### NEW C.N.R. ROOMETTE CARS

The C.N.R. is receiving 20 new roomette cars from Canadian Car and Foundry which are of more than ordinary interest on account of their unusual design. They are termed "duplex" cars, which means that there are two different floor levels. Twelve of the 24 rooms have a level two steps higher than the others; the result is a peculiar window arrangement in which six windows on each side are out of line with the other six, being considerable above them.

Upper level rooms have a bed which pulls down from a recess in the wall, while in the lower rooms it slides out from under the seat. The rooms are enclosed by means of sliding doors; each room has seating accommodation, a "fold-away" wash basin, concealed toilet and a section table. The cars are to be given names beginning with the letter "I". Ten will be finished with a green interior colour scheme, while the other ten will be finished in tones of coral. The car "INGERSOLL" was exhibited in Toronto at the foot of Simcoe Street from March 27th to 29th.

### N. S. & T. ABANDONS PORT DALHOUSIE LINE

At 2.00 p.m., March 1st, 1950; car 302 of the Niagara, St. Catharines and Toronto Railway pulled into the car barn yard after having made the last trip over the Port Dalhousie line and ending the last electric railway passenger service out of St. Catharines. Only the Port Colborne line still has rail passenger service, connecting this town with Welland, Fonthill and Thorold.

### LE&N - GRR FAN TRIP

The Society will hold an excursion on the Lake Erie and Northern - Grand River Railways on April 29th, the day before passenger service is to be abandoned, under present plans. This will be an informal excursion only, riding regularly schedules trains. It is expected that automobiles will be used to reach the line from Toronto. Further details will be announced at the April meeting; interested associate members are asked to communicate with the Secretary at the Society's address.

# Upper Canada Railway Society

BOX 122, TERMINAL "A"  
TORONTO, CANADA

## NEWSLETTER

May 1950

Number 52

The Society meets on the third Friday of each month in Room 486, Toronto Union Station, at 8.30 p.m. The next meeting, and the last for 1949-50, will be held on May 19th; it is hoped that every member in the near-Toronto area will make a concerted effort to be present so that the season may finish in good style.

### FOURTH ANNUAL FAN EXCURSION

The fourth annual Fan Trip of the Central Ontario Train Trip Committee (of which this Society is a member) will be held on Saturday, June 17th, 1950. The route (covered by special train) will be Toronto to Cobocnck, Lindsay, Peterborough, Port Hope, Oshawa and return to Toronto, covering some of the CNR's most picturesque Ontario branch lines, including the Port Hope-Peterborough line, of which abandonment rumours have been recently heard. The special will leave Toronto Union at 8.10 A.M. (Standard Time) and arrive back at 7.15 P.M. The fare will be \$6.50 for adults and includes pop and ice cream for lunch and a full course evening dinner in the dining car (Passengers will provide their own lunch). The success of previous trips points to another excellent excursion -- let there be a generous representation of U.C.R.S. members on this, Toronto's major rail-fan gathering of the year.

Please send remittances to:

John W. Griffin, 226 Bay Street, Toronto 1, Ontario.

Certain members may also be interested in attending the Convention of the Niagara Frontier Region of the National Model Railroad Association. This is being held on May 20th and 21st at London, Ontario, and includes visits to the C.N.R. and C.P.R. roundhouses, the C.N.R. car shops, a fan trip on the London & Port Stanley Railway and open house at the London Model Railroad Club.

### MEMBERSHIP NEWS

The Society welcomes as member number 153, Mr. R. Bruce of 9 Bloomfield Avenue, Alphington N.20, Victoria, Austrailia, undoubtedly our most distant associate member.

Also welcomed to the Resident group is Mr. R. G. Bell, now in Toronto, who was formerly an associate member resident in Lakeburn, N.B.

### TORONTO RAILWAY CO. 1897-1898 STREET CAR ROUTES

Contributed by John H. Walker

BELT LINE -- one red light

Via King, Spadina, Sherbourne and Bloor (both directions).

YONGE STREET -- one blue light

From North Toronto Station via Yonge and Front Streets to Union Station and return.

STUART I. WESTLAND,  
EDITOR  
4 BINGHAM AVENUE  
TORONTO

- KING** { TO KINGSTON ROAD -- one white light  
 { TO BALSAM AVENUE -- two white lights  
 From Roncesvalles and King via King and Queen Streets to Balsam Avenue and return.
- QUEEN STREET** -- one green light  
 From High Park via Queen, Yonge, Front, George, King, Yonge to Queen and return.
- CHURCH STREET** -- two red lights  
 From Union Station via Front, Church, Bloor, North Sherbourne to Glen Road and return.
- COLLEGE AND YONGE** -- blue and yellow lights  
 From Yonge and Front via Front, Church, King, Yonge, College to Lansdowne, returning via College and Yonge to Front.
- CARLTON AND COLLEGE** -- one yellow light  
 From College and Lansdowne via College, Carlton, Parliament, Gerrard to Sumach Street and return.
- WINCHESTER** -- blue and red lights  
 From Sumach and Winchester via Winchester, Parliament, Carlton, Yonge, King, York, Front to Union Station, returning via Front to Yonge then north to Carlton and return.
- PARLIAMENT** -- white and yellow lights  
 From Pape and Gerrard via Gerrard, Parliament, Queen, Sherbourne, King, Church, Front to Union Station, returning via York, King to Sherbourne then via same route.
- BROADVIEW** -- red and green lights  
 From Don Mills Road and Danforth via Broadview, Queen, Yonge and Front to Church, returning via Church to Queen and then same route.
- DOVERCOURT** -- two white lights  
 From Bloor via Dovercourt, College, Ossington and Dundas to Queen and return.
- BLOOR AND McCAUL** -- yellow and white lights  
 From Bloor and Lansdowne via Bloor, Spadina, College, McCaul, Queen, York to Front, returning via Front, Yonge, Queen, and then same route.
- AVENUE ROAD** -- two white lights  
 From Bloor and Yonge via Bloor and Avenue Road to Davenport Road and return.
- BATHURST** -- red and white lights  
 From Dupont and Bathurst via Bathurst, King, York to Front, returning via Front, Church, King and Bathurst.
- QUEEN AND DUNDAS** -- two green lights  
 From Toronto Junction via Dundas, Queen, Yonge to Front, returning via Front, George, King, Yonge, Queen and Dundas.

A few street names have changed which should be noted. In the **BROADVIEW** route, Don Mills Road is the section of Broadview Avenue north of Danforth Avenue. In the **DOVERCOURT** and **QUEEN AND DUNDAS** routes, Dundas Street starts at the present corner of Ossington and Queen, runs north to the present Dundas Street, and then west. Ossington Avenue then commenced at this intersection. The sections of the present Dundas Street east of Ossington were not completely connected and had several names, viz.: (west to east) Arthur, St. Patrick, Anderson, Agnes, Wilton and Elliott, but there were no tracks thereon.

#### EXPANSION OF VAPOR-CAR PLANT

Contributed by John Griffin

Vapor Car Heating Co. has purchased a second plant in Montreal, which will double its present manufacturing facilities for Vapor steam gener-

ators. These are the generators installed in diesel locomotives to supply steam heat for passenger trains. The company also manufactures train-heat controls used in passenger coaches.

The Vapor generators develop over 200 pounds of steam pressure from cold water in two minutes and enough steam to heat a good sized train. Water is pumped through a steel coil several hundred feet long, while hot gases from atomized diesel fuel fire wipe over the coil, turning almost ten gallons of water into high pressure steam every minute. Increased use of diesel locomotives, as expected in the near future, is the reason for the plant expansion.

### SUBWAY CONSTRUCTION PROGRESS REPORT -- MAY 1, 1950

By John M. Mills

In the month since the last report was written, construction of the Yonge Street subway has progressed without delay. Top lift excavation and decking are now complete from the end of the line at Front and York Streets as far as Adelaide and Yonge Streets, and should be completed to Richmond Street by the time this is read. Intermediate and lower lift is under way below the decking in this section. Concrete pouring has continued north of Queen Street and was started south of Dundas Square upon completion of excavation in this area. Underpinning crews are at work on the section north of Dundas Street.

On the off-street right-of-way north of Alexander Street, demolition of buildings in the line is proceeding rapidly and will be further speeded up by the many buildings vacated April 30th. Date for calling tenders on this section has been extended to May 18th from May 10th. In this connection, the Alexander Muir Memorial Gardens, presently situated at Yonge Street and Lawton Boulevard, will be moved to a new site near Lawrence Avenue and Yonge Street to clear the way for construction.

The intersection at Queen and Yonge Streets was closed May 1st to permit construction of Queen station and the short section of the projected Queen Street subway lying directly beneath the Yonge Street line. This closing should be in effect until approximately June 15th. Commencement date of work north from Dundas Square is uncertain at this time.

Note for Associate Members: Mr. Mills will be happy to answer, as far as possible, questions regarding the Rapid Transit System. His address is: 11 Highgate Road, Toronto 18, Ontario.

### C.N.R. BUYS TANK CARS

During the past winter the Canadian National Railways has received from the builder, Canadian Car and Foundry Company Limited, a group of new tank cars. These cars are noteworthy in that they are the first cars of this type to have been purchased by the C.N.R. since 1930.

Each car has a capacity of 8000 Imperial gallons and the tanks are fitted with a coil heating system for heavier grades of oil during the winter months. The new cars are two dome tanks and are designed to haul fuel oil for locomotive use in Western Canada, where many C.N.R. coal burners are being converted to oil.

# Upper Canada Railway Society

BOX 122, TERMINAL "A"  
TORONTO, CANADA

## NEWSLETTER

June 1950

Number 53

### SOCIETY NEWS

The Society held its last meeting until September on May 19th with a good crowd in attendance. On June 17th the Society is cooperating in the all-day excursion of the Central Ontario Train Trip Committee to Coboconk, Lindsay, Port Hope and return to Toronto.

### TORONTO'S HELPER AND PUSHER SERVICES

by George W. Horner

Probably the best known helper service around Toronto is on the C.N.R.'s main line east of Toronto, where all freight trains carrying more than 40% of their tonnage rating require a helper engine between Don and Scarborough eastbound and between Port Union and Scarborough westbound. This service is maintained by 2-10-2 (Santa Fe) type engines, numbers 4100 to 4104, and is supplemented by an odd Mikado type engine when there is increased traffic or when one of the 4100 class is in the shops for repairs. Occasionally an 8200 or 8300 class eight-wheel switcher is used for a helper, but these engines are not satisfactory as they are hand fired. Early in 1950 a smaller type of Santa Fe locomotive was added to the helper list, with engines 4019 and 4035 being used.

A 6200 class 57% locomotive with a 4100 class helper of 80% will haul a train of 4200 tons from Don to Scarborough, a distance of 7 miles, while the same engines will haul only 3700 tons between Port Union and Scarborough, a distance of  $7\frac{1}{2}$  miles. The rise from Port Union or Don to Scarborough is 300 feet; less tonnage can be handled westward because of the sharp curves on the stiffest part of the grade. Passenger trains of over 25 cars require an assistive engine, but this is a rare sight as they seldom have over 18 cars.

These helper locomotives are always headed east, and as there is no means of turning them at Port Union, they make the trip from Port Union to Scarborough backing up on the front of the road engine. Mikados and other engines without backup sanders are not very satisfactory in this service.

On occasion when a westbound freight train is double headed with two Northern type engines and requires also a helper at Port Union, the helper engine is cut into the train about eight cars from the road engines. This is because of weight on the bridge over Highland Creek. This is the only instance in the vicinity of Toronto where a helper engine is cut into the train.

During the early 1930's, the 4100 class locomotives were also used to spray the roadbed to keep the dust down. An engine would leave Toronto thirty minutes ahead of No. 6 and wet the roadbed to Scarborough, and return to Toronto ahead of No. 5, wetting the westbound track. This was done when competition was on with the C.P.R. to provide better service.



These same helper engines are used almost daily to assist the Belt Line switcher from Bathurst Street Yard to Dufferin Street on the Belt Line. The stiffest grade is from Fairbank Junction on the main line to Dufferin Street on the Belt Line. The switcher, usually an 8200 or 8300 class engine, will handle up to 15 cars alone, up the hill and just clear of the main line at Fairbank Junction. Then it will have to double the hill with the 15 car train. With 16 or more cars, a pusher is required, and in this case a 4100 class engine can be seen pushing the train behind the caboose. This method is used up to 26 cars. With 27 or more cars, the helper locomotive must be coupled on the front, as the train will have to double the hill. A 4100 and 8300 class engine have been known to stall with 22 or 23 cars on this hill and, when stalled, the pusher on the rear cannot assist in doubling the train. When the train exceeds 26 cars and both engines are in front, they have to double the train up the hill from Fairbank Junction, taking the first half over the hill and down into the passing track at Bathurst Street. They then return to Fairbank Junction for the second half of the train and pull it to Bathurst Street where the train is coupled together again. Then the helper goes through the passing track and couples on the rear of the train, to haul the entire train backwards up to the top of the hill at Dufferin Street, where the switcher commences to work, and the helper engine cuts off and returns to the city.

Another service which these helper engines perform is assisting yard transfer engines from Bathurst Street Yard to West Toronto Yard. If the transfer has over 35 cars, a pusher is put behind the caboose at Bathurst Street, and it pushes as far as the C.P.R. interchange tracks east of West Toronto. Here it cuts off on the fly and returns to Parkdale on the westward track. If the transfer has over 65 cars, the helper is coupled on the head end. As the transfer makes this run in the very early hours of the morning, the move is seldom seen by any of the fans.

The fifth service in which these engines are used is between Don and Oriole, where the Leaside transfer is assisted if it has over 26 cars. One may say that he has seen northbound freights go up this hill with 40 or more cars, a smaller engine and no helper. This is correct; the Leaside transfer needs a helper locomotive because the 8200 and 8300 class engines used on this transfer are not equipped with pony truck wheels, and for this reason they stall on the rail-greasers, three of which are located on the curves between Don and Oriole. Helper engines seldom make this run as the transfer rarely has the car limit.

The C.P.R. has to maintain an even greater fleet of helper engines than the C.N.R., as it requires helper engines in all three directions out of Toronto, on all freight trains and most of the passenger trains. On the eastbound main line a passenger train with a 3100 class Northern type engine handles 11 cars up the hill alone; with 12 or more cars, a helper is required from Don to Leaside, although the helper is usually coupled on at the Union Station. If the road engine is a Pacific or Hudson type, the single load is 8 cars, with 9 or more requiring assistance. If the train exceeds 16 cars the helper engine must go through to Agincourt. The engines used for this service are usually 3600 or 3700 class Consolidation locomotives, although practically any type is liable to be seen. All freight trains are assisted from Lambton Yard through to Agincourt with the same type helpers.

The only freight train operating over the line between Don and Leaside is No. 910, and this train has a helper engine from Parkdale Yard through to Agincourt, or two helpers if the train exceeds 2200 tons.

Northbound passenger trains of over 15 cars require a helper from Toronto to Bolton, a distance of 25 miles. Northbound freights also have assisting engines from Lambton Yard to Bolton. The Sudbury merchandise train leaving from Parkdale Yard will have a helper engine on the head end with another pusher on the rear end of the train. The pusher on the rear goes only as far as West Toronto diamond, where it cuts off on the fly. This procedure takes place only on train No. 955 when there is sufficient tonnage to warrant the two helpers.

Westbound passenger trains of over 10 cars have assisting engines from Toronto to Orr's Lake, a distance of 60 miles. If the train consists of 15 or more cars, the helper locomotive goes through to London. Freight trains also have helper engines from Lambton Yard to Orr's Lake.

Transfers operating between Parkdale Yard and West Toronto have assisting engines if they have over 50 cars. Three or four such transfers operate in the early hours of the morning, but are seldom seen in the daylight hours.

For all these services the C.P.R. uses 3600 and 3700 class Consolidation type engines, and when these are all in service and more helper locomotives are required, any type will be sent out. The most unusual helper engine that has been seen was 4-4-4 type No. 3000. Also T.H. & B. engine 502 has been used as a helper to Agincourt when it has been in Toronto for an all-night layover.

This completes the summary of helper service in the Toronto area.

#### SUBWAY CONSTRUCTION PROGRESS REPORT - JUNE 1, 1950

By John M. Mills

On May 18, 1950, tenders on Sections S-3, S-4 and S-5 of the Yonge Street subway were opened. These contracts cover the portion of the subway from Alexander Street to the Muir Memorial Gardens. On May 25, a contract for all three sections combined was awarded to Rayner Construction Limited, an all-Canadian company with headquarters in Toronto. Construction is scheduled to begin at several points about July 1.

On the sections already in progress, work continued at the steady rate previously maintained. All surface work is being concentrated on Yonge Street between Richmond and Queen Streets, and on Queen Street itself, and two shifts covering 16 hours a day have been in operation to speed the work at this busy intersection. On Front Street, the 24 inch gas main and the low level interceptor sewer have been replaced by new lines outside the area affected by the subway. Intermediate street excavation is being done from the York Street ramp as well as from Colborne Street. Also under way is the difficult task of completing the excavation on the curve under the bank building at the corner of Yonge and Front Streets without disturbing the business of the bank.

Concrete pouring has continued between Queen Street and Dundas Square and with the completion of all excavation here, the base slab is now continuous from Queen Street to Dundas Square, and the centre wall between the subway tracks is now being poured. Construction will begin north of Dundas Square about July 15 at which time the temporary car tracks on Maitland and Alexander Streets will be ready for operation.

Demolition of buildings on Sections S-3 to S-5 has continued, and the future path of the subway can be easily traced from the gaps left by the removal of buildings. About half the buildings will have been torn down when construction starts here, and the remainder will be demolished as rapidly as they become available.

### MOTIVE POWER NEWS

A third Canadian diesel builder has entered the field with the announcement that Fairbanks-Morse has purchased a controlling interest in the Canadian Locomotive Company of Kingston, Ontario. Fairbanks-Morse, one of the big four diesel locomotive manufacturers in the United States, plans to turn out its standard models at Kingston for sale to Canadian railroads.

The first two locomotives for C.P.R.'s Algoma Division dieselization have been received. They are MLW 1500 H.P. road switchers 8405 and 8406. Thus far they have been used in general tests on the C.P.R. and have been loaned to the Algoma Central and Hudson Bay Railway to act as demonstrators on that company's property.

Currently being delivered by Montreal Locomotive Works to the Canadian National are the eight road freight "A" units 9400-9407. These are being publicized as the first streamlined diesel-electric locomotives built in Canada. They are being tested in pairs on the main line between Montreal and Belleville and Belleville and Toronto before being sent on to the Lake St. John subdivision which will be their home.

By the time this is read, all of the Prince Edward Island locomotives 7802-7819 should have been delivered from Erie, Pennsylvania, to the C.N.R. These 18 locomotives, with 44 ton switchers 7751 and 7752, will comprise the C.N.R.'s motive power in the island province.

### HISTORICAL NOTES

By Robert Duncan

The first railway in the present Province of Ontario was a short portage road around Niagara Falls from Queenston to Chippawa. This was the Erie and Ontario Railway, chartered in 1833 and built in 1839. Horses were the first motive power, the grade near Queenston being too steep for locomotives of the day. The road was rebuilt in 1854 (nearly adjacent) with better grades, was extended to Niagara-on-the-Lake at the north end later to Fort Erie at the south. Eventually it was absorbed by the Canada Southern Railway.

The Ontario, Simcoe and Huron Railway was chartered on August 29th, 1849, with capital of 500,000 pounds in five pound shares, to run from Toronto to some point on the southerly shore of Lake Huron (Georgian Bay) and to Barrie. The company was authorized to raise stock either by subscription or by lottery. The latter method was an ingenious idea of the project's principal promoter, Mr. F. C. Capreol, an Englishman living in Toronto, but was never made use of. The name was changed after the completion of construction to the Northern Railway of Canada.

The coaches of the Toronto and Nipissing Railway were painted a brilliant yellow with crimson upholstery inside. One of the coaches, possibly a baggage or mail car, had an open passage and railing on one side in order to get from one car to another. When the track was being changed from narrow to standard gauge, it was not unusual to see a train of mixed gauge cars joined together with "goose neck" couplings. This sort of thing gave no end of trouble.

(To be continued)

# Upper Canada Railway Society

BOX 122, TERMINAL "A"  
TORONTO, CANADA

## NEWSLETTER

July 1950

Number 54

### THE CANADIAN NORTHERN ONTARIO RAILWAY AND TORONTO

by A. Andrew Merrilees

Although Sir William Mackenzie and Sir Donald Mann were both Toronto citizens, their first exploits in railroad construction took place in Manitoba, and in Ontario west of Lake Superior. Three years after the start of their western enterprises, the head office of Mackenzie and Mann was opened in Toronto, in 1899.

At that time, the Toronto Railway Company's building at the corner of King and Church Streets was not all required for street railway purposes, and the railway contractors rented three rooms at the back of the top floor, the architectural firm of Pearson and Darling having the front offices. After a year, the whole top floor of the Toronto Railway building was occupied by the railway contractors.

The Canadian Northern did not long remain with desk accommodation on a friendly floor. Negotiations were concluded for the purchase of the building at the corner of King and Toronto Streets (1 Toronto Street), and early in 1903, as renters from the Rice Lewis Estate, they took possession. About 1908, the company required still more room, thus space was rented in the building at the corner of Toronto and Court Streets.

The first Canadian Northern construction took place in 1905, when to sustain the charter of the James Bay Railway, which Mackenzie and Mann had bought, construction was begun on a four mile line from the Grand Trunk, south-east of Parry Sound, into Parry Sound. One engine, a few coaches and a crew were maintained at Parry Sound until such time as a main line James Bay Railway could be built up to, and through the to

In 1906 construction commenced at Parry Sound southward towards Toronto, the contractor being Angus Sinclair, the famous railroad economist and author of New York, who refused to offer a competitive bid for the work, but did it on a cost plus basis. The work was pushed rapidly to completion, and arrangements were made with the Canadian Pacific Railway to use its North Toronto Station as the Canadian Northern Toronto terminus. The first Canadian Northern train to enter Toronto arrived at this station from Parry Sound in November of 1906.

As the Canadian Northern was devoting all possible capital toward further construction in other parts of Canada, comparatively little of its resources were devoted to operating and maintaining the lines it had already constructed. As a result of this, it was decided that until the Canadian Northern could appropriate money to build a costly bridge over the Don River, it would use the C.P.R. bridge. Later, the C.P.R. began the grade separation scheme for its line across North Toronto; this involved the construction of a new North Toronto station at Yonge Street, and subways at Yonge Street, Avenue Road, Davenport Road, Spadina Road, Howland Avenue, Bathurst Street, Christie Street, Shaw Street, Ossington Avenue and Dovercourt Road. The Canadian Northern, anticipating expansion westward from Toronto toward London, Hamilton and Niagara Falls, concluded

an agreement with the C.P.R. whereby the Canadian Northern constructed for its own use a service track across this section, the other four tracks being two union tracks, a C.P.R. service track, and a C.P.R. through freight track. As a result of this, the Canadian National to this day enjoys switching rights over the C.P.R. line between Leaside and Dovercourt Road in the west end of the city.

Late in 1906, the James Bay Railway was built to Oriole Station, and thence over what is now a branch to a connection with the C.P.R. at Donlands Tower, which is a half-mile east of the Don River Bridge. From here it used the C.P.R. tracks over the Don River into a specially constructed James Bay Railway yard at Leaside. After completion of the James Bay Railway, its name was changed to the Canadian Northern Ontario Railway, and this name thereafter identified all further Canadian Northern construction in this province.

The Canadian Northern thereupon proceeded to build up the townsite of Leaside and laid the foundations for many houses. It also built a substantial car shop, a 10-stall roundhouse, and lastly a wooden station on the north side of the C.P.R. main line, which is now the C.N.R. car shop office. It is unique that these extensive Canadian National facilities are even to-day divorced from any physical connection with the C.N. system, all approach to them being over C.P.R. property. Although the C.N.R. Leaside car shops are still being actively used, the roundhouse (except for one stall) has long since been turned over to material storage purposes. One switcher is stationed at Leaside roundhouse to move cars about the car shop yard.

During 1908, the C.N.O. Railway was extended north from Parry Sound through Sudbury Junction to Capreol, which was to be the junction between the Toronto line and the later-built line from Capreol down the Ottawa valley to Ottawa and Montreal. In 1910, a number of old-established lines were bought by the Canadian Northern Ontario Railway. These were: The Central Ontario Railway, built from Trenton to Picton in 1879, from Trenton to Coe Hill in 1883, from Ormsby Junction to Maynooth in 1901, and from Maynooth to Wallace in 1907; the Irondale, Bancroft and Ottawa Railway, a decrepid, almost bankrupt, old road built in 1884 from Howland (Kinmount Junction) to Irondale, and in 1891 from Irondale to Baptiste; the Bay of Quinte Railway, a prosperous line built by the Rathbun Company of Deseronto, from Deseronto to Napanee in 1904, from Napanee to Tweed in 1883, from Yarker to Harrowsmith in 1889, from Harrowsmith to Sydenham in 1894, and from Tweed to Bannockburn (junction with the Central Ontario Railway) in 1904. Lastly, there was the Brockville, Westport and North-Western Railway, built from Lyn Junction to Westport in 1888 and from Lyn Junction to Brockville in 1889.

As soon as these lines were acquired, a concentrated raid was made on them by Canadian Northern officials, who made a tour of them in a train of baggage cars. They were stripped of all but the barest essentials in office and shop supplies; the rest was removed for use on other parts of the Canadian Northern system. For a time, these lines also operated completely divorced from the rest of the Canadian Northern system. In 1912, however, construction began on a line to link Toronto and Deseronto, and the following year construction began at the opposite end of the Bay of Quinte Railway (Sydenham) toward Rideau Junction, near Ottawa, connecting there with the Ottawa valley-Hawkesbury-Montreal line of the Canadian Northern.

At last the Canadian Northern had revealed its hand, and the C.P.R.,



stabbed in the back as it were, hurriedly began surveys and construction of a line from Agincourt to Glen Tay, tapping the more densely populated lakeshore towns, which had formerly been missed by the main line through Peterborough.

Meanwhile, the City of Toronto, ever anxious to aid railway companies which brought trade to it, was petitioned to aid in improving the terminal facilities of the C.N.O. Railway. Therefore, heavy pressure was put upon the Grand Trunk Railway for the joint use of the Union Station by itself and the Canadian Northern. The Grand Trunk tentatively agreed, and the Canadian Northern began construction of what is now the main line from Oriole Station down the Don Valley, through Todmorden to Rosedale, on the old Toronto Belt Line Railway, which was owned by the Grand Trunk.

Upon arrival at Rosedale, the C.N.O. gangs found the G.T.R. track blocked with a coal car, which they had no authority to move, although they did have authority to run to the Union Station. Unwilling to be stopped by a technicality, Mackenzie and Mann found it easier to blow the car of coal and pay the Grand Trunk damages, than it was to argue about the blocked track in court, and this was done. The first C.N.O. train arrived in Union Station from Sudbury against bitter protests from the Grand Trunk.

Shortly afterward, a junction was effected between the C.N.O. Sudbury line and the line being built from Deseronto at Todmorden, and the first C.N.O. through train from Toronto to Ottawa ran in 1913. The C.N.O. built a sizeable yard at Rosedale, at the junction of its line with the Belt Line, and rented the old Belt Line offices at that point from the Grand Trunk. These were for several years the headquarters of the C.N.R. Ontario District.

A few years later, however, the City of Toronto forced the C.N.O. to close its engine sheds and yards at Rosedale, because the exclusive residents on the hill above complained of the smoke nuisance. The office, nevertheless, was used until about 1925, when it was torn down and the last vestiges of the yards and buildings removed.

During this later period, C.N.O. freight trains tied up at the G.T.R.'s Cherry Street Yard, and freight engines were kept at Main Street (Dunforth) G.T.R. roundhouse, since torn down. Passenger engines, after being forced away from Rosedale, used the G.T.R. Spadina Avenue roundhouse.

At Little White Otter River, a point 254 miles east of Port Arthur, 616 miles north-west of Toronto, and 60 miles north of White River Station on the C.P.R. Lake Superior District, Sir William Mackenzie, on New Year's morning (January 1st, 1914), drove the last spike of the new line connecting the eastern and western provinces of Canada. When, in 1914, the last spike of the Canadian Northern mountain section was driven by Sir William Mackenzie at Basque, B.C., the Canadian Northern had a main line from Vancouver to Quebec, of which the C.N.O. was the Ontario section.

The story of the effect of the first World War on the Canadian Northern, and its absorption by the Canadian government in May of 1918, are too well known to bear further reference here. The system was operated substantially as previously by the Canadian government until 1923, when the Grand Trunk system was also taken over by the government.

Having taken the name Canadian National Railways in 1919, the C.N.O. lines paralleled considerable Grand Trunk mileage, and, as time went on, some of the largest abandonments in Canadian railroad history took place.

In 1923, the first section of the ten-year old Deseronto-Toronto line comprising 22 miles from Cobourg to Brighton, was abandoned. In 1925, seven miles from Cobourg to Ronnac followed. In 1926, 24 miles from Greenburn to Todmorden were also abandoned. In 1931, the section from Deseronto to Trenton was abandoned, and in 1932, the section from Trenton to Brighton.

Of the purchased branch lines, the section from Tweed to Bannockburn (former Bay of Quinte Railway) was abandoned in 1935 and that from Yarker to Tweed in 1941. In 1936, the last section of the Deseronto-Toronto line, that from Ronnac to Greenburn, was abandoned; finally, in 1939, the old C.N.O. main line from Hawkesbury to Hurdman (near Ottawa) was abandoned, all Ottawa-Montreal traffic being diverted over what were formerly the Grand Trunk (Canada Atlantic) tracks.

Thus ended an era in which three separate and almost parallel lines provided service from Toronto to Montreal.

#### G.R.R. - L.E. & N. REVIVAL

As most members have probably heard by now, the application by the G.P.R. electric lines for abandonment of their passenger service was refused by the Board of Transport Commissioners after an elaborate case was presented by the municipalities affected.

Cars 953 and 955, which were damaged in a spring flood of the Speed River, and which, it was thought, would never again turn a wheel, have been repaired and repainted and are back in service.



# Upper Canada Railway Society

BOX 122, TERMINAL "A"  
TORONTO, CANADA

## NEWSLETTER

August 1950

Number 55

### REPORT OF EXCURSION

The 1950 excursion of the Central Ontario Train Trip Committee, held on June 17th last, fully upheld the standard set by previous excursions. Months of careful preparation paid off in a smoothly operated and highly interesting trip, on which not a single hitch was observed.

The trip was essentially a circuit of the old Midland Railway of Canada's system (absorbed by the Grand Trunk in 1884); only the last lap from Port Hope to Toronto was made on other than original Midland right-of-way. The train consisted of newly-shopped K-3-b Pacific 5592, a New York Central steel baggage car (which carried pop and ice cream), three coaches and two diners. The participants were treated to an unusually fast run up the C.N.R.'s winding Uxbridge Subdivision (north from Scarboro Junction) and stopped over at Cobocok (end of the line) for lunch. Here, as promised, 5592 was turned on the steam-operated turntable using exhaust steam from the locomotive, and filled its tender with water from Balsam Lake using the steam injector provided at the end of track for this purpose.

The train retraced its path to Lorneville, then made a half-wye and continued east to Lindsay. Here a lengthy stop-over enabled the excursionists to look around the yards and engine terminal. Much interest was aroused by the four derelict E-7-a Moguls, 755, 793, 800 and 850, which are in a field behind the enginehouse.

There followed the run to Peterborough, then to Port Hope, over the branch that has been in recent danger of abandonment. The trip was concluded by a fast run on the main line back to Toronto.

A total of 212 persons took the trip, and considerable numbers from Hamilton, Buffalo and other points were in attendance.

### MOTIVE POWER NEWS

The C.N.R. has received its three new electric locomotives for the Montreal terminal; they are numbers 200 202, Class Z-5-a, 87-ton steeple cab locomotives, somewhat similar to industrials in appearance. The double pantographs are painted red. They were shipped from the builder, General Electric Co. of Erie, Pa., on July 21st, and were placed in revenue service on July 28th.

Two more small Santa Fe locomotives, 4004 and 4027, have appeared as helpers on the C.N.R.'s Scarboro grade recently.

On July 22nd, New York Central Mikado 2051 was observed passing through Toronto dead, in an eastbound C.N.R. freight.

The C.P.R. is currently taking delivery en masse of the 44 diesels ordered by it from Montreal Locomotive Works for the Algoma dieselization. Roadswitcher 8406 has been permanently assigned to the Sudbury-Little Current train.

General Motors Diesel Limited has received the following orders for locomotives during recent weeks:

Chesapeake and Ohio Ry. (Pere Marquette District):

16 1500 HP road switchers

5 1200 HP switchers

Wabash Railway (Buffalo Division):

- 20 1500 HP road freight "A" units
- 1 1500 HP road switcher
- 3 800 HP switchers

Toronto, Hamilton & Buffalo Railway:

- 4 1200 HP switchers
- 4 1500 HP road switchers

Algoma Central & Hudson Bay Railway:

- 4 1500 HP road switchers

Canadian National Railways:

- 22 locomotives (details not yet available)

The GMD plant has now a backlog of 93 locomotives.

The Toronto, Hamilton & Buffalo scrapped old Pacific No. 11 during July; during the same month Consolidation 107 was sold.

The British Columbia Electric Railway has received a fourth Alco-GE 70-ton, 660 HP road switcher, numbered 943.

SUBWAY CONSTRUCTION PROGRESS REPORT - AUGUST 1, 1950

by John M. Mills

Construction work on the subway continues on schedule. On Front Street, immediate lift excavation is being carried on from the York Street ramp, and the support of and excavation under the bank building at Yonge and Front Streets is continuing. Lower lift is under way on the southern part of Yonge Street, operating from the Colborne Street ramp. The Shuter Street ramp was closed last month as all excavation is complete in this area. Pouring of the concrete floor slab is under way in the vicinity of King Station. Heavy rains on July 24th caused the failure of a temporary sewer across the excavation at Adelaide St., with the result that the excavation south of that point was filled with up to 20 feet of water, halting work and completely submerging a power shovel which took three days to repair. Fortunately, no permanent damage was sustained and normal operations were resumed when the excavation was pumped out and cleaned.

Piles are now being driven north from Dundas Street, having advanced three blocks to date. The concrete floor is complete from Queen Street to Dundas Street, and pouring of the centre and side walls is now under way. The work is now beginning to take on the appearance of a subway rather than an untidy hole in the ground.

Most buildings have been or are being demolished south of St. Clair Avenue, and tree removal is under way in advance of the work. Activity may be observed at several points in the region as work begins on the diversion of sewers, etc. Piles are being driven north from Maitland Street, and a new ramp is being constructed at Dundonald Street. The heavy rains of July 24th resulted in minor flooding and bad mud conditions in this section, which slowed operations somewhat.

The Harbord and Yonge routes were diverted ahead of the start of construction north from Dundas Square. The temporary single tracks on Maitland and Alexander Streets were laid during the week of July 3rd and Yonge cars began using them on the 16th as a long section of the route was diverted to Church and Victoria Streets. It is hoped to have Dundas Street decked over and open before the Exhibition starts, at which time Harbord cars will resume normal routing and the Yonge cars will run north on Yonge Street as far as Dundas Street instead of using Victoria Street north of Richmond Street.

ELECTRIC RAILWAY NOTESToronto Transportation Commission:

All PCC cars will have "Scotchlite" (reflecting) numerals applied to the rear end, and front and rear bumpers will be coated with red "Scotchlite", as a safety measure. An experimental installation of sealed beam headlights has been made on cars 4284 and 4376. Application of extended dynamic braking to the older PCC's continues actively. Car 4280, one of the 1945 cars, has received red seats, the two-tone blue interior colour treatment, and the application of decorative stainless steel sheets in several spots.

The 1950 track renewal program has included, up to time of writing; tangent track on Queen Street East from Neville Park Boulevard to Maclean Avenue, and Shaw Street from Queen to King Streets. The following intersections have been rebuilt in whole or in part: St. Clair and Avenue Road, St. Clair and Lansdowne, Pape and Danforth, Howard Park and Dundas, and College and McCaul. Removals have included the St. Lawrence Street wye, and unused specialwork and railroad crossing diamonds at Spadina and Front and at Keele and St. Clair.

Lake Erie & Northern - Grand River Railways:

The C.P.R. Electric Lines have appealed the Board of Transport Commissioners' refusal to allow abandonment of passenger operations. There is a threat that they will carry the case to the Supreme Court of Canada if the appeal is refused.

Hamilton Street Railway:

The last of the Preston-built series of cars have been scrapped. This included cars 431, 447, 451, 453, 455 and 457. All these had longitudinal seats and deck roofs (except 431) and the bodies were in a very weakened condition. The Burlington Street route will be abandoned the day before trolley buses commence operation (on Cannon Street) sometime during the coming fall.

On June 24th, car 523 was struck by a gondola car loaded with scrap metal off the Dofasco (TH&B) crossing on the Burlington line private right-of way. The car was overturned, stripped of useful parts and the body carted away for scrap. The car never returned to the car-house after the accident.

H.S.R. fares had the second boost in two years on August 4th; the new rate is three tickets for 25 cents. The previous rise was from four tickets for 25 cents to four tickets for 30 cents, made effective on May 20th, 1949.

International Railway Company:

On Saturday, July 1st, the last street cars of the once great I.R.C. made the "graveyard" run. At its zenith, this company had almost 400 miles of track and operated a thousand cars, both city and interurban, and was truly an international operation with its Canadian (Niagara Falls Park and River) Division operating from Queenston to Chippawa, Ontario, along the edge of the Niagara River gorge. There was also at one time an extension southerly to Slater's Point, Ontario, from which place a boat connection operated to Buffalo. The Queenston-Table Rock portion of the Canadian Division formed half of the famous scenic belt line which was operated in conjunction with the Niagara Gorge Railroad Company (a separate concern, with a line in the gorge on the American side) until 1934.

In the past few years there has been rather too much criticism of

transit managements and their policies on the part of railroad fan publications; however, any criticism that was levelled at the I.R.C. was entirely justified. In one of the most flagrant examples of transit mismanagement that this continent has ever seen, the I.R.C. since the mid-1930's was allowed to degenerate into the most disgracefully decrepid property imaginable. Its rehabilitation as a street railway system was made virtually impossible by the woeful lack of maintenance and progress.

Now Buffalo has all its transit eggs in one basket, while every other city on the continent of its size follows the rule, to a greater or less degree, of applying the proper type of vehicle to the volume of traffic on individual routes.

#### Shawinigan Falls Terminal Railway:

It is reported that this electric railway at Shawinigan Falls, P.Q., is to be taken over by the C.N.R. and C.P.R. as a joint operation on September 1st. This may result in dieselization of the property.  
--(C.R.H.A. Bulletin, Montreal).

# Upper Canada Railway Society

BOX 122, TERMINAL "A"  
TORONTO, CANADA

## NEWSLETTER

September 1950

Number 56

### IMPORTANT NOTE FOR RESIDENT MEMBERS

The September meeting of ~~the~~ Society, the opening meeting for 1950-51, will be held on the fourth Friday of the month, that is, September 22nd, in Room 486, Toronto Union Station. All succeeding meetings will, however, be held upon the third Friday of the month, as has been the custom previously.

### TORONTO TO PURCHASE P.C.C. CARS FROM CINCINNATI

The Toronto Transportation Commission has reached an agreement with the Cincinnati Street Railway Company whereby it will purchase 52 P.C.C. cars from the latter, the vehicles expected to arrive during the coming fall. The American company has been forced by civic pressure to abandon all street car operations in the near future, thus this fleet of P.C.C. cars, with many years of useful life still in it, has been offered to other transit properties. Owing to the high price prevailing new P.C.C.'s, particularly in Canada, the availability of this group cars has been a valuable windfall to the T.T.C.

The cars are broken into three groups, one of which consists of a single car. This single car, number 1100, was purchased in 1939, along with two other sample cars. 1000 was a Pullman-Standard P.C.C., 1100 a St. Louis Car Co. P.C.C., and 1200 a "Brillliner", a streamlined car built by the J.G. Brill Co. Nos. 1000 (now 1127) and 1200 are still in Cincinnati, but these two cars are not being purchased by the T.T.C. because they are non-standard in the fleet. The Cincinnati Street Railway apparently liked the St. Louis car best, as an order for 26 cars followed in late 1939, and these were delivered in early 1940. They correspond roughly with the 4150-4199 group in Toronto. These cars are now numbered 1101-1126. The last group of cars is quite recent, comprising 25 all-electric cars built in 1947, and numbered 1150-1174. These cars are very similar to the T.T.C. 4300 series. Thus Toronto is receiving 27 air-electric and 25 all-electric cars.

These cars have a number of features about them which differ from any cars on the T.T.C., and it will be interesting to observe how far they are remodelled in order to match the Toronto fleet. They have, of course, the famous dual trolley pole arrangement with its associated metallic circuit. The rail gauge is 5 feet, 2½ inches. Alterations will be made on account of these variations, of course. The cars have inward folding front doors with a centre post, and 1100-1126 have inward folding centre doors as well. The cars are equipped with blinds, and 1150-1174 have a "no-draft" ventilation sash. 1101-1126 have a rear-end treatment that closely resembles the all-electric design with ex- large back windows; they also have a belt rail which differs from the T.T.C. cars. Cars 1150-1174 have single seats on the closed side of the cars, instead of on the open as have 4300-4499 in Toronto. In addition to these variations mentioned, they are many more minor ones.

In a statement released to the press, the T.T.C. says that it expects to have all of the cars in service

by the end of the year. Two cars are to be sent ahead very soon to be converted ahead of the rest. These cars, together with the 50 new cars that are on order for delivery in 1951, will raise the Toronto P.C.C. fleet to 591 cars, 275 of them post-war. All Toronto Railway cars will be retired, thus the old cars are running on "borrowed time" only at present.

Special Note: It is the intention of the Society to hold an excursion on one of the first Cincinnati cars to be readied for service (the first, if possible) on a Sunday during the coming fall. It will be a tour which will cover little-used trackage on the system and should cost in the neighbourhood of \$1.50 per person. Each member who is interested in this excursion is requested to advise Mr. W. C. Bailey, 2006 Queen Street East, Toronto 8, as soon as possible so that some idea of the number to be expected may be gained. An exact date cannot as yet be set, of course. Further details will be announced later.

### CANADIAN PACIFIC ARTICULATED LOCOMOTIVES

by F. H. Howard (1940)

The Canadian Pacific Railway's only venture into articulated locomotives took place between 1909 and 1911, when it introduced engines noteworthy for their cylinder arrangement. This consisted in the central location of all four cylinders between the two six-wheeled engines, with no truck support whatever, forming thus a locomotive of the 0-6-6-0 wheel arrangement.

The first group, built by the road in 1909, had 23½ inch and 34 inch by 26 inch cylinders, 200 pounds boiler pressure, 58-inch drivers, and a tractive force of 57,000 pounds. A second lot, appearing in 1910, had four 33-7/8 inch by 26 inch cylinders, and were, of course, simple engines.

These locomotives had some boiler features which are of interest when compared with modern practise. The front third of the shell was filled with tubes, in the usual way, but its function was only to heat the feedwater, or at best to produce saturated steam, which was conducted to the rear third. The water was then evaporated there, in the boiler proper, whence it was led to the middle portion of the boiler shell where a vertical superheater of 69 elements was mounted between two tube sheets. Large outside pipes connected the "feedwater heater" to the boiler, the dome to the superheater header, and the superheater to the cylinders, thus enhancing the already strange appearance given by the cylinder placement. Incidentally, this evaporative "feedwater heater" may have been the forerunner of the modern steaming economizer known to stationary practise.

These engines were built for the Spiral Tunnel section of the Canadian Pacific; which was finished in 1908. They had a short life only, being replaced by more powerful rigid types and were themselves rebuilt into 2-10-0's. One of them, numbered 5750, is familiar in the Toronto vicinity.

### MOTIVE POWER NEWS

The 22 locomotives ordered by the Canadian National Railways from General Motors Diesel Limited, as reported in the last issue, are to be 800 H.P. switchers. This capacity switcher, according to General Motors can do equal the work of the old 1000 H.P. model discontinued about a year ago.



# Upper Canada Railway Society

BOX 122, TERMINAL "A"  
TORONTO, CANADA

## NEWSLETTER

October 1950

Number 57

The Society meets on the third Friday of each month in Room 486 of the Toronto Union Station. The next meeting will be held October 20th.

Enclosed in this mailing is a booklet which was issued by the Canadian National Railways at their exhibit at the recent Canadian National Exhibition. The representation on the front cover is a cutaway drawing of the exhibit, which consisted of a series of mock-ups illustrating the latest in C.N.R. passenger accommodations. Although the drawing shows number 9000, the actual mock-up of a diesel front end carried the number 9005.

Bulletin No. 28, the latest in the series of T.T.C. data sheets, will be mailed with the November issue. Unfortunately, a delay in obtaining the necessary material has held up production of Bulletin No. 27, dealing with C.P.R. Hudson type locomotives. However, this will follow as soon as possible.

The T.T.C. fan trip has been scheduled for October 15th, as the former ex-Cincinnati P.C.C. car has been refurbished sooner than was expected.

### THE "DUMMY" TYPE LOCOMOTIVE IN CANADA

by Andrew Merrilees

For an interval during 1875 and 1900, before it was definitely established that electric traction should replace horse cars on city and suburban routes, many such lines were operated by steam power.

As the Forney and other saddle-tank and side-tank locomotives in this service frightened horses on city streets, the Baldwin Locomotive Works of Philadelphia designed a very peculiar type of locomotive calculated to fool the nervous creatures. It was an ordinary saddle-tank engine entirely enclosed by a cab, burning anthracite coal to reduce the smoke, and with special equipment to muffle the exhaust. As this was in many ways a "sham" or "dummy" locomotive, it quickly assumed the nickname of "Dummy".

Baldwin's built a great many of these locomotives between 1875 and 1896, as did at least one other builder, the H. K. Porter Co. of Pittsburgh, but to-day they are extremely rare. Only six have entered Canada. Four were built for the Hamilton and Dundas Street Railway and one for the Great Western Railway of Canada. The sixth was a second-hand unit bought from an American line by the Liverpool and Milton Railway (now C.N.R.) in Nova Scotia.

The Hamilton and Dundas ordered three of these engines in 1878 and 1879, when their line was built. They ran from the old Hamilton and North-Western Railway's King Street Station in Hamilton, up through the



west end streets to Ainslie's Wood, a leafy bower near the present Toronto, Hamilton and Buffalo Railway's car shops, and down into the Dundas Mill and up to Dundas. Part of this line is now the Dundas Town branch of the T. H. & B., which purchased it after the abandonment of the radial electric service in September, 1923.

The fourth engine, number 4, was built in December, 1896. probably the last Dummy locomotive ever built, and believed to be the only Vauclain Compound Dummy ever constructed. This engine operated only slightly more than a year, for electric service was introduced on the line on March 1, 1898.

Upon the electrification of the line, the three oldest Dummies were sold to Mr. Charles Sturrock of Dundas, former Superintendent of Motive Power for the line. Mr. Sturrock was successful in selling one of them, No. 3, to the C. Beck Manufacturing Co. of Penetanguishene, who used it to replace mules in the hauling of lumber from their mill to the G.T.R. station at Penetang. Nos. 1 and 2 were scrapped in 1900.

The other engine, No. 4, was kept by the Hamilton Cataract Power Light and Traction Co. and used as a snow plow for several years, after which it was sold to the Galt, Preston and Hespeler Street Railway (now Grand River Railway) for use in constructing the line between Preston and Berlin (now Kitchener), and rebuilding the line between Preston and Hespeler. When that job was finished, the author understands that the engine was sold to John MacDonald, a contractor, and since he has heard tales of a Dummy locomotive used on the construction of the South Western Traction Co. electric line from London to Port Stanley in 1906, it is possible that the engine so employed was the same engine. Its inner trail has been lost, so possibly at some later date it was rebuilt into a conventional saddle-tank type locomotive.

Various newspaper accounts have appeared in the Hamilton press and elsewhere from time to time giving the report that someone has somewhere found the "Dundas Dummy". In every case these authors have merely uncovered small saddle-tank locomotives which they assume to have been the "Dundas Dummy". Indeed, the "Dundas Dummy" has by now so passed into the folklore of the Hamilton district that one might be led to believe that there was one individual locomotive. Actually, there were four---as we have seen---all of which were of the Dummy type.

At the time of writing, the remains of No. 3 still are at Penetang in the Beck millyard, although the locomotive has been disused since 1924, and sometime before that had its original cab burnt off and replaced with one of entirely different type. This cab has now literally fallen apart around the boiler, and very little remains to mark what is probably the last Dummy locomotive on the North American continent.

The Dummy locomotive built for the Great Western Railway of Canada was constructed by Baldwin in June 1878 for use between Wyoming and Petrolia. The "Enniskillen" oil fields of the Petrolia district were then opening up and the G.W.R. built a branch from its main line at Wyoming into the then new oil town of Petrolia, and the shuttle work between Petrolia and "the junction" was for a time handled by this Dummy locomotive.

At a later date the G.W.R. removed the locomotive to Toronto, where it was used for some years hauling short trains in the Toronto-Mimico suburban service. It was in this activity that it figured in a head-on collision with a passenger train near the "Swansea Bolt Works" in what was locally known as "the Humber disaster". This occurred in the

summer of 1888 and is even yet the worst railroad accident to have happened in the immediate Toronto district in point of loss of life. The locomotive after the amalgamation of the G.W.R. with the G.T.R. in August 1882, was numbered Grand Trunk 760, and during the brief period that the G.T.R. operated the Belt Line around Toronto in 1892 and 1893, this engine handled some of the service, along with other G.T.R. side-tank locomotives.

It was finally sold in October 1893 to John B. Smith & Sons Ltd., lumber merchants of Toronto, who shipped it to their mill yard at Callander, Ontario, where it was scrapped about 1912. It retained its original Baldwin design to the end.

The Grand Trunk also had three or four steam cars in the International Bridge service between Fort Erie and Black Rock, which were locally known as "dummy" cars. These were, however, not true dummy locomotives, but steam coaches, as all of them carried passengers, whereas the true "Dummy" was merely a locomotive hauling unit for passenger coaches. Similarly, cab-over-boiler inspection locomotives, of which Canada has seen a few, have from time to time been mistakenly called Dummy types. For the sake of the record, the true distinction is made here.

The largest Dummy locomotive to be used in Canada was the MERSEY of the Liverpool and Milton Railway in Nova Scotia. This engine had an O-6-0 wheel arrangement and was a product of the H. K. Porter Co. of Pittsburgh. It was landed at Liverpool by steamer in December 1896, the same month in which Hamilton & Dundas No. 4 was delivered in Dundas, Ontario. This engine was sold to a lumber company near Liverpool in 1911, after sale of the L. & M. Ry. to the Halifax and South-Western (now C.N.R.), and after the cessation of the former company's operations, it was shipped to Vancouver along with the company's other railway and lumber mill assets.

#### TRANSIT NOTES

Toronto Transportation Commission: To time of writing, nine former Cincinnati Street Railway P.C.C. cars have arrived at the T.T.C. Hillcrest Shops and are there being regauged, rewired and otherwise made adaptable to Toronto operating conditions. Cars 1122 and 1151 were the vanguards of the fleet arriving at Hillcrest on September 11th. Car 1122 has the furthest toward completion and it would seem that this would be the car used on the Society's excursion on October 15th. Cars 1150-1174 are to be renumbered T.T.C. 4550-4574, while 1100-1126 will become 4575-4600, both groups being renumbered in order. Cars 4575-4601 are to enter service with the Cincinnati type doors, although these will probably be changed later on. In addition to the other changes, the cars are receiving a thorough body overhaul. 40 Toronto Railway cars are to be scrapped as a result of the installation of these cars (1314, 1390, 1444, 1460 and 2052 have already gone up to the end of September). The other 40 will remain until the 50 new cars (4500-4549) are received in 1951.

Hamilton Street Railway: Burlington Street abandonment will probably occur before Christmas, as trolley bus overhead erection is now in progress along Cannon Street and all of the new vehicles have been received.

Ottawa Transportation Commission: Because of the construction of a new overpass across the station tracks opposite Daly Avenue, the O.T.C. tracks have been blocked at the corner of Day and Nicholas Street. Thus no street car service is operating on the Charlotte-Laurier-Nicholas loop.

The Holland-Laurier route is being short-turned at the George loop, while the Bank-Rideau route is now wyeed at the corner of Cobourg and Rideau Streets. These two routes normally traverse the presently unused trackage, where service is being handled by bus. (---Norman Tutt, Peterborough)

#### MOTIVE POWER NEWS

By the end of September the C.P.R. had received all of its diesels from Montreal Locomotive Works for the Schreiber Division installation, comprising Nos. 8405-8408, 4008-4027 and 4404-4423.

In mid-September, the C.N.R. ordered eight 1600 H.P. road freight (four "A" and four "B") units from MLW-CGE (the 1500 H.P. model has been discontinued).

The C.N.R. has also ordered six multiple unit electric motor cars and twelve multiple unit control trailers from Canadian Car and Foundry Co. for Montreal suburban service. These cars will be operated as six trains, each train consisting of one motor and two trailer cars. The cars will be powered by General Electric equipment.

The Toronto, Hamilton and Buffalo Railway recently sold O-6-0 No. 43 to the International Harvester Co. of Hamilton, where it is retaining the same number. The T. H. & B. is taking delivery of its eight new diesels from the GMD plant. Road-switchers 71 and 72 were delivered to the railway on September 1st.

Additional orders received by General Motors Diesel consist of six 1500 H.P. road freight "A" units for the Ontario Northland Railway and a 1200 H.P. switcher for the Steel Co. of Canada Ltd. The O.N.R. has also ordered a lone 1000 H.P. switcher from Montreal Locomotive Works.

It is reported that the Steel Co. of Canada Ltd. will receive as scrap seven steam locomotives from the Chesapeake and Ohio railway (Pere Marquette District) upon dieselization of the latter.

New York Central Mikado 2051, previously reported as passing through Toronto, was sold to the Cumberland Railway and Coal Co. of Nova Scotia.

The Mattagami Railway ordered a 300 H.P. 50-ton switcher from CGE (to be built at Erie, Pa.) during August.

A 30-ton diesel, built by Ruston and Hornsby of Lincoln, England, was delivered on September 2nd to the new Pilkington Glass works on Danforth Road in Scarborough Township. This is on the new C.N.R. industrial branch line described in the January 1950 issue.

Seven of the ex-C.N.R. 75-ton diesel switchers (built for the Prince Edward Island lines by Canadian Locomotive Co. but later rejected) were seen en route from the Kingston plant to the U.S. on July 22nd, probably destined for the Whitcomb Locomotive Works.

The Fairbanks-Morse 4800 H.P. demonstrator locomotive (two 2400 H.P. "A" units, Nos. 4801 and 4802) has appeared on the C.N.R. Central Region for trials. It arrived in Toronto from Sarnia on a freight train on August 15th and continued on to Montreal. The second trip was from Montreal to Toronto on Train No. 17, arriving in Toronto on August 17th and returning to Montreal on Train No. 8 the same morning. Further trials in Montreal-Toronto passenger service and Toronto-Sarnia freight service have taken place, interrupted by the railway strike of August 22nd-31st. During this time the locomotive was stored at Toronto Union Station.

# Upper Canada Railway Society

BOX 122, TERMINAL "A"  
TORONTO, CANADA

## NEWSLETTER

November 1950

Number 58

The Society meets on the third Friday of each month in Room 486 of Toronto Union Station at 8.30 p.m. The next meeting will be held on November 17th and will feature an address by Mr. George Young, of Toronto, on his World War II experiences as a railway operating officer.

The Society has issued a revision of Bulletin 23, which featured a locomotive history of the Toronto, Hamilton and Buffalo Railway. The revision consists of a rearrangement and additions to the mimeographed portion of this article in order to include the changes made to the locomotive roster of the railway since May 1948, when the bulletin was originally printed. Copies of this revised issue are available to members at 10 cents a copy; the price to non-members remains at 25 cents.

The Model Railroad Club of Toronto is holding an open house on Saturday, November 18th, from 2 to 5 p.m. and from 7 to 10 p.m. This model railroad, the largest in Canada, is built entirely to scale over an area of 4000 square feet, contains approximately 20 scale miles of track fully operated from control towers. There are over 20 locomotives plus freight and passenger equipment, wrecking trains, a circus train, landscaped scenery, model villages and a model interurban trolley line operated by U.C.R.S. and M.R.C.T. member Jim Frost. The admission price is 25 cents; first time visitors are advised to follow the signs from the corner of King Street West and Atlantic Avenue in order to find the building housing the club layout.

### CINCINNATI CAR EXCURSION AN OUTSTANDING SUCCESS

On Sunday, October 15th, T.T.C. car 4597 (formerly Cincinnati Street Railway 1122) was put in its first revenue service in Toronto, as chartered by the U.C.R.S. for an all-day excursion covering unusual trackage on the system. This was the first former Cincinnati car completed, although all-electric car 4551 (C.S.R. 1151) was also finished as of this date, and was inspected by the excursion party at St. Clair carhouse.

The weather was ideal and many photos were taken; the car was filled to capacity and everyone present had a full and interesting day. The highlight of the excursion was the stopover at Hillcrest shop, where in addition to having lunch, the U.C.R.S. members and guests were conducted through the shop building and saw, among other things, several more Cincinnati cars in course of rebuilding. Following this, the party was treated to a ride around the test track on the single truck open car relic No. 327.

The trip started from and ended at the Union Station at 10.00 a.m. and 5.15 p.m. respectively. A sign, made by U.C.R.S. member Jack Knowles, adorned the open side front advertising rack, announcing the excursion as "First trip in service, ex Cincinnati PCC's", and containing an excellent representation of the Society's insignia.

STUART I. WESTLAND,  
EDITOR  
4 LINGHAM AVENUE  
TORONTO

T. H. & B. -- TEMISCOUATA -- CANADA & GULF TERMINAL NEWS

by Andrew Merrilees

The Toronto, Hamilton and Buffalo Railway's 0-6-0 switcher 49 has been sold to the National Steel Car Corporation Limited, Hamilton, Ontario (in October), where it has taken the number 8.

The T. H. & B. took delivery in October of 73 and 74, its third and fourth 1500 H.P. GP-7 Electro-Motive road switchers. The first two units of this type, 71 and 72, were the first two locomotives turned out by the new General Motors Diesel locomotive plant at London, Ontario. This gives the T. H. & B. the unique distinction of having been the road to receive the first products of two Canadian locomotive builders — General Motors Diesel Limited in 1950 and Montreal Locomotive Works in March, 1904, when an order of three 4-6-0 types, T. H. & B. 25, 26 and 27, were the first to leave the plant of that builder. The very first locomotive outshopped by Montreal Locomotive Works, the former T. H. & B. 25, is still in service at the time of writing as Spruce Falls Power & Paper Co. Ltd. No. 104 at Kapuskasing, Ontario. 26 and 27 are both now scrapped.

The C.N.R. formally took over operation of the Temiscouata Railway on October 1st, 1950, and the first C.N.R. employees' timetable to include the Temiscouata line (as the C.N.R. Temiscouata Subdivision) was issued on October 28th.

The Temiscouata locomotive shop and engine shed at Riviere du Loup burned to the ground this summer past, and their locomotives are all now housed in the C.N.R. Riviere du Loup roundhouse. The old Temiscouata general office building across the tracks from the C.N.R. station at Riviere du Loup will also be closed at the end of October, and all activities shifted to the C.N.R. station.

Temiscouata locomotives 6, 7, 8, 9 and 10 (4-6-0 types) are being renumbered C.N.R. 1014 to 1018, class F-1-c, with 21% haulage rating. Temiscouata 4-4-0 types 11 and 12 (originally Quebec Central 11 and 12) are now in storage at Riviere du Loup, but will not be renumbered into the C.N.R. series, and will be scrapped. The Temiscouata 4-6-0 types mentioned above, are a slight improvement over the F-1-a and F-1-b classes which have been on the C.N.R. roster for years, since they are superheated and have several other minor improvements. On account of their peculiar suitability for the light track of the Temiscouata Subdivision, they will probably all remain in service on their original line, and not be transferred to other parts of the system.

Considerable track rehabilitation, ballasting and bridge rebuilding will be done in the spring of 1951 to bring the Temiscouata Subdivision up to C.N.R. branch line standards. At the present time, track is in a deplorable condition. At the time of writing, much of the old Temiscouata rolling stock is still being used, and none of it has been re-lettered "Canadian National". It is likely that all or a greater portion of it will be scrapped within the next few months. A mixed train service is now the only passenger service operated.

The Canada and Gulf Terminal Railway has scrapped its locomotive 350, a former Delaware, Lackawanna and Western Consolidation type, but still has 352 in service, and 36, a 4-6-0 type, out of service. The 70-ton G.E. diesel-electric locomotive, received last fall from the Thurso and Nation Valley Railway in exchange for a C. & G. T. 44-ton G.E. diesel switcher, has been assigned the number 355. This, and diesel-electric combination car 405 (formerly New York Central gas-electric car M-405),



comprise the entire motive power of the line, along with steam units 36 and 352.

The C. & G. T. gasoline motor coach 501 has had its motor removed, has been converted into a trailer.

### SUBWAY CONSTRUCTION PROGRESS REPORT

October 25, 1950 - by John M. Mills

Considerable time has elapsed since the last report, and construction work on the subway is continuing at good speed.

Initial excavation is being lifted at three points along the route now: on Yonge Street just south of College, east of Yonge north from Wellesley, and in Rosedale Ravine south of Crescent Road. Decking is following the excavation in the first case, and the wooden roadway over the "big hole" now stretches continuously from York Street to McGill St.

Particularly rapid of late has been the pouring of concrete, and the concrete box has been finished between Queen Street and Dundas Square. Sand backfill to street level is now being placed. The concrete floor is almost continuous from York Street to Dundas Square, with the exception of a short distance near Queen Street. The pouring of walls is under way north from Front Street.

The big job of underpinning the Bank of Montreal branch at Front and Yonge Streets is almost finished, much to the relief of the staff of the bank which has had to live with subterranean noises for several months. Most building demolition is now completed, and a wide swath has been cut through the city just east of Yonge Street for many blocks.

The Yonge cars are being diverted at two points: one via Dundas, Church and Alexander (southbound) and Maitland (northbound); the other diversion is over temporary tracks laid through a parkette and on the street pavement at Yonge Street and Lawton Boulevard. This latter detour is necessitated by the fact that the subway crosses from east to west under Yonge Street at this point, and the centre of Yonge Street is blocked so that this work may be carried on. Work in this section continues 16 hours a day so that the street may be closed for as little time as possible. There have been many complaints about pile-driving starting at 6.00 a.m. and the City Council is looking into the matter of restricting the hours of pile-driving.

Future schedules call for the section between Heath Street and Chaplin Crescent (Section S-5A), which contains the Davisville Division car-house and yard, to be started in the near future, and tenders have already been called for the necessary structural steel. A new substation is being built downtown to take care of the subway's power needs, and three more are contemplated. Contracts will be let in the next few months for the necessary car equipment (130 cars to be operated in two car semi-permanently coupled units) and signalling and interlocking system.

Thus it can be seen that the Yonge Street Subway is well on the way towards completion and, barring unforeseen major delays, should be in operation in less than three years.

### FAIRBANKS-MORSE (CANADA) GETS FIRST LOCOMOTIVE ORDER

The Canadian National Railways has placed an order with Canadian Locomotive Company, the new subsidiary of Fairbanks-Morse of Beloit, Wisconsin, for eighteen 1000 H.P. opposed piston diesel road-switcher locomotives. This is the first order for the FM-CLC combination.

The C.N.R. will use these locomotives in two locations. Fifteen of

them will be used to dieselize the Gaspé branch which runs into the Gaspé peninsula, from Metapédia on the old Intercolonial main line and at the end of Chaleur Bay. An unusually heavy freight traffic is handled on this branch line. The other three locomotives will enter Montreal-Waterloo (P.Q.) passenger service, combining the present C.N.R. passenger train operations to Waterloo via Farnham and the subsidiary Montreal and Southern Counties Railway service (electric interurban) to Granby. In this combination of routes, the trains will leave from Montreal's Central Station, switch to the M. & S. C. trackage at the diamond near Southwark Yard (on the south side of the river), continue to the end of the M. & S. C., and then switch back to the C.N.R. line to continue to Waterloo. With this service installed, trolley wire on the interurban line will be removed between Marieville and Granby. Electric service will continue to Marieville and St. Angèle, and on the local services.

### ELECTRIC RAILWAY NOTES

L. E. & N.-G.R.R. Rys.: The appeal of the management against the Board of Transport Commissioners' refusal to allow abandonment of passenger service has also been denied, thus passenger service must continue indefinitely and, therefore, freight operation with electric locomotives. One concession was made, however, as a result of the appeal, in that non-paying passenger runs can be eliminated "so long as the public well-being is not jeopardized", a ruling which certainly is not without considerable vagueness. Even before this was announced, the roads had slashed many runs from the timetable, so that the street car type of service frequency hardly can be said to exist any longer. Fans who are visiting the property will have to plan their trips over the lines more carefully in the future.

The management reports, nevertheless, that freight and express business is at the highest level in its history.

Sudbury-Copper Cliff Suburban Elec. Ry.: The last Sudbury street cars reportedly ran on October 14th, after continued encroachment by gasoline buses during recent years. Latterly, street cars operated in rush only. All cars have been sold for scrap.

Regina Municipal Railway: This railway ran its last street cars during September on the last remaining car route. The disastrous car barn fire of January, 1949, hastened the end of operation here.

Toronto Transportation Commission: To time of writing, not quite half of the Cincinnati cars have arrived in Toronto and a few have entered service. After receipt of three of the 27 air-electric cars (1109, 1122 and 1123), further shipment of these has been stopped until all of the all-electric cars have come. The latter are to be used on the St. Clair route, while the air-electric cars will be sent to Russell Division, presumably to operate on the Queen route mixed with cars of the 4000-4139 and 4150-4199 groups, which are of similar vintage.

As recorded elsewhere, the first Cincinnati car to enter revenue service was 4597 on the U.C.R.S. excursion of October 15th; however, the first day of operation of Cincinnati cars in regular passenger service was October 23rd, when three of the all-electrics began on the St. Clair line. The data on their first operation is as follows:

Car 4551	Run No. 3	Left Carhouse at: 4.59 a.m.
4550	6	5.11 a.m.
4556	10	5.29 a.m.



# Upper Canada Railway Society

Box 122, Terminal "A"  
Toronto, Canada

## NEWSLETTER

December 1950

Number 59

The Society meets on the third Friday of each month in Room 486, Toronto Union Station, at 8.30 p.m. The next meeting will be held on December 15th, 1950.

### IMPORTANT NOTICE TO ALL MEMBERS

At a Directors' meeting of the Upper Canada Railway Society, held on November 24th last, the motion was made and adopted that membership fees of both classes be raised by 50 cents per annum. Thus, effective with the 1951 fiscal year, Resident Members' fees will be \$2.50 per annum and those of Associate Members \$1.50 per annum. The Directors have been considering this matter for some time past and reached this decision primarily because of the greatly increased expenditure of the Society's funds on publications. It is expected that the expenditure will be still greater next year with the several projects that are under contemplation. The greater use of the photo-offset process for the bulletins, and the expectation that they will be issued more frequently are contributing factors. At a recent regular meeting, the opinion of the members present on the projected rise in dues was asked, and no member voiced opposition. Therefore it is assumed that the general feeling of all members will be in accord with this change; it is felt that members are getting a better money's worth from U.C.R.S. membership now than they were two or three years ago, and it is hoped that all members have a similar sentiment.

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With this issue is enclosed a copy of the T.T.C. "Sidewalk Superintendent's Manual, Grade 2", a pamphlet issued to the public and dealing with subway construction methods. The sections dealt with in this issue are S-3, S-4 and S-5, the contracts for all of which were awarded to Layner Construction Co. and on which work is now proceeding at several points.

### ANNUAL MEETING

The annual meeting of the Society will be held on Friday, January 19th, 1951. At this meeting the report of the President, Honorary Secretary and Honorary 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 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 Constitution for nomination to the office

*A Merry Christmas and a Happy New Year!*

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 the 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 enclosed with this issue of the Newsletter. If you wish to make a nomination, use this form.

#### FEBRUARY MEETING TO FEATURE RAILROADIANA AUCTION

It is the intention of the Society's program committee to hold an auction of railroad material at the February, 1951, meeting, the details and rules of which are outlined hereunder:

Rules governing Upper Canada Railway Society auction sale to be held in Room 486, Toronto Union Station, February 14, 1951:

1. All entries are to be made on the printed forms provided and only one lot to an entry form. Entries must be postmarked not later than midnight, January 31, 1951.
  2. If a member wishes to withdraw his entry he must use the withdrawal form provided, and only one withdrawal to each form. Withdrawals must be postmarked not later than midnight, February 1, 1951. If no withdrawal is received, there is the obligation to produce the goods as entered.
  3. All entry or withdrawal forms are to be mailed to Mr. A. S. Olver, 91 Mona Drive, Toronto 12, Ontario, in time to reach the above address by the dates listed in items 1 and 2.
  4. All goods are to be in the hands of the auction committee not later than 5.00 p.m. on the day of the auction.
  5. All postal, express or freight charges must be prepaid; otherwise goods will not be accepted.
  6. Goods may be shipped or delivered to Mr. John Griffin, c/o The Griffin Agency, 226 Bay Street, Toronto 1, Ontario.
  7. All goods received up to 5.00 p.m. on the day of the auction will be on display from 7.45 p.m. of the same day in Room 486, Union Station, Toronto. As these goods will be arranged on the big table in the order in which they will be auctioned, no person will be permitted to handle or remove any item.
  8. All goods sold will remain on the table until the close of the sale, at which time buyers will proceed to pay the cashier and claim their purchases.
  9. All deals are final and are to be paid for in cash. The seller will receive the final sale price less 10% to be deducted by the U.C.R.S. to cover costs incurred.
  10. This sale is open to all resident and associate members and also non-members; any item of railroad interest is acceptable.
  11. As an added feature, lucky draw prizes will be given at the close of the auction.
- (Entry and withdrawal forms are enclosed with this mailing; additional copies of these forms are available on request).

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

The following data on service abandonments and car disposals of this electric railway property are printed as a supplement to U.C.R.S.

Bulletins 19 and 20 which included a car roster and corporate history of the company. These bulletins were issued in 1946, and much has happened since to change the picture presented therein, particularly as regards the scrapping of the system's once large and varied assortment of rolling stock. This list covers changes since 1945.

<u>Car Number</u>	<u>Disposal</u>
60	Dismantled August 1947, body reportedly sold
61	Shipped to London (C.N.R.) Scrap Yard, November 4, 1947
63	Ditto
65	Scrapped, St. Catherines Yard, July 1946
67	Still at St. Catherines, out of service
70	To London Scrap Yard, July 14, 1950
80	Still in service
82	Ditto
83	Ditto
100	To London Scrap Yard, November 16, 1946
101	Ditto, November 1946
102	Ditto, November 1946
106	Ditto, November 16, 1946
107	Ditto, October 1, 1947
123	Ditto, October 1946
124	Ditto, October 2, 1947
130	Still in service
131	To London Scrap Yard, May 1949
132	Ditto, April 1, 1949
134	To be scrapped, December 1950
135	To London Scrap Yard, May 9, 1949
301	(Original) Ditto, April 21, 1948
302	Ditto, May 18, 1950
303	Ditto, May 18, 1950
304	(Renumbered as 301 in 1948) Ditto, May 18, 1950
305	Ditto, April 6, 1948
306	(Renumbered as 310 in 1948) Ditto, May 18, 1950
307	Ditto, May 18, 1948
308	(Renumbered as 311 in 1948) Ditto, April 18, 1950
309	Ditto, April 18, 1950
310	(Original) Ditto, April 6, 1948
311	(Original) Ditto, April 13, 1948
322	Ditto, September 22, 1950
320	Transferred to Montreal & Southern Counties Ry., Feb. 1947
321	Ditto
322	Ditto
324	Ditto, September 19, 1947
325	Ditto, January 17, 1948 (No. 323 on M. & S. C. Ry.)
326	Ditto, September 19, 1947
328	Ditto

#### Service Equipment

1	(Bonding)	To London Scrap Yard, November 1950
22	{ Sweeper }	Still in service
23	{ " }	Ditto
24	{ " }	To London Scrap Yard, June 29, 1948
30	{ Line }	Still in service
31	{ " }	Ditto
40	{ Express }	Ditto
41	{ " }	Ditto
47	{ Flow }	Scrapped, St. Catherines, October 1948 (Body sold)
251	{ Trailer }	Scrapped, St. Catherines, December 1945 (Body sold)

Locomotives 14-21 are all still in service; Locomotive 8 temporarily loaned (1950) to Oshawa Railway.

### Service Abandonments

Last cars operated as follows:

- Falls Subdivision: Regulars: September 13, 1947.  
Extras: September 16, 1947.  
Last actual trip: November 30, 1947, for N.R.H.S. Buffalo Chapter.
- Victoria Lawn Route (St. Catherines):  
Regulars: March 30, 1946.  
Extras: September 9, 1947.
- Ontario Street Route (St. Catherines):  
Regulars: February 25, 1939.  
Extras: September 9, 1947.  
Last actual trip: November 30, 1947, for N.R.H.S. Buffalo Chapter.
- Facer Street Route (St. Catherines):  
Regulars: March 30, 1946.  
Extras: May 7, 1948.
- Extension to C.N.R. Station (St. Catherines):  
Regulars: February 25, 1939.  
Extras: About 1944.  
Last actual trip: September 14, 1947, for N.R.H.S. Buffalo Chapter.
- Port Dalhousie Subdivision:  
Regulars: March 1, 1950.  
Extras (one trip each day): August 6, 1950.  
Last actual trip: Employees' picnic special, August 16, 1950.
- Niagara Falls Local Lines: All service: November 26, 1947.

### MOTIVE POWER NEWS

The Canadian National Railways has placed its largest diesel order to date, with a total of 40 road units being ordered during October. From Montreal Locomotive Works have been ordered 12 1600 H.P. road units (6 "A" and 6 "B"), while 28 units (14 "A" and 14 "B") have been ordered from General Motors Diesel Limited. This is in addition to the 8 road units ordered from Montreal in September and mentioned previously.

Of the Fairbanks-Morse road switchers ordered recently by the C.N.R., three (for Montreal-Waterloo service) will have six-wheel trucks, single unit control and train heat boilers. The other 15 (for Metapedia-Gaspe service, will have multiple-unit control and will not be equipped with train heat boilers.

The Pacific Great Eastern Railway has ordered six 1600 H.P. road switchers from Montreal Locomotive Works, to carry road numbers 561-566.

Canadian Johns-Manville recently ordered a 1000 H.P. switcher from Montreal Locomotive Works for its Asbestos and Danville Railway. This unit will be numbered 47.

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Construction started on October 4th on the Quebec, North Shore and Labrador Railway at Seven Islands, P.Q. For details of this extensive project, see Newsletter No. 40 (May, 1949).