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JULY MEETING — The July outdoor meeting will take the form of a tour of the Mimico roundhouse of the Canadian National Railways. Members will meet at the corner of Lake Shore Road and Eighth Street in New Toronto at 7:45 P.M. and proceed north on foot to the roundhouse. This will provide an excellent opportunity for Toronto railfans to inspect one of the district's more out-of-the-way roundhouses, and to see the many changes (diesel servicing facilities, etc.) that have occurred since the Society's previous tour of this CNR nerve centre in August of 1946. This meeting, at which guests or members of the model clubs will be most welcome, will be held on Friday, July 17th.

The June outdoor meeting at CPR's West Toronto Station was highly successful, with 21 members in attendance; much activity was observed on both CNR and CPR lines during the course of the evening.

NEW EXCHANGE PUBLICATIONS — The Society has completed arrangements with two more rail fan organizations for the mutual exchange of publications; the Society is to receive "*The Headway Recorder*", monthly publication of the Washington Division of the Electric Railroaders' Association, and "*The Michigan Railfan*", monthly publication of the Michigan Railroad Club of Detroit. Copies of these bulletins will be on the table at all General Meetings of the Society in Room 486.

CANADA TO LOSE ITS ONLY 2-8-0'S: TO RECEIVE ITS
FIRST VISTA DOMES

Time has run out for the two Berkshire type locomotives, 201 and 202, of the Toronto, Hamilton and Buffalo Railway. These two units were due for retirement by the sixth of July, with the heavy road freight work which they performed between Hamilton and Montrose to be taken over by 70 series GP-7 diesel road-switchers. Three units of this type are being added by the railway to its fleet of four (71-74) which has been in service since the fall of 1950.

Numbers 201 and 202 would still have been in the prime of life had it not been for the diesel; they were turned out by the Montreal Locomotive Works in 1928, at a time when the Berkshire (or Lima) type of locomotive was new to the world of railroad motive power, having found early favour on such roads as the Boston and Albany and Illinois Central. The two TH&B 2-8-4's were Canada's first locomotives of this wheel arrangement, and have also turned out to be the last, barring the possibility that the second hand purchases of the Sydney and Louisbourg Railway eventually extend to locomotives of this type.

Through the depression and war years, the TH&B's Berkshires were the bulwarks of the freight power fleet, and were used in heavy freight service on the main line east of Hamilton, on runs now handled by paired GP-7's running multiple unit. Nos. 201 and 202 have 63 inch drivers, 240 lbs. boiler pressure and 28 x 30 inch cylinders. It is reported that both locomotives will be sold for scrap locally.

➤ The two Hudson types of the TH&B, Nos. 501 and 502, which were obtained in 1948 from the New York Central railroad, where they were Nos. 5311 and 5313, are earmarked for the rip track also. It is expected that their Toronto - Buffalo passenger runs will cease about December of this year, after which time the New York Central will be completely dieselized east of Cleveland, and will handle TH&B passenger runs from Buffalo to Hamilton. The Canadian Pacific will still provide steam power for the Hamilton - Toronto segment.

➤ While a locomotive type vanishes from the Canadian scene, a new type of passenger car has been ordered by the Canadian Pacific Railway, which will bring the "Vista Dome", now widely

used on Western U.S. roads, to Canada for the first time. Thirty-six observation cars (half of which are to be sleeper-lounge-observation), are to be equipped with the glass sightseeing domes. These 36 cars are but a small part of a large order for 155 all-stainless steel passenger cars recently placed by the CPR and destined for 1954 delivery. The balance of the order comprises 30 coaches, 18 dining cars and 71 sleeping cars.

T.T.C. RELIC TO AMERICAN TROLLEY MUSEUM;

OTHER NOTES

On Thursday, July 2nd, the home-built imitation single truck open trailer No. 11 of the Toronto Transportation Commission was pushed up the loading ramp at Hillcrest shops' north-west corner and on to a CPR flat car, complete with covering tarpaulin. This finely preserved little car, an unmotored twin of the better known car 327, has been donated to the Branford Electric Railway Association of Short Beach, CT, the famous American traction museum currently headed by Edwin Jay Quinby.

The program of relic-thinning which was revealed to the Society by the TTC some months ago has proceeded in rather slow gear; No. 11 is the third unit to have been disposed of, and the first rail vehicle. Open S.T. motor 327 had originally been planned for elimination, while No. 11 was to have been retained. Through the efforts of a UCRS member, the TTC was induced to substitute 11 for 327, thus retaining for the Toronto collection a more versatile motored vehicle.

It is reported that B.E.R.A. plans to use No. 11 as a horse car on its mile-and-a-quarter line, with the equine supplying a novel touch for the many railfans and other visitors who make pilgrimages to the property on weekends and holidays.

The only other rail vehicle which the TTC wishes to dispose of is car 1326, the last specimen of a once mighty tribe — the Toronto Railway Company's Class O and P double truck home built "box" cars. Evidently none of the American railfan museums are interested in the acquisition of this car because of its excessive size, and the fact that they already have cars of a similar type.

However, to the Toronto railfans who knew these cars inside and out, there has never anywhere else been a group of cars quite like the TR's. For many years the squarish form and the solid rumble of Curtis D-2 trucks were almost a Toronto institution. In their declining years, the TR's were subjected to much in the way of jibes and abuse from public press and UCRS members alike, not all of which was entirely justified. Despite this, many members of the Society received the news that the future of 1326 was in peril with great dismay, and there are many of them who honestly wish that some way could be found to guarantee the preservation of the old car permanently in local spot. The chances for this appear to be very small, nevertheless, and it seems that 1326 will soon go the way of the scrapper's torch.

PCC CONVERSION CONTINUE — As of the end of June approximately 35 of the 48 former Birmingham 800-847 series PCC cars had been released from Hillcrest Shops and sent to Roncesvalles carhouse for service. The Long Branch route is fully equipped with cars of this series and many are now finding their way to the Dundas line. On occasion, they have been seen on rush-hour runs on the Queen and King Routes.

Twenty-five ex-Cleveland cars of series 4200-4249 remain at Hillcrest shops on standard gauge trackage awaiting admission. Work on these will commence when all of the Birmingham cars have been cleared. Car 4656 has been in regular M.U. service with 4400 series cars of recent weeks. It is the only Cleveland car thus far fitted with couplers.

WITT SCRAPPINGS AGAIN HALTED — The retirement of Brill built Peter Witts of series 2580-2678 has stopped, leaving eighteen of the cars a few more weeks of service on the Bay route. The cars which were scrapped, continuing from the end of last month's list, are as follows:

(15)	2678	June 15	(22)	2656	June 23
(16)	2624	June 15	(23)	2654	June 24
(17)	2604	June 16	(24)	2636	June 24
(18)	2618	June 17	(25)	2634	June 25
(19)	2602	June 17	(26)	2612	June 25
(20)	2660	June 19	(27)	2616	June 26
(21)	2676	June 22	(28)	2642	June 29
			(29)	2608	June 29

Cars 2660, 2676 and 2656 were lifted from their Brill 77-E-1 trucks at Hillcrest, as these trucks are to be used on service cars now under construction for the Yonge Street subway; the three cars were towed to George Street on spare sets of TS 3266 (trailer), Curtis D-2, and Baldwin 75-20K trucks respectively, presenting a peculiar sight in each case.

The first subway car was shipped from Gloucester, England on June 21st.

REPRIEVE FOR HUNTSVILLE & LAKE OF BAYS RAILWAY

The proprietors have reversed their decision to discontinue scheduled boat and rail services, and use the motor launch "Iroquois II" only for charter trips from Huntsville. The 96-passenger launch is being moved from Lake of Bays, where, service will no longer be operated, to the Huntsville - North Portage run, replacing the steamer "Algonquin" which is now being offered for sale. The railway will be operated in conjunction with the daily-except-Sundays trips of "Iroquois II".

The motor launch was loaded onto a float at South Portage on July 4th, ready for the road trip to Huntsville. As of that date much work remained to be done on the railway; the track was in need of attention and the usual fresh paint was not in evidence. It is expected that the launch service and the railway will commence operation about the time this appears in print.

Remaining equipment consists of two Montreal-built four-wheel saddle tanks purchased second hand in 1948 (only the lighter one has ever been used), two open bench passenger cars, an express box car and a flat car. Another disused flat car is rotting away on an isolated section of track on the South Portage Dock. A number of other cars have been scrapped over a period of years.

Only two side tracks now remain on the railway; the engine house spur and the siding on the west side of the South Portage dock. The other siding have gradually been ripped up to provide replacement material for the marine railway for "Iroquois II" at South Portage.

The freight shed and passenger shelter at North Portage were dismantled a year ago. The hull of the old steamer "Iroquois" which sank after its retirement, still lies mostly submerged beside the South Portage dock.

The present boat and rail operation is a sightseeing service rather than a true transportation facility, the motor launch is quite unsuited for handling the mail, express and freight once hauled on the steamers. It is probable that operation will not continue for many more seasons; railfans planning to visit this small railway should act promptly.

NEW T.T.C. TRACK CONSTRUCTION

The TTC has currently under way three trackwork projects, all of which involve laying steel in locations previously without rails. Two of them are new loops, while the third is a relocation of main line track work.

The latter project has been mentioned previously — most steel is now laid on the Dundas & Bathurst cutoff, including the full new intersection at that corner. Overhead is not yet in evidence, and cars continue via the old jog routing.

The track loop at St. Clair Subway is currently under construction. This large loop will provide off-street transfer facilities from through St Clair cars (eastbound) and the short turn

Yonge - Lansdowne cars to subway trains. There is provision for eventual double tracking of this loop.

The TTC has also begun construction of a new loop on the Bloor route at the north west corner of Bloor and Bedford Road. This loop will provide a turnback point for the replacement service for the present Church and Danforth trippers, and will also hold several cars awaiting crowds leaving Varsity Arena or Stadium. This loop is partly on Bedford Road, and will have a full set of four curves so that cars may be turned back from either direction.

MISCELLANY

➤ Newly delivered 660 H.P. switcher 8470 of the CNR (one of series 8462-8483) was loaned to the Oshawa Railway for several days in June for test purposes. The significance of this on the future of electric operation is as yet unknown.

➤ The former car barn of the Peterborough Radial Railway on King Street in Peterborough was demolished some weeks ago. This was one of the last traces of the long abandoned street railway system.

Norman Tutt