

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

ADDRESS: NEWSLETTER CORRESPONDENCE
STUART I. WESTLAND, EDITOR
16 SONORA TERRACE, TORONTO 13

JANUARY 1954

NUMBER 96

The Society meets on the third Friday of every month at 8:30 P.M. in Room 486, Toronto Union Station. The next meeting will be held on January 15th; this will be the Annual Meeting of the Society, at which the reports of the Officers for 1953 will be presented, and at which the election of Directors for 1954 will take place. The members present elect a total of nine Directors, who meet at their earliest convenience and select from among themselves the Officers for the coming year. It is urged that every Resident Member make an effort to attend this, the Society's most important meeting of the year.

The U.C.R.S. plans again this year to construct and staff an exhibit of railway material at the Canadian International Hobby and Homecraft Show in the Coliseum Building in Exhibition Park. Further details on this exhibit will be made known at the January Meeting, and in the February Newsletter.

Another periodical has been added to the list of publications received by the Curator of the Society - the T.T.C. Employees' Magazine, "The Coupler" has just been placed on the list and copies will be on the table at future general meetings.

TORONTO TRANSIT COMMISSION TAKES OFFICE

At midnight, December 31st, 1953, the Toronto Transportation Commission, operator of Toronto's transit system since September 1st, 1921, ceased to exist. Its place was taken by the new five-man Toronto Transit Commission, which, in addition to the three men of the old Commission as city representatives, has two suburban appointees, one from Etobicoke and one from Forest Hill. The new Commission takes over all property, services and personnel of the old T.T.C., and immediately becomes responsible for the provision of services in all parts of the 12 satellite municipalities where the four independent bus operators do not have prior rights. The various services operated under agreements with suburban municipalities are all automatically taken into the fold of T.T.C. services, with one minor exception - the portion of the now bus-operated North Yonge Railways north of Steeles Ave. As far as rail operations are concerned, this affects the Rogers and Oakwood carlines, the erstwhile "Township of York Railways", which have heretofore been regarded as a poor step-child to the central area street car system.

One of the first pronouncements of the new Commission was that a zone system of fares will be inevitable during 1954. It is not possible to conceive of an area of 240 square miles being served by a transit system at a single flat fare; the central zone will be enlarg-

PLEASE REMIT 1954 DUES NOW, IF YOU HAVE NOT ALREADY DONE SO - THIS WILL BE THE LAST NEWSLETTER MAILED TO DELINQUENT MEMBERS.

ed somewhat over its present area and there will be a mild increase in central zone fares. While no further elaboration was made in the announcement, it is practically obvious that enlargement of this zone will consist of "filling in" the T-shape to give a boundary with a generally consistent radius from the city centre.

Major changes in suburban routings are not expected until July 1st, 1954, by which time the four independent bus operators must either sell out completely to the T.T.C., or sell those portions of their services which lie completely inside the 13 municipalities of the federated area.

OTHER T.T.C. NOTES - The damaged Small Witt 2866 (see Newsletter 91, P.5) is currently being scrapped at Hillcrest.

- A summary of subway service car conversions follows herewith:

<u>Rapid Transit No.</u>	<u>Converted From</u>	<u>TYPE</u>
RT.1	TP-2 (Snow Plough)	Rail Maintenance Car, large centre steel cab, jib crane at each end.
RT.2	RS-3 (Wheel Car)	Flat Work Car, two end cabs, centrally mounted jib crane
RT.3	W-18 (Differential)	Ballast Dump Car, two cabs, dump control from one end only.
RT.4	2528 (Peter Witt)	Platform Maintenance Car, double end control, offset sliding centre doors.
RT.5	2206 (Scraper Car)	Rail Grinding Car. Old double doors removed, vestibule closed.
RT.6	W-850 (Diff. Trailer)	Snow Blower Car, two cabs, rotary blower at each end.

All cars are painted yellow and are equipped with whistles. RT.1, RT.4 and RT.6 are still at Hillcrest in various stages of completion.

- Rapid Transit minded members of the Society will find the December 1953 issue of "Canadian Transportation" magazine one of unusual interest. Designated a "Toronto Subway Issue", it contains an excellent 30-page article describing the entire subway project, in all aspects, in great detail, and with liberal illustration.

The American trade magazine "Mass Transportation" has an extensive illustrated article on Toronto transit in general in its December 1953 issue. Unfortunately, aside from the section devoted to the subway, this article appears to "soft pedal" somewhat the T.T.C.'s extensive rail operations, while emphasizing free-wheel transit in the area. However, this magazine has been criticized by railfans for this tendency more than once previously.

EQUIPMENT DATA SECTIONNO. 1. - C.N.R. MULTIPLE UNIT CARS

(Editor's Note: This month the Newsletter introduces a new feature, which will become a standard portion of this publication. In order to disseminate data on locomotives and rolling stock of Canadian railways more frequently than is possible with the Society's bulletins alone, this section will present much the same type of material, somewhat condensed, as do the data sheet bulletins, on subjects which are not scheduled for treatment in that publication).

Car Nos.	- Motors:	M-1 to M-6		
	- Trailers:	T-1 to T-12		
Length Overall:	70'-6"	Width:	10'-0"	Height: 13'-0"
Weight Empty:	- Motors:	150,000 lbs.	Seat Capy. - Motors	88
	- Trailers:	92,000 lbs.	- Trailers:	84
Truck Wheelbase	- Motors:	8'-8"	Wheel Diameter:	36"
	- Trailers:	7'-6"		
Control:	G.E. PCM (17KC74 Master)			
Maximum Speed:	69 M.P.H.			
Air Brakes:	West. HSC (M-40-A Engineer's Valve)			
Builder & Date:	Canadian Car and Foundry Co., 1952			
Motors:	4 - G.E. 754B1			
Gear Ratio:	66:17			
Compressor:	G.E. Type CP-32F1			

These 2400 volt D.C. pantagraph-equipped electric cars are used in suburban service from Montreal's Central Station to northern suburbs, as outlined in the accompanying article on Montreal commuter services. These 18 cars are the only ones of their type in Canada. They operate in M-T-T combinations, usually six cars to a train. Control positions are provided at one end only of each motor and trailer car. Motor cars only carry air compressors and pantagraphs, while lavatories are restricted to the trailers, reducing capacity by four seats.

MONTREAL COMMUTER SERVICES - A BRIEF REVIEW

The City of Montreal is the only Canadian community to which the steam railways give any extensive suburban commuter service. These services are generally operated to the west of the city on the Canadian Pacific Railway, and both to the west and north on the Canadian National. The Montreal district is also the only area in the country where one will find equipment which has been specially designed for this type of service. On the C.P.R. one finds modern large capacity commuter coaches, while the C.N.R. boasts a complete suburban electrification with multiple unit coaches, and tank style steam locomotives designed for suburban service.

The C.P.R. operates commuter trains as far west as Rigaud, 40 miles distant from Windsor Station on the Ottawa line. Until last year, these services were characterized by the old C.P.R. wooden coach hauled by light Pacific locomotives. However, a fleet of forty new 103-seat commuter coaches, with small windows, transit type seats and wide aisles, have transformed this suburban service into something with

a definitely modern flavour. Important intermediate stops are Westmount, Montreal West, Dorval, Valois, Point Claire, St. Anne and Vaudreuil. In the morning inbound rush, there are four trains originating at Rigaud between 7:35 and 9:15 A.M., and three other trains which start at Vaudreuil, 24 miles out. Between 5:15 P.M. and 7:00 P.M., there are two trains from Windsor to Rigaud and four to Vaudreuil. There is one mid-day train in each direction, while there are two trains operating "against the grain", i.e., one westbound in the A.M., and one eastbound in the P.M. Evening service consists of an inbound train from Vaudreuil at 8:10 P.M., and two later trains outbound to Rigaud. There are two trains each way in the P.M. rush which operate only from Windsor to Montreal West. All of the C.P.R. commuter trains are given 500 series numbers.

The C.N.R. operates a commuter service to west end suburbs on the main line - the communities served are generally those touched by the C.P.R. line described above. This route is steam operated west of Turcotte, and is the home of the C.N.R.'s X-10-a class 4-6-4-T locomotives 45-50, which are employed only on this service. These 1914-built ex G.T.R. engines have performance characteristics akin to a Pacific type, but are not tendered because their short operating range does not necessitate a large reserve of coal or water.

Most of these trains operate to and from Vaudreuil, 26 miles out from Central Station, although one outbound train in the P.M. rush and one inbound evening train operate to Coteau, 13 miles beyond Vaudreuil. There are five inbound trains from Vaudreuil and three outbound in the A.M. rush; three P.M. rush trains operate outbound to the same point. During evening hours, there are three inbound trains from Vaudreuil and two outbound.

The most intensified commuter operation is that of the Canadian National north from Central Station through Mount Royal tunnel. This service branches to operate to three separate termini: St. Eustache-sur-le-Lac (17 miles), Cartierville (8 miles) and Montreal North (11 miles). The lines involved in this operation are electrified with a 2400 volt D.C. catenary suspension system, and are serviced principally with the eighteen K.U. cars which are the subject of the "Equipment Data Section" in this issue. These are supplemented as necessary by electric locomotives hauling standard coaches refurbished for suburban service including one or two 15700 series unit car trailers.

The Montreal North branch is the most lightly travelled of the three forks; two trains operate both ways in both rush hours from Central Station to the north terminal. Service to the other two outer termini is heavier, as shown in the following chart:

NUMBER OF TRAINS

	St. Eustache		Cartierville	
	Inbound	Outbound	Inbound	Outbound
A.M.	5	6	2	3
Mid.	3	2	5	5
P.M.	1	5	3	2
Eve.	5	3	-	-

Evening service to Cartierville is given by St. Eustache trains, which detour at Val Royal to run into Cartierville - a few day trains do this also. There are in addition two shuttle trains each way in each rush hour which operate to and from Mount Royal only (four miles out).

It is hoped that this quick review will give Ontario railfans, many of whom are not overly familiar with operations in the Province of Quebec, an idea of the type and extent of commuter service offered in the Montreal area. It must be added that there are additional trains to those tabulated here, of course, which operate through commuter territory to more distant points. These are generally main line trains, although some of them do handle commuter area traffic, as do some trains entering Toronto.

MOTIVE POWER NEWS

- The new line of diesel-electric locomotives offered by General Motors Diesel Ltd. includes the following types, all of which have a rating of 1750 H.P.: The model F-9 freight locomotive, the model FP-7 dual service locomotive, and the GP-9 road-switcher. The 600 and 1200 H.P. switchers have been retained, while the 800 H.P. switcher had its horsepower raised to 900. The 1750 H.P. locomotives feature an entirely new diesel engine known as the 567C model, which features a number of improvements over its old counterpart in the 1500 H.P. units. The traction motor is also an entirely new model which embodies certain features to permit a reduction in necessary maintenance.
- Several locomotives of the new G.M.D. line are already on order for three railways: the C.N.R. has ordered 25 900 H.P. switchers; the C.P.R. has called for eleven 1750 H.P. road "A" units and eight "B" units; and the Toronto, Hamilton and Buffalo Railway will accept 1954 delivery of three GP-9 road switchers equipped with steam generators. The latter locomotives will allow all Hamilton-Buffalo passenger service on the T.H. & B. to be dieselized. These engines will work here in a pool with New York Central diesels. C.P.R. steam locomotives only will handle the Toronto-Hamilton segment. At this point it is difficult to resist the editorial comment that coming after N.Y.C. and T.H. & B. Hudsons on passenger trains, the sight of a road-switcher will be just about the ugliest spectacle imaginable.
- The C.N.R. has also ordered fifteen 660 H.P. switchers (8484-8498) from Montreal Locomotive Works, and six 1000 H.P. switchers (8028-8033) from the same builder. The former group will be classified Q-8-c, and the latter Q-6-e.
- In addition to the G.M.D. locomotives, the C.P.R. has also ordered two 1600 H.P. "A" and two "B" units from Canadian Locomotive Company, and 21 1600 H.P. "A" units 4094-4098, were recently delivered to the railway.
- The C.N.R.'s first group of M.L.W. 1600 H.P. road switchers, 7850-7847, have been delivered.
- The Ontario Northland now has twenty-two G.M.D. 1500 H.P. "A" units in service, nos. 1500-1521.
- C.P.R. Mogul 3011, which is the last locomotive of this type on the system, has been taken to Angus Shops from Smith's Falls, where it was in storage.
- T.H. & B. Berkshires 201 and 202, retired in July of last year, were delivered to the Steel Company of Canada's Hamilton plant for scrap in November.

- An error in last month's issue must be corrected: Pacific Great Eastern Ry. locomotives 569-571 are standard four-axle locomotives, not six-axle as stated. 561-568 are six-axle locomotives, however.
- The C.N.R. has joined the trend to Budd RDC cars with the ordering of a lone RDC-3 unit (48 passenger capacity). This car is expected to see use in New Brunswick.
- 4-4-4 no. 3002 of the C.P.R., displaced from its Toronto-London run by the RDC cars, is no longer on the board at John St. roundhouse, having been moved elsewhere.

MISCELLANY

- The Ontario Department of Highways has announced a major program wherein 258 level railway crossings in the province will be eliminated, in a \$4,700,000 outlay. This is 25% of all the railway crossings on provincial highways.
- The C.N.R.'s new Sherridon - Lynn Lake, Man. extension was officially completed on November 11th in a spike driving ceremony, the principal of which was system president Donald Gordon. CLC-FM road switcher 7620 hauled the first train into the new northern terminal.
- The Ottawa Transportation Commission recently scrapped car 650, which unit was rather different from the other 600's. The O.T.C. endeavoured to sell the body of the car for use as a dwelling, but this came to naught when it was discovered that local zoning restrictions would not permit of this. The Commission has altered the seating arrangement in car 839 in an effort to combat the tendency for standing passengers to bunch in the front vestibule - the first three cross seats on the closed side have been moved to behind the last such seat, with an extension of the longitudinal seat taking their place. If the arrangement has the desired effect all cars will be so altered.
- A firm of New York City traffic consultants retained by the City of Montreal has finalized plans for a divided roadway across Mount Royal which would spell the end of the Montreal Transportation Commission's scenic and spectacular 11 - Mountain and 95 - Remembrance Rd. street car routes. These lines are now operated during daylight hours on summer days only, and are lightly patronized, almost all of the traffic being composed of sightseers. The 11 line, all open track, features a tunnel, with sharp curves and steep grades to provide what is without doubt, the country's most unusual trolley ride.
- The Edmonton Transit System in recent weeks called for tenders on the sale of five street cars and seven of the original British trolley buses. The street cars are presumably the modern 80 series Peter Witts. It has also been reported that one of the older wooden cars has been donated by the transit system to a civic museum.

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January 13, 1954 is the centenary of the first run of the Buffalo, Brantford and Goderich Railway. The U.C.R.S. is preparing a bulletin dealing with the early history of this line. This bulletin will be ready next month, and will be mailed to all members, including those who are delinquent for 1954, as the publication is included in the 1953 quota of bulletins.

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1954 HOBBY SHOW - As announced in the January issue, the Society will again operate a booth at the second Annual Canadian International Hobby and Homecraft Show in the Coliseum building. The period of this exhibition is Friday, February 5th to Saturday, February 13th, (excluding Sunday the 7th). The booth will be staffed by Society members from 5 P.M. on weekdays, and all day Saturdays. It is hoped that all Toronto area members will visit the display.

1954 U.C.R.S. DIRECTORATE

The 1953 Directorate of the Society was re-elected by acclamation at the January 10th annual meeting, with two exceptions: Messrs. Ralph Oakley and Harvey Naylor have replaced Messrs. John Griffin and Raymond Corley of last year's Directorate, as the latter two men have found it inconvenient to continue. The Society here expresses its appreciation of the long and faithful service that Messrs. Corley and Griffin have given the Society during their tenure of office. The following officers and committee chairmen were chosen for the year 1954:

President: Wm.C. Bailey (no change)	Vice-Pres: J.D. Knowles
Recording Secy: J.R. Oakley	Corresponding
Treasurer: A.S. Olver (no change)	Secy: J.M. Mills (no change)

Committee Chairmen

Program and	Membership: J.M. Mills (no change)
Excursion: H.R. Naylor	Public Relations: J.A. Maclean
Publications: J.D. Knowles	Curator: S.I. Westland (no change)
House: R. Wharry	Newsletter
Bulletin	Editor: S.I. Westland (no change)
Editor: J.D. Knowles (no change)	

C.N.R. 4100 SERIES THREATENED ?

Several tests have recently been made with 1200 H.P. G.M.D. switcher 7009 in helper service on the Scarborough grade, stamping ground for many years of the C.N.R.'s largest locomotives, the T-2-a Santa Fe's of series 4100-4104, and more recently, of a few smaller 2-10-2's of the T-1 classes. It has been reported that the upkeep of the 4100's is becoming excessively expensive, and that a saving of approximately 60 dollars can be effected during every eight-hour shift in which a diesel replaces one of them. The threat of retirement of the famous locomotives appears to be very real, although it is still only in the rumour stage.

Probably the most spectacular display in Toronto area railroading is the sight and sound of a T-2-a helper assisting a U-2 Northern haul a 60 car freight train up the long pull through Eastern Toronto. The sight has become much more rare in the past two years with the use of diesel road units on many freight trains, although until now the 4100's have remained right on their post irrespective of whether a 4-8-4 or a green and gold "A" unit was looking at the back of their massive Vanderbilt tenders. However, it would appear that now is the time for all railfan photographers to take their positions on the Scarborough grade and make the 4100's live forever on film.

Society members who are not familiar with these distinctive locomotives will have an opportunity to become so later this year, as the Society has a data sheet on them under preparation.

OTHER MOTIVE POWER NOTES

New diesels with their delivery dates to the C.N.R. are as follows:

M.L.W. 660 H.P. SWITCHERS

8482	Nov. 19	8483	Nov. 26
<u>G.M.D. 1500 H.P. ROAD-SWITCHERS</u>			
7573	Nov. 24	7574	Nov. 24
7576	Nov. 30	7577	Dec. 11
<u>M.L.W. 1600 H.P. ROAD-SWITCHERS</u>			
7830	Nov. 4	7831	Nov. 4
7833	Nov. 23	7834	Nov. 26
7836	Nov. 30	7837	Nov. 30
7575	Nov. 30	7578	Dec. 11
7832	Nov. 23	7835	Nov. 26

- Locomotives 7573 and 7574 have been assigned to mixed trains 445 and 446 between Belleville and Ottawa. This provides the first instance of regularly assigned diesel-electric locomotives on C.N.R. passenger service in the Province of Ontario. It is reported that the Hamilton-Port Dover-Port Rowan mixed trains, now powered by E-10-a Moguls, will soon have diesel road-switchers assigned to them also.

- Class O-9-a Six-wheel switcher 7202 of the C.N.R. was scrapped on October 22nd, after some months of storage.

- Heavy holiday traffic over the Christmas - New Year season necessitated a conventional steam-hauled passenger train on the C.P.R. Dayliner (R.D.C.) schedule. On December 24th, Hudson 2816 hauled 12 cars on Train 629, included the two R.D.C. cars in the consist as trailers. 969 passengers were handled on the train on this date, and arrival at Detroit was one hour and 50 minutes late. On certain days, the steam operation was from Toronto to London, where the R.D.C. cars were uncoupled, and then taken on to Detroit under their own power in normal fashion.

- Members are referred to an excellent article on the C.P.R.'s G5 class light Pacifics (1200-1301) by Associate member F.H. Howard in the February 1954 issue of Trains and Travel Magazine. The article is entitled "Destined to Die Young", but let us hope that the time for that death is still a good number of years in the future.

O.T.C. "R" LINE CUT BACK FURTHER

On Monday, January 18th, a new bus route replaced the Ottawa Transportation Commission's "R" (Preston-Rockcliffe) carline on Sussex Street between Rideau and the Sussex and John Loop. The Preston end of the route is still rail operated, and cars now turn at the easterly end of the route via the new Dalhousie-George-Cumberland track loop.

EQUIPMENT DATA SECTIONNO. 2 - STEEL CO. OF CANADA LOCOMOTIVE 12

Type: 0-6-0
 Cylinders: 20 x 26
 Drivers: 51"
 Weight of Engine: 142,500 Lbs.
 Engine Wheelbase: 10'-6"

Builder & Date: Montreal #53290,
 November, 1913

Boiler Pressure: 180 Lbs.
 Tractive Effort: 31,200 Lbs.
 Engine and Tender Wt: 252,000 Lbs.
 Factor of Adhesion: 4.56
 Tender Coal Capacity: 8 Tons.
 Tender Water Capacity: 3500 Imp. Gals.

Previous Owner and Number: Toronto, Hamilton and Buffalo Ry. 37,
 (class B-3s). No. 36 was identical.

Date of Purchase: December 9, 1935.

This locomotive is one of the larger 0-6-0's employed by the Steel Co. of Canada on its extensive intra-plant trackage in Hamilton, Ontario. After 23 years of ownership by the common carrier Toronto, Hamilton and Buffalo Railway (it was stored out of service during the depression), no. 12 was consigned to the dull routine of industrial switching, and now never ventures beyond the Steel plant property any farther than the crossing of Burlington Street at the plant entrance. One unusual incident in the career of no. 12 occurred on February 3, 1948, however, when it collided with Hamilton Street Railway car 503 at the Burlington Street crossing and knocked the latter off the track.

T.T.C. ANNOUNCES MANY MARCH CHANGES

In preparation for, and coincident with the opening of the Yonge St. subway on March 30th, the Toronto Transit Commission plans to alter many central area, east end tripper and north end routes to fit the new subway feeder routing pattern. Briefly, those changes which affect rail operation are as follows: On March 7th, in the early A.M. hours, the last Yonge cars will leave North Toronto Terminal, as, effective with the first day car, street cars will travel no further north on Yonge St. than the loop around Eglinton traffic office.

Thus the "frontier" of electric railway operation on Yonge St. will have receded by stages all the way from Sutton, Ont. to a point barely four miles from downtown Toronto. However, the subway should ensure that it will remain at this furthest point of retreat for all time, and there is some chance that the future may see the "frontier" advance again with northward subway extension. Also worthy of note at this point is the fact that this will be the first carline abandonment in Toronto for 5 years and 5 months: (the last occurred on October 10, 1948). It will cut short a Toronto railfans' "heyday" which was featured by the purchase of many new and second hand cars, and the interest in subway construction, in addition to having been devoid of carline abandonments. Twenty Yonge trains are expected to be retired with the end of operation north of Eglinton. Motor buses will be temporary substitute vehicles here, with trolley coaches to take over later in the month.

On March 26, the last Bathurst Tripper car will operate on Front St., on tracks that have been a "must" for every T.T.C. railfan excursion. It is expected that removal of the railway crossing

diamonds will unfortunately close Front St. off to further fantrips. An equivalent number of cars will be added to the regular Adelaide St. service of the Bathurst line to compensate for the loss of the tripper.

The subway will open to the public about 1:30 P.M. on March 30th, and shortly afterwards the greatest surface route changes will occur. Yonge and Bay cars as such will disappear altogether, with a Dupont line extension to cover the southerly portion of the Bay route to the Ferry Loop, while a new route known as "Earls court" (really just a short turn St. Clair service) will commence operation from Lansdowne Avenue to St. Clair Subway station loop. The only portion of the Bay line actually abandoned will be the relatively short Avenue Road segment, where motor buses will take over. This stretch includes Toronto's steepest carline grade.

Three east-end tripper routes, after operating as usual in the A.M. rush on March 30th will be changed by the P.M. rush: The Church Tripper will be discontinued altogether, while the Carlton Tripper will be removed from the downtown area - it will follow the regular Carlton routing to Mc Caul St., looping back via long-disused Mc Caul trackage and Dundas St. The Danforth Tripper will be transformed into a much different type of operation - it will be a straight-line route from Bedford Loop to Hillingdon Loop and will use M.U. P.C.C. cars.

The through Bloor service will also be augmented, so that Bloor East and Danforth Ave. will have the city's closest carline headway.

Track removal on Yonge St. will begin a few days after the final cessation of street car operation.

TORONTO RAILWAY CAR 1326 TO BE PRESERVED

A group headed by Mr. John M. Mills has acquired from the Toronto Transit Commission the last remaining Toronto Railway type car which was a familiar sight on Toronto streets for more than 40 years. This is car 1326, which has been in the T.T.C. Historical Collection since it was retired from service in 1951. Negotiations are well advanced for the acquisition of half a mile of abandoned roadbed near Toronto, where it is planned to establish an operating electric railway museum, of which 1326 is to be the first unit. Prompt action by a small number of persons was necessary to save the car, which was about to be scrapped. An Association has been formed for the purpose of creating, maintaining and operating the proposed museum. Inquiries will be most welcome, and may be directed to John M. Mills, 11 Highgate Road, Toronto, 18.

BRITISH COLUMBIA ELECTRIC P.C.C. CARS ON MARKET

An advertisement appeared in the January 16th issue of PASSENGER TRANSPORT, the newspaper of the transit industry, offering the 36 P.C.C. cars now being operated by the British Columbia Electric Railway in Vancouver. These are single end, one-man cars. One was built in 1938, three in 1941, 17 in 1944 and 15 in 1945.

Six of the cars are available immediately; 14 more will be available in June 1954, and the remaining 16 in May 1955. Earlier dates for release will be considered.

NEW LOCOMOTIVES FOR LONDON & PORT STANLEY ?

The London & Port Stanley Railway is contemplating the purchase of additional freight motive power. Both diesel-electric and straight electric locomotives are being considered.

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MARCH 1954

NUMBER 98

----- S - D A Y : M A R C H 3 0 T H -----

The Society meets on the third Friday of each month at 8:30 P.M. in Room 480, Toronto Union Station. The next meeting will be held on March 19th.

The Society would like to express its appreciation here to Mr. Harvey Naylor for the fine job he did in constructing, arranging and generally overseeing the Society's booth in the recent Coliseum Hobby Show. As all those who saw it will testify, the display was most attractive, and well worth the effort and money expended on it by the Society.

Recently added to the Curator's list are two more periodicals: TRACKS, the employees' magazine of the Chesapeake and Ohio Railway, and PASSENGER TRANSPORT, the American Transit Association newspaper.

A BIG "LAST-CHANCE" EXCURSION

The most historic railfan excursion ever operated in Toronto will take place on Sunday, April 4th. This day will see the last passenger operation of three types of T.T.C. cars, and two of these types will be making their last stand on the entire North American Continent. Retired for all time on the previous Tuesday with the opening of the Yonge St. subway will have been all cars of series 2900-3018 and 2580-2678 (two man Peter Witts) and all trailers. The Society plans to charter a 2900 series Peter Witt train and a Brill Peter Witt for a six-hour excursion to cover the far reaches of the T.T.C. system. This will be absolutely the last true street railway trailer train operation on this continent. It will be also the last revenue run of a Brill-built "Car Riders' " Peter Witt car, a type that was once in vogue in many American cities such as Cleveland, Toledo, Akron, Buffalo, Syracuse and Utica. The Preston-built T.T.C. cars were the only Canadian representatives of this type, and have outlasted all of their American cousins.

Full details of this excursion, as finalized, will be mailed to Toronto area members later in the month. Associate members interested in attending are requested to notify the Society, and they too will be included in this special mailing.

DETAILS OF SUBWAY OPENING AND OPERATION

On Tuesday, March 30th, an extensive series of changes will take place throughout the course of the day in the routing system of the Toronto Transit Commission. The focal point of all of these changes will be the inception of a medium of transport heretofore unknown in this country. Indeed, true rapid transit exists in only four American cities, although the Cleveland Transit System has a lengthy line under construction. Toronto, nevertheless will be the fifth city in North

America to join the rather exclusive ranks of those communities which enjoy the most highly developed form of urban passenger transit - the off-street rail rapid transit line.

The subway will be opened to the public at 1:30 P.M., although concise opening ceremonies will take place some time earlier at Davisville Station. A platform is to be erected on the north side of Chaplin Crescent opposite Davisville Station and the street closed at 10:00 A.M. At 11:00 A.M., with civic, provincial, transit and other official persons present, the opening ceremonies will commence. They will be concluded by 11:25 A.M., when the guests will descend to platform level to take the official first subway ride to Union Station. Immediately following this, trains will be brought into service to provide a full subway headway by the time the gates are opened to the public.

OPERATIONAL DETAILS -- In anticipation of considerable temporarily diverted and "curiosity" riding, a heavier initial service will be given on the subway than is likely to obtain later on. Initially there will be a 2'-30" headway all day weekdays and Saturdays starting at 6:00 A.M., except for late evenings (5' after 12:21 A.M. and 10' after 1:15 A.M.). The last northbound train will leave Union Station at 1:45 A.M. There will be a three minute basic headway all day on Sundays and Holidays, with Sunday service to start at 9:00 A.M., while Holiday service will commence at 6:00 A.M.

Initial operation will see 15 six-car trains in use all day (90 cars) except between 7:15 and 10:00 A.M. and 3:00 and 7:00 P.M., when an extra train (run #16) will be added to compensate for slower rush hour running time. There will be thus eight spare cars. Running time will be as follows:

	<u>Northbound</u>	<u>Southbound</u>
Normal	17 mins.	15 mins.
Rush	18 "	16 "

Three minutes turnaround time is scheduled at both ends, except that changing of ends must be done in 2½ minutes at Union Station in normal hours.

It is expected, that after the initial surge of riding has abated, four-car trains will be operated during normal hours instead of six-car trains, and that a basic three minute headway can be adopted on Saturdays and a four minute headway on Sundays and Holidays.

At time of writing, almost all of the cars have been delivered to the Davisville yard, and test and training runs have been in progress for about a month. The last four subway cars (5100-5103) have been constructed largely of aluminum as a weight saving experiment.

END OF YONGE SURFACE OPERATION -- From 2:00 P.M. on March 30th, each Yonge train arriving at Union Station will be there withdrawn from service and driven to storage at Harbour Yard. A ceremonial last Yonge car will leave Eglinton Traffic Office Loop at 2:30 P.M. and will leave service at Union Station at 3:00 P.M. It is expected that this car will be decorated; it will be the last street car to traverse Toronto's main Street.

Beginning at 1:30 P.M., all Bay cars will run into St. Clair car-house, and the new Earls court and extended Dupont routes will take their place.

EQUIPMENT DATA SECTIONNO. 3 - NEW C.N.R. SLEEPING CARS

One hundred and four sleeping cars of various types are currently under construction by the Pullman Standard Car Mfg. Co. for the Canadian National Railways, as a part of the greatest passenger equipment modernization program in the railway's history. The cars bear a distinctive new colour scheme, also being applied to 218 first class coaches now being built by Canadian Car and Foundry Co. This consists of black below the windows, green around and above them, three gold stripes running the car's length, and the red C.N.R. maple leaf emblem near the car ends.

A. FIFTY-TWO 4-SECTION, 4-DOUBLE BEDROOM, 8 DUPLEX ROOMETTE CARS:

1110 Eastport	1127 Elmira	1144 Erickson
1111 Eastview	1128 Elmsdale	1145 Erinview
1112 Edenwold	1129 Elnora	1146 Ernestown
1113 Edgeley	1130 Elrose	1147 Erwood
1114 Edmonton	1131 Emerald	1148 Escuminac
1115 Edmunston	1132 Emerson	1149 Essex
1116 Edson	1133 Emporer	1150 Estcourt
1117 Edwardsville	1134 Endako	1151 Ethelbert
1118 Egerton	1135 Endcliffe	1152 Euclid
1119 Ekhart	1136 Endeavour	1153 Eureka
1120 Elcott	1137 Enfield	1154 Evandale
1121 Elderbank	1138 Englee	1155 Evangeline
1122 Excelsior	1139 Ennishore	1156 Evanston
1123 Elgin	1140 Enterprise	1157 Evelyn
1124 Elizabeth	1141 Entrance	1158 Everett
1125 Ellerslie	1142 Entwistle	1159 Eldorado
1126 Elliston	1143 Equity	1161 Exeter
		1161 Extew

B. FOUR 8-SECTION ONE DOUBLE BEDROOM, KITCHEN, 16 DINER SEAT CARS:

1010 White Rock	1012 White Oak	1013 White Sands
1011 White Rapids		

C. SIX 10-SECTION ONE DOUBLE BEDROOM AND BUFFET CARS:

1014 Valleyfield	1016 Valley Park	1018 Valley Road
1015 Valley Mills	1017 Valley River	1019 Valleyview

D. EIGHT 2-COMPARTMENT 2-DOUBLE BEDROOM BUFFET & LOUNGE CARS:

1082 Cape Rosier	1085 Cape Race	1088 Cape Chignecto
1083 Cape Brule	1086 Cape Canso	1089 Cape Tormen-
1084 Cape Porcupine	1087 Cape Breton	tine

E. TWO 7-COMPARTMENT BUFFET & LOUNGE CARS:

1098 Burrard	1099 Bedford
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F. SIX 5-COMPARTMENT 5-DRAWING ROOM CARS:

1100 Mt. Edith Cavell	1102 Mt. Alberda	1104 Mt. Resplendent
1101 Mt. Robson	1103 Mt. Fitzwilliam	1105 Mt. Tekarra

G. SIX 10-ROOMETTE 5-DOUBLE BEDROOM CARS

2022 Buckley Bay	2024 Chaleur Bay	2026 Thunder Bay
2023 Hudson Bay	2025 Glace Bay	2027 Fortune Bay

H. TWENTY 6-SECTION 4-DOUBLE BEDROOM 6-ROOULETTE CARS:

1162 Green Point	1168 Greenshields	1175 Greenvale
1163 Greenmount	1169 Green Bush	1176 Greenway
1164 Greer Brook	1170 Greenfield	1177 Green Bank
1165 Green Court	1171 Green Harbour	1178 Greenbrier
1166 Greening	1172 Green Hill	1179 Green River
1167 Green Cabin	1173 Green Lane	1180 Greenwood
	1174 Greenview	1181 Greenwich

Of the above cars, nos. 1086-1089, 1120-1127, 1162-1176 and 2022-2025 are assigned to Pullman Company service.

C.N.R. RECEIVING 900 H.P. SWITCHERS

The C.N.R. is taking delivery of class Q-7-c, 900 H.P. switchers nos. 8535-8559, built by General Motors Diesel Ltd. Haulage rating is 36%. Delivery dates of the first units follow:

8535 Dec. 31	8538 Dec. 30	8541 Jan. 19	8544 Jan. 29
8536 Dec. 30	8539 Dec. 31	8542 Jan. 19	8545 Jan. 29
8537 Dec. 30	8540 Dec. 31	8543 Jan. 19	8546 Jan. 29

T.T.C. TO RETIRE 163 CARS

In mid-February, the Toronto Transit Commission called for tenders on the purchase (for scrap or otherwise) of 163 passenger and service cars which will be released by the conversion of the Yonge route and a portion of the Bay route to subway and bus operation.

The cars which are soon to leave T.T.C. property are detailed hereunder:

- all 18 remaining Brill built two-man Witts of series 2580-2678.
- all fifty-one remaining C.C. & F. built two-man Witts. 2900-3018.
- Ten selected C.C. & F. built two-man Witts of series 2500-2578:

2510	2532	2540	2546	2554
2514	2534	2542	2552	2558
- all seventy-three remaining C.C. & F. trailers of series 2761-3029
- four snow scraper cars: 2200, 2202, 2208, 2210
- four single truck sweepers: S-21 to S-24
- three trailer shunters: Y-3, Y-5, Y-6.

Two man Peter Witt cars to remain in storage after the scrap program are as follows: 2450-2466, 2470-2498, 2500-2508, 2512, 2516-2522, 2526, 2530, 2536, 2544, 2548, 2550, 2556, 2560-2578. This is a group of fifty-one cars - one of these may be converted to one man operation and retained on the active list to replace the scrapped car 2866.

Only three scraper cars will remain in their present form, (2204, 2212 and 2214), and trailer shunter Y-2, used for some months past at Davisville Yard in the unloading of subway cars, will remain as the lone representative of its type. Single truck sweepers remaining will be S-18 to S-20 and S-25 to S-28. S-18 to S-20 are D.E. ex-Toronto Civic Railway sweepers.

Forty cars are to be retired and scrapped as soon as possible after the cessation of Yonge car service north of Eglinton Ave. on March 7th. These will comprise twenty 2900 series cars and twenty trailers. Eight Yonge trains only will continue to be stationed at

Eglinton carhouse between March 7th and March 30th, on a rotating basis for purposes of inspection, while the remainder will be kept at Harbour Yard.

After the opening of the subway, retired cars will be stored at Harbour Yard and various carhouses other than Eglinton awaiting scrapping. If necessary, the two sidings at the Exhibition Loop will also be utilized.

C.P.R. ORDERS ADDITIONAL R.D.C. CAR

The Canadian Pacific Railway recently ordered another R.D.C.-1 Budd car to be used as a standby-unit for cars 9050 and 9051 on the Toronto-Detroit Dayliner, and to give additional capacity at times of heavy traffic without the necessity of using locomotive power. The Dayliner train has had to be steam-hauled whenever one of the two present units has been out of service.

HUNTSVILLE & LAKE OF BAYS RY. TO OPERATE IN 1954

Reports that the Huntsville and Lake of Bays Railway is to be abandoned are without foundation. A recent letter from the company states that the six days a week, summer-only service will operate again this year, commencing about June 25th.

T.T.C. CAR 2210 TO BE PRESERVED

The group who acquired T.T.C. car 1526 some time ago has submitted a successful tender on car 2210. As reported elsewhere in this issue, 2210 was one of 163 cars offered for sale recently. It is a single truck, wooden, arch roof, double end car with hand brakes only. A complete description was published in U.C.R.S. Bulletin 24.

For many years past, all cars of the 2200-2214 group have been used only as snow scrapers. Therefore, 2210 will require considerable restoration work on its interior. It is otherwise in good condition.

The forthcoming demise of four of the seven remaining scraper cars was unknown until recently, and it had not been intended to acquire a second car this year. However, historically-minded U.C.R.S. members gave sufficient support to make the acquisition of 2210 possible.

The group owning these two cars is to be known as the Ontario Electric Railway Historical Association. It is planned to move both the cars in the spring to the Association's property, which is part of the former Toronto Suburban Railway's right of way.

A meeting of supporters of the project is to be held at 11 Highgate Rd. at 8 P.M. on Friday, March 20th. All interested persons are urged to attend.

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The Collis Camera Centre, 828 St. Clair Ave. W., Toronto, is now offering a 10% courtesy discount to customers who present an Upper Canada Railway Society membership card.

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Associate member F.J. Bechtel, 33 Water St. S., Galt, Ont., is selling entire collection of photos, negatives, train orders, tickets, public tts., Canadian Official Guides, magazines, and other railroadiana; also one Kodak 616 camera with 6.3 lens. No lists - please state wants or call.

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

ADDRESS NEWSLETTER CORRESPONDENCE:
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16 SONORA TERRACE, TORONTO 13

APRIL 1954

NUMBER 99

SPECIAL NOTE FOR RESIDENT MEMBERS - As the third Friday of this month is the Good Friday Holiday, with many people expected to be out of town for the weekend, the April meeting will be held on the evening before, that is, Thursday, April 15th. The place and time will be the usual, Room 486, Toronto Union Station at 8:30 P.M.

Mr. C. Warren Anderson, 222 Queen Street East, Fredericton, N.B. has been gathering support for a petition he intends to make to the Canadian Pacific Railway for the preservation of one of the last three 4-4-0 type locomotives now operating on the branch line from Norton to Chipman, N.B.

C.P.R. RDC ACCIDENT

On February 25th, the Toronto-Detroit Dayliner of the Canadian Pacific Railway struck a truck at the Dixie Road level crossing just west of Toronto and was thrown off of the track against a passing freight train carrying cars of explosives. Fortunately, no explosion resulted, although the front and side of car 9050 were very badly damaged in the accident, in which one was killed. The car has been returned to the Budd Company at Philadelphia for rebuilding, while car 9052, assigned to the Montreal - Mont Laurier Dayliner, has been brought to Ontario to substitute for the wrecked car. Heavy traffic continues to force the frequent use of the RDC cars as trailers in a steam powered train, and the planned third car for the run is very badly needed.

OTHER C.P.R. NOTES -- Recently delivered G.M.D. 1500 H.P. "A" unit locomotives of series 409-4103 have had passenger service gearing applied to them, which raises their top speed from 71 M.P.H. to 89 M.P.H. At the same time, they have been renumbered to start a new series of passenger road locomotives as 1400 to 1404. New 1750 H.P. FP-9 locomotives 1405-1415 also are geared for passenger train service. Eight "B" units have also been received, numbered 1900-1907, which are being used with the 1400 series locomotives. Trains 21 and 22 between Toronto and Detroit have been handled by these locomotives during recent weeks.

Ten-wheeler 1111 has been transferred to the Dominion Atlantic Railway, while D.A.R. 44 and 550 have recently been scrapped.

OTHER MOTIVE POWER NEWS

- The Toronto, Hamilton and Buffalo Railway has received and placed in service its three new GP-9 G.M.D. road-switcher passenger locomotives, which carry numbers 401-403. These locomotives are equipped with steam generators for passenger train heating. Their advent has forced the retirement of Hudsons 501 and 502. Pacific 15 will be kept for possible use on excursion trains.

- The C.N.R. has moved two of its Prince Edward Island diesels to the mainland. 380 H.P. steeple cab switcher 7550 is now at Lunenburg, N.S., while 600 H.P. road-switcher 7803 is at Edmundston, N.B.

- The Montreal Locomotive Works has announced a powerful new six-axle road switcher which is rated at 2250 H.P. Designated the DL-600, this new unit has all axles powered, and boasts a continuous tractive effort of 79,500 lbs., and a weight of 390,000 lbs. M.L.W. claims that these locomotives, in paired units, can match the performance of three normal four axle road units.

- The C.P.R. is using diesels on transcontinental freights 951-952 through from Montreal instead of west of Cartier only.

T.T.C. MARCH METAMORPHOSIS - TWO

U.C.R.S. - FAREWELL EXCURSIONS

The month of March provided the greatest series of upheavels in the services and routing of the Toronto Transit Commission since the sweeping route changes of the early 1920's. They were, of course, all occasioned by the opening of the Yonge St. subway on March 30th, which occurred on schedule, and with all the show and excitement that was expected of the occasion. A preliminary group of changes occurred on March 7th, when the Yonge carline was cut back to a counter-clockwise loop around the Eglinton Traffic Office, and the abandoned portion replaced by buses. About 25 U.C.R.S. members gathered at Eglinton and Yonge in the early hours of March 7th, and rode the last train northward to Glen Echo Loop and south again to Harbour Yard. This train proved to be run #2, cars 2958-2951. It left Eglinton and Yonge northbound at 1:30 A.M., and Glen Echo at 1:45. Work began later the same day on removing the specialwork at Eglinton and Yonge, and the track on Eglinton west of Yonge. Eighteen Yonge trains were moved to storage at Russell Division between March 6th and 9th, although one or two of these were recalled to service later. Trailer shunters Y-3, Y-5 and Y-6 were also retired on March 6th, so that the Yonge trains were "semi-permanently coupled" for the last three weeks of operation.

Scrapping of cars began on March 14th at George St. Yard by the Western Iron and Metal Co., which has purchased 152 of the 163 cars on which tenders were asked. The cars are disappearing at an approximate rate of three per day, and car bodies are being dumped near the foot of Cherry St. and in a yard near Eastern Ave. and Leslie St.

The subway opened on schedule at 1:30 P.M. on March 30th, and the last Yonge and Bay surface cars were removed from the streets by 3:00 P.M. A decorated ceremonial last Yonge train (2574-2897) on which U.C.R.S. members were the officially invited party, left Eglinton Division at 2:38 P.M. and travelled south as the last car ever on Yonge St. to the tune of blatant music from loudspeakers mounted on the roof of car 2574. Most of the members rode in the trailer, partly because the large signs on the motor car covered a majority of the windows. This train was preceded by the last Yonge train in regular service (run #2, cars 2928-2767, which ran about two blocks ahead). The ceremonial last train was greeted by top T.T.C. officials in front of the Union Station, and then continued its way to Harbour Yard.

Mr. T.C. Berkeley, Supervisor of T.T.C. Hillcrest Shops, riding on car 2574 as guest of the U.C.R.S., piloted the car for a short distance near the end of the run. Mr. Berkeley had a particular interest in this last run as he came to the T.T.C. with the 2500's in 1922 in order to supervise maintenance on the English Electric Co. equipment which

(Continued on page 3 after Equipment Data Section)

EQUIPMENT DATA SECTIONNO. 4 - NEW C.N.R. PARLOR AND DINING CARS

In addition to the 104 new sleeping cars built for the Canadian National Railways by the Pullman-Standard Car Mfg. Co., thirty-seven parlor and dining cars, as detailed hereunder, have also been supplied to the railway by the same builder.

A. NINE 20 CHAIR-KITCHEN-16 DINING SEAT BUFFET PARLOR CARS

900	Francois Lake	903	Moose Lake	906	Grand Lake
901	Babine Lake	904	Severn Lake	907	Bras d'Or Lakes
902	Beaverhill Lake	905	Radiant Lake	908	Luster Lake

B. TWO 22 CHAIR - 8 DINING SEAT BUFFET PARLOR CARS

898	Diamond Lake	899	Silver Lake	(Both cars for G.T.W.)
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C. SIX 34-CHAIR STRAIGHT PARLOR CARS

581	Lake Lenore	583	Lake Chapleau	585	Lake Kathlyn
582	Lake O'Brien	584	Lake St. Joseph	586	Lake Verde

D. FOURTEEN DINING CARS

1337-1350 (No names)

E. SIX DINETTE CARS

425-430 (No names)

T.T.C. MARCH METAMORPHOSIS

(Continued from page 2)

was introduced to Toronto on these cars. He informed members that car 2574 had operated a total of 1,129,948 miles from March, 1922 until the time of its ceremonial last run.

Although this run was officially the last for a Yonge train, the U.C.R.S. excursion of April 4th actually saw "The Last Trailer Train in North America" to say nothing of giving Toronto its last look at a Brill Peter Witt. Train 2932-2783 and Brill 2668 were used on this six-hour excursion, which was adjudged to be one of the most enjoyable ever sponsored by the Society. With excellent weather for photography, the excursion visited such spots as the two Exhibition Loops, Long Branch, the Avon Loop, the Oakwood and Rogers lines, St. Clair subway station (where 2932 buckled a ventilator against the station roof because of lack of sufficient clearance), Hillcrest Shops, and finally a windup at Russell Division.

PASSENGER SCHEDULE CHANGES

Since Newsletter 89
by W.T. Sharp

Effective September 27, 1953, the Canadian National and Central Vermont Railways discontinued all passenger trains between Montreal and St. Albans, Vt. via St. Johns and Stanbridge. Service on this line had been provided by C.V. motor car 148. On the same date steam trains 79 and 80 between Montreal and Fort Covington were replaced by motor trains operating between Montreal and Huntingdon only and mixed trains 255 and 256 between Levis and Parisville were curtailed to operate on a reduced schedule between Villeray and Parisville only.

Starting in January, a Budd RDC-3 car replaced trains 27 and 28 between Fredericton and Newcastle.

On the Canadian Pacific, the main change has been the introduction of the "Dayliners" (see Newsletter 93). The daily except Sunday Ottawa Valley locals 555 and 558 now wye at Petawawa instead of continuing to Chalk River; the resulting earlier schedule of 558 makes possible connections with second 504 for Ottawa. The Ottawa-Chalk River Sunday local service reverts to the arrangement in force until 1951 (see Newsletter 77). The Toronto-Sudbury day locals 25 and 26 now run only thrice-weekly north of Mac Tier.

With the 1953 summer timetable the New York Central discontinued through service from Utica to Montreal (trains 4 and 5 now run from Utica to Malone only) leaving one commuter train daily from Malone as the only New York Central passenger service into Montreal. Last July a second commuter round trip was added experimentally, but was withdrawn with the new timetables at the end of September. All passenger service on the Rutland was suspended during the summer and is unlikely to be resumed. It is noteworthy that the number of daily passenger trains crossing the Quebec - U.S. border from Sherbrooke to the St. Lawrence has declined from 15 to 7 in the last five years.

The New York Central Railroad is reported to be interested in the acquisition, by outright purchase or lease, of the C.N.R. line from Huntingdon, Quebec, to Massena, N.Y. to form a lowgrade link in the haulage of Labrador iron ore. Existing N.Y.C. trackage of the Adirondack Division suffers from much heavier grades than does the line to Massena from the south-west, which meets C.N.R. trackage end-on at this point. The N.Y.C. already has trackage rights on the C.N.R. from Massena to Helena, for the purpose of connecting with the now-isolated (because of partial abandonment) line from Helena northerly to Ottawa.

The track of the Quebec, North Shore and Labrador Railway reached the northern terminus of the line (Schefferville, P.Q.) on February 13th, when a last spike driving ceremony was held. With the completion of ballasting during the summer of this year, it is expected that regular ore haulage on the railway will commence.

T.T.C. PLANS NEW GRINDING CARS

Two of the remaining three 2200 type scraper cars are to be converted to track grinders for the surface lines, following the successful rebuilding of 2206 as a grinder for the subway.

They will replace the present two single end grinding cars, W-22 and W-24, the bodies and trucks of which are considered to be worn out. The present grinding cars were converted from Toronto Railway 1700 series passenger cars during the early days of the T.T.C.

The grinding equipment to be installed in the 2200's will be of greatly improved design.

Enclosed this month is a colourful pamphlet published by the Toronto Transit Commission designed to acquaint the public (many of whom had never seen a subway before March 30th) with the ways in which subway fare payment, etc. is different from surface street railway operation.

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

ADDRESS NEWSLETTER CORRESPONDENCE:
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MAY 1954

NUMBER 100

The Society meets on the third Friday of every month in Room 486, Toronto Union Station at 8:30 P.M. The next meeting will be held on May 21st. It is hoped that there will be a good turnout for the last indoor meeting of the season.

L. & P.S. EXCURSION - The Buffalo Chapter of the N.R.H.S. plans to operate a fantrip on the London and Port Stanley Railway on Sunday, May 16th using a steel motor car and a wood trailer. Fare for the trip is two dollars; the special will leave St. Thomas (NYC connection) at 11:45 D.S.T.

1954 T.T.T.A. Excursion - The Eighth Annual Fantrip of the Toronto Train Trip Association will be held on Saturday, June 5th, and for the first time, will be a C.P.R. trip. The route to be followed is Toronto - Hamilton - Guelph - Elmira - Blyth - Goderich and return.

A thumbnail timetable is as follows: (all times daylight saving)

Lv Toronto 8:30 AM	Lv Goderich 4:30 PM
Lv Hamilton 9:25 AM	Lv Hamilton 8:15 PM
Arr Goderich 2:10 PM	Arr Toronto 8:30 PM

Adult fares are \$8.00 apiece before May 17th (\$8.50 afterwards) with the usual reduction on children's fares. Included in the ticket price, as usual, is the evening meal in the dining car. Tickets are available from A.S. Olver, Treasurer, 91 Mona Drive, Toronto 12.

T.T.C. CHURCH ROUTE TO GO BUS

The long threatened abandonment of street car service on Toronto's Church Street route will become a reality after May 13th - the last day of rail operation. Although now a minor carline, this route is historically significant as it was the route on which electric street car operation was originally introduced to Toronto, on August 15th, 1892.

Those members who are interested in observing the "last car ritual" will meet at Bloor and Church by 11:45 P.M. at which time the last car (run #1) leaves Asquith Loop southbound. It is scheduled to pass Scott Loop at midnight and to arrive at Danforth Carhouse at 12:32 A.M.

OTHER T.T.C. NOTES - Subway cars 5100-5103, which are to be constructed largely of aluminum as a weight-saving experiment, still have not arrived on this continent, but are expected some time in June.

- The principal problem arising out of rapid transit operation has been the unexpected crush of passengers at the King St. Station during rush hours. The T.T.C. has virtually admitted publicly, that exit stairways are inadequate, and it appears likely that two extra stairways will be added in the vicinity of Melinda St.

- Scrapping of C.C. & F. Peter Witts and trailers continues actively, although no Brills have been sent to George St. for some time because of the possibility of selling some of the remaining 16 units as operating cars. Car 2932, in the limelight on the 4th of April as the motor car of "The Last Trailer Train in North America", was scrapped on April 22nd, and Messrs. John Kelley and Peter Matthews report seeing the burned out hulk of the car near the foot of Leslie St. on April 25th. With the Eastern Ave. yard full, cars are now being burned here.

- The T.T.C. is renewing tangent track on Bathurst St. from Bloor St. to Davenport Rd.

PASSENGER TIMETABLE CHANGES - APRIL 25, 1954

by W.T. Sharp

The April C.N.R. passenger timetables for Eastern Canada indicate a retrenchment programme on secondary services as well as the spread of new sleeping cars over the system. Locals 11, 12 and 15 between Truro and Moncton have been discontinued together with the overnight St. John - Halifax sleepers they carried. Seasonal weekend trains eliminated from the timetable include:

- 37 (Saturdays only) and 38 (Sundays only) Toronto - Parry Sound
- 78 (Sundays only) Brockville - Montreal
- 210 and 209 (Saturdays only) Richmond - Island Pond
- 169 and 170 (Saturdays only) Quebec - St. Raymond

Seasonal train 88-89, "the Highlander", from Toronto to Haliburton now runs on Friday evening instead of Saturday afternoon.

The mixed trains running between Brantford and Tillsonburg; Moncton, Hillsboro and Albert; Petitcodiac and Havelock; and Moncton and Buctouche have been withdrawn; there is now no passenger service on any of these branches. It is noteworthy that the introduction of the R.D.C. car between Fredericton and Newcastle has made possible schedule cuts of about 40 minutes in each direction.

On the C.P.R., the new timetable brings fewer changes. Despite the winter changes, reported in Newsletter 99, between Ottawa and Chalk River and between MacTier and Sudbury, the service offered in the summer of 1953 on those lines is now restored. Passenger trains 251-250-252 between Sutton and Drummondville have been withdrawn; the schedule of the mixed train that also serves the branch has been rearranged to make the connections at Foster previously made by the passenger. The Toronto - Detroit Dayliner now runs on the same schedule on Saturdays as during the week. It is significant that five minutes have been added to the running time of Dayliner 629 between London and Windsor and that the schedule of the Mattawa - Angliers RDC-3 has also been lengthened by about 20 minutes in each direction.

It should have been mentioned in the last report that in September the C.P.R. withdrew two weekend round trips between Montreal and Rigaud (trains 522 and 529 on Saturdays and trains 515 and 520 on Sundays), and with the Boston and Maine introduced a substantial acceleration (30 minutes southbound, nearly two hours northbound) of the leisurely overnight "Redwing" between Boston and Montreal.

EQUIPMENT DATA SECTIONNO. 5 - T.T.C. EX THIRD AVE. RY. SYSTEM SWEEPERS

<u>T.T.C.</u> <u>NUMBERS</u>	<u>T.A.R.S.</u> <u>NUMBERS</u>	<u>ORIGINAL OWNER & NUMBER</u>
S-30	85	East. Mass. St. Ry. P-600
S-31	86	" " " " P-601
S-32	87	" " " " P-602
S-33	88	" " " " P-605
S-34	80	Trenton Transit Co. 37
S-35	83	" " " " 53
S-36	89	East. Mass. St. Ry. P-607
S-37	90	" " " " P-608
S-38	81	Trenton Transit Co. 39
S-39	82	" " " " 39
S-40	91	East. Mass. St. Ry. P-604
S-41	92	" " " " P-606

Builder & Date: E.M.S.R. cars: Russell, 1920
 Trenton cars: Russell, 1921

Type: DT DE wood sweeper

Length overall: 42'-5½" (S-35,39,40,41): 39'-2"

Width overall: 8'-7" Height overall: 11'-9"

Weight: various between 56,700 and 60,200 lbs.

Control (original) Trucks (original)

E M.S.R. cars: K-6

E.M.S.R. cars: Brill 27El½

Trenton cars: K-27

Trenton cars: Brill 27G

(present)

(present)

K-35 traction

S-30 to S-37: Brill 27El½

K-27 brooms

S-38 to S-41: Baldwin 75-20K
 from pass. cars
 2128-2158

Motors (original)

E M.S.R. cars: GE 90 (traction); GE 67 (brooms)

Trenton cars: WH 512C (traction); WH 512 (brooms)

(present)

S-30 to S-37: GE 203 (traction) S-38 to S-41: GE 80 (traction)

S-30 to S-39, S-41: GE 203 (brooms) S-40: GE 80 (brooms)

Wheel diameter: 33 ins.

Truck centres: 15'-0"

Truck wheelbase: 6'-3"

These twelve sweepers were purchased by the T.T.C. in 1947 (S-30 to S-33) and 1948 (S-34 to S-41) to permit the retirement of the seventeen obsolescent sweepers of the single truck type which were inherited from the Toronto Railway Company. All were thoroughly overhauled at Hillcrest upon receipt and were converted from standard gauge to T.T.C. 4'-10 7/8". Other significant changes consisted of the replacement of foot operated brake valves with the conventional hand operated type and complete rebuilding of the end sills on the ex-Trenton cars.

The C.N.R. has called for tenders on the construction of two new interlocking towers - one to be installed at each end of Mimico yard, just west of Toronto on the Oakville subdivision.

HISTORICAL REVIEW OF THE C.N.R. STRATFORD LOCOMOTIVE SHOPS

by H. Spencer, Shop Engineer (Retired), Can. Nat. Rys.

The history of the C.N.R. Stratford locomotive backshop extends over a period of more than 80 years. Its early growth is closely interwoven with the railway building activities carried on in Ontario by the Grand Trunk Railway Company of Canada during the sixties and seventies of the last century, coupled with the absorption of a number of smaller systems to round out the existing C.N.R. network in Southern Ontario. At the present time the repair of motive power and other equipment at Stratford covers a territory undreamed of by the original sponsors, comprising the Southwestern Ontario and Northern Ontario Districts of the C.N.R.; frequently motive power units from the Maritime and Western Regions of the C.N.R. are also rebuilt.

The line of the Buffalo and Lake Huron Railway (usually called the Buffalo, Brantford and Goderich, cf U.C.R.S. Bulletin 39), and the main line of the G.T.R. reached Stratford at the same time (1856), and both were pushed through to their objectives not long afterwards. However, in 1865, the Buffalo and Lake Huron was absorbed by the Grand Trunk; by this fusion the progress of Stratford as a railway centre was assured, but the repair shops did not come until five years later.

In 1865 the District Headquarters of the Grand Trunk were located in Brantford, due apparently to the fact that the B. & L.H. already had Locomotive and Car Repair Shops at that point. However, in the next few years the citizens of Brantford became irked that the town was located only on a branch line of the G.T.R. system, and that the main line of the Great Western Railway passed some miles to the north, missing the town. This situation eventually resulted in a number of Brantford citizens organizing another road called the Brantford, Waterloo and Lake Erie Railway, to extend from Brantford to a connection at Waterford with the projected Canada Southern Railway. The Grand Trunk management became so incensed that they let it be known that they would remove their shops from Brantford if anything was done.

In 1870, the local G.T.R. operating district was enlarged to include the lines from Toronto through Stratford to Sarnia and Jackson, Mich. and the branch from St. Mary's Jct. to London as well as the original Buffalo and Lake Huron. At this time, Thomas Patterson, Supt. of Works at Brantford, was moved to Toronto in charge of the G.T.R. shop at the Queen's Wharf, and moving with him were most of the mechanics from Brantford. From this action, it appears that the threat of moving shop and personnel was being carried out.

Following the reorganization of the operating district in 1870, the matter of new locomotive shops of greater capacity became pressing, and the decision was made by the management to locate the new shop at Stratford, in the approximate centre of the Southwestern Ontario area. Foundations for this shop were started in 1870, erection completed in 1871, and the machinery and mechanical staff previously employed at the Brantford and Queen's Wharf shops were moved to Stratford, with Thomas Patterson in charge as General Foreman. The original shop building and all later extensions were built on property adjoining the former Buffalo and Goderich main line.

DESCRIPTION OF SHOP, 1871 - The Machine, Erecting, Boiler and Blacksmith Shops and the office were all contained within the four walls of what is now the central portion of the present Blacksmith Shop, and part of the present Tube Shop and Oxygraph Dept. to the end of the existing Jacket and Tin Shop. Tender and Wood-working Departments were located in a smaller annex to the south. The main building measured 270 x 90 ft., while the annex was 150 x 42 ft. The total floor area was 38,700 sq. ft.

The main building structure followed the type in vogue for heavy industry in that period - masonry foundation, heavy brick walls and clear span wooden roof trusses supported by pilastered walls. That the design and workmanship was good is indicated by the fact that, after 80 years, this structure is still standing without any evidence of settling or wall cracking. The annex was of lighter construction, with wooden roof trusses supported on timber posts on a masonry foundation and enclosed with brick veneer. This portion is still standing, but some of the supporting posts have been replaced from time to time. To the above must be added a wood shed and wood yard located south of the shop buildings - the shed was required for the men employed in reducing cordwood to a size that would pass easily through a locomotive firebox door. The frame of this shed was moved in later years to the east side of the property, and brick veneered; it still serves as an office building and instruction classroom.

The next important change on the Grand Trunk Railway in the Stratford area was the changing of the track gauge from the broad to the present day standard. In the fall of 1872, preparation for the change from Sarnia to Buffalo was completed, with the actual changeover planned for a November Sunday. On the previous night the withdrawal of all broad gauge cars and locomotives from Buffalo and from Sarnia to Stratford was begun. As Stratford yard was not large enough to handle all of this equipment, the main line to Goderich was used, and by Sunday morning, the track was filled as far as Sebringville, a distance of $3\frac{1}{2}$ miles.

With the passage of time, the G.T.R. absorbed other smaller systems. The Grand Trunk, Georgian Bay and Lake Erie, absorbed in 1893, had no repair shop of its own, having contracted the repair and overhaul of its motive power to a private firm, the Stratford Mill Building Co. on Erie St. (now the site of the G.L. Griffith Co.) The Northern and Northwestern Railway at the time of absorption had a repair shop in Toronto at the foot of Spadina Ave. This shop continued in Grand Trunk use for running repairs until its replacement some years ago by the existing backshop on the new and enlarged Toronto roundhouse built during the rehabilitation of the Toronto Terminal. The Great Western Railway had extensive shops for building and maintaining rolling stock at Hamilton (cf Newsletter 94).

Absorption of these various railways by the Grand Trunk led naturally to the question of further consolidation of shop facilities for major repair work in the interest of efficiency and economy. Among the various shops available at this period, the one located at Stratford was chosen for expansion.

SHOP ENLARGEMENT, 1888 - Additions made at this time consisted of an entirely new Machine Shop, Erecting Shop, Boiler Shop, Stores, Brass Foundry and Boiler Room in another building, and a separate building to house the Carpenter, Pattern, Tube, Tin and Pipe Departments, and finally a small building to the south of the main shop for the preparing and mixing of paints. The Blacksmith and Forge Shop was expanded to occupy the whole of the original 1871 erecting shop, and the Woodworking Shop was in turn enlarged to provide adequate space for tender repairs.

The 1888 additions built the floor area up from 38,700 sq. ft. to 94,600 sq. ft. The opening of this enlarged shop brought about the closing of the Great Western shop at Hamilton, and the transfer of the machinery and mechanical staff to Stratford in 1889. The Stratford property, when ready for operation as enlarged, was considered to offer the last work in locomotive repair facilities.

The erecting Shop was provided with a transfer table in the middle aisle and running the length of the Erecting Dept., from which locomotives were backed onto pits along both sides of the shop. Originally, this transfer table was equipped with a small steam propulsion engine, but some years later when compressed air became available the boiler, a distinct fire hazard, was removed.

A stationary hoist for lifting locomotives from their wheels was built into the roof trusses in the centre of the Erecting Shop. Locomotives were raised by means of screws and slings, actuated by a system of gears which were driven by a small steam engine. This engine was also used to operate a cable winch for moving locomotives in or out of the shop to the 35-foot cast iron turntable, and moving them from the transfer table to the repair pits, of which there were 12 on each side of the shop.

Each locomotive pit had a small overhead travelling crane supported from the roof trusses equipped with a rope block and tackle for lifting parts. Transportation of material between all departments of the shop and to outside storage areas was accomplished on small push trucks running on a network of narrow gauge lines.

The tire setting house was a circular building located at the west end of the existing casting shed equipped with an overhead crane attached to cast iron wall columns. All driving and truck wheels requiring new tires were transported to and from the Wheel Dept. in the Machine Shop on special narrow gauge trucks propelled by man power (which had to be plentiful for this movement in snowy weather).

The Boiler Room, which occupied what is now the west end of the Stores Building, was equipped with a battery of discarded locomotive boilers, of necessity hand fired. All handling of coal and ashes was also done by hand at this time. The pump unit was located at the west end of the Boiler Room, and a 120 ft. brick smokestack stood outside in front of what is now the Medical Clinic.

(To be Concluded Next Month)

Observed passing through Toronto in an eastbound C.N.R. freight on April 28th were three 0-8-0 switchers; Wabash 1561 and Detroit and Toldeo Shore Line 110 and 112.

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

ADDRESS NEWSLETTER CORRESPONDENCE:
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JUNE 1954

NUMBER 101

The first of three summer meetings of the Society will be held on Friday, June 18th. Members will meet at the C.N.R. Danforth Station in Toronto's east end for an evening of train observation on the main line. Time of meeting will be 7:30 P.M.

C.F.H.A. BULLETIN 17 - "Halifax - Birney Stronghold" is the title of a 22-page bulletin covering, in thorough fashion the history of the electric railways of Halifax. The bulletin is illustrated with photos and maps and contains an extensive equipment roster. Copies are available at 50¢ apiece from the Association's editorial office, 6959 De l'Epee Ave., Montreal 15, P.Q.

T.T.C. - FEDERATION TO CAUSE CARLINE ABANDONMENT AND NEW LOOP CONSTRUCTION

For the second time in 1954, the T.T.C. routing system will undergo a violent upheaval on July 1st, although in this instance, the suburban routes (principally bus) are the most affected. However, a sudden and unexpected portion of the reroutings consists of the cutting back of the Kingston Road carline to the City Limits at Victoria Park Ave., and its replacement by an inward extension of the Scarborough bus route. The Bingham Loop at the City Limits has had the north track of the two in the right-of-way section removed, where across-platform transferring between cars and buses will take place. The Kingston Road carline will continue, with the same service as previously operated, between Bingham Loop and McCaul Loop, and combined with the Coxwell route evenings, Saturdays and Sundays. The Kingston Road Tripper route, which has heretofore terminated at Bingham Loop, will continue unchanged.

A consoling thought is the recent T.T.C. statement that it will not remove street cars from the city portion of the Kingston Road route, expressway threats notwithstanding. Nevertheless, the Bingham - Birchmount extension with its rail still in excellent condition (laid in 1928) will now stand unused, and the residents of Birchcliff, who have enjoyed direct downtown service for 26 years, suddenly find themselves with reduced service and an enforced transfer.

Other rail lines affected on July 1st are the Oakwood, Rogers, Queen and Long Branch routes. The two first named will now be included in the central zone with free transfers exchanged with the whole central system. The Long Branch route is to operate west of the Humber only, with the Queen route extended on Lake Shore Rd. to the Humber Loop, although some cars will continue to turn back at Parkside. Central zone service will thus be reinstated along the section of Lake Shore Road from which it was removed over 15 years ago. A new double loop will be constructed to allow Long Branch and Queen cars to turn back without having their paths cross.

Long Branch will remain as the only suburban street car route, in two zones with the split at Dwight Ave. Fares on the route will be 4 tickets for 30 cents or 15 cents cash per zone, with a "two-zone combination" rate of 8 tickets for \$1.00 for any two-zone ride. A trip from downtown to Long Branch Loop will henceforth cost a minimum of 22.5 cents.

C.P.R. BRANCH LINE CONSTRUCTION

The Canadian Pacific Railway has completed construction of the new 1.5 mile spur line in south-west Oshawa from the main line to the new General Motors south plant. Despite the short length of this new branch, considerable bridging expense was involved as the line has to pass over both the C.N.R. main line and 4-lane highway #401.

Contracts have been let and construction started on the new 16½ mile line from Havelock to Nephton, Ont., which will serve the line of the American Nepheline Co.

The two major railways are studying the commuter traffic on the lines to the western suburbs of Montreal (see Newsletter 96) with a view to the possible pooling of the service on the closely paralleling lines. It is supposed that, were the pool plan to be put into effect, commuter trains on the C.N.R. line would not run west of Dorval.

HISTORICAL REVIEW OF THE C.N.R. STRATFORD LOCOMOTIVE SHOPS

by H. Spencer, Shop Engineer (Retired), Can. Nat. Rys.

CONCLUDED

TYPES OF LOCOMOTIVES HANDLED IN 1888 - Practically all road locomotives in use up to the middle '80's were of the 4-4-0 type, weighing 35 to 40 tons in working order (loco. only), with haulage ratings of 13 to 15%. Switchers were mostly of the 0-4-0 type weighing from 20 to 33 tons, the weight depending on whether they were equipped with Saddle Tanks or separate tenders. Haulage rating varied from 8 to 15%.

By the late '80's road locomotives had undergone development into freight and passenger classes. The 4-4-0 was retained for passenger work, but was built heavier, up to 45 tons and more, with haulage ratings of 17 and 18%. For freight work, the 2-6-0 or Mogul type was fast displacing the 4-4-0, these early Moguls weighing 53 tons with a haulage rating of 18%.

Around the turn of the century still larger classes of freight Moguls were introduced. These weighed 81 tons and had a 28% haulage rating. The 4-8-0 type appeared for handling heavier passenger trains. They weighed 88 tons with 24% H.R.

By 1902, when these heavier classes of motive power reached the shop for overhaul, it was evident that the larger steel framed tenders had grown beyond the facilities available in the 1888 Tender Shop. The locomotives were too long for convenient handling by the Erecting Shop; for a time the Ten-wheelers were sent to Montreal, where a number of pits had been lengthened specially to handle them. The demand for brass castings and heavier forgings also dictated the urgency for larger furnaces and forging equipment.

(Continued on page 3 after Equipment Data Section)

NO. 5 - NEW C.N.R. FIRST CLASS CARS

These 218 cars form the larger portion of the 359-car modernization of the passenger equipment of the Canadian National Railways. (The other 141 units, consisting of sleeping and dining cars, have been reviewed here previously). The new coaches feature a variety of interior basic colour schemes - blue, green, brown and rose. All interior finish in the cars consists of plastic panels, no paint being used.

(Continued from page 2)

By 1906 it became evident that the Machine, Erecting and Boiler Shops, built in 1888, had become woefully inadequate to handle the heavier classes of 2-6-0 and 4-6-0 locomotives, to say nothing of the new Consolidation type engines weighing 95 tons, with a haulage rating of 40%. Studies began in the fall of 1906 to devise a shop layout that would take care of the repair work to all existing classes of locomotives, plus a margin for future growth in size and weight. When the shop arrangement had been determined, the designing and engineering supervision of the new structure was entrusted to the Arnold Co. of Chicago, a firm of Designing and Construction specialists.

1908 RECONSTRUCTION - Dimensions of the buildings included in this program were as follows: Erecting Shop 70 x 616 ft., containing 28 locomotive pit spaces on 22 ft. centres; Machine Shop, main floor 105 x 616 ft., with gallery 45 x 616 ft., Boiler Shop 135 x 154 ft. At the same time the old 35 ft. turntable was replaced by a new 85 ft. turntable installed in the yard south of the main buildings, with track for incoming locomotives leading to Pit 20 in the new Erecting Shop.

Construction commenced in August of 1907, and completion was effected in January, 1909. The work was carried out in two stages, commencing at the west end adjacent to Nelson St. and working eastward. This was necessary due to the fact that the new structure had to be erected around the site of the existing buildings, and it was imperative that repairs to as many locomotives as possible be carried out during the construction period. As a start, the 1888 Boiler Shop was demolished and the new structure erected and closed in from the Nelson St. end to a point just beyond the incoming track at Pit 20. This section was then provided with one 10-ton overhead electric crane in the Machine Shop bay and one 10-ton and a 120-ton crane in the erecting bay. Large timbers were placed on the floor in the Boiler Erecting Bay to act as temporary pits for small locomotives to augment the eight full size pits then available in the Erecting Shop. This portion of the new shop was placed in operation during the late winter of 1908, although the east end of it was practically wide open to the elements. The old Erecting Shop and part of the Machine Shop were then demolished progressively with erection of the new building following closely behind. The building design incorporated steel and reinforced concrete construction, with large window and skylight areas for adequate day lighting. The west end of the building is on filled ground, and it was necessary to drive piles under the wall and column footings of the Boiler Shop area and part of the Machine and Erecting Shop.

Many modern motor driven machines were purchased and installed at this period, and others still in serviceable condition converted from belt to motor drive, thus commencing the trend away from the group belt drive formerly in vogue in the old shop. Concurrently with the building of the new shop, a new power plant, 90 x 108 ft., was provided, containing boilers, electric generators, air compressors, pumps and other mechanical equipment.

At the conclusion of the 1908 expansion program, the total shop floor area was 275,510 sq. ft. which remained constant for 40 years, until the addition in 1948 of a 33 x 50 ft. tender finishing and inspection porch.

CRANE CAPACITY GREATLY INCREASED - The handling of the larger and heavier locomotives which were introduced after 1908 was made possible only by successive increases in the capacity of the Erecting Shop locomotive lifting crane. The heaviest class of motive power handled by the 120-ton capacity crane when installed in 1908, was the present N-4-a class (2-8-0) weighing 95 tons. In 1911, the K-3 Pacific type weighing 102 tons was introduced, followed in 1915 by the first group of S-1 Mikados weighing 127 tons.

In order to handle the Mikados more safely, the gear ratio on the existing 60-ton crane trolleys was reduced to provide greater lifting power as a temporary measure until new trolleys of greater capacity could be secured. Two trolleys, each of 75 tons capacity were received and installed in 1919, thus raising the overall capacity of the crane to 150 tons and again providing a margin for the future.

By the middle 1920's, the U-1 (4-8-2) and T-2 (2-10-2) classes, weighing 170 and 180 tons respectively, were in service. Once again the Erecting Shop crane was overloaded necessitating the purchase in 1928 of a completely new crane of 200 tons capacity. This new crane was designed with a wheelbase double that of the old 120-ton crane, in order to prevent overloading of the building structure. During the years that this crane has been in service its capacity has not been exceeded, but the greater numbers of U-1, U-2, U-3, U-4, T-2 and K-5 classes of locomotives now being handled by it brought about an extremely congested condition within all sub-departments of the shop.

ABSORPTION INTO CANADIAN NATIONAL RYS. - Even after the turn of the century, other railroads were absorbed by the Grand Trunk Railway, but these absorptions had little or no effect on Stratford Shop at the time. However, by 1922, it became the turn of the G.T.R. system to be merged into the Canadian National Railways. This event brought about the closure of still further small repair shops with resultant removal of some of their machinery and personnel to Stratford Shop. These latter moves were as follows:

- Locomotive portion of the Canadian Northern Shop at Leaside closed, March 31, 1926, with machinery and personnel moved to other shops, including Stratford.
- Machinery and staff employed on self-propelled cars transferred to Stratford from Toronto Shop (Spadina) in July 1933.
- Staff employed at Leaside roundhouse on repairing work equipment transferred to Stratford, June 1934.

ERECTING SHOP ANNEX, BUILT 1948-49 - The decision resulted from the extremely congested condition within all sub-departments of the shop to construct an annex 50 x 583 ft. along the south side of the Erecting Shop into which a number of sub-departments could be moved from other locations in the shop, thus providing urgently needed expansion for all congested areas.

The annex is of steel frame construction with brick walls on a concrete foundation; a 15-ton electric travelling crane runs the full 583 ft. length of the building. Two cleaning vats for general cleaning of locomotive parts have been installed in the annex, replacing vats formerly located in the open air.

LOCOMOTIVE LIGHTING UP SHED, BUILT 1950 - Stratford Shop had never been equipped with a closed building fully equipped exclusively for the purpose of firing up and inspection of locomotives, both before and after test runs when turned out of the shop. Previously all locomotives were fired up on outdoor tracks south of the shop buildings, after which, in extremely wet and cold weather, they could be moved inside of the east end of the Light Repair Shop for inspection and adjustment.

This operation is now carried on in a concrete block and steel building, 40 ft. by 110 ft., covering two through tracks with doors at each end. The building will accommodate two of the largest locomotives presently in service. Each track is equipped with a long pit for inspection purposes under both engine and tender. Other facilities include water, steam and oil lines for firing up, electric outlets for welders and extension lights, oxy-acetylene connections for cutting torches and welders, and compressed air connections in the pits for pneumatic tools.

The 1948-1950 additions brought the total area of the shop buildings to 313,020 sq. ft. The increase in shop space in 42 years amounted to only 13.5 %, although the maximum weight of locomotive handled increased during this period by 90%.

Two new boilers were installed in the power house in 1949, replacing two of the four smaller boilers which dated from 1908.

IMPROVED METHODS THROUGH YEARS - Electric welding machines were introduced in 1910, first used for building up worn parts only. They have now become indispensable in fabricating all types of plate and structural work. The above equipment was followed shortly by the oxy-acetylene process for metal cutting and welding, and again later by an oxygraph shape cutting machine for shape cutting of parts from blank forgings, billets and plates.

Oil fired furnaces, which were introduced early in the century in the Spring Department, were replaced with controlled temperature electric furnaces, resulting in a more uniform product with attendant longer service life. These furnaces were adopted for case hardening operations, and more recently for annealing and stress relieving new forgings and parts reclaimed by the electric welding process, as well as other locomotive parts such as Brake and Spring Gear removed at regular shopping periods for restoration to original standards.

Commencing in the early 1920's various types of grinding machines were introduced for production of more accurate locomotive parts such as Piston Rods, Motion Pins, Side Rod Bores, Crank Pins, Driving Axles, Air and Feedwater Pumps and similar items. The metal spraying process has been adopted for restoring usable worn parts; within the past few years, Magnaflux testing equipment has been introduced for the purpose of detecting flaws and stress fractures in vital locomotive parts, many of which formerly went undetected; it has thus been possible to remove from service any such defective parts and reduce costly road failures to a minimum.

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The Ottawa Transportation Commission recently scrapped weed-killer car 88 because the weed-toxic compound had caused serious deterioration of the car body. No. 88 was originally a single truck wood monitor roof passenger car of the same number.

The O.T.C. Hull line seems to be in grave danger of abandonment because of pressure from the Federal District Commission for the removal of all overhead wires from Wellington Street. The plan to relocate the tracks on the new Chaudiere Bridges has apparently been given up. In the event that the Hull line was abandoned, the St. Patrick - Lindenlea ends of the route would probably be joined with the Preston route, giving the O.T.C. a system of four basic street car routes.

Upper Canada Railway Society

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JULY 1954

NUMBER 102

The July meeting of the Society will consist of an outing at Bayview Junction, near Hamilton, the site of the famous wye on the C.N.R. main line, and one of the best places in this part of the country for watching railroad operation. Members will travel by automobile, meeting at Yonge and Front Sts. at 7:30 P.M. on July 16th.

ENCLOSURE -- A copy of the T.T.C. "Interim" route map (showing subway but not July route changes) is included with this issue.

THE ONTARIO ELECTRIC RAILWAY HISTORICAL ASSOCIATION took delivery of T.T.C. cars 1326 and 2210 at the museum site in Nassagaweya Township on June 25th. An article describing in detail the progress being made by this organization will appear in the August issue.

P.G.E. SOUTHERLY EXTENSION UNDERWAY

The British Columbia provincial government hopes to have the extension of the Pacific Great Eastern Railway from Squamish (the present south terminus) to North Vancouver completed and in operation by 1956. The Provincial government has passed a \$30 million loan bill, \$10 million of which will be used to complete the Vancouver extension, and the other \$20 million will go toward the starting of the extension (at the other extremity) from Prince George into the Peace River district. The government has also announced plans to introduce a bill that would set the P.G.E. on its financial feet by wiping out 40 years of pyramided interest amounting to more than \$97 million on the P.G.E.'s debt to the province.

Tenders have been called for construction of the line from Whytecliff (in West Vancouver) to Squamish, and a separate tender has been called for the construction of a large bridge over the Capilano River in North Vancouver. Only minor reconstruction work is necessary on the existing roadbed from West to North Vancouver; however, it is here that constructional difficulties of an unusual type have presented themselves. The right-of-way here was graded originally in the late 1920's and then abandoned - in the ensuing years an "upper crust" residential district built up adjacent to the right of way and some people erected garages and built gardens right on the P.G.E. grade. When surveyors went through this area recently, some of these people went so far as to pull up survey stakes and bombard the unfortunate surveyors with garbage. However, this petty opposition has proved no deterrent to the implementation of the plan.

The P.G.E. will reach Vancouver by C.N.R. trackage from North Vancouver. An all-rail connection to Vancouver for the railway is expected to make the difference between a losing and a self-supporting railway. The B.C. government is expecting that the Dominion Government will pay 50 per cent of construction costs on the new line.

MOTIVE POWER NOTES

- The last T.H. & B. steam locomotive to run into Toronto was Hudson 501, which arrived on train 772 and left on train 801 on March 22nd; the last New York Central steam locomotive to run into Toronto was 5374, which arrived on train 792 and left on train 821, also on March 22nd.
- C.P.R. Northern 3101 arrived in Toronto on train 21 on March 11th and has been in storage since at John St. roundhouse, while 3100 is in storage at Montreal. This results on passenger diesels having taken over duty on trains 21 and 22.
- The damaged RDC car no. 9050 of the C.P.R. was returned from the Angus Shops in June, and commencing June 25th, the Toronto-Detroit Dayliner has been composed of three RDC cars. When new car 9053 is received, the borrowed car 9052 will return to the Mont Laurier service.
- The last of the 4000 class Santa Fe helpers has left Toronto, with the sending of 4024 to the London reclamation yard recently. 4100 has been tallowed up in Toronto since early April. 2-8-2's, 2-8-0's and 0-8-0's have been filling in on helper service.
- C.N.R. diner 1288 was sold to Wallace Bros. shows in April.
- The following C.N.R. locomotives have been scrapped:

2199	Val Royal	Feb. 19	2686	Val Royal	Mar. 18
3465	Val Royal	Feb. 19	1236	London	Mar. 1
7230	Val Royal	Feb. 19	2541	London	Mar. 1
2186	Val Royal	Mar. 10			
- Delivery dates, C.N.R. class Q-7-c switchers (G.M.D. 900 H.P.)

8548	Feb. 19	8549	Feb. 27	8550	Feb. 27	8551	Mar. 12
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- Switchers of class Q-6-e (8028-8033) have also been received by the railway. These are standard MLW 1000 HP locomotives with a haulage rating of 34% and a weight of 230,000 lbs.
- C.N.R. 1500 H.P. G.M. road units 9028-9029 passed through Toronto on April 28th enroute from Rivers, Man. to the London G.M.D. plant for rebuilding after suffering collision damage.
- New C.N.R. MU road switchers 7670 and 7671 from the G.M.C. plant, made a test run to Winnipeg on June 13th. These are 800 H.P. locomotives.

THE LAST RUN OF A STREET RAILWAY TRAILER

by the Editor

On Wednesday, June 9th, 1954, I took a ride on a Yonge St. train-something that thousands of people did every day until quite recently. However, this ride was the last. It was not that which the T.T.C. considered the last (away back on March 30th) or even what the railfans of Toronto considered the last (April 4th). This train (2526-2991) was absolutely the last coupled street car and trailer in the entire North American continent, and the June 9th move from Russell Division yard to George St. yard was its last stand. Train 3010-2871 preceeded 2526-2991 to the yard by a few minutes, but as it left street trackage and was uncoupled a few minutes earlier, it missed the distinction.

The two mentioned trains included the only trailers left on the T.T.C. system after Thursday, June 3rd, when the fourth and third last

such units were scrapped. (They had come from Harbour Yard, and their departure signified the end of use of this facility). Having entertained the notion of making an effort to take a ride on the last trailer's last run, I checked with Hillcrest and was informed that those last two trains, then parked at the head of Track 19 at Russell, would leave there at or about 9:30 A.M. on the following Wednesday. Accordingly I arrived at this location a few minutes before the specified time, and found the two trains on track 18 with poles on the wire, doors open, compressors in action, and generally champing at the bit. They gave every impression of being in readiness to move out to do a day's work on Yonge Street.

However, upon entering 2991 I could no longer imagine that there was any future for this car. Light bulbs and advertising cards were gone and the cross seats were all turned up. Transfer stubs were still littered about the conductor's pulpit bearing the date "Tues. Mar. 30". Hardly three minutes after I had taken up my seat inside the trailer, I could see up through 2526 that 3010-2871 were moving off. A few seconds later the graveyard crew for 2526-2991 arrived, and I introduced myself to the trainman who was assigned to ride the trailer, then proceeded to the front end to request a photo stop after the train pulled around the curve to face east, which was obligingly granted. Although the crew was most affable, to all appearances they failed completely to realize the great historic import of the trip they were about to make.

Photos taken, I reboarded 2991, and we left Russell Yard about 9:40 via Connaught Ave. and Queen St. As we pulled west on Queen, we passed a lineup of cars on the eastbound track, some of which were awaiting entry to Connaught Ave. These were the A.M. rush extras returning home, largely Peter Witts, and some of them 2400 series cars which once pulled trailers. They were now having their last look at one.

I sat down two seats behind the Peter Smith heater, still in place, threw up the window, and tried my best to act like a bona fide passenger. The sensation of a ride on a Peter Witt train well over two months after they had "officially" run their last mile was most peculiar if enjoyable, and was spoiled only by the thought that time had run out for the type of car in which I was riding. It was strange to think that, after that day, I would probably never see one on trucks again - certainly not on this continent, at any rate. Within a half hour's time the books would be closed on the story of the Peter Witt train, the backbone of the street car fleet in many cities during the '20's and '30's, and in many ways, the most efficient surface transit mover ever designed.

Some passers-by looked at the train with a certain degree of curiosity, probably not having seen one since S-day, but the majority were quite oblivious of its passage. The ride west along Queen St. brought to mind the Kingston Rd. trailer operation which had been ended over a year previously by the influx of Cleveland (Louisville) cars to the route. A trailer ride on Kingston Rd. route trackage was a completely different experience in later years from the performance on Yonge St. - there was none of the tortuous pitching or the roaring over flange-bearing rail with battered ends which characterized the latter line.

The Kingston Rd. route made a trailer look good and let it give a comfortable ride - and 2991 was very acceptable on its last three miles.

The train angled onto King St. at the Don Bridge, and the sight of a C.N.R. 0-8-0 switching below was reassuring. We continued without incident to Church Street, where considerable time was taken in making the left turn. Once this had been accomplished, 2526 began picking its way through the congestion caused by mid-morning activity in the food produce warehouse district in the Church-Front vicinity. Another left turn to bring the train onto the eastbound track on Front St. was made only with considerable difficulty, and a fruiterer's truck parked afoul of the outswing had to be moved. The second last block of operation (Church to Jarvis) was a case of inching ahead through traffic congestion of the worst kind, and our Peter Witt train, symbol of city transit of the 1920's, was making its final exit through a virtual symbol of the 1950's, and one of the prime factors in the sorry plight in which many transit systems find themselves today.

Presently George St. was reached, and 3010 and 2871 were seen to be in the yard on the second track, and already uncoupled. 2526 dragged 2991 east of the trailing switch, then proceeded to back into the yard. The clock on nearby St. James Cathedral showed 10:03 as the train left street trackage for the last time, and stopped with the motor just clear of Front Street. Here I took the opportunity to disembark and prepare to take a photograph of the final uncoupling operation which would write FINIS to North American trailer operation. Some discussion occurred among the Equipment Dept. men present as to where this should occur, and it was eventually decided to push the trailer somewhat further south, which was all to the good as it enabled me to snap the uncoupling scene from atop a low stack of rails. This historic moment came at 10:06 A.M.

After final arrangements had been concluded (removal of trolley pole from 3010, etc.), the assorted T.T.C. personnel present boarded 2526 and it pulled out at 10:16 to return to Russell carhouse. (This car is one of the group of 51 two-man cars being retained in dead storage) As 2991 was one of the more deluxe variety of T.T.C. trailer, (still equipped with the original moonstone reflectors on the interior lights), I proceeded to remove one of them for posterity and triumphantly carried it away. Meanwhile, Toronto's last 2900-3018 series car, and North America's last two trailers were left to the mercy of the Western Iron and Metal Co.

PROJECTED NEW C.N.R. BRANCH LINES

A bill authorizing construction, with costs estimated at \$38,750,000, of several new branch lines in Northern Ontario and Quebec by the C.N.R. was introduced in the Commons in May. These lines consist of:

- A line from Hillsport, Ont. (29 miles west of Hornepayne) southerly to Lake Manitouwadge, 27 miles.
- A line from Beattyville, P.Q., (terminus of the Barranté-Beattyville branch built in 1946-47) north-easterly to Lake Cache, 149 miles.
- A line from St. Felicien (on the Chambord-Bolbeau line) north-westerly to Lake Cache, 139 miles.
- From Lake Cache northerly to the Chibougamou townsite, 6 miles.

INCORPORATED 1952

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

ADDRESS NEWSLETTER CORRESPONDENCE:
STUART I. WESTLAND, EDITOR
16 SONORA TERRACE, TORONTO 13

AUGUST 1954

NUMBER 103

The August meeting of the Society will take the form of an inspection trip through the Davisville subway shops and interlocking tower. Members will meet on the Chaplin Cres. bridge at 8 P.M. on August 20th.

THE ONTARIO ELECTRIC RAILWAY HISTORICAL ASSOCIATION

HALTON COUNTY RADIAL RAILWAY

The Ontario Electric Railway Historical Association had its ultimate beginnings in November, 1953, when it became apparent that, owing to a shortage of carhouse space, it had been decided by the T.T.C. to scrap car 1326, the last of the hundreds of distinctive Toronto Railway wooden cars, which had been added to the T.T.C. historical collection in 1951. By mid-December, several U.C.R.S. members were actively engaged in attempts to find suitable ground on which to establish a traction museum, and also with the problem of moving so large a car as 1326. Several possible sites were considered, including a farm of one of the members.

When it became evident that the scrapping of 1326 was imminent, the first negotiations were conducted with the T.T.C., resulting in the scrap order being suspended temporarily to permit definite arrangements to be made regarding shipment.

After many miles of abandoned railway roadbed in the area northwest of Toronto had been examined, a location was found which best served the purpose, and the plan to place the car on the farm was dropped. Negotiations were immediately started for the purchase of the land. The T.T.C. was again approached, and on January 14, 1954, the group, as yet unorganized, became the owners of car 1326.

At this point it was decided that some more formal organization was necessary. Owing to the dual nature of the U.C.R.S., catering as it does to both steam and electric railway enthusiasts, a purely electric railway project such as this was necessarily organized outside the U.C.R.S. Accordingly, the name Ontario Electric Railway Historical Association was selected, and it was further decided that the operating name of the railway should be the Halton County Radial Railway. At the present time, all members of the O.E.R.H.A. are also members of the U.C.R.S., but both members and non-members are welcome to join the O.E.R.H.A.

Negotiations for the chosen tract of land continued, and on February 1st the owners agreed to sell to the Association at a very reasonable price. Inquiries had already been made for ties and rail at a price the Association could afford.

On February 13th, in preparation for the opening of the Yonge Street subway, the T.T.C. advertised for sale 163 assorted street cars, including four of the eight single-truck hand-braked 2200-class snow scrapers. It was decided to attempt to acquire one of these vehicles, and accordingly an appeal was made for support for this project at the U.C.R.S. meeting of February 19th, because the limited membership of the O.E.R.H.A.

at that time could not manage the acquisition and movement of two cars simultaneously. Considerable support was forthcoming, and a tender was duly submitted; on March 12 the tender on 2210, the best-preserved of the four cars offered for sale, was approved by the T.T.C. and the second car was added to the O.E.R.H.A. collection. An arrangement was immediately made with the scrap dealer who purchased the rest of the cars, whereby enough small parts were obtained from these other cars to replace those which had been lost from 2210 during its more than 25 years of non-revenue service.

On April 16th, work was finally begun on the long job of clearing the right-of-way and preparing it to receive the cars. Members were on the job almost every weekend after that time. In the middle of May a large number of used but serviceable ties, from the Canadian National Railways, were trucked to the property, and track laying was begun.

An offer was received from the Hamilton Street Railway of a considerable quantity of rail, including a complete switch. This was the most attractive offer received, and was accepted, but owing to a delay in shipment, the rail was not delivered to the property until just a week before the cars had to be moved. Seven members then worked extremely hard in uncomfortably warm weather laying 130 feet of track in preparation for the moving day.

Friday, June 25th was the day selected for the movement. The cars were loaded on large flat trailers the previous afternoon at the T.T.C. Hillcrest shops, and moved off together at 5.00 A.M. The journey was accomplished without incident, fortunately, and shortly after noon both cars had been successfully unloaded on the Association's property.

The immediate task of the members is to prepare the cars for spending the winter in the open until such time as a carhouse can be provided. Both cars are to be given a thorough paint job, in which 1326 will be maintained in the condition in which it last operated, but 2210 will be restored as closely as possible to its condition when built in 1915 as Toronto Civic Railways 55.

Any interested persons are welcome to join the O.E.R.H.A. There are no membership dues as such, but each person making a contribution of \$10.00 or more in support of the Association's activities is considered a member for the current year. Meetings and work sessions take place each Saturday and Sunday afternoon on the Association's property, which is located on the west side of Concession IV of Nassagaweya Township, one mile directly south of the point where Highway no. 7 makes a right-angled turn towards the north, about six miles west of Acton, Ont. Visitors and prospective members are welcome, but are requested to contact John Kelley at LL-9453 or Ron Cooper at OX-1877.

MOTIVE POWER - CAR EQUIPMENT NOTES

- The following C.N.R. locomotives have been scrapped:

745, 1323, 7227, 7235, 7241, 7432, 7452	Apr. 14th
845, 1208, 1238, 7500	Apr. 28th
2117, 5599	Apr. 29th
- The C.N.R. ordered two more R.D.C. cars from the Budd Company of Philadelphia during June; one is to be a standard RDC-1 model, while the other will be the non-passenger RDC-4 (baggage-mail-express).

- C.P.R. R D.C. car 9050 was back from Angus less than a month, when on July 15th, again at the head end of Train 630, it was in collision with a vegetable truck at the Bloor St. (Islington) crossing. Less extensive damage was suffered by the unit in this accident.

- The C.N.R.'s newly converted cars for Toronto commuter service are numbered 4959 to 4974. These 16 cars are of steel construction, with modern seating and lighting, and have a seated passenger capacity of 100. Their advent was something of a surprise to the regular users of the Hamilton commuter trains (74, 76, 79 and 81). They may soften to some extent the recent active opposition of the Oakville Commuters' Association to the railway's application for increased commutation fares.

Of the 16 cars, 10 are assigned to trains 76 and 79 (Toronto - Hamilton), four to trains 74 and 81 (Toronto - Hamilton) and two to trains 10 and 11 (Toronto - Guelph).

- New C.N.R. 800 H.P. GMD road-switchers 7672 and 7673 left Toronto (after delivery from the London plant) on June 20th, working M.U. on train 403, enroute to Winnipeg. Locomotive 7674 passed through Toronto on July 11th on its way from the G.M.D. plant to the C.N.R.'s new Sherridon - Lynn Lake line in Manitoba.

- The C.N.R. has ordered five coaches and one sleeping car, for the narrow gauge Newfoundland lines, from Canadian Car & Foundry.

NORTHERN ONTARIO OBSERVATIONS

On a recent traverse of the Ontario Northland Railway from North Bay to Moosonee, dieselization was found to be almost complete. The only O.N.R. steam locomotives noted in action were switcher 900 at Cochrane and two Consolidations on work trains. At least ten steam engines are in storage at Englehart, and 303, 313 and 701 are stored near the roundhouse in North Bay. Most of the work is done by G.M.D. FP7A units 1500-1521, used in pairs on the North Bay - Timmins passenger trains and on the through freights, and singly on the Noranda and Cochrane passenger locals and on the Cochrane - Moosonee mixed. The sight of a streamlined cab unit on such duties as the Cochrane - Fraserdale way freight is unusual in Canada. The M.L.W. road-switchers appear to be relegated to way freight and work service, including the North Bay - Englehart mixed.

The "Polar Bear" from Cochrane to Moosonee is highly recommended. Although business seems to be good (two head end cars, four full coaches, diner and 15 freight cars on one occasion), the atmosphere is delightfully informal. At Island Falls Jct., connection is made with Abitibi Power and Paper Co. rail car no. 2, and at Fraserdale with a small H.E.P.C.-owned Plymouth gas engine and combine for Abitibi Canyon.

On the C.N.R., most of the freights west from Cochrane are handled by road-switchers 7832-7835, used singly, but ex-C.G.R. M-5 Consolidations continue to work east to Taschereau. In passenger service Pacifics 5087 and 5104 were noted working to Kapuskasing and Hearst respectively, and 5259 and 5278 east to Senneterre. 2559 is the Cochrane yard engine.

Two unit diesels have been running regularly on C.P.R. trains 7 and 8 for some time, presumably to Fort William.

RESULT OF T.T.C. CAR SCRAPPING PROGRAM

All 163 cars which the Toronto Transit Commission offered for sale earlier this year (see Newsletter 98, P.4) have now left the property. Of these, all but one (car 2210) were sold to the Western Iron & Metal Co., which firm has been in the position of regular "car scrapper" for the T.T.C. since 1947. Also eliminated during the program was the shell of Small Witt 2866, which had already been partially dismantled at Hillcrest following a collision.

The first thirty-odd cars were removed from their trucks and carried to a yard at Eastern Ave. and Leslie St. where they remain at time of writing, bodies intact. The remainder of the cars (except for several, the bodies of which were resold) were burned at Simcoe Beach, cut up for scrap, and the fragments loaded on boats at the nearby turning basin for shipment to the Hamilton steel mills.

A table of scrapping dates (when sent to George St.) for each car follows:

2918	Mar. 14	2997	Apr. 7	2976	Apr. 29
2948	" "	2940	" "	2825	May 3
2902	Mar. 16	2901	Apr. 8	2975	" "
2944	" "	2906	" "	3000	" "
3006	Mar. 17	2909	Apr. 8	2809	May 4
2873	" "	3008	Apr. 12	2982	" "
2959	Mar. 18	2837	" "	2915	" "
2970	" "	2950	" 12	2811	May 5
3012	" "	3023	Apr. 13	3018	" "
2945	Mar. 19	2863	" "	2897	" "
2953	Mar. 22	2510	" "	2995	May 6
3019	" "	2993	Apr. 14	2938	" "
2532	" "	2771	" "	2912	" "
2662	Mar. 23	2942	" "	2939	May 10
2801	" "	3005	Apr. 15	2841	" "
2534	Mar. 24	2920	" "	2542	" "
2933	" "	2885	Apr. 20	2866	" "
2640	" "	2895	" "	3001	May 11
2921	Mar. 25	2904	" "	2907	" "
2540	" "	2957	Apr. 21	2964	" "
2879	Mar. 29	2558	" "	2833	May 12
2815	" "	3027	" "	3015	" "
2546	" "	2932	Apr. 22	2990	" "
2900	Mar. 30	3013	" "	2996	May 13
2916	" "	2914	" "	2835	" "
3029	" "	2905	Apr. 26	2988	" "
2958	Mar. 31	2911	" "	2984	May 17
2999	" "	2514	" "	2881	" "
2930	Apr. 1	2923	Apr. 27	2998	" "
2910	" "	2994	" "	2867	May 18
2845	Apr. 5	2935	" "	2987	" "
2823	" "	2783	Apr. 28	2972	" "
2966	" "	2969	" "	2767	May 19
2847	Apr. 6	2992	" "	2928	" "
3016	" "	2954	Apr. 29	2951	" "
2843	" "	2971	" "	2936	May 20

2941	May 20	3009	June 2	2626	June 15
2980	" "	2960	" "	2598	" "
2761	May 25	2903	June 3	2590	June 16
2785	" "	3014	" "	2594	" "
2554	" "	2943	" "	2586	" "
3011	May 26	2974	" "	2670	" "
2777	" "	2871	June 9	2208	June 17
2986	" "	3010	" "	2200	" "
2552	May 27	2991	" "	2202	" "
2917	" "	2658	June 10	Y-6	June 21
2926	" "	2582	" "	Y-3	" "
2849	May 31	2668	" "	Y-5	" "
2908	" "	2620	" "	S-24	June 22
2937	" "	2596	June 14	S-23	" "
2962	" "	2614	" "	S-21	" "
2965	June 1	2622	" "	S-22	" "
2922	" "	2646	" "	2210	June 25 (from
2985	" "	2666	June 15		Hillcrest - sold
2787	June 2	2628	" "		to O.E.R.H.A.)

Two man cars remaining in dead storage are as follows:

- At Russell Division: 2454, 2456, 2460, 2464, 2466, 2470, 2472, 2476, 2480, 2482, 2484, 2486, 2488, 2490, 2492, 2494, 2496, 2498, 2502, 2506, 2508, 2512, 2516, 2518, 2520, 2522, 2526, 2530, 2536, 2544, 2548, 2556, 2560, 2562, 2566, 2568, 2570, 2572, 2574, 2576, 2578.
- At Hillcrest Shops: 2450, 2452, 2458, 2462, 2474, 2478, 2500, 2504, 2550, 2564.

MISCELLANY

- Of the new C.N.R. branch lines in Northern Quebec (mentioned last month), it is expected that the route from Beattyville to the Chibougamau Townsite will be constructed first as guarantees of pulpwood and ore concentrate traffic have already been given, which is not the case with the Dolbeau-Lake Cache line. A preliminary survey of the new lines was carried out during 1953.

- The Ottawa Transportation Commission abandoned street car service on Crichton Street on July 13th. This street carried the tracks (from St. Patrick to Sussex) of one branch of the forked St. Patrick end of the H (Hull-St. Patrick) carline. All H cars now continue via the remaining fork, the Lindenlea Loop line. The reason given for the change to buses here was to allow Sussex Street to be completely freed of street cars (the route looped on this street for a short distance).

- U.C.R.S. member John Stevens, until lately of Toronto, but now in Leonia, New Jersey, reports that the work of changing the gauge on former T.T.C. open single truck trailer relic no. 11 was completed by the Branford Electric Railway Association over the July 3rd weekend. (see Newsletter 90, P.2).

- Officials of York Township are actively engaged in testing a "smoke-eating" device which they hope to persuade the C.P.R. to use over the stacks on Lambton roundhouse. This shed, at the southwest corner of St. Clair and Runnymede Rd. creates more of a smoke nuisance than any other Toronto roundhouse because of its close proximity to residences and heavily travelled thoroughfares. The C.P.R. has said that it is prepared to go along with the idea provided that the device is effective and does not cost too much.

With the many locomotive renumberings and the addition of various classes of diesels in recent years, the once clean-cut C.N.R. locomotive classification system has become rather more complex. For the benefit of newer members in particular, the system as revised is printed herewith:

<u>CLASS</u> <u>DESIGNATION</u>	<u>TYPE</u>	<u>WHEEL</u> <u>ARRGT.</u>	<u>NO. GROUP</u>
A	(not used)		
B	(not used)		
C	CLC-FM 1600 HP Diesel Road Freight		8700-8799
D	(not used)		
E-7	Mogul) Drivers over 52" (2-6-0	600-774, 780-899
L-10	Mogul)	2-6-0	80-99
E-12	Mogul (Drivers 52" and under)	2-6-0	400-499
F-1, 2	Ten-Wheel (Drivers 52" and under)	4-6-0	1000-1019
F-3	Ten-Wheel (Narrow gauge)	4-6-0	10-19
G	Ten-Wheel (Drivers 53" to 58")	4-6-0	1020-1199
H	Ten-Wheel (Drivers 59" to 63")	4-6-0	1200-1499
J-1 to J-7	Pacific (Drivers 70" and under)	4-6-2	5000-5499
J-8	Pacific (Narrow gauge)	4-6-2	500-599
K-1 to K-4	Pacific (Drivers over 70")	4-6-2	5500-5699
K-5	Hudson	4-6-4	5700-5999
L	Consolidation (Narrow gauge)	2-8-0	280-299
M	Consolidation (Drivers 58" and under)	2-8-0	1800-2200
N	Consolidation (Drivers over 58")	2-8-0	2201-2999
O	Six-Wheel switcher	0-6-0	7200-7549
P	Eight-Wheel switcher	0-8-0	8200-8449
Q-1,2,4	Miscellaneous Diesel		70-79
Q-3	Miscellaneous Diesel (Narrow gauge)		775-779
Q-5,6	1000 HP Diesel Switcher		7900-8199
Q-7	800-900 HP GMD Diesel Switcher		8500-8699
Q-8	660 HP MLW Diesel Switcher		8450-8499
Q-9	1200 HP GMD Diesel Switcher		7000-7199
R	Mikado (Narrow gauge)	2-8-2	300-399
S	Mikado	2-8-2	3000-3999
T	Santa Fe	2-10-2	4000-4999
U-1	Mountain	4-8-2	6000-6099
U-2 to U-4	Northern	4-8-4	6100-6999
V	EMD-GMD 1500 HP Diesel Road Freight		9000-9399
W	MLW 1500-1600 HP Diesel Road Freight		9400-9799
X	Tank and Misc. Steam (4-6-4 T only)		1-9, 20-69
Y-1	GE 380 HP Road-Switcher		7550-7554
Y-2	CLC-FM 1200 HP Road-Switcher		7600-7669
Y-3	GE 600 HP Road-Switcher		7800-7829
Y-4	GMD 1200 HP Road-Switcher (Narrow gauge)		900-999
Y-5	GMD 1500 HP Road-Switcher		7555-7599
Y-6	MLW 1600 HP Road-Switcher		7830-7899
Y-7	GMD 800 HP Road-Switcher		7670-7799
Z	Electric		100-299

Upper Canada Railway Society

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TORONTO, CANADA

NEWSLETTER

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SEPTEMBER 1954

NUMBER 104

The Society meets on the third Friday of every month in Room 486, Toronto Union Station. The next meeting will be held on Friday, September 17th at 8:30 P.M. and will be featured by a showing of films.

C.P.R. STARTS PETERBOROUGH RDC SERVICE - U.C.R.S. EXCURSION

Effective with the fall change in railway timetables, the Canadian Pacific Railway will inaugurate a midday RDC round-trip between Toronto and Peterborough using one of the Toronto-Detroit Dayliner units. The car to be used in this service will be that which operates only between Toronto and London on the 3-car trains 629 and 630. The new run will not replace any existing steam-powered train-there is at present no midday service on the Peterborough line.

The schedule, operated daily except Sunday, is as follows (car operates non-stop between terminals):

LV. TORONTO	11:00 A.M.
ARR. PETERBOROUGH	12:20 P.M.
LV. PETERBOROUGH	1:00 P.M.
ARR. TORONTO	2:20 P.M.

An RDC car made a test run on this schedule on August 11th. One unusual feature of this run was the fact that sectionmen were posted at all grade crossings between Toronto and Peterborough-which have warning signals operated by track circuits, in order to flag down highway traffic. This was necessary because the insulated track sections at present are too short for the high speed at which the RDC car will operate. It is expected that the sections will be extended to adequate length by the time that regular service begins.

Further C.P.R. RDC news is that the system has accepted delivery of two more RDC-1 units, numbered 9054 and 9055, which are for service in Western Canada.

EXCURSION -- The Society is planning a trip on the new Peterborough run on the first Saturday (October 2nd) after the service is inaugurated. It is hoped that sufficient attendance will allow a party rate on fares to be had as in last year's London excursion. Those members planning to attend are requested to notify Mr. W.C. Bailey, 44 Meighen Ave., Toronto (Phone PL.7-2278).

T.T.C. ORDERS TWO MORE SUBWAY CARS - OTHER RAPID TRANSIT NOTES

The Toronto Transit Commission has ordered two more aluminum-bodied subway cars from the Gloucester Railway Carriage and Wagon Co. of England. These additional units are to train with the four aluminum cars originally ordered (5100-5103), which are expected to arrive in Toronto during October, while cars 5104 and 5105 should follow about the end of the year. A complete 6-car aluminum train will then be

available, and its performance characteristics will be able to be compared with those of a 6-car train of standard steel cars. It is reported that the bodies of these cars will have very little paint, and will be mostly "bright metal," including a band of fluting below the windows. The factory did not tool up for the production of these cars because of the limited number, and much of the construction is being performed by manual means; this accounts for the long delay in their arrival.

The T.T.C. has called for tenders for the construction of an exit from the south end of the southbound platform at King Station, which will alleviate the A.M. rush at this point. This is intended as an exit only, and a roto gate will prevent ingress. Also to be built is a second passageway under the tracks at Queen Station to relieve overcrowding in the existing passage. A new escalator is to be installed in each of these stations.

Although the T.T.C. subway had a collision in Davisville yard in a switching move some months ago, this accident was very effectively kept from public notice. However, on August 16th, the subway suffered a second accident when car 5036, as the last car of a southbound train entering the Union Station, split the facing switch at the crossover just east of the station, pulled out the coupling to its mate, 5037, and the body of the car slammed broadside against a steel column just east of the dispatcher's control room. The accident occurred at the start of the P.M. rush hour, and normal operation at the south end of the subway was not restored until the next day. For a time, trains reversed at the crossover near College Station, with a shuttle train operating south to Queen Station. Later in the evening, operation to Union was restored while track gangs were still working on the southbound track at the crossover outside the station. The cars of the damaged train were parked on the southbound track in King Station. Another train was stored on this track south of King.

The crossover north of King Station was operated manually, and the northbound track south of the crossover used for operation in both directions. As only one train could occupy the single track portion at a time, it was necessary to change ends quickly at Union. As soon as a train arrived there, an inspector entered the northbound control cab and set up for northbound operation, departing as soon as possible. While the train was on the way back to King, the regular motorman walked through from the other end and took over the controls, the inspector leaving the train at King to assist on the next southbound train.

Car 5036 was taken to Davisville shop during the night, after the ends had suffered further damage during the righting process. This car was seen by U.C.R.S. members in the shop during the very interesting and successful tour of Davisville on August 20th. Also seen were the two cars damaged in the earlier yard collision, Nos. 5042 and 5097; these were well on the way to completion of repairs.

NEW C.P.R. CARS BEING DELIVERED

The long-awaited order of 173 stainless steel passenger train cars ordered from the Edward G. Budd Mfg. Co. by the Canadian Pacific Rail-

EQUIPMENT DATA SECTIONNO. 7 - B.C. ELEC. RY. MU CITY CARS

Car Nos. First cars 700-710 (even)
 Second cars 701-711 (odd)
 Builder and Date: Canadian Car and Foundry Co., 1925
 Type: DT SE Steel passenger cars Roof: arch
 Length overall: 48'8" Width overall: 8'4"
 Height to roof: 11'4 1/2" Weight: 1st cars 46,400 lbs.
 Control 2nd cars 45,800 lbs.
 English Electric type 13-B automatic camshaft
 Motors: 4-DK 83B, 60 H.P. Trucks: CC & F TS- 3265
 Air Brake: West SME-D Wheels: 30" steel
 Hand Brake: Peacock Staffless Seats: 55 rattan cross and
 Truck Centres: 22'6" longitudinal
 Truck Wheelbase: 5'10" Heating: None
 Couplers: Tomlinson form 10 Lifeguard: HB

These cars were among the most interesting city cars owned by the British Columbia Electric Railway. The first cars were rear-entrance, front and rear exit two man F.A.V.E. cars, with a double rear door. The second cars had front entrance and exit through double doors and a single rear manual emergency door. Eight similar units followed in 1927, numbered 712-719. The trains were used latterly on the Fraser line in Vancouver, and came to be known as the "Fraser Trains." They were removed from regular service with the abandonment of this route in 1947.

way is now in process of delivery. This order is notable in that it gives the Dominion its first modern Dome cars, and its first all-stainless steel passenger equipment (apart from the few RDC cars already in operation in the country). The 173 cars are broken down as follows: 18 Lounge-Sleeping cars with dome; 18 Coach-Buffer cars with dome; 71 Sleeping Cars (Manor and Chateau classes), 30 coaches, 18 Dining cars and 18 Baggage-Dormitory cars.

An elaborate publicity pamphlet is enclosed with this issue, which gives details on the type of accommodation offered in each class of car, with floor plans and pictures that convey some idea of the modern interior decor of the equipment. The first two cars received from the builder, the sleeping car CHATEAU BIENVILLE and the Dome Lounge Sleeping car BANFF PARK were on display near the Dufferin Gate of the Canadian National Exhibition between August 30th and September 6th. Inspection of the cars substantiated everything that has been said about them in publicity releases. A novel feature noted on the car exterior is the coloured replica of the C.P.R. herald standing out in bas-relief near the end doors.

MISCELLANY

A fourth Toronto street car may soon be acquired by railfans for

traction museum purposes. The Branford Electric Railway Association, already owners of single truck relic trailer No. 11, has begun negotiations toward the purchase of single truck single end grinding car W-24, which, along with its mate W-22, is being replaced by scraper cars 2204 and 2214, now at Hillcrest in the process of being converted to grinders. W-24 is a former passenger car of Toronto Railway Company's class F, which comprised the number group 1564-1710. W-24 was originally car 1706, rebuilt as a grinder in 1924.

Eight of the class F cars were converted to service cars, but after this year only DE grinder W-25 (old 1704) will remain on the system. W-25 was recently overhauled, and has been ironing out rail corrugations on Gerrard Street East.

-The Montreal Transportation Commission has been making studies toward the abandonment of all street car service on Sherbrooke and St. Catherine Streets west of the Forum loop, including the 3A branch to Somerled and Walkley. The Commission has stated recently that it plans to have itself completely "bustituted" by 1961.

-The Canadian National Railways has announced the placing of orders for 127 more diesel-electric locomotives. Of these, 89 are to be of the road switcher type, and the remaining 38 locomotives will be road passenger units, the first purchased by the National system.

The breakdown of orders is as follows:

FROM GENERAL MOTORS DIESEL LTD:

13 1750 H.P. ROAD PASS. "A" UNITS
13 1750 H.P. ROAD PASS. "B" UNITS
27 1750 H.P. ROAD-SWITCHERS

FROM CANADIAN LOCOMOTIVE COMPANY:

6 1600 H.P. ROAD PASS. "A" UNITS
6 1600 H.P. ROAD PASS. "B" UNITS
18 1600 H.P. ROAD-SWITCHERS

FROM MONTREAL LOCOMOTIVE WORKS:

23 1600 H.P. ROAD-SWITCHERS

FROM ELECTRO-MOTIVE DIVISION OF G.M.C.

15 1600 H.P. ROAD-SWITCHERS (G.T.W.)
2 1600 H.P. PASS. ROAD-SWITCHERS (G.T.W.)

FROM AMERICAN LOCOMOTIVE COMPANY:

4 1600 H.P. ROAD-SWITCHERS (G.T.W.)

-The Montreal and Southern Counties Railway has recently renewed its trackage on Mill Street in Montreal, which had been in very poor condition.

-John R. Lee, P.O. Box 115, Comber, Ontario, is selling about 1000 negatives, mostly 116 size and steam subjects, and a large picture collection, also mostly 116, including C.N., C.P., N.Y.C., C. & O. and P.M.

THE HEADWAY RECORDER -- Monthly publication of the Washington Division of the Electric Railroaders' Association. News and feature articles of electric railway interest, with occasional photo pages-gives excellent continent-wide coverage; recent issues have contained considerable Canadian material.

Subscription rate is \$1.00 per year-order from Alfred G. Steigner, 4106 Maryland Dr., Brookmont, Md.

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

ADDRESS NEWSLETTER CORRESPONDENCE:
STUART I. WESTLAND, EDITOR
16 SONORA TERRACE, TORONTO 13

OCTOBER 1954

NUMBER 105

The Society meets on the third Friday of every month in Room 486, Toronto Union Station at 8:30 P.M. sharp. The next meeting will be held on October 15th.

T.T.C. EXCURSION - The Society will operate a four-hour photographic excursion on Sunday, October 24th using PCC car 4575 (formerly Cincinnati Street Railway experimental car 1100). This PCC car is considerably different from any other of the 714 car Toronto fleet, and has been chosen for this photographic jaunt for this reason. The route will cover several miles of abandoned or little used trackage. Fare, \$1.25 per person, will be payable on the car. Trip will leave Yonge and Wellington Streets at 9:30 A.M..

NOTE - In the event of poor weather, the trip will be postponed until the first following Sunday on which the weather is suitable for picture-taking. If in doubt on the morning of the 24th, members should call PL.7-2278, MU-5615 or AM.1-1877 for confirmation of postponement or otherwise.

It is to be hoped that every Toronto area member and nearby associate member will make an effort to attend so as to make this trip a financial success.

OCTOBER 2ND RDC TRIP

Thirty members and friends of the Society were treated to a sample of on-time RDC performance between 11:00 AM and 2:20 PM on Saturday, October 2nd. On this date, this goodly party made a round trip on new single car RDC trains 603 and 604 between Toronto and Peterborough (see schedule enclosed with this issue). Car 9052 was the unit in question, which despite its bilingual lettering inside appears to be destined to stay on the Ontario Dayliners for some time, while the recently purchased car 9053 has gone to the Montreal-Mont Laurier run.

In contradiction to the earlier C.P.R. statement on the new service, which inferred that the new run would be non-stop from Toronto to Peterborough, a regular stop has been added at Leaside and a flag stop at Agincourt. However, the 64 miles from Agincourt to Peterborough are still covered in 62 minutes. The car hit speeds of close to 70 miles an hour on its October 2nd run, which is very commendable when one remembers the sharp curves and hummocky landscape along this line, especially on the Peterborough end.

The group was met at Peterborough by member R.F. Corley, now a Peterborough resident. The excursionists commented on the colourful fall foliage and fields of ripe pumpkins which were observed during the trip. The thanks of the Society go to Mr. J.A. Maclean who handled tickets and made it possible for the U.C.R.S. group to get first choice of seats at the Union Station.

C.P.R. RDC car 9050 returned from Angus Shops after being repaired following its second grade crossing accident on the rear of train 23 on September 23rd.

ONTARIO ABANDONMENTS

Saturday, September 25th was the last day of operation of trains 144 and 145 of the Toronto, Hamilton and Buffalo Railway, the single daily except Sunday round trip on the Hamilton-Brantford-Waterford line. This run was normally held down by the lone T.H. & B. self-propelled car, no. 301. The railway scheduled this service as part of a through Hamilton-Chicago run (connecting with the New York Central at Waterford), but few travellers even made the journey between the two cities via this route. The run was very lightly patronized over the past few years. The T.H. & B. gives passenger service now only on its Hamilton-Welland main stem.

- The Canadian National Railways is contemplating the abandonment of the middle section of the Beeton-Collingwood branch, between the towns of Creemore and Alliston. This would leave the communities of Avening, Glencairn, Lisle and Everett devoid of rail service. Stub branches would remain (for the nonce) from Collingwood to Creemore and from Beeton to Alliston.

CANADA'S OLDEST RAILWAY TUNNEL

Few people realize that the first railway tunnel bored in this country passes under the heart of one of the oldest Ontario communities. The tunnel carries a spur line of the Canadian Pacific Railway beneath the central part of Brockville. It was built long before the Canadian transcontinental lines were projected, and the line on which it is situated is one of the earliest now incorporated in the C.P.R. system.

It was back in 1852, when Montreal and Toronto had no rail connection, that Brockville's town council, mindful of the era of railway construction that was then setting in, pledged its support to the building of a line to connect the Ottawa and the St. Lawrence, action that led to the incorporation in the following year of the Brockville and Ottawa Railway.

One or two small lines were in operation near Montreal and one in Central Ontario, but none of the main trunk lines had been built. There was however, much discussion of a line connecting Toronto and Montreal, and promoters of the Brockville project felt their line would be a valuable feeder, as well as helping the development of the country lying between the St. Lawrence and Ottawa Rivers.

Support from municipalities and subscriptions from private individuals resulted in the company's entering into a contract in 1853 with the Sheffield firm of Sykes, DeBergue and Co. to complete the line within three years for \$930,000. By April, 1854, 60 miles of right-of-way had been cleared, with excavating and grading in progress. One of the pet schemes of the English contractors was a tunnel to carry the railway under the town of Brockville.

Samuel Keefer, supervising engineer, thought such a tunnel was an unnecessary expense, and that the St. Lawrence could be reached at half the outlay and half the time by a line through the western part of the town to the waterfront. The firm thought otherwise and insisted on carrying out the project. In August, 1854, when the rails of the Grand Trunk had gone no farther west than Cornwall, the tunnel was started.

(Continued on page 3 after Equipment Data Section)

EQUIPMENT DATA SECTIONNO. 7 - ROBERVAL & SAGUENAY 2-8-0 TYPES

Numbers:	16, 17		
Builder & Date:	(16) Can. Loco., 1937 (#1923)		
	(17) Can. Loco., 1940 (#1959)		
Weight of Locomotive:	230,720 lbs.		
Weight on Drivers:	204,200 lbs.	Drivers:	57 ins.
Weight of Tender:	171,000 lbs.	Boiler Pressure:	200 lbs.
Tender Capacity:	7000 gals.,	Heating Surface:	2310 sq. ft.
	14 tons	Superheat. Surface:	564 sq. ft.
Tractive Effort:	47,300 lbs.	Grate Area:	50.2 sq. ft.
Cylinders:	23 x 20	Factor of Adhesion:	4.32

These modern Consolidation types, equipped with feedwater heater and power reverse, were the last two steam locomotives purchased by Quebec's now dieselized Roberval and Saguenay Railway.

CANADA'S OLDEST RAILWAY TUNNEL

(Continued from page 2)

John Booth and his son, David, arrived from England to assume the sub-contract and, almost before the natives knew what was going on, the tunnel had been started.

Laying of the cornerstone of the first Canadian railway tunnel on September 16, 1854 was a notable event in the little town, which had a population of barely 4,000 at the time. Throngs of people came from the rural areas for the ceremony. It was arranged that the stone should be laid under Masonic auspices, and Adiel Sherwood, sheriff of Leeds and Grenville, was deputized by the provincial grand master to represent him.

A procession was formed with a band, firemen, Sons of Temperance, Knights of Jericho, Oddfellows, Freemasons and directors of the railway company, contractors and engineers, mayor, council and citizens. The stone was declared duly laid and a salute of 15 rounds was fired by the Brockville artillery.

Before the snow had started to fall, the excavation had been completed between the market and the river, and the contractors had begun to blast their way through the rock to the north portal, a third of a mile away. Their methods might be laughed at to-day, but the work has endured for nearly 100 years, and the masonry is as solid as the day it was laid. However, the tunnel is now too small for larger locomotives and cars.

In 1855, the firm of Sykes, DeBergue and Company encountered financial problems and was unable to carry on without substantial assistance from the municipalities, which did not feel like lending. The Booths had spent \$20,000 of their own money and were unwilling to lend more.

Work was suspended after nearly \$500,000 had been spent on construction. The Yorkshiremen employed on the tunnel, who had received no wages for several weeks, threatened trouble, but contented themselves with seizing the carriage of the company secretary, Mr. Harvey, and wrecking it.

In 1856 more money was advanced by municipalities, and Hon. George Crawford was sent to England in an effort to make arrangements with the firm of Dales and Co. for completion of the road to Pembroke. In town council there were exciting scenes, with one faction favouring completion of the tunnel, and the other a western entry through more level territory.

Finally the vote favoured the tunnel, and the sub-contractors, Brown, Row and Co., started work. In January, 1859, the first passenger train between Brockville and Perth went through it. The train consisted of two small coaches, and took $9\frac{1}{4}$ hours to cover the 40 miles to Perth. The temperature was -40 on the day of the trial run. The wheels stuck, the couplings broke, and the passengers finally arrived at Perth with a rope linking the locomotive tender and the first coach.

(Editor's Note - the preceding article was written by Mr. Jack Berry, chief of public relations of the Canadian Pacific Railway at Toronto, and originally appeared in the Toronto Globe and Mail. Mr. Berry kindly gave permission for use of the article here).

T.T.C. SUBWAY KILLS TWO BUS ROUTES

In this era of rubber replacing rails, it is somewhat of a novelty to hear of a rail facility causing a retrenchment in bus services. Nevertheless, on September 10th, the HILL and MOUNT PLEASANT extra fare coach routes operated by T.T.C.'s subsidiary Gray Coach Lines were abandoned. Both routes connected downtown Toronto with the north end of the city; the Hill Route in particular was long-established, having been inaugurated in 1926. Although the July 1st fare increase really delivered the "death blow" to these routes, their unhealthy condition of patronage was largely induced on March 30th with the opening of the Yonge Street subway; the speed of the latter facility well outstrips the best that these semi-express bus routes could hope to achieve. All of this would seem to offer concrete proof of the fallacy of the myth that holds sway in so many localities to the effect that the public prefers rubber tired transit.

Speed, comfort and convenience are actually what the rider demands in public transportation, and these desiderata are best supplied by modern rail rapid transit.

The Toronto subway will soon have a public address system installed, with speakers in every station. The system will be used only for special announcements in the event of emergencies, etc.

OTHER T.T.C. NOTES - The 2900-3018 series Peter Witt motors are all gone from T.T.C. property, but one of them (2962) has not gone very far from it. The body of this car, painted in a most unlikely blue and yellow combination, serves as a used car lot office right against the fence along the north side of the T.T.C. Glen Echo Loop property.

- A fire occurred recently at the south-west corner of the Eastern Ave. yard in which the unsold Peter Witts and trailers are still being stored (bodies only) and several of the derelicts were destroyed, including the only two Brills that had been dumped here.

INCORPORATED 1952

Upper Canada Railway Society

NEWSLETTER

ADDRESS NEWSLETTER CORRESPONDENCE:

STUART I. WESTLAND, EDITOR

16 SONORA TERRACE, TORONTO 13

BOX 122, TERMINAL "A"
91 TORONTO, CANADA

NOVEMBER 1954

NUMBER 106

The Society meets on the third Friday of every month in Room 486, Toronto Union Station at 8:30 P.M. sharp. The November meeting will be held on the 19th, and will feature colour slides taken by Mr. John Mills during his recent trip to Europe.

Available from the C.N.R. Public Relations Department, 360 McGill Street, Montreal, or in Toronto from the Department branch located at the south-east corner of York and Adelaide, are three "Locomotive Information and Data Sheets". Including photo, plan and specifications, these sheets cover the K-5-a, U-1-f and U-2-g classes.

OCTOBER 24TH T.T.C. EXCURSION

About 25 members of the Society participated in another successful photographic outing on Sunday, October 24th, when PCC car 4575 (formerly Cincinnati Street Railway 1100) conveyed the party on a four hour tour of the city. At Danforth carhouse members were afforded the unprecedented opportunity of photographing a 4400 series car, a 4675 series car (Louisville-Cleveland) and a 4625 series car (Cleveland) coupled together as a three car train. The weather was perfect for railfan photography.

The only thing which marred the trip was the refusal of the T.T.C. to allow the car to travel the abandoned (but intact) section of track on Kingston Road from Victoria Park to Birchmount. This section of track has become a political hotbed since abandonment, with residents vociferously demanding the return of car service on the line. However, it is to be hoped that future excursions will be permitted on this trackage after the present unrest has dissipated.

As unusual trackage, the trip did cover portions of McCaul Street, Spadina Avenue, Front Street East, Sherbourne Street (south of Front), and the recently busy but now abandoned Scott Loop.

EASTERN CANADA OBSERVATIONS

On a recent trip through eastern Canada, the Canadian Pacific's three 4-4-0's were found to be still in use on the Norton - Chipman branch in New Brunswick. Engine 144 was in service on the day of the visit, with 29 as a spare in the engine house at Chipman. 136 was away at McAdam for repairs.

The operation with these locomotives is quite inefficient, but is necessitated by weight restrictions on bridges. Although the engines can handle about five loads and the combination car only over some grades, trains of as many as 12 loads are sometimes operated, making it necessary to double hills. It is also sometimes necessary to back up a considerable distance after a station stop in order to take a run at a grade just beyond the station.

In theory, each locomotive is kept on the road for a month before being shopped. Apparently only enough work is done to keep these engines in serviceable condition. This was evidenced in several ways, most noticeably in the slackness of side rods and valve gear on 144, which had been outshopped only a week prior to the date of operation. This would seem to indicate the impending demise of the last American type locomotives of the C.P.R., and, since much work has been done on the track recently, it appears that the line is being readied for diesel operation.

MARITIME RAILWAY & COAL CO. This company has discontinued its passenger operation. A locomotive is steamed up whenever there is freight to be moved.

SYDNEY & LOUISBURG RY. On an uncertain schedule, the S. & L. still operates an interesting mixed train from its headquarters town of Glace Bay, N.S., to Louisburg. The mogul-powered consist includes, besides the omnipresent coal hoppers, an arch-roofed express car and open-end coach in the drab green livery of that line, as well as a bright yellow and red caboose with express-type side doors.

OLD SYDNEY COLLIERIES Three second hand 0-8-0's do most of the work on this industrial road at Sydney Mines, Nova Scotia. There are also three 2-4-0 Baldwin tender engines available for service, and one of these is in use every day. (For photo, see Trains magazine, November 1952, page 56). Other items of interest on this property include the ruins of two ancient New York elevated cars.

NEWFOUNDLAND Motive power now in use on the C.N. Newfoundland lines consists of 2-8-2's, 4-6-2's, road switchers and three small G.E. switchers. The steam locomotives have been converted to oil burners, and are expected to remain in use for the foreseeable future. The road switchers are used almost exclusively in freight, sometimes in tandem with steam locomotives. Occasionally they have doubleheaded with a mikado in passenger service, but the "varnish" is never completely diesel-powered, since the road switchers are not equipped to provide steam heat. The three small G.E. diesels, 775-777, are assigned to the yards at St. John's, Bishop's Falls and Corner Brook, respectively.

Consolidation C.N. 280 and Ten Wheeler N.R. 121 stand in partly dismantled condition in St. John's. These engines were not converted to oil. Mikado 308, damaged in a collision with a road switcher earlier this year, is still in storage at Bishop's Falls.

Most main line passenger equipment other than day coaches has been repainted C.N. green. A number of wooden diners, coaches and sleepers used as spares still sport the Newfoundland Railway insignia and red paint job. One steel coach was observed with Newfoundland colours, but with the Canadian National name on the letterboard.

On a typical day the overland train "The Caribou" is headed by two Mikados, and consists of an express refrigerator, two express cars, one R.P.O., four coaches, a diner and three sleepers.

(Continued on Page 3 after Equipment Data Section)

EQUIPMENT DATA SECTIONNO. 9 - TORONTO RY. CO. PRIVATE CAR

Type: DT SE Closed Motor	Motors: 2 GE 67
Construction: Wood, Deck Roof	Gear Ratio: 17:67
Builder & Date: Toronto Ry. Co., 1893	Control: 2 GE K-10
Length Overall: 33'-3"	Lamps: Ten 3-Light fixtures
" Body: 23'-7"	Handbrakes: Peacock
Width over sheath: 7'-10"	Trucks: Curtis D-2 light
Height (to trolley boards): 12'-6"	Wheelbase: 4'-2"
Bulkheads: 2 closed	Truck centres: 13'-4"
Fender: Watson	Wheels: 33" cast iron
Heating: Electric	Body Weight: 11,040 lbs.
Seats: 9 wicker chairs, 1 wicker	Total Weight: 28,650 lbs.
couch, with green plush cushions	Side sheathing: Cherry
Doors: 2 sliding bulkhead doors, single hinged door on each vestibule	

This car was the private conveyance of Sir William Mackenzie, president of the Toronto Railway Company, and was a private electric railway car in the old tradition. Setting it apart from the normal passenger equipment were such features as an ice box, woolen carpetting, rubber step mats, woolen Terry green cloth curtains and elaborately hand carved interior trim. Although held for ten years by the T.T.C. after the purchase of the Toronto Railway assets, it saw practically no use, and was finally sold for scrap to the Runnymede Iron and Steel Co. in 1931.

EASTERN CANADA OBSERVATIONS

(Continued from page 2)

Steel equipment is used throughout, and the last sleeper is usually a pre-war car with open observation platform. The sleepers offer attractive accommodation, but the floors of the coaches are usually covered with litter due to the great turnover of passengers along the line. Standing room only is frequently the rule in the coaches.

Substantial reduction in both passenger and freight rates since the C.N. acquired the line have led to a threefold increase in freight business, as well as higher patronage of passenger accommodation.

The freight rolling stock now in use consists of a large group of almost new cars, also many cars supplied by the United States during the war, and groups of cars purchased by the Newfoundland Railway in the late thirties and since the war. On order at present are 100 box, 100 flat and five stock cars.

Most freight equipment built prior to 1935 has now been relegated to maintenance of way work. A number of old wooden passenger cars, still looking quite attractive in Newfoundland Railway colours, are in maintenance of way service.

A majority of freight cars now carry the C.N. name, although some still have the Newfoundland Railway insignia and numbers. While most cabin cars (caboose) still carry Newfoundland paint job and number, a few old converted coaches with arch roofs were observed in standard C.N. orange van paint job, complete with the usual maple leaf device.

A completely new telegraph line has been constructed along the railway from St. John's to Port aux Basques.

Much reconstruction has been performed on the track. Much more remains to be done, for there are many loose joints on the main line, and most joints on sidings still have only two bolts. The stub switches on the main line have been replaced, but those in the yards remain.

Real estate has been acquired for the construction of a new yard at St. John's. The present facilities are so inadequate that most freight trains (maximum 28 loads) have to be cut in two on entering the terminal, there being not one track of sufficient length to hold the entire train.

BOTWOOD RAILWAY This 22-mile road is owned by the Anglo-Newfoundland Development Company, and, like the former Newfoundland Railway lines, is 42 inch gauge. It connects the company's pulp mill town of Grand Falls with the port of Botwood. Track and equipment are maintained in excellent condition. Motive power consists of two Mikados similar to the C.N. 300's, two 2-6-2 saddle tanks and two ancient Baldwin 4-6-0's. There is talk of obtaining some diesels.

In addition to caring for the transport needs of the Grand Falls mill, the railway hauls ore concentrate cars of the Buchans Lining Company to the port of Botwood.

A wooden combination car with open platforms is coupled to the rear of each freight train, and persons wishing to travel between Grand Falls and Botwood may ride, although passengers are no longer handled to and from Bishop's Falls or other intermediate points.

BREAK-IN AT NASSAGAWEYA

Some time shortly prior to October 30th, an unknown vandal visited the property of the Halton County Radial Railway, and gained admittance to Toronto Civic Railways 55 (late T.T.C. 2210) by smashing an end window and climbing through. It would seem that the burglar was a person of railfan leanings, because the only article stolen was a North Yonge Railways car whistle belonging to Mr. John Mills. This whistle was from car 410, and has the number stamped on the top. Strangely enough, things of more practical value, such as tools, were left undisturbed.

We trust that, by this time, the conscience of this thief will be tormenting him sufficiently to cause him to return the whistle. The members of the Ontario Electric Railway Historical Association appeal to this person to return the stolen property at least, even if he does not feel disposed to rectify the damage to the car the the preservation and restoration of which many honest railfans have expended a great deal of money and time. If the whistle is simply returned to the property, the identity of the miscreant need never be known.

MOTIVE POWER NEWS

The twenty-six passenger road diesels ordered from General Motors Diesel Ltd. by the C.N.R. (see Newsletter 104, P.4) are numbered 6500-6512 ("A" units), and 6600-6612 ("B" units). The locomotives are painted in the same black, green and gold colour scheme that has been adopted by the system for passenger equipment. 6500-6600 entered service on October 5th pulling train #4 (The Ocean Limited) from Montreal.

6500 carries the class designation GPA-17a, and 6600 the designation GPB-17b. The C.N.R. has apparently developed a new classification system for diesels which abandoned the old numerical sequence system used heretofore, and which was used by almost every railroad on the continent, in one form or another, for steam locomotives. The new system is closely akin to that which has been used by the Canadian Pacific Railway for several years for its diesels.

In the C.N.R. system, the first letter gives an indication of the builder ("G" for General Motors Diesel Ltd.); the second letter indicates intended service ("P" for passenger); the third letter, if present, indicates "A" or "B" units; the numeral indicates horsepower, and the final small case letter indicates sub-grouping as does the "a" in T-2-a.

G.M.D. and M.L.W. road-switchers are being renumbered into groups 1700-1799 and 1800-1899 respectively. 7555-7578 have been renumbered 1700-1723, while 7830-7847 have become 1800-1817. The twenty-seven new G.M.D. 1750 H.P. GP-9 road switchers now being delivered, are numbered 1724-1750, while the 15 units of the same type built by B.M.D. for the Grand Trunk Western, have become 1751-1765. All of the latter group are now in service.

The Montreal Locomotive Works is also currently making delivery of road-switchers to the C.N.R., these being the group of twenty-three numbered 1818-1840.

The following C.N.R. locomotives have been scrapped:

3426, 3478, 3512, 7221 and 7440	- June 2nd
3210, 4015	- June 2nd
2354	- June 24th
1136	- July 14th

Gone from storage at Moncton in September (presumably scrapped) were 403, 404, 405, 1008, 1130, 1878. The following engines are currently stored at Moncton: 406, 1004, 1015, 1016, 1113, 1120, 1122, 1128, 1132, 1134, 1142, 1146, 1148, 1151, 1153, 1154, 1155, 1156, 1161, 1165, 1316, 1927, 1948, 2181, 2184, 2188, 2337, 2346, 2351, 2364, 2368, 2370, 2374, 2388, 2389, 2394, 2395, 2411, 5505, 5522, 5524, 5544, 5546, 7329, 7331. Stored as unfit for service are 1124, 1126, 2553, 2595, 2605 and 2645. Removed for scrap is Northern 6129. Stored for scrap at Val Royal is U-2-e Northern 6169 which was badly damaged in the wreck of train 3 at Quebec City last April 4th.

On a brighter note than any of the above is the fact that 8416, the P-5-h eight-wheel switcher which was subjected to a salt water dunking nearly a year ago when a pier at Halifax harbour collapsed, was put back in service as good as new on September 15th.

The Canadian Pacific Railway recently ordered an even hundred diesel locomotives from G.M.D. and M.L.W. Included are six 660 H.P. switchers from Montreal, to be numbered 6523-6526, and 36 1600 H.P. road switchers from the same builder, to carry numbers 8447-8482. From General Motors Diesel will come 39 GP-9 road-switchers, of which 21 will have steam generators, and eleven 900 H.P. switchers. Numbers of the G.M.D. locomotives will be given when known.

The Pacific Great Eastern Railway ordered a 1600 H.P. road switcher from M.L.W. in April, and this unit, numbered 572, was delivered in July. The railway ordered three more similar units, to be 573-575, in September for delivery before year end. The locomotives all have six wheel trucks and steam type pilots.

OTTAWA TRANSPORTATION COMMISSION

The street car system in Ottawa is dwindling rapidly due to the combined efforts of the O.T.C. and the Federal District Commission. The latest abandonment, to occur probably this month, will spell the end of the Hull line and confine the O.T.C. rail operation to the Ontario side of the Ottawa River. This development comes as a sad anticlimax to the recent plans to build a new Claudiere Bridge complete with relocated car tracks. The only portion of the H line remaining will be the Lindenlea fork of the St. Patrick end of the route. The B line (now Rideau-Bank) will be relocated from the Rideau-Laurier loop line to cover the remnant of the H line, while the designation H disappears. The Preston route (now a west end route only since the Sussex-Rockcliffe abandonments) will be extended easterly to take the place of the B line on the Rideau-Laurier loop. The A (Britannia) and S (Holland-Laurier) carlines remain unchanged. The Hull route will be replaced by an extension of the present Riverdale bus route.

With the abandonment of the Hull line, the Bay Loop (at Wellington and Bay) will be also necessarily abandoned, which loop has been frequently used as a short turn point for other routes. Accordingly, a new north to west curve is to be installed in the track intersection at Bank and Albert. Northbound cars will thus be enabled to travel via Albert St. to short turn at the Champagne barn.

The city is currently negotiating with the O.T.C. for the purchase of the property on which the old Albert St. car barn is situated (now all bus and T.C.) as a site for a new City Hall. The civic administration has also been giving consideration to the imposition of a number of positive stops on the open track section of the Britannia line at grade crossings where street cars would have to yield the right of way to automobiles.

The prospect for additional trolley coaches in Ottawa looks very dim with the F.D.C. becoming increasingly adamant in discouraging further erection of overhead wires.

MANY WASHOUTS ON OCT. 15TH-16TH

The prolonged heavy rainfall on October 15th, which was the inland remnant of an Atlantic hurricane, caused extensive damage to the railway lines north of Toronto. The C.N.R. suffered about 150 washouts on the Bala, Uxbridge and Newmarket Subdivisions, the Midland Subdivision and the Hamilton-Allandale line. The main line, east and west of Toronto, was not affected. Ballast and pilings were rushed to the washout region within hours after the washouts occurred, but several of the lines were not completely reopened for some days. Trains which normally used the three lines running north from Toronto were rerouted via Belleville and Peterborough during the period of the breaks.

The C.P.R. suffered about 50 washouts on its MacTier Subdivision, and trains were rerouted via Smith's Falls until October 18th, when the damaged line was placed back in operation.

The T.T.C. suffered little from the effects of the record rainfall, except, at the Humber Bridge on Lake Shore Road, when flood waters tore out the western approach to the bridge. Seven Birmingham cars, nos. 4707, 4710, 4723, 4732, 4735, 4738 and 4747 were stranded on the Long Branch line and could not return to the carhouse until the trackage was relaid at the point of break. The Queen carline did not

operate west of Parkside Loop during the emergency (the Parkside-Humber section was covered by buses), while buses also augmented the seven street cars on Long Branch during rush hours. Normal Queen and Long Branch car operation was restored on October 26th.

C.N.R. Commuter fares on the Oakville Subdivision were increased on September 30th and immediately brought forth violent reaction. The Oakville-Trafalgar Commuters' Association petitioned the federal cabinet to force the C.N.R. either to reinstate the old fare structure or operate six extra commuter trains between Toronto and Oakville. Their petition also asked that fare increases be made on the Montreal service also, if the Toronto increases are to remain.

T.T.C. NOTES

Conversion of car 2214 from a snow scraper to a grinding car is well advanced at time of writing. The car is being converted to a single end unit and air brakes are being installed. (In the car's previous 37-year history it had hand brakes only). Extensive repairs are being made to the body during the course of rebuilding, with new headlining, interior body lining and vestibule sheathing being applied. Car 2204 is still stored in the shop yard, no work having been done on its conversion as yet.

Six of the ten stored two man Peter Witts have been moved from Hillcrest to Danforth Division. Still at Hillcrest are 2450, 2452, 2500 and 2504. The cars of this group in storage at Russell, particularly those on Track 22, are suffering to some considerable extent from Vandalism.

Recent trackwork projects include the renewal of double trackage on the Harbord line (Dundas St. E.) between George and Sherbourne. This rail is a long continuous curved section, and had been extremely rough riding due to wear on the rail flanges.

The bad jog in Dupont St. at Kendal Ave. has been smoothed out by the city, and the double tangent track at this point has been relocated to conform with the new alignment.

The intersection at Dundas (south) and Bathurst has been removed and the tangent track east to Ryerson, vacated when the new Dundas line cutoff went into service last year, has been paved over. Also being paved over is the tangent track on Yonge from Eglinton to Glen Echo. From Alexander to Belmont the Yonge line trackage is still in place, and the complete Bloor-Yonge intersection is as yet untouched, although all others have been cleared of specialwork.

Construction is proceeding actively on the new southbound platform exit from King Subway Station (at Melinda St.) and on the new second under-track passageway at Queen Station.

A new umbrella-type shelter has just been completed at Bingham Loop which gives further proof of the fact that the outback of the Kingston Rd. car line to this point is permanent. The small wooden shelter erected at the Humber Loop for Queen - Long Branch transfers has been referred to by suburban municipality officials as a "hen-house". It is thought that the whole Humber Loop layout will have to be relocated when and if expressway construction is undertaken in this area, thus a larger and more permanent structure was not undertaken.

THE END

Upper Canada Railway Society

NEWSLETTER

BOX 122, TERMINAL "A", TORONTO, CANADA ADDRESS: NEWSLETTER, CORRESPONDENCE: STUART I. WESTLAND, EDITOR, 16 SONORA TERRACE, TORONTO 180C

DECEMBER 1954 NUMBER 107

The Society meets on the third Friday of every month in Room 486, Toronto Union Station. The next meeting will be held on December 17th at 8:30 P.M. sharp. The program will consist of slides of steam interest.

A reminder is given here of the fact that the January meeting of the Society is the Annual Meeting at which the election of Directors for 1955 will take place. Any resident member of the organization may be elected or re-elected as a Director provided that a written nomination signed by a nominator and a seconder is in the hands of the 1954 Directorate by the start of the Annual Meeting, and that the nominee has signified his willingness to stand for office.

Dues for 1955 are now payable; members are reminded that, as of December 31st, unpaid members become delinquent in dues and are thus not on the mailing list for 1955 publications.

NOVEMBER MEETING

Mention must be made here of the excellent visual program provided by Mr. John Mills at the Society's November 19th meeting. This consisted of a showing of 35 mm. slides taken on Mr. Mills' recent extended tour of the British Isles and the Continent. Especially worthy of note were the views taken on the Isle of Man showing the roller bearing open and closed horse cars of the Douglas Corporation Tramways and the brightly painted cars of the Manx Electric Railway. Mr. Mills displayed one slide of which he is justly proud: it shows a horse car, an electric car and a motor bus in one scene, and all of them operative. Where else in the world can this be seen? Also of great interest were the views of the Talylllyn Railway, a narrow gauge light railway in Wales which has been resurrected and refurbished by fans. The pictures of Continental equipment were also very interesting, particularly those taken in Switzerland, where all types of electrification, from "small town trolley lines" up to main line electrification, can be found in abundance. Noted was the penchant of the Swiss for painting their street cars blue.

MOTIVE POWER NOTES

The C.N.R.'s subsidiary Central Vermont Railway scrapped the following locomotives during September: 231, 388, 400, 402, 404, 700, 702, 705, 706, 708 and 709. In storage awaiting scrapping are 455, 456, 475, 603, 701 and 704.

A current C.V.R. roster shows:

4-6-0 (Ten-Wheeler) type:	219, 220
2-8-0 (Consolidation) type:	450-454, 461-474
0-8-0 (Eight-Wheel Switcher) type:	500, 501, 504, 507
4-8-2 (Mountain) type:	600-602
2-10-4 (Texas) type:	703, 707
Alco 1000 H.P. switchers:	7917-7919, 8015, 8027
Alco 1600 H.P. Road-Switchers:	1859, 1860.

- Several reports have had it that the New York Central's Canada Southern Division is now all-diesel. However, during the past summer, the following steam locomotives to the total of 47 were still in switching and work train service or held as spares for traffic surges:

<u>NO. OF UNITS</u>	<u>CLASS</u>	<u>TYPE</u>	<u>NUMBERS</u>	<u>REMARKS</u>
9	G-6	2-8-0	1100 series	
17	H-7	2-8-2	2000 series	One in storage
4	J-1	4-6-4	(5363, 5372, 5373, 5374)	(Virtually out of service)
2	B-10	0-6-0	6993, 6995	
1	B-11	0-6-0	6997	In storage
12	U-2	0-8-0	7000 series	

- Some corrections to "Motive Power News" in the November issue are necessary. The Canadian Pacific Railway has ordered fourteen, not six, 660 H.P. switchers from the Montreal Locomotive Works, and they are to bear numbers 6523-6536. Also, the new Pacific Great Eastern locomotives are not equipped with six wheel trucks. P.G.E. road switchers 561-568 were built with six wheel (four motor) trucks owing to various weight restrictions on the railway's main line. However, much work has been done of recent years on track and bridge structures, with the result that locomotives 569-575 have been built with standard four wheel trucks. The railway is planning, moreover, to replace the six-wheel trucks on 561-568 with those of the four wheel type.

- Numbers of the locomotives ordered by the C.P.R. from General Motors Diesel Ltd. as reported last month, are now available: The 18 GP-9 road-switchers without steam generators will be numbered 8483-8500, class DRS-17a, while the 21 to be equipped with steam generators will be 8501-8521, class DRS-17b. The eleven 900 H.P. switchers will be 6710-6720, and classified DS-9a. Of the MLW road-switchers recently ordered (8447-8472), 21 also will be equipped with steam generators, these being 8462-8482.

- The C.P.R. had the following locomotives in storage at Cote St. Luc yard in September: 1066, 2220, 2306, 2350, 2391, 2392, 2461, 2511, 2518, 2805, 5146, 5178, 5186, 5194, 5200, 5215, 5217, 5302, 5312, 5319, 5329, 5330, 5332, 5357, 5399, 5750-5754, 6907, 6908, 6924, 6929.

- The C.N.R. scrapped Consolidation 2423 on August 6th, and Mikado 3701 on August 27th. New diesels were received as follows:

8498	Aug. 18
6500, 6600	Sept. 30
6501, 6601	Oct. 28
6502, 6602	Oct. 31
6503, 6603	Nov. 14

- A report from Hamilton states that the City of Hamilton and the Toronto, Hamilton and Buffalo Railway have had some preliminary discussion regarding the placing of T.H. & B. Consolidation 103 on permanent display in a city park (probably Gage Park, which is adjacent to the railway's main line). However, nothing definite on this has materialized as yet.

COPIES OF U.C.R.S. BULLETINS MAKE VERY SUITABLE CHRISTMAS CARDS FOR RAILFAN FRIENDS.

EQUIPMENT DATA SECTIONNO. 10 - GUELPH RADIAL RY. LOCOMOTIVE

Number: 26	Builder and Date: Bald.-West., 1911
Type: DT DE Steeple Cab	
Construction: Channel Iron	Motors: 4 West. 101-B2, 40 h.p.
Frame, Ash Cab	Control: West. G-28B, later K-28
Length Overall: 23'-0"	Gear Ratio: 66:18
Width Overall: 8'-0"	Brakes: West Auto. and Straight
Height (to trolley boards): 12'-4"	Air, M-22 valve
Total Weight: 50,600 lbs.	Handbrakes: Peacock
Couplers: M.C.B.	Trucks: Baldwin M.C.B.
Hauling Capacity: 17 loaded freight cars,	Wheelbase: 6'-0"
1% grade - 4 loaded freight cars	Wheels: 33" C.I.

The Guelph Radial Railway performed carload freight switching in the south and west sections of Guelph from C.N.R. and C.P.R. interchanges from 1911 to 1938 with this rather diminutive electric locomotive. Although numbered 26 in earlier years, latterly it bore no number. In 1934 the railway purchased a pair of Baldwin M.C.B. trucks for this unit from the Hamilton Street Railway, which had been used under car 676, a former interurban freight motor. Prior to this, these trucks had been under passenger cars 603 and 240 of the D.P.&T. Co. _ _ _ _

O.T.C. HULL LINE ABANDONED

The last street car on the Hull end of the H line of the Ottawa Transportation Commission departed from the Hull terminal loop at 8:00 A.M. on Saturday, November 27th, a very strange hour for an abandonment to occur. The car in question was 918. Riverdale buses (which replaced the Elgin St. carline in 1939) were immediately extended to cover the newly-abandoned section. A short time later, track forces began rail removal at the Hull loop. The other routing changes outlined in the last month's issue went into effect at this time also.

T.T.C. PLANS EAST END CHANGES

The Toronto Transit Commission plans to alter the terminal arrangements of the Bloor and Carlton carlines in the east end of the city early in 1955. The Luttrell Loop on Danforth Ave., which both routes currently use, is to be completely relocated and enlarged, as the present loop is entirely inadequate to handle the large volume of transfer passengers between the two carlines and the three connecting bus routes. The present loop track is to be removed and the property abandoned; the new loop track will turn south on Kelvin Ave. (the street west of Luttrell), then turn easterly through the block as a long tangent with a transfer platform on the south side, then turn north on Luttrell Ave. (not on the pavement, but west of it) to Danforth Ave. There will be a stub track on Kelvin Ave. south of the loop entrance. Several houses on Luttrell and Kelvin Aves. have been purchased and will be demolished to allow construction to take place.

The Carlton route will not run to this new Luttrell Loop, however, as it is planned to construct an entirely new track loop on the east side of Main St. immediately north of Danforth Ave. It is hoped that

removal of Carlton cars from the short section of Danforth on which they now operate will do much to alleviate the nose-to-tail street car operation which prevails here in rush hours, and to allow Bloor cars to make better time through this section. A full double-track diamond will need to be installed at Main and Danforth for this track extension. The loop track will circle two houses at nos. 315 and 317 Main St., and it is difficult to imagine who, other than a railfan, would want to live in these places in the future. Three other houses will be demolished at the loop entrance and exit.

The City of Toronto has given indication that it will proceed with the projected grade separation on Davenport Road in the new year. At this point tracks of the Harbord carline cross the C.N.R. Newmarket Subdivision at grade. Nothing has been said regarding what will be done with the far west end of the Harbord line while (and perhaps after) construction of this underpass is in progress.

ABITIBI POWER RAILWAY ABANDONED

Earlier this year the Abitibi Power and Paper Co. discontinued all operations on its private railway which ran some 40 miles north from Iroquois Falls, intersecting the C.N.R. National Transcontinental line east of Cochrane. The company had made an intensive study of the economics of haulage by rail and by truck, and finally decided in favour of the latter alternative. Trackage was removed during early summer and the roadbed was converted into a private roadway for company trucks. Motive power known to be in use on the railway at the time of abandonment included an O-6-0 switcher, no. 60 (formerly Temiskaming and Northern Ontario Railway 154-854), a Shay, an 80-ton General Electric industrial type diesel, and a M.L.W. 1000 H.P. diesel switcher, no. 80. The railway had a 32-year history, having been constructed in 1922.

The company still operates a railway connecting with the O.N.R. at Island Falls Jct. and the short Mattagami Railroad, which connects Smooth Rock Falls to the C.N.R.

ALUMINUM SUBWAY CARS ARRIVE

At time of writing, T.T.C. aluminum subway cars 5100-5103 have just been received at Davisville shops after the long journey from Gloucester, England. The cars arrived coated with a protective paint which will be removed forthwith. The aluminum sheets of the bodies have been butt welded and rivetted, but so expert is the workmanship that the rivet lines cannot be discerned. Two horizontal flutings extending the length of the car body below the windows, to give added strength, are further departures from the steel cars. Extensive tests with K.W.H. meters are planned in order to measure the power consumption of a train of these cars as contrasted to that of a train of the steel cars. Still to be received are the more recently ordered cars 5104 and 5105.

Traffic on the subway continues to grow, and the addition of these cars to the roster will be most welcome to operating officials.

UPPER CANADA RAILWAY SOCIETY

OFFICERS' REPORTS

Joint Report of Recording and Corresponding Secretaries

1 9 5 4

Meetings and Attendance

<u>General Meetings</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>
Number Held	8	9	9
Total Member Attendance	265	318	289
Total Guest Attendance	30	12	8
Total Attendance	295	330	297
Average Attendance	37	37	33
Maximum Attendance		43	44
Minimum Attendance		32	15

Summer Meetings

Three summer meetings were held:

June - Danforth Station

July - Bayview Junction

August - Davisville Rapid Transit Shops

Directors' Meetings

Number Held	7	5	3
Total Attendance	53	41	27
Average Attendance	8	8	9

Membership (year End Totals)

Associate	112	154	150
Resident	59	70	78
Total	171	224	228
Increase for year	1	53	4
Dropped from membership	28	11	11

Activities

Hobby Show

The Society decorated and operated a booth at the Canadian International Hobby and Homecraft Show.

Excursions

The following society-sponsored excursions were held:

April 4, using a Peter Witt Train and a Brill Peter Witt Car

October 2, on an RDC to Peterborough and return

October 24, using PCC car 4575

In addition to these excursions, the Society participated in the final run of a street car on Yonge Street and in the annual excursion of the Central Ontario Train Trip Committee.