

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

JANUARY 1955

NUMBER 108

The Society meets on the third Friday of every month in Room 486, Toronto Union Station. The next meeting will be held on January 21st. This will be the Annual Meeting, at which the reports of the Officers for 1954 will be presented, and at which the election of Directors for 1955 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. The usual entertainment period will follow the adjournment of the business meeting.

With this mailing, members receive Bulletin 40, which covers the story of the now abandoned North Yonge Railways, Toronto's last "radial" railway. Perhaps it is appropriate, therefore to go back this month to the other end of the history of this stretch of track with the reproduction of an extract from "The York Gazette", issue dated Thursday, November 5, 1896.

METROPOLITAN EXTENSION

Work on the Metropolitan Railway extension is still being rapidly pushed along. (York Mills to Richmond Hill - the first sod was turned Monday, October 26, 1896 - E.C. Note) with the Pittsburgh firm of Curran and Hussey as contractors. Advantage was taken of the fine day on Sunday by a large number of the town residents to go out and view the progress made. The work was then found to have progressed as far north as Newtonbrook, while a start has been made southwards to York Mills. A large tent has been erected for the accommodation of the men, and is at present pitched in the rear of the Methodist Church Willowdale. It was quite a source of attention. The caterer, Mr. Tasker, has a large temporary kitchen erected for supplying the large number of men employed with food. Mr. Bulmer has been stationed at Richmond Hill to look after the gang which started there on Monday morning, and Mr. Moyes drove Mr. Mc Kay to Thornhill, where another gang has been started, making three separate gangs at work. The unloading of 30 cars of ties was also commenced on Monday. County Engineer Mc Dougall has staked out the whole line of the road, and with half decent weather there is every probability that the road will be completed within the time specified. The drive along the route is a very interesting sight, as it is but rare such a chance occurs to see so many men at work in such a long continuous line, and numbers drive out every day. The villagers and farmers along the route have aroused from their peaceful humdrum life, and acknowledge that the IMPOSSIBLE has happened, and that ere long they will be able to make visits to the city, without delaying the work on their farms by having to take a team away, while at present they are reaping a rich harvest by assisting the construction of the road with their teams.

Now that the road is a certainty, it is said that Mr. David Birrel of the York Mills Hotel will at once commence to carry out his long cherished idea of making York Mills the favourite pleasure and picnic ground around the City of Toronto. Nature has done her part, for nowhere within such easy access can there be found a locality which combines such varied scenery, shady groves and picturesque effects as York Mills, surrounded as it is by hills and wooded heights, while the Don meanders its course along the centre of the valley.

On Tuesday, a mile and a half of ties were distributed along the route and a gang of 50 men from Montreal were put on. On Wednesday, a large number of men arrived from Pittsburgh to plant the poles and string the wires. The company is having some mammoth Palace cars built for the new route. The cars will have nine windows on each side, similar to the large Toronto cars, and trucks with eight wheels propelled by two 50 horse motors. The motors are geared to run if required 30 miles an hour. When all is completed the company will be able to carry 100 passengers to or from Richmond Hill, each car.

"HURRICANE HAZEL" ON THE C.N.R.

(Editor's Note: Now available is an interesting and detailed report of the operational difficulties imposed upon the Canadian National Railways in the heavy rains and flooding which occurred last October 15th when the hurricane's remnant collided with a stationary cold front just west of the City of Toronto).

First to feel the effect of the hurricane was the Bala Subdivision in the Don Valley, and no. 49 (The Northland), leaving Toronto at 6:00 P.M. on October 15th, had to turn and detour via the Newmarket Subdivision because of washouts in the valley. No. 49 reached St. Clair Ave. at 7:42 P.M. and was held because of a reported washout north of Aurora. The train was finally returned to the Union Station and cancelled. Meanwhile, no. 45 (enroute Midland) had left Toronto at 5:50 P.M. and reached Aurora, but was unable to return to Toronto on account of washouts on both sides of Aurora. Attempts to get the passengers out by bus were unsuccessful as highways were washed out also, so they were accommodated in a local hotel.

No. 40, from London to Toronto via the Brampton Subdivision, was held at Georgetown by a washout at Brampton. Again attempts to remove the passengers by bus were unsuccessful. No. 40 was backed up to Guelph the following morning and routed via Paris, Lynden and the Oakville Subdivision into Toronto. All passenger trains were detoured by this route for three days. The first through train on the Brampton Subdivision was no. 11 from Toronto at 5:00 P.M. on October 18th.

Because of the closure of highway bridges over the Humber, the C.N.R. operated special commuter trains between Parkdale and Malton, with a diesel yard engine and 12 wood coaches. The trains made five return trips on October 18th and 19th, only three return trips on October 20th, and then were cancelled because of the lack of patronage.

The Oakville Subdivision was closed on three separate occasions due to high water over the tracks, but the duration of closure was not over 2½ hours on any of these occasions. Probably the heaviest passenger traffic ever recorded on the Oakville Subdivision was on October 16th, when in addition to regular trains, there were 13 detoured pas-

senger trains and two extra commuter trains which made a total of ten return trips to Port Credit and Oakville from Toronto. Both of these trains were hauled by diesel road switchers, and had 12 cars. In addition to making the regular stops, they stopped at Exhibition Grounds, Humber River, 18th Street New Toronto, and Brown's Line in Long Branch. On October 19th, nine return commuter trips were made, on October 20th only three trips were made, and on October 21st, 22nd and 25th to 29th inclusive, two extra return trips were made. At one time, when it was reported that the dam at Bolton on the Humber River had broken, and a 20-foot crest of water was sweeping downstream, the C.N.R. rushed 22 loaded coal cars to the Humber Bridge in an attempt to save the bridge; fortunately the report of the crest of water proved to be false.

On the Newmarket Subdivision, through trains were not operated until October 23rd when no. 44 was the first southward and no. 45 the first northward train. On the Bala Subdivision, through trains were operated on October 19th. An unusual move was made on October 18th, when a ballast train for the Bala Subdivision with diesels 8730-8744 and helper 7578 was routed over C.P.R. rails from Don to Donlands, thence via the Leaside branch to Oriole. This was the first time that the F-M diesels had operated north of Toronto. Also on the Bala Subdivision: The Mount Albert station was washed off its foundation, and three freight trains were trapped between washouts, one of which became derailed when the track was washed out from underneath it while standing at Richmond Hill Station.

On the Oshawa Subdivision, the C.P.R. made arrangements to detour eleven passenger trains, and C.P.R. no. 3, 2nd 22, and no. 24 reached Scarboro Jct. where they were held owing to a report that the Rouge River Bridge was washing out (the report was later found to be false). They were then ordered back to Toronto, and left later in the day via the C.P.R. Oshawa Subdivision. C.P.R. nos. 3 and 5, which were detoured over the C.P.R. Oshawa Subdivision enroute Winnipeg via Ottawa, had reached Cherrywood before being returned to Toronto to be routed over the C.N.R. Also detoured over the Oshawa Subdivision were C.N.R. nos. 3, 4, 46, 47, 49 and 50 on several occasions via Ottawa and once via Belleville, Peterborough and Lindsay.

On the Uxbridge Subdivision, no. 94 with engine 5136 was derailed at Markham, and the locomotive and baggage car turned over. The auxiliary was called but was unable to get to the derailment because of several other washouts between Scarboro and Unionville. No. 94, on October 23rd, was the first through train to operate on this subdivision after repairs had been effected.

At Southampton, train 179, with 4-6-0 1319 was derailed in a washout, and the locomotive, a baggage car and a coach turned over. The Milton Subdivision between Allandale and Burlington was closed 25 days, and the Alliston Subdivision between Beeton and Collingwood was closed for one month due to washouts.

There were many other incidents and about one hundred freight trains and other passenger trains were detoured. At least one hundred work trains were in service during the month period following the rains.

PASSENGER TIMETABLE CHANGES

by W.T. Sharp

The September 1954 passenger timetables for Eastern Canada show only minor changes. On the C.N.R., local service out of Riviere du Loup has been much improved by the substitution of "Railiner" R.D.C.'s for steam trains 235-135-236-136 to and from Lewis and the introduction of motor passenger trains on the ex-Temisconeta line to Edmonston replacing the former mixed service; in each case, worthwhile accelerations are involved. Between Quebec and Fitzpatrick, train 11 on Saturdays and train 12 on Mondays have also been replaced by motors. Trains eliminated include locals 9 and 10 between Montreal and Richmond (the Portland trains now make the local stops), a weekday round trip (trains 261-270) between Vaudreuil and Coteau, a Saturday round trip (trains 124-241) between Montreal and St. Hyacinthe, and Saturday trains 357-358 between Sussex and St. John. Other reductions in service are between Riviere a Pierre and Chicoutimi (a Sunday round trip eliminated), Toronto and Parry Sound (motor locals 633 and 634 run twice weekly instead of three times weekly) and Allandale and Penetang (mixed service Monday-Wednesday-Friday instead of Daily except Sunday).

On the Grand Trunk Western, trains 55 and 28 between Detroit and Durand have been withdrawn, also all passenger service between Detroit and Port Huron. Between Durand and Bay City passenger trains 38-39 are now listed as mixed, with a much slower schedule.

The main feature of the C.P.R. timetable is the Toronto-Peterborough "Dayliner" service as described in Newsletter 104. Toronto-Buffalo trains 741-792 have been cancelled on Sundays, and the Toronto-Sudbury locals revert to thrice-weekly operation north of Mac Tier (see following article re further curtailment - Ed. Note.) Windsor-London local 634 again appears in the public timetable. In Eastern Ontario there are several changes. No seasonal change has been made in the Ottawa - Chalk River service, thus restoring the pattern of 1952. Ottawa - Prescott locals 562-563 now run only north of Beedell, at which point a mixed train (592-593) on a slower schedule connects to and from Prescott. The Ottawa - Waltham locals are now listed as mixed with a slightly slower schedule. The Renfrew - Eganville mixed service is reduced from Daily except Sunday to thrice weekly operation.

C.P.R. NOTES

- It is reported that two R.D.C. cars built last year for service in Western Canada have replaced "The Chinook" between Calgary and Edmonton on a faster schedule.
- The first train over the new branch line from Havelock to Nephton, Ont., was operated on Monday, December 20th. The C.P.R. is also building a branch line into the Lake Manitouwadge mining area in Northern Ontario from the transcontinental main line.
- The C.P.R. discontinued the operation of trains 25 and 26 (the Toronto - Sudbury locals) north of Medonte over the New Year's weekend. They continue to run daily between Toronto and Medonte. It is not known as yet whether this cutback will be permanent or whether restoration to Sudbury will follow with the summer timetable, as these trains have had much summer resort traffic in the past north of Medonte.

The Canadian Pacific Railway has made application to the Ontario Municipal Board to extend the piggyback trailers now used on flat cars in the Montreal - Toronto service to Hamilton. However, the trailers would be hauled over the Toronto - Hamilton segment on the highway by C.P. Express tractors. It is expected that this service would cut 24 hours off of present time for Montreal - Hamilton shipments. The application is being actively opposed by trucking firms now operating between Toronto and Hamilton.

The C.N.R.'s piggyback trailers are now hauled between Toronto and Hamilton by Hendrie Cartage after being transferred from the railway flat cars at the Toronto piggyback terminal.

ELECTRIC RAILWAY NOTES

MONTREAL OBSERVATIONS -- Two man cars are now used as base equipment on the following routes only: 3-3A-15-St. Catherine, 7-Mont Royal, 43-Park Avenue, 58-Wellington, 91-Lachine, and 96-97-Van Horne. All base two man operation is with cars of series 2100-2239 and 2650-2674 except on Lachine, where the lead cars of the former M.U. trains are being operated. This route was cut back to Sixth Ave. in Lachine effective November 7th. Single end cars are used to make trips on double-end route 23-24-Millien (the north end remnant of St. Denis), which has no turning facilities at the Emile Journalt (inner) terminus; the cars simply begin and end their single rush hour trips at St. Denis Carhouse. Route 76-University now runs as far west as the loop at the C.P.R. Westmount Station. The only cars renumbered thus far appear to be 2850-2874 (now 1850-1874); these cars are used, among other routes, on the new Sherbrooke services 7A and 9A from Forum Loop. All cars have had the legend "DANGER WHEN TURNING" placed on the rear end.

CARS SCRAPPED IN OTTAWA -- 1954 carline abandonments (Hull, Sussex and Crichton St.) resulted in a surplus of street cars on the O.T.C. system, and as a result, 10 cars of series 651-696 are being scrapped at the Woodroffe yard. These units are 651, 652, 653, 655, 658, 663, 664, 686, 688 and 691. These are steel cars built in 1913 and rebuilt in 1926. On December 11th, sweepers 7, 8 and 9, S.T. wing plow 11 and steel flat cars 40 and 41 were in storage on the siding at Britannia, the plow and sweepers with the windows boarded up. The two flat cars 40 and 41 were built as recently as 1944. --- (H.M. Mather)

DETROIT OFFERS P.C.C.'S TO TORONTO -- The City of Detroit Department of Street Railways recently offered its oldest group of 80 P.C.C. cars to the Toronto Transit Commission for a very low price per unit. After some deliberation, the T.T.C. decided that it was not in the market for further P.C.C.'s at this time, and so these Detroit cars are still waiting for a buyer. They had previously been offered to San Francisco and Mexico City. Detroit has 106 other P.C.C.'s built in 1949 which are apparently to be kept for a little while longer.

TORONTO MISCELLANY -- The ex-Cleveland and Louisville P.C.C. cars are now being used as semi-permanently coupled and consecutively numbered two car trains on the rush hour Danforth route, an east end supplementary route to the Bloor line..... This involves 12 trains (cars 4675-4698) while the odd car of the group, 4699, continues on the loose and is the only one of the group that sees all-day service.....

Car 2718, badly wrecked in an open switch accident at Queen and Connaught last spring still reposes at Hillcrest shop with no repair work done; it is doubtful that the car will ever be rebuilt..... West end ignitron rectifier substations are being constructed on Lansdowne Ave., Shaw St. and Lippincott St. to replace the Harrison St. substation, the last rotary convertor station in service..... Also planned is a new substation on Granby St. in central Toronto, to bolster sub-way power.

ALL-TIME ROSTER OF ABITIBI POWER & PAPER CO.

(Iroquois Falls Division)

(Consequent upon the admittedly incomplete information on the locomotives owned by this property in last month's issue, Mr. R.F. Corley has supplied the following list of the locomotives used here. He mentions also that the main line of the railway actually saw its last run in October 1953 although it was not pulled up until 1954, as stated. The company still does its own plant switching at Iroquois Falls).

<u>NUMBERS</u>	<u>TYPE</u>	<u>BUILDER & DATE</u>	<u>REMARKS</u>
30	2-6-0	M.L.W., 1922	Acquired new - used for main line haulage - relegated to standby locomotive when no. 80 acquired.
40	Shay	Lima, 1923	Acquired new - used on woods spur line - retired when no. 70 acquired.- scrapped 1951-2
50	Shay	Lima, 1924	Acquired new - used on woods spur line - relegated to standby when no. 70 acquired. Stored unserviceable from 1952.
60	0-6-0	Can.Locol, 1909	From Temiskaming & Northern Ontario 854, 1954 - used for switching at Iroquois Falls mill - surplus when 80 acquired - Transferred to Matagami R.R. in 1950 in exchange for latter's 102, which was used as a steam generator - scrapped July, 1951 at Smooth Rock.
70	Shay	Lima, 1926	Built for Tallasee Power Co. (Tenn.) for dam construction (1928-29); sold to Quebec for Carson Dam construction; in dead storage for about 8 years; to Fraserdale, Ont., about 1938 for construction of Island Falls Canyon Dam, sold 1940 to Standard Chemical Co., South River; sold to Abitibi in 1947 after overhaul at O.N.R. Shops. Used on Woods spur line re-

placing 40 and 50 - stored
unserviceable from 1952.

80	1000 H.P. Diesel Switcher	M.L.W., 1950	Replaced no. 30 on main line and no. 60 in mill switching.
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Use Location Chart For Motive Power

<u>Date</u>	<u>Main Line</u>	<u>Woods Spur (Mile 33)</u>	<u>Iroquois Falls Mill</u>	<u>Retired</u>
1928	30		30	
1933-4	30	40, 50	30	
1942	30	40, 50 (one spare)	60	
1947	30	50, 70 (50 spare)	60	40
1950	80 (30 spare)	50, 70 (50 spare)	80 (30 spare)	60 (to Mattagami)
1952 to Oct. 1953	80 (30 spare)	(Abandoned)	80 (30 spare)	50 - 70
Oct. 1953 to present	(Abandoned)	-----	80 (30 spare)	

C.N.R. NOTES

The motive power for the Museum train, Mogul 674, has been loaned for the winter to a plant at Eronsonville, P.Q.

- The C.N.R. applied during December to the Board of Transport Commissioners for authority to discontinue all scheduled local passenger train service on Prince Edward Island between mid-April and mid-December. Existing through trains between Charlottetown and the mainland coast connection would continue, and a new Daily except Sunday mixed train service would connect Summerside with the through train. Buses would handle passenger service elsewhere from April to December, while railway owned trucks would take care of express traffic. Trains would then be able to run as required for freight only.

.. System Vice-President of Research and Development S.W. Fairbrother said recently that applications will soon be made for permission to abandon a considerable mileage in unprofitable branch lines, although locations are as yet not revealed.

NAME OF NEW C.P.R. TRAIN ANNOUNCED

The 1955 Canadian Pacific calendar shows an illustration of the new all-stainless steel train which will be inaugurated this summer. The name of the train, as shown on the calendar, is "The Royal Canadian". This train will, in effect, replace the present transcontinental trains, 3, 4, 7 and 8 on an accelerated schedule.

The train will operate from Vancouver to Montreal and Toronto, using the same diesel locomotives all the way without change.

End.

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FEBRUARY 1955

NUMBER 109

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JANUARY ANNUAL MEETING AND DIRECTORS' MEETING

At the Society's annual meeting, held on January 21st, the reports of the officers for 1954 were presented to the membership, and the election of Directors for 1955 took place. The latter took the form of a simple acclamation of all of last year's nine directors, as no other members were nominated this year. This would seem to bespeak the satisfaction of the membership-at-large with the conduct of the affairs of the organization during the past year.

Retirement of President W.C. Bailey --- At a Directors' Meeting held on January 28th, the officers and committee chairmen for 1955 were chosen. President Bailey had signified his desire to hand over the task of running the Society to another, so that he might concentrate wholeheartedly on the publications of the organization. The Directors accepted his resignation with regret and appreciation for the manner in which the U.C.R.S. has prospered during his three-year tenure of office.

The officers for 1955, as selected at this meeting, are as follows:

President - S.I. Westland Vice-President - R.J. Bost
Recording Secretary - J.R. Oakley (no change)
Corresponding Secretary - J.M. Mills (no change)
Treasurer - A.S. Olver (no change)

Committee Chairmen for the coming year are identical with those for 1954, except for the Publications Committee, the chairmanship of which was taken over by W.C. Bailey. J.D. Knowles continues as Bulletin Editor, and S.I. Westland as Newsletter Editor, working under the chairman.

C.N.R. BRANCH LINE ABANDONMENT

The Board of Transport Commissioners on January 25th gave the Canadian National Railways permission to abandon 41.3 miles of branch line between Scotia Junction and Falding (eight miles south-east of Parry Sound on the Toronto-Capreol line). Mixed trains M263 and M264 operate over this section of line in their Parry Sound-Algonquin Park runs twice a week, and during July and August, had made a third mid-week round trip.

Considerable opposition developed from the hamlets along the route which have otherwise only a poor gravel road to connect them with the outside world. These hamlets are, from west to east, Swords, Edgington, Seguin Falls, Bear Lake, White Hall, Sprucedale and Wall's. However, the losses have been heavy in proportion to the importance of the line (\$97,000 in 1953) and considerable maintenance was falling due had the line been continued in operation.

This section of track was built originally as a portion of the Canada Atlantic Railway's Georgian Bay to Lake Champlain cross-country main line. It has previously been broken by abandonment of the section between Algonquin Park Station and Whitney.

CROSSTOWN RAPID TRANSIT -- INTEREST STIRS ANEW IN
TORONTO; A REVIEW OF EARLIER PLANS

Toronto's newly elected mayor Nathan Phillips has stirred the rapid transit pot in recent weeks by announcing that he intends to call an early meeting toward the problem of providing a crosstown rapid transit line across Toronto on the line of Bloor Street. However, the first idea for an east-west grade separated rail transit right-of-way goes back 13 years.

The T.T.C. published a rather inauspicious little grey-covered booklet in the form of an open letter to the then mayor Fred Conboy, dated January 22nd, 1942. This now practically forgotten booklet, with its equally forgotten plans, presented the Commission's original proposals for rapid transit in Toronto, and they are rather curious in the light of subsequent developments.

A combination Bay-Yonge subway was then proposed (under Bay south of Bloor, and under Yonge between Bloor and Heath Street, where surface street cars would have ramped down into the subway. Third-rail rapid transit at this point was still in the future, even as regards planning. However, of more immediate interest to this article is the east-west subway line that was shown in this early plan. This plan envisioned a street car subway under Adelaide St. which would have handled Queen, King, Kingston Road and Dundas cars! Unless it was four-tracked (this was not specified), this subway would probably have broken down completely had all these lines been routed through it. It is significant that no subsequent east-west transit plans mixed Queen and King cars. The 1942 plan showed the Dundas, Queen and King routes all diverting at Stanley and Trinity Parks to pass through park lands to a junction at Adelaide and Walnut. The route passed easterly under Adelaide and Duchess Sts. to Parliament, then angled to meet Queen at River, then followed Queen Street to a ramp which was to have been near Logan Avenue. A branch was shown diverting at the Don, and passing up the east side of the valley to Broadview and Danforth. Very little engineering detail was presented with these plans, and the idea of open cuts had apparently still not been hit upon as everything was spoken of as "subway".

The master plan for redevelopment of the city, exhibited in 1944, showed expressways running in many places, and suggested that rapid transit lines be placed in the same excavations in the case of at least those paralleling Bloor and Queen Streets. This no doubt influenced T.T.C. thinking, and in the program of rapid transit introduced in 1944, the Queen Street line was thought of as occupying a portion of one of these superhighways. This 1945 plan presented the Yonge Subway for the first time as a true "New York" type third rail line, and very close to the lines along which it was finally built. The Queen line was to have been an above the ground structure from Carlaw and Gerrard to River Street, where it would enter an open cut (north of Queen Street), then into a subway structure between Mutual

and Simcoe Streets, then into open cut again west to Trinity Park, then north through the park to join Dundas line surface tracks. Subterranean turnback loops were to have been built at University Ave. and Church Street. The Queen line would still be a street car subway with cars from Danforth, Kingston Road, Queen East, Queen West and Dundas using it.

This subway plan was approved by the electorate of Toronto in the referendum of January 1, 1946, along with the Yonge subway. Less and less was heard of it as ensuing years passed, nevertheless, until the spring of 1952, when with extreme suddenness, the T.T.C. announced a plan for a shorter Queen line between Sherbourne and Simcoe Streets only (all subway). This was to be a 12 million dollar quick relief project designed to take all street cars in the downtown area except those on King and Bay Streets. However, the T.T.C. wanted the city to put up the money. Bathurst cars were to be routed along Queen Street through the subway to a new surface loop around Sherbourne Street. Queen and Kingston Road cars would use the subway, their routing otherwise unchanged.

This plan has been considered current until very recently, when everyone at once seemed to start talking about a line on Bloor Street, and now the idea of anything on Queen Street appears headed for the discard. Only the vaguest generalized plan has been presented for the \$100 million-plus Bloor line, but it has been announced as planned in three stages: (1) Broadview to Spadina, (2) Coxwell to Dundas, and (3) Jane to Victoria Park. Until stage 3 was complete, the present M.U. PCC cars would continue to use the right-of-way, with street running at the outer ends. Stage 3 would see conversion to 3rd rail rapid transit. Present thinking is that Stage 3 could be reached 10 years from now. Only stage 1's section would be subway.

The feeling of this writer on the subject is that a rapid transit line built in this developmental fashion is more realistic than an attempt to provide a full scale subway line in one fell swoop. The use of surface cars in shorter rapid transit segments allows passenger movement to outlying districts without the transfer that is now imposed on passengers at Eglinton Terminal of the Yonge Subway. Too, existing rail equipment can be used on such facilities for some years in the future, and initial capital outlay for cars and carhouses is reduced.

BAD NEWS FROM MONTREAL

The Canadian National Railways has applied to the Board of Transport Commissioners for permission to remove the track of the Montreal and Southern Counties Railway from the Victoria Bridge, and to provide a second roadway in the space thus made available. This is almost certain to spell the end of operation of the whole line, and the total abandonment of all trackage west of Southwark Yard (C.N.R. diesel-hauled trains now use the line from this yard to Marieville, and would no doubt continue). In the interim period, while the new roadway was being constructed, the C.N.R. would provide a much increased passenger commuter service for South Shore communities on its own tracks across the bridge.

VANCOUVER CARS END THIS YEAR

The President of the British Columbia Electric Railway recently affirmed the fact of the impending abandonment later this year of the

Hastings East car line in Vancouver, the last city street car route in operation west of Winnipeg and north of San Francisco. Trolley coaches will take over, and with this change, the post-war modernization of the company's transit systems will be complete. Still in operation are the Marpole-Steveston and Marpole-New Westminster inter-urban lines. These routes terminate on the southern outskirts of Vancouver, and passengers must transfer to a city trolley coach to reach downtown.

The company has been endeavouring actively to sell the 36 P.C.C. cars, but no buyers are as yet in evidence. Street car trackage to be lifted this year includes Granville from Robson to Hastings, Hastings from Granville to Renfrew and Main from 7th to 14th.

MISCELLANY

- The following C.N.R. locomotives were transferred to the Atlantic Region for the winter: 3423, 3461, 3462, 3463, 3467, 3469, 3477, 3478, 3479, 8360, 8365. The two 0-8-0's and 3423 are assigned to Halifax, the others to Moncton. CLC-FM diesels 6700-6800 and 6701-6801 have been seen through Truro. MLW road switchers 7838-7847 (now 1808-1817) are also assigned to Truro. --- George W. Parks

- C.P.R. 8501-8521 are class DRS-17a, not DRS-17b.

--- Roger Boisvert

- The C.N.R. has begun tests with radio telephone communications in freight train operation between Montreal and Vancouver in co-operation with Rogers-Majestic. The system permits instant communication between enginemen and rear end crews, the trainmen and wayside stations, and with walkie-talkie equipment, between flagmen and other members of the crew. Temporary transmitting stations have been installed at Winnipeg, Edmonton, Kamloops and Vancouver.

- John Labatt, Ltd., London, Ont., Brewers, are planning to move company-owned trailers via C.P.R. piggyback between London and Toronto; the system may later be extended to Montreal. This will be the first instance of the carrying of privately owned truck trailers on flatcars in this country.

- The C.N.R. has added 16 new trailers to its Hamilton-Toronto-Montreal piggyback service; there are now 44 trailers in the pool. In addition, eight more flat cars have been equipped to operate in this service. New facilities for handling the tractor-to-flat car interchange have been constructed at Montreal's Bonaventure freight terminal, doubling the capacity of the original runway.

- Aluminum subway cars 5100-5103 entered service on January 6th. Retired T.T.C. grinding car W-24 (ex S.T. passenger) was shipped to the Branford Electric Railway Association in January. Car 2718 has been stripped at Hillcrest; it definitely will run no more. Building demolition at the Main Street and Luttrell loop sites is in progress - construction is expected to begin about March 1st.

- Centralized Traffic Control is being installed throughout the length of the 356-mile Quebec North Shore and Labrador Railway; control machine is at Seven Islands.

- Contracts for construction of the C.N.R.'s new Beattyville - Chibougamau line in the Province of Quebec have been awarded to La Societe d'Enterprises Generales, Amos, Que. (Beattyville to Bachelor Lake), and to Albert Lemieux Ltd., Montreal (Bachelor Lake to Chibougamau).

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The Society meets on the third Friday of every month in Room 486, Toronto Union Station. The next meeting will be held on March 18th at 8:30 P.M. sharp. The program for this meeting will consist of a talk on the Toronto & York Radial Railway by Mr. L. Pursley.

O.E.R.H.A. FIRST PROGRESS REPORT ISSUED

The Ontario Electric Railway Historical Association issued its first progress report as of December 31, 1954, reviewing the year's activity toward car acquisition, and toward construction of the Association's Halton County Radial Railway. Among projects for 1955, it is mentioned in the report that the organization hopes to commence construction of a carhouse, as well as a storage shed.

C.N.R. TO SPEED UP TRANSCONTINENTAL SERVICE

Its hand forced by the C.P.R.'s program for an all-new train in 1955 between Montreal-Toronto and Vancouver, the C.N.R. announced on February 7th that it will inaugurate a new fast diesel-powered train on April 24th, "The Super-Continental Limited". This train will also start westbound as two separate trains (one from Montreal, one from Toronto), which will consolidate at Capreol. The present Continental Limited will continue on its present schedule, but the Montreal and Toronto sections will also consolidate at Capreol henceforth.

A comparison of C.N.R. and C.P.R. running time reductions is as follows:

Montreal-Vancouver

C.P.R.	Present	87:10 HRS.	C.N.R.	Present	87:25 HRS.
	Planned	71:10 HRS.		Planned	73:20 HRS.
	Reduction	16:00 HRS.		Reduction	14:05 HRS.

Vancouver-Montreal

C.P.R.	Present	82:30 HRS.	C.N.R.	Present	82:40 HRS.
	Planned	70:20 HRS.		Planned	72:05 HRS.
	Reduction	12:10 HRS.		Reduction	10:35 HRS.

Toronto-Vancouver

C.P.R.	Present	83:30 HRS.	C.N.R.	Present	83:00 HRS.
	Planned	67:55 HRS.		Planned	70:45 HRS.
	Reduction	15:35 HRS.		Reduction	12:15 HRS.

Vancouver-Toronto

C.P.R.	Present	79:50 HRS.	C.N.R.	Present	79:30 HRS.
	Planned	66:45 HRS.		Planned	69:00 HRS.
	Reduction	13:05 HRS.		Reduction	10:30 HRS.

Briefly, here is the proposed schedule for the Super-Continental Limited:

<u>WESTBOUND</u>			<u>EASTBOUND</u>		
Lv Montreal	3:25 P.M.	1st day	Lv Vancouver	2:15 P.M.	1st day
(Lv Toronto)	6:00 P.M.	1st day	Jasper	6:45 A.M.	2nd day
Winnipeg	10:30 P.M.	2nd day	Edmonton	1:15 P.M.	2nd day
Saskatoon	8:05 A.M.	3rd day	Saskatoon	8:25 P.M.	2nd day
Edmonton	3:25 P.M.	3rd day	Winnipeg	7:40 A.M.	3rd day
Jasper	9:25 P.M.	3rd day	(Arr Toronto)	2:15 P.M.	4th day
Arr Vancouver	1:45 P.M.	4th day	Arr Montreal	5:20 P.M.	4th day

It will be noted that this schedule allows the traveller to view the scenic Fraser Canyon during daylight hours, something that is not possible with the present schedule of the Continental Limited.

C.N.R. WITHDRAWS MIXED TRAINS

The Canadian National Railways has discontinued mixed train services in Eastern Ontario as follows:

- Trains M357-358 and M355-356 between Belleville and Picton made their last run on Monday, February 1st. These trains operated thrice weekly (Monday-Wednesday-Friday) and were numbered M351-352 and M353-354 on Wednesdays and Fridays, when their schedule varied from that operated on Mondays.
- Trains M364 and M365 between Belleville and Madoc were discontinued after Tuesday, February 22nd. These trains also operated thrice weekly (Tuesday-Thursday-Saturday).
- Trains M445 and M446 between Napanee and Ottawa made their last run on Saturday, March 5th. These trains operated daily except Sunday over the 112 mile line.

LOCOMOTIVE ORDERS

- The Quebec North Shore and Labrador currently has an order on the G.M.D. books for 15 GP-9 (1750 H.P.) road switchers.
- One 900 H.P. switcher has been ordered from G.M.D. by the British Columbia Electric Railway.
- The Roberval and Saguenay Railway has ordered one 1600 H.P. road-switcher from Montreal Locomotive Works.
- During January, the C.P.R. ordered the following:
 - From Canadian Locomotive Co., ten 1600 H.P. road switchers;
 - From General Motors Diesel Ltd., twenty-five 1750 H.P. road switchers;
 - From Montreal Locomotive Works, eleven 660 H.P. switchers
- The C.N.R. and Grand Trunk Western in December and January placed orders for 57 new locomotives as detailed on pages 4 and 5.

C.P.R. APPLICATION DENIED

The Ontario Municipal Board has refused the C.P.R. permission to extend the Montreal-Toronto piggyback service to Hamilton (see Newsletter 108, page 5).

EQUIPMENT DATA SECTIONNO. 11 - MONTREAL LOCOMOTIVE WORKS DL-700

Type: 1600 H.P. Road-switcher	Continuous Tractive Effort:
Length (over end plates): 52'-6"	with 65 MPH gearing - 53,000 lbs.
Height (maximum) 15'-4 $\frac{1}{4}$ "	with 75 MPH gearing - 46,500 lbs.
Width (maximum) 10'-1 $\frac{5}{8}$ "	with 80 MPH gearing - 43,400 lbs.
Weight (maximum) 260,000	with 92 MPH gearing - 38,000 lbs.
Trucks: Swing bolster clasp type	Dynamic Braking Capy: 2660 H.P.
Truck Centres: 41'-0"	Engine: 12 cylinder V-type
Truck Wheelbase: 11'-4"	Fuel Oil Capy: 1000 imp.gals.
Sand Capacity: 28 cu.ft.	Lubricating Oil Capy: 166 imp.gals.
	Engine Cooling Water Capy: 208 imp.gals.

This is a new general purpose diesel road switcher, expressly designed to meet operating conditions on Canadian Railways, which has just been introduced by Montreal Locomotive Works. The road-switchers currently being delivered to the C.P.R. (nos. 8462-8482) are the first units of the DL-700 type to be constructed. Major identifying characteristic is the high "hood", almost flush with the cab roof. Basic equipment (engine, electrical components and trucks) are the same as on previous M.L.W. 1600 H.P. road switchers. Variations consist of the provision of dynamic braking, greater steam generator capacity, and a recirculating air duct which is designed to pass warm air as required into the engine and generator areas. Provision is made for M.U. operation.

T.T.C. NOTES

- More definite plans are now at hand, as announced by the T.T.C. on February 26th, regarding the proposed Bloor rapid transit line. The route is now planned to extend 11 miles from Jane St. to Warden Ave. (the mile from Luttrell to Warden would be through territory that had never before had any form of rail transit). A north-south branch line under University Ave. and Queen's Park, as suggested in the past, has now a formal place in the plans. This line would augment the Yonge Subway, and would connect with it at the present terminal bulkhead at Union Station. The plans now place the alignment of the Bloor line wholly north of Bloor St. and Danforth Ave. except for the westernmost segment (Keele to Jane). Changes have been made in stages, also: Stage 1 would cover construction from Bathurst to Broadview while Stage 2 would see the initiation of third rail subway train operation.

The whole project is estimated to cost \$159 million, with \$13 million extra if an under-street location is adopted between Avenue Rd. and Sherbourne St.

The short Queen St. street car subway is mentioned again, and it will be interesting to see which project receives priority.

- Green fluorescent lighting has been installed near the ends of 14 escalators on the Yonge Subway. This lighting makes the changing step heights at the escalator ends more readily apparent.

- During the P.M. rush hour, a "drop-back" system has been inaugurated on the Yonge Subway. Two extra motormen are employed, and each man steps back one train at each terminal. The waiting crewman boards

the rear car of an arriving train as soon as it stops at the station, and the motorman who has just brought the train in steps out to await the arrival of the next train. This system reduces "turnaround" time at the terminals considerably. A rush headway of 2'-7½" is now in effect on the subway.

- Door balancing on all T.T.C. street cars is being altered so that there is a seven second lapse between an emergency application and the removal of door-closing pressure. This is a safety factor to guard against passengers being thrown out of the doors.

- The abandoned waiting room at Birchmount Loop is being remodelled as a farm insurance office.

C.N.R. DIESEL RENUMBERING AND RECLASSIFICATION

Switchers

New Class	Old Class	Numbers	Builder	Date	H.P.	Haulage Rating
IS-5a	Q-2-a	73 (GTW)	J.G. Brill	1929	500	18%
ES-5a	Q-2-b	74 (ex NHB)	GE	1947	500	20%
IS-4a	Q-1-a	77	Can. Loco.	1930	380	15%
GS-6a	Q-4-a	78, 79 (GTW)	EMD	1938	600	22%
ES-4a	Q-3-b	775-777 (n.g.)	GE	1948	380	13%
GS-12a	Q-9-a	7000-7009	GMD	1952	1200	36%
GS-12b	Q-9-b	7010-7014 (GTW)	EMD	1952	1200	36%
GS-12c	Q-9-c	7015, 7016 (GTW)	EMD	1953	1200	36%
GS-12d	---	7017-7019 (GTW)	EMD	1955	1200	(on order)
GS-10a	Q-5-a	7900-7902, 7904-7914, 7936-7945, 7956-7974 (some GTW)				
MS-10a	Q-6-a	7915-7935, 7946-7955 (some CV and GTW)	Alco	1942-6	1000	34%
MS-10a	Q-6-a	7975-7994	MLW	1949	1000	34%
MS-10b	Q-6-b	7995-8014	MLW	1949-50	1000	34%
MS-10b	Q-6-b	8015 (CV)	Alco	1951	1000	34%
MS-10c	Q-6-c	8016-8025	MLW	1951-2	1000	34%
MS-10d	Q-6-d	8026, 8027 (GTW, CV)	Alco	1953	1000	34%
MS-10e	Q-6-e	8028-8033	MLW	1954	1000	34%
MS-10f	---	8034, 8035 (GTW)	Alco	1955	1000	(on order)
MS-7a	Q-8-a	8450-8461	MLW	1951-2	660	29%
MS-7b	Q-8-b	8462-8483	MLW	1953	660	29%
MS-7c	Q-8-c	8484-8498	MLW	1954	660	29%
GS-8a	Q-7-a	8500-8521	GMD	1951	800	36%
GS-8b	Q-7-b	8522-8533	GMD	1951	800	36%
GS-9a	Q-7-c	8535-8559	GMD	1953-4	900	36%

Road Switchers

GR-12a	Y-4-a	900-902 (n.g.)	GMD	1952	1200	40%
GR-12b	Y-4-b	903-908 (n.g.)	GMD	1953	1200	40%
ER-4a	Y-1-a	1500, 1501 (ex 7550, 7551)	GE	1947	380	13%

New Class	Old Class	Numbers	Builder	Date	H.P.	Haulage Rating
GR-12c	---	1505-1508 (GTW)	EMD	1955	1200	(on order)
ER-6a	Y-3-a	1526-1543 (ex 7800-7817)	GE	1950	600	23%
GR-9a	Y-6-a	1570-1574 (ex 7670-7674)	GMD	1954	875	23%
CR-12a	Y-2-a	1600-1614 (ex 7600-7614)	Can. Loco.	1951-2	1200	34%
CRG-12b	Y-2-b	1615-1617 (ex 7615-7617)	Can. loco	1951	1200	34%
CR-12c	Y-2-c	1618-1621 (ex 7618-7621)	Can. Loco.	1952	1200	34%
CR-12d	Y-2-d	1622-1629 (ex 7622-7629)	Can. Loco.	1953	1200	34%
GR-15a	Y-5-a	1700-1723 (ex 7555-7578)	GMD	1953	1500	40%
GR-17a	---	1724-1750	GMD	1955	1750	(on order)
GR-17b	---	1751-1765 (GTW)	EMD	1954	1750	
GRG-17c	---	1766-1767 (GTW)	EMD	1954	1750	
MR-16a	Y-7-a	1800-1817 (ex 7830-7847)	MLW	1953	1600	46%
MR-16b		1818-1840	MLW	1954	1600	46%
CR-16a		1841-1858	Can. Loco.	1955	1600	(on order)
MRG-16c		1859-1860 (CV)	Alco	1954	1600	40%
MR-16d		1861-1862 (GT)	Alco	1954	1600	46%

Road Freight

CFA-16a	C-1-A-a	8700-8704 (even)	Can. Loco.	1952	1600	48%
CFB-16a	C-1-B-a	8701-8705 (odd)	Can. Loco.	1952	1600	48%
CFA-16b	C-1-A-b	8706-8744 (even)	Can. Loco.	1952-3	1600	48%
GFA-15a	V-1-A-a	9000, 9002, 9003, 9005	EMD	1948	1500	40%
GFB-15a	V-1-B-a	9001, 9004	EMD	1948	1500	40%
GFA-15a	V-1-A-a	9006-9027 (GTW)	EMD	1948	1500	32%
GFA-15b	V-1-A-b	9028-9046, 9050, 9052 (even)	GMD	1951	1500	40%
GFB-15b	V-1-B-b	9029-9047, (odd) 9051-9055	GMD	1951	1500	40%
GFA-15c	V-1-A-c	9056-9062 (even)	GMD	1951-2	1500	40%
GFB-15c	V-1-B-c	9051-9063 (odd)	GMD	1951-2	1500	40%
GFA-15d	V-1-A-d	9064-9142 (even)	GMD	1952	1500	40%
MFA-15a	W-1-A-a	9400-9407	MLW	1950	1500	42%
MFA-16a	W-1-A-b	9408-9426 (even)	MLW	1951	1600	46%
MFB-16a	W-1-B-a	9409-9427 (odd)	MLW	1951	1600	46%
MFA-16b	W-1-A-c	9428-9436 (even)	MLW	1952	1600	46%
MFB-16b	W-1-B-b	9429-9437 (odd)	MLW	1952	1600	46%
MFA-16c	W-1-A-d	9438-9456 (even)	MLW	1953	1600	46%

Road Passenger

GPA-17a	---	6500-6512	GMD	1954-5	1750	
GFB-17a	---	6600-6612	GMD	1954-5	1750	
GPA-16a	---	6700-6705	Can. Loco.	1954-5	1600	
GFB-16a	---	6800-6805	Jan. Loco.	1954-5	1600	

In addition to the locomotives listed as being "on order" in the above list, the C.N.R. also recently ordered the following:

- from Canadian Locomotive Co:
ten 1200 H.P. switchers (to have special trucks suitable for higher speed operation)
- from General Motors Diesel Ltd:
twenty-three 1200 H.P. switchers
- from Montreal Locomotive Works:
twelve 1600 H.P. road passenger (six "A" and six "B" units)
- from Montreal Locomotive Works:
five 1000 H.P. road-switchers (these locomotives will be the first of their type on Canadian railways, although three were previously built for Mexico).

C.N.R. Locomotives Scrapped -- (October, 1954): 1132, 1146, 1163, 1165.
(Nov.- Dec., 1954): 1004, 1015, 1122, 1151, 1156, 1927, 1948, 5546, 7329.

See to last month's list of locomotives transferred to the Atlantic Region: 2390, 2582, 2586, 3259, 3265, 3404, 3407, 3413, 3420, 3421, 3430, 3435, 3438, 3439, 3444, 3446-3448, 3451, 3453, 3471, 3481, 3493, 8356.

C.N.R. - ABANDONMENT AND CONSTRUCTION

The Canadian National Railways has made application to the Board of Transport Commissioners for permission to abandon a 20-mile section of line between Hillsboro and Albert, N.B.

On the other hand, the C.N.R. began regular service on the new Terrace - Kitimat (B.C.) branch on January 14th. A mixed train makes a twice weekly round trip over the new line, on Tuesdays and Fridays.

C.P.R. OFFICIALLY OPENS NEPHTON BRANCH

On January 18th, a special train was operated to the American Nepheline Mines, at Naphton, Ont. by the C.P.R. to open the line officially. The second DL-700 road-switcher (8463) hauled the train, which consisted of a new curved side combination car, a coach, and three business cars.

The Greater Winnipeg Transit Commission announced recently that it intends to end street car operation in the fall of 1955, when the Portage-North Main carline, the city's heaviest route and the last one on rails, will be converted to operation with diesel buses. This is one city street car line which cannot be said to be hampered by traffic congestion, as a good portion of it is on centre reservation, while the remainder is in the middle of an extremely wide street. It is regrettable that the "light rapid transit" idea has not caught on in Winnipeg, as there is a ready-made case for it here.

The Canadian Railroad Historical Association has published its Bulletin 18, "The Last Broad Gauge", which deals with the Carillon and Grenville Ry. in Quebec province. Copies sell for 25¢ and may be had from the Association's Editorial office, 6959 De l'Epee Ave., Montreal, P.Q.

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

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APRIL 1955

NUMBER 111

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 April 15th; the program will consist of a showing of colour slides of American and British lines by member James Beveridge.

GRAND RIVER - LAKE ERIE & NORTHERN PASSENGER SERVICE TO END

The Canadian Pacific Electric Lines have applied for and received permission from the Board of Transport Commissioners to discontinue all rail passenger and express service. The decision was handed down at a meeting of the Board in Galt early in March. Permission is still required from the Ontario Municipal Board with respect to substitute bus services, and at time of writing this still has not come through. The chief point of difficulty is the section between Simcoe and Port Dover, where Canada Coach Lines presently holds the local franchise.

However, there is little doubt that this will be straightened out, and that car service will end, as planned, with the completion of the scheduled runs on Saturday, April 23rd. The final demise of passenger service on this efficient electric railway comes as no surprise. The "modernization" program for the passenger service in 1946 produced practically no new passenger traffic, and patronage dropped off steadily in post-war years.

As most railfans well remember, the management made a similar application for abandonment exactly five years ago, but permission was denied at this time. The factor which appears to have swung the decision on the present application is the fact that the management proposed to get out of the passenger business altogether in 1950, abandoning operations of the bus subsidiary (Canadian Pacific Transport Co.) also ——— However, the company now proposes to run bus service parallel to the Lake Erie and Northern Railway (Galt to Port Dover) and parallel to the Preston - Hespeler branch of the Grand River Railway, as well as completing the conversion to bus of the Galt - Preston - Kitchener service. (Buses took over some of the rail trips here in 1946). The surprise in the latest development is the conversion of the express service from rail to truck operation - this business, in contrast to the passenger traffic, has grown greatly in recent years.

Nevertheless, the whole line will be cleared for the unimpeded movement of the bread-and-butter freight traffic. When passenger and express service has passed into the limbo, the two railways will still be a vital factor in the industrial Grand Valley. There has been no recent hint of dieselization, and the railway, with its ten electric locomotives (three of them ex-Salt Lake & Utah), should continue to be of interest to electric railway fans for some time to come.

It is difficult to conjecture as to the disposition of the passenger and express rolling stock, but it would seem probable that most of it will see some form of non-revenue service on the C.P.R. system; perhaps one or two units will remain in this guise on the electric lines.

G.R.R. - L.E. & N. FAREWELL FANTRIP

The Syracuse Chapter of the National Railway Historical Society will hold a big farewell excursion on the Lake Erie and Northern - Grand River system on Sunday, April 24th, for which a general invitation has been extended to the members of the U.C.R.S.

A rather novel departure in fantrip operation will be introduced: the special car or cars will make two complete round trips between Preston and Waterford, so that excursionists may board at Preston, Galt, Paris, Brantford or Waterford and still make a complete round trip.

The schedule is as follows:

<u>STATION</u>	<u>LEAVE</u>	<u>ARRIVE</u>	
Preston (1st)	9:00 AM	4:00 PM	
Galt	9:15 AM	5:45 PM	(All times
Paris	9:30 AM	6:00 PM	Eastern
Brantford	9:45 AM	6:15 PM	Standard)
Waterford	10:30 AM	7:00 PM	
Preston (2nd)	2:15 PM	8:30 PM	

(FIRST TRIP ONLY OPERATES TO PORT DOVER)

Owing to limited capacity and the attractive fare, paid reservations should be in the hands of the trip committee not later than April 15th. THREE DOLLARS covers a round trip fare from any of the above stations. Canadian residents should remit to Mr. J.A. Whitefoot, c/o Grand River Railway, Preston, Ontario.

Fare on the car, (subject to space availability,) will be \$4.00. There will be many photo stops enroute, with a 1½ hour layover at Preston carhouse. Coffee, soft drinks and sandwiches will be available on the cars.

T.T.C. CALLS TENDERS ON 34 MORE SUBWAY CARS

Eight carbuilding companies in Canada, United States, Great Britain and France have been invited by the Toronto Transit Commission to tender on the construction of 34 subway cars, which will enable the complete operation of eight-car trains in the Yonge subway. The tenderers have been asked to quote on steel cars, aluminum cars, and cars with and without control cabs, so the actual type of car to be bought remains somewhat undecided.

Rush hour traffic on the subway has continued on an upward spiral, and recent counts show 28,000 persons being moved in one direction during the maximum hour. More serious is the fact that, for a short period at the peak of the P.M. rush, the subway carries at a rate of 32,000 per hour, and the six-car trains at times have proven incapable of lifting the offering load. Eight-car train operation would bring the subway's capacity up to the long-advertised "ultimate" of 40,000 passengers per hour. When and if this limit begins to be approached, the need for the University Ave. subway, suggested as a portion of the Bloor project, would become a real necessity.

Nevertheless, in this day of falling transit passenger riding and revenue elsewhere, this increasing usage of a modern rail facility is certainly encouraging to those of us who believe that buses cannot do the whole job in a large city.

ORIGIN-DESTINATION SURVEY - The T.T.C. has retained the services of American transit consultants Simpson and Curtin Inc. and Joseph R. Ong, and Toronto consultant Norman D. Wilson, to study the results of an origin-destination card survey conducted on April 5th. All inbound passengers boarding more than four miles distant from the Yonge and Queen intersection were included in the survey.

MAIN LOOP - Actual construction on this new terminal loop for the Carlton carline began on March 28th. Tangent track to be reconstructed this year includes Bay St. (College to Davenport) and Queen St. (Kingston Rd. to Woodbine Ave.)

C.N.R. ABANDONS FALDING-SCOTIA LINE

The Canadian National Railways ran the last train over the lightly patronized Scotia Jct. to Falding, Ont. (Algonquin Subdivision) line on March 5th. This section of road was planned as a segment of a through trunk line when built in the 1890's as the Ottawa, Arnprior and Parry Sound Railway and merged with the Canada Atlantic Railway in 1899. It was designed as a link in a combined rail and water route from the west to New England, particularly for grain traffic. To this end, large grain storage facilities were erected at Depot Harbour on Georgian Bay, the west end of the line. Grand Trunk control came in 1904, a merger in 1914, and so the line passed to C.N.R. ownership. The C.N.R. diverted the through traffic via more southerly routes in 1924, and the line east of Falding was left with a trickle of local traffic only. The recent necessity for repairs finally forced the decision.

OTHER C.N.R. ABANDONMENTS - During February, operation of mixed trains 337 and 338 between Napanee and Forfar. With the discontinuance of trains 445 and 446 as reported last month, ends all passenger service between Napanee and Ottawa.

Passenger service has been discontinued on mixed trains 386 and 387 between Lindsay and Coboconk. There is now no passenger service on the Coboconk-Lorneville section. These trains made their last trip on March 25th.

The Board of Transport Commissioners sat at Collingwood town hall on March 16th and 17th to consider the C.N.R.'s application to abandon the 18.3 miles of track between Creemore and Alliston. The Town of Alliston and the Township of Nottawasaga, at least, are known to have filed protests. Decision of the Board was reserved at the hearing.

The Board has granted permission to the C.N.R. to substitute bus and truck service for train service between New Glasgow, Pictou, Pictou Landing, Hopewell and Sunnybrae in Nova Scotia, for a \$400,000 per year saving. However, decision has been reserved on the application to abandon the 5.4 miles of line from New Glasgow to Pictou Landing.

LOCOMOTIVE NOTES

Further encouraging news of steam interest is reported from the Maritimes: The Sydney & Louisburg Railway, still without a diesel on the roster, has purchased four locomotives from American lines as follows:

<u>Old Road and No.</u>	<u>Type</u>	<u>S. & L. No.</u>
Pittsburgh & Lake Erie 8031	0-8-0	87
" " " 8042	0-8-0	88
Chicago & Illinois Midland 546	0-8-0	89
Detroit & Toledo Shore Line 32	2-8-2	105

Also, the Cumberland Railway and Coal Co. (Springhill, N.S.) has purchased Chicago and Illinois Midland 545, another 0-8-0, and it will be numbered 54 by its new owners.

P. & L.E. 8031 and 8042 passed through Toronto on February 27th and Truro on March 12th; C. & I.M. 545 and 546 passed through Toronto on March 6th; 545 arrived at Springhill Junction on March 18th and 546 was through Truro on the same day; D. & T.S.L. 32 saw Toronto on March 10th and Truro on March 22nd. --George Parks and Joe Pratt

- The Pacific Great Eastern ordered a further three 1600 H.P. road switchers from Montreal Locomotive Works during February.

- The C.P.R. is having a 2400 H.P. Trainmaster locomotive built by Fairbanks-Morse at Beloit, Wis. with G.E. equipment. This locomotive was to have been a demonstrator originally but the railway has now agreed to buy it outright. This will be the most powerful diesel unit in Canada when completed.

- The C.N.R. has scrapped a third road diesel unit, no. 9054. This locomotive was wrecked at Quibell, Ont. on August 1st, 1954 and cut up in December. 9048 and 9049 were the units previously retired.

Recent C.N.R. scrappings:

1363, 1366, 2369, 2549, 3221, 3497 - Oct. 14; 4020, 4021 - Dec. 7; 5571, 8419 - Dec. 17; 3414, 9054 - Dec. 31; 2445 - Jan. 12; 7265 - Jan. 20; 1361 - Jan. 28. Locomotives removed from service: Atlantic Region - nil; Central Region: 82, 1315, 1315, 1319, 1358, 1369, 1385, 1394, 1400, 2193, 2448, 4004, 4033, 5057, 5058, 5074, 5602, 6025, 7233, 7246, 7425, 7451, 8202, 8224, 8299; G.T.W. - 3522, 7492, 8417, 8422; Western Region - 411, 1300, 1310, 1430, 2096, 2759, 6005, 6045, 6053, 7542, 8406, 8412; C.N. owned on C.V. - 400, 475, 603; C.V. owned on C.V. - 219, 220, 455, 701, 704.

Stored unserviceable: Moncton - 1124, 1126, 2558, 2595, 2605, 2645, Central Region - 94, 1368, 1398, 2192, 2197, 2378, 2420, 2532, 2545, 2562, 2591, 2623, 3485, 3707, 3718, 3721, 4103, 4205, 5052, 5060, 5533, 5552, 5553, 5560, 5562, 5580, 5581, 5591, 5610, 7361, 7388, 7428, 7447, 7466, 7506, 8223, 8301, 8323, 8345, 8386, 8420; Western Region - 2112, 2338; G.T.W. - 2666, 2667, 3515, 3524, 3748, 3749, 5038, 6041, 6317, 6318, 6319, 6324, 6336, 7489, 7526, 8313.

Recent deliveries and dates:

6504-6604	Nov. 26	6700-6800	Dec. 14	1724, 1725	Feb. 4
6505-6605	Nov. 29	6701-6801	Dec. 22	1726, 1727	Feb. 11
6506-6606	Dec. 9	6702-6802	Jan. 5	1728, 1729	Feb. 16
6507-6607	Dec. 17	6703-6803	Jan. 17	1730, 1731	Feb. 24
6508-6608	Dec. 29	6704-6804	Jan. 28	1732, 1733	Mar. 5
6509-6609	Dec. 31	1833, 1834	Oct. 7	1734, 1736	Mar. 9
6510-6610	Jan. 12	1835, 1836	Oct. 14	1735, 1737	Mar. 11
6511-6611	Jan. 20	1837, 1838	Oct. 21	1738, 1740	Mar. 18
6512-6612	Jan. 28	1839, 1840	Oct. 27		
6513-6613	Feb. - (new order)	1861	Sept. 29		
		1862	Oct. 2		

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

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

MAY 1955

NUMBER 112

The Society meets on the third Friday of each month (September to May) in Room 486, Toronto Union Station. The next meeting, last indoor meeting of the season, will be held at 8:30 P.M. on Friday, May 20th.

T.T.C. TWO MAN CARS TO BE SCRAPPED - SOCIETY TO OPERATE FAREWELL EXCURSION

It is expected that all of the 51 two man cars of series 2450-2478, 2480-2498 and 2500-2578, which have been held in dead storage by the Toronto Transit Commission since they were last used on March 30, 1954, are to be sold for scrap in the near future.

Accordingly, the Society has planned a five-hour "last trip" on one of these cars for Sunday, June 12th. The fare will be \$1.50 per person, payable on the car. The trip will leave Yonge and Wellington Sts. at 9:30 A.M., E.D.T. A trip covering the extremities of the system has been planned. All Toronto area members are urged to support this trip to record the final passing of the two man street car from the Toronto electric railway scene.

LAKE ERIE & NORTHERN AND GRAND RIVER RAILWAY CURTAILMENT

Saturday, April 23rd was the last day of regular operation of passenger and express service on the Canadian Pacific Electric Lines. Car 975 made the last scheduled trip (train 16) on the Lake Erie & Northern, from Galt to Port Dover.

Service south of Galt is now being provided by the Canada Coach Lines, which already held an operating permit in that area granted after schedule cuts on the Lake Erie & Northern a few years ago. The fact that only four bus trips each way per day are being operated over most of the route is a good indication of the meagre traffic potential of the area. Canada Coach service did not start until April 25th; there was no service on April 24th, although a Sunday service is now being operated.

Canadian Pacific Transport Ltd. is operating the replacement bus service between Preston and Hespeler.

The express service, which is quite prosperous, is being handled by tractor-trailer trucks. This eliminates a certain amount of transshipping.

The Canadian Pacific steam road express car heretofore hauled between Galt and Kitchener will be hauled in freight trains.

Most of the railways' passenger rolling stock is to be kept on hand for three months in the event that the successor bus services prove unsatisfactory. Only possible objections to the new service appear to be the poor connections northwards from Paris and the fact that Glen Morris is completely disserved.

FAREWELL EXCURSIONS - On Sunday, April 24th, the Syracuse Chapter of the National Railway Historical Society operated an excursion to mark the end of the service. Due to congestion in the Preston yards, the train was made up before 10 P.M. on Saturday night and stored on the southbound main line just north of Preston station. Original consist was 937-939-846-626.

The trip received good advance newspaper and radio coverage; consequently there was a large number of local people on board when it left Galt bound for Port Dover. The passenger section of car 626 was occupied by veteran employees, while the express compartment was used to sell refreshments. Sufficient additional passengers were on hand at Brantford to necessitate the addition of car 862, obtained from the Brantford barn.

The train did much fast running on the southbound trip, unhampered by meets. The weather was dull with intermittent rain; consequently little effort was made to provide photo stops outside towns. At Simcoe there was a large crowd on hand in spite of the heavy rain falling at the time.

A lengthy stop was made in Port Dover; Ivey Florists gave roses grown in their Port Dover greenhouses to the ladies on the train. Car 975, which had made the last L.E.& N. run the previous night, was still sitting at the end of the main line in the Port Dover yard when the special finally began its northbound trip.

The train was met at Galt by local dignitaries. Following this, it continued to Preston, where a short stop was made.

A power failure occurred at Freeport, when the five car train climbing the grade and locomotive 230 working in Kitchener threw too great a load on the substation. After about five minutes the power came on again and the train continued to Kitchener and through to Waterloo, over a section of line where there has been no regular passenger service since the early 1930's.

Upon returning to the modern station at Kitchener, which even now is less than 10 years old, the train was met by local officials, a pipe band and crowds of citizens.

The official reception of the train at Preston was scheduled to take place on the second southbound trip. Since the railways' headquarters and shops are at Preston, this was by far the biggest turnout of the whole trip. The entire area in front of the shops was crowded with humanity; many of those present climbed to vantage points on the rolling stock, or watched the proceedings from seats in a radial standing close by.

As many of the local riders left the train at Preston, cars 937 and 939 were cut off before the train proceeded. Upon reaching Brantford, 846 and 862 were dropped and run to the barn. 626 alone continued to Waterford carrying far more passengers than its 18-seat capacity, to make the N.Y.C. connection. The car finally arrived back at Preston long after dark still carrying a diehard core of fans.

On Sunday, May 1st, the Buffalo Chapter of the N.R.H.S. ran a trip over the road. A three car train consisting of 937, 848 and 846 was dispatched from Preston to meet the New York Central at Waterford.

Just as the party arrived at the L.E. & N. Waterford station on foot from the New York Central station, N.Y.C. Mikado 2030 arrived with an eastbound way freight and stole the show.

Numerous photographs were taken of the L.E. & N. train crew and the officials present before the fans boarded the cars. In contrast to the trip of the previous week, the weather was sunny and warm.

With the three cars well filled, the train set out for Preston. The run was uneventful until Brantford was reached, when, at the C.N.R. crossing south of the L.E. & N. station, the brakes were thrown into emergency. A late model sedan-delivery truck standing on the parking lot adjacent to the tracks was fouling the line. After the train crew had released the truck's brakes and pushed it away from the tracks, the special proceeded.

Cars 622, 624, 626, 795, 797, 862 and 975 were observed in storage at the Brantford barn.

The usual lunch stop in Preston at the Hotel Kress was made. Following this, the company held open house at the Preston shops. Wooden car 939, which had been used on the trip of April 24th, was observed on the rip track, already half scrapped.

The new line repair outfit, consisting of C.P.R. enclosed speeder M-1766 and a tower trailer, was on display for the photographers. This replaces the old automotive line car M-5.

Car 864 was added to the special at Preston, making a four car train. The train proceeded to Kitchener and Waterloo. On the return trip, the train easily outdistanced the automobile traffic on the rather congested highway which parallels the line between Kitchener Junction and Centreville. A special run was made across the Freeport bridge for the benefit of photographers. The large swarm of fans beside the highway created a minor traffic jam as Sunday drivers stopped to observe the activities.

Following a fast trip over the Hespeler branch, the train headed south over the Lake Erie & Northern to Port Dover. By the time the refreshment stop at that point was finished and the train was ready to leave, evening was closing in.

The train reached Waterford not long before dusk, and most of the fans were dropped at that point to make their journey back to Buffalo via New York Central. A few Ontario fans rode back to Preston.

As the American fans reached the N.Y.C. depot on foot, they were greeted once more by the uncommon sight of New York Central steam power in service; this time a light engine streaking westwards toward St. Thomas.

As most of the passenger rolling stock will probably be on hand until the end of the summer, other fantrips have been booked, and the railway is also prepared to handle picnic charter business for local groups.

The remaining wooden passenger car, 937, will probably be scrapped shortly. L.E. & N. 797, the wooden combination car which still has seats, may be preserved by the National Railway Historical Society's Syracuse Chapter.

T.T.C. NOTES

As the result of persistent pressure applied since last July 1st by the Lakeshore suburban municipalities (especially Long Branch), the T.T.C. Long Branch carline was partially extended to downtown Toronto during weekday rush hours, effective Monday, April 18th. A 12-minute headway service of cars is extended easterly from Humber Loop via Lake Shore Rd. and Queen St. to loop via Church, Richmond and Victoria. The service is on a trial basis only and has not been too heavily patronized thus far, at least by Lake Shore through riders. As these cars run in both suburban zones and the central zone, it is necessary for a ground man at Humber Loop to check zone receipts, etc. on inbound cars. The remainder of the Long Branch cars continue between Long Branch and Humber Loop only.

An important group of route changes in the north end occurred on May 16th: The St. Clair route has been shortened to operate west of St. Clair Subway Station only, while in its place, the Earls court route has been extended easterly to cover the Mount Pleasant Road section. This will give each route a stretch of free track for adjusting service irregularities. Effective the same date the Rogers Rd. carline was extended easterly to St. Clair Subway Station during rush hours only.

The new Main Loop was opened on Sunday, May 15th, with Carlton cars now terminating here and not operating on Danforth Ave. Effective May 16th, the Russell Division-operated Carlton Tripper route (to Mc Caul St.) was rerouted to run straight north on Coxwell Ave., looping at Danforth.

The relocated and enlarged Luttrell Loop is expected to open in mid-June. Changes from the original plan include a spur track on Danforth Ave. instead of Kelvin Ave., the placing of the loop track in the middle of Luttrell Ave., and the establishment of a concession in the passenger shelter.

On April 25th the T.T.C. made another surprise move - the inauguration of a "take-one" to be known as the Headlight, and to be published monthly. A copy of the first issue is enclosed.

Car 2370 has been withdrawn from service because of extreme corrosion and dry rot. Other pay-enter Large Witts are now receiving extensive body overhauls.

B.C.E.R. ABANDONS LAST CITY CARS

Regular car service on Vancouver's Hastings Last carline ground to a halt after the operation of Friday, April 22nd. This was the last city street car route in the Pacific North-west. A "Rails-to-Rubber" celebration was held on Sunday the 24th, with street cars running on the line between 1 and 5 P.M., carrying passengers free. All passengers received a souvenir certificate. B.C.E.R. president Grauer presented the controller handle from an old car to the city archives at the ceremonies in the Exhibition grounds at 3 P.M. ST DE deck roof car 53 (a service car since 1916) was restored to its original appearance during recent weeks and was on display at the grounds. The car is to be presented to the P.G.E. Boosters (the local railfan group), and will be maintained by them at the P.N.E. grounds.

The last car off the streets was PCC 415 at 6:15 P.M. on the 24th. The 36 PCC's still have no buyer. They were offered to and rejected by the T.T.C. recently.

(Thanks to G.R. Hearn of Victoria, B.C.
for some of the above information)

NEW TRANSCONTINENTAL TRAINS ENTER SERVICE

The C.P.R.'s new train, the Canadian, which has received more high-pressure inaugural publicity than any other train in Canadian railway history, entered service on April 24th. An amazing amount of public interest was shown in the first run, and all across Canada hordes of sightseers crowded station platforms or grade crossing locations to inspect externally the spectacular new equipment. Surprisingly enough, the only unsold space on the first westbound run was in the day coaches, which suggests that more intensive advertising of this less expensive accommodation is warranted.

The C.N.R.'s Super-Continental, hardly less fine a train despite its more conservative outside appearance and the absence of domes, was inaugurated the same day. This train unfortunately was not subject to the great publicity campaign, and the consequent public interest, that was enjoyed by the Canadian. However, Torontonians were afforded an opportunity (on April 19th-20th) to inspect a typical consist on track 11 of the Union Station. Equipment on display included: Locomotives 6503-6603, Express 9204, coach 5641, buffet-parlor 875 (St. Charles), tourist sleeper 2253, Dinette 429, diner 1349, buffet-sleeper 1072 (Ft. Rouille), open section sleeper 1801 (Regina) and 4-8-4 sleeper 1137 (Enfield).

NEW C.P.R. CAR FERRY

Early in March, the new C.P.R. car ferry "Princess of Vancouver" was launched at the Clyde Estuary. It is a twin screw vessel of 7000 tons gross designed to carry 800 passengers and 28 box cars or 115 autos, or a combination of both. Speed is 15½ knots. The ferry will make three round trips per day between Vancouver and Nanaimo.

C.N.R. MAIN LINE TO LOSE SOME DOUBLE TRACK

Our contemporary, "The Michigan Railfan" reports that the famous "double track route" of the C.N.R.-G.T.W. will soon be broken with the removal of second track between Port Huron and Duran. It will be replaced by a C.T.C. installation with long sidings and high speed turnouts.

COMING FANTRIPS

1955 T.T.T.A. EXCURSION - SAT. JUNE 4TH: To Belleville via C.N.R., returning by way of Peterborough and Lindsay. Leave Toronto at 8:30 A.M. E.S.T., arriving back at 7:15 P.M. (or later). Fare of \$7.95 includes air-conditioned coaches and meal in diner.

N.S. & T. TROLLEY EXCURSION - SUN. MAY 29TH: Leave St. Catharines terminal at Geneva & Welland Aves. at 9:30 A.M. Daylight. Fare \$2.00, pay on car. Meal stop at Queensway Hotel. TWO CARS WILL BE USED IF REQUIRED. This will probably be the last fantrip on the line.

T.H. & B. EXCURSION - SUN. AUGUST 7TH: To cover main line and Port Maitland and Waterford branches. Kindly make your reservations early with the Trip Secretary, Buffalo Chapter, N.R.H.S., 55 Meadow Road, Buffalo 16, New York.

End

Upper Canada Railway Society

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NEWSLETTER

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

JUNE 1955

NUMBER 113

The Society again this year will hold a series of three summer meetings at points of rail interest. The June meeting, to be held on Friday the 17th, will take place at the T.T.C.'s Hillcrest School of Instruction, where members may expect to see an interesting demonstration of the operation of equipment used to train new operators, and probably some films. Since the Society's previous visit in 1949, there has been considerable rearranging of, and addition to the equipment, including a rapid transit training room.

Members will meet at 8:00 P.M. at the door of the School at 1130 Bathurst St. (south end of building immediately north of C.P.R. tracks).

N.S. & T. MAY 29TH FANTRIP

Car 82 of the Niagara, St. Catharines and Toronto Railway made a complete tour of the remaining track system on Sunday, May 29th on an N.R.H.S. Buffalo Chapter fantrip. Almost half of the participants were U.C.R.S. members who turned out to take part in what may have been the last chance to cover much of the trackage that was traversed. Long industrial spurs to Interlake Tissues, Thorold Paper Products, the Fonthill Cannery and Robin Hood Mills were also covered. Highlight of the trip was 82's box car-pushing effort on the Fonthill spur (one car only).

At last report, the Board of Transport Commissioners has yet to hand down a decision on the company's application to abandon the lone remaining passenger run from Thorold to Port Colborne. The hourly schedule has been replaced by a two-hourly service, with one car, during evenings and Sundays.

MOTIVE POWER NOTES

- Toronto, Hamilton and Buffalo Railway Hudsons 501 and 502, sold to the Steel Company of Canada for scrap in March, have now been completely cut up and fed to the blast furnaces. The tender of 502 was kept by the railway and has been converted to steam generator car no. 500.

- O-6-0's nos. 41 and 44 were sold to the Steel Co. along with the Hudsons, but they have been put in service for plant switching replacing the previously acquired T.H. & B. 48, the tires of which had worn thin. Only O-6-0 left on the T.H. & B. roster is no. 40. Other ex-T.H. & B. B-2s six-wheelers now in Hamilton industrial service are 42 (Hamilton By-product Coke Ovens), 43 (International Harvester Co.), 45 (Steel Co. of Canada). Dominion Foundries and Steel Co., which had 47, scrapped it about two years ago, while the National Steel Car Co., which purchased 46 and 49, scrapped both in March of this year. The Steel Co. scrapped 48 in April.

- The only other steam locomotives still on the T.H. & B. roster are

Pacific 15 and Consolidations 102 and 103. None are in active use; 15 was the most recently used, having been in service over Easter weekend. 103 is not in a condition for use, and the railway is still hoping to dispose of this locomotive to the procrastinating and obviously unenthusiastic Hamilton Parks Board.

- The T.H.& B. is renting diesels to the New York Central for use at Victoria and Montrose yards. The T.H.& B.'s Coyle (Welland) roundhouse is now closed.

- Also on the Canada Southern Division of the New York Central is there a picture of steam in its death throes. There are still three Hudsons on the division, nos. 5363, 5373 and 5374. All are in storage at St. Thomas with their rods off and tanks drained. 5363 and 5373 are earmarked for the Big Four, but have as yet not been required there, and may never go.

One H-7 Mikado per month is being scrapped at St. Thomas (2054 currently, with 2043 to go next). These locomotives are now used normally on way freights only, with diesels on through freight and passenger. However, the branch lines are still the exclusive domain of steam with 4-6-0's on the St. Clair branch and 2-8-0's on the Leamington and Amherstburg branches. G-6 2-8-0's are also still in Fort Erie transfer service.

- Ontario Northland Mikado 305 was seen near Gage Ave. and Burlington St. in Hamilton on May 24th, undoubtedly on its way to the blast furnaces. -- (T.H.& B. and N.Y.C. notes - A.A. Merrilees)

FOR SALE - 56 USED STREET CARS

Under this heading, the Toronto Transit Commission is advertising for tenders on the purchase of 56 surplus cars by scrap concerns. They consist of the denuded shells of the 51 remaining two man Large Witts; damaged and half scrapped Small Witt 2718; one man Large Witt 2370; trailer shunter Y-2 (at Davisville subway yard); scraper 2212; and grinder W-22.

Over the past month, the two man cars have been stripped of useful parts (lights, anticlimbers, doors, sash, seats, control equipment and other apparatus). Most of this will be usable in making repairs on the fleet of 172 Witt cars still active.

Grinder W-25 will probably be scrapped later this year when released from duty by the new units W-27 and W-28.

MONTREAL ABANDONMENTS CONTINUE

June 25th will see the end of car operation on the Montreal Transportation Commission's 65-Cote des Neiges and 14-Guy-Beaver Hall car routes. The all-conquering diesel bus will be the successor on replacement services. The 14 routing (very hilly and circuitous) has really outlived its purpose, and the new bus routes in this area will bear little resemblance to the carline routing.

N.S.& T. ST. CATHARINES TERMINAL FOR SALE

The N.S.& T. St. Catharines terminal at Geneva and Welland was recently offered for sale. This 142 x 40 foot red brick building was built in 1924. For many years the station has been of little use due to its poor location, and parts of it have been rented out for some time past.

EQUIPMENT DATA SECTIONNO. 12 - CANADIAN DIESEL TALLY

With dieselization now well under way in this country, it should prove instructive at this time to review the locomotives in service as to builders and types. The totals in the chart below are as of April 1, 1955.

<u>TYPE</u>	<u>MLW</u>	<u>ALCO</u>	<u>GE</u>	<u>EAD</u>	<u>GMD</u>	<u>BLW</u>	<u>CLC</u>	<u>MISC.</u>	<u>TOTAL</u>
2400 H.P. RS	-	-	-	-	-	-	1	-	1
2250 H.P. RPA	-	-	-	3	-	-	-	-	3
1750 H.P. RFPB	-	-	-	-	25	-	-	-	25
1750 H.P. RFPB	-	-	-	-	22	-	-	-	22
1750 H.P. RS	-	-	-	-	119	-	-	-	119
1600 H.P. RFPB	58	-	-	-	-	-	45	-	103
1600 H.P. RFPB	29	-	-	-	-	-	21	-	50
1600 H.P. RS	127	-	-	-	-	-	28	-	155
1500 H.P. RFPB	28	8	-	4	135	-	-	-	175
1500 H.P. RFPB	20	4	-	2	46	-	-	-	72
1500 H.P. RS	9	8	-	-	111	-	-	-	128
1200 H.P. RS	-	-	-	-	32	-	40	-	72
1200 H.P. SW	-	-	-	-	29	-	-	-	29
1000 H.P. RS	5	-	-	-	-	13	-	-	18
1000 H.P. SW	107	70	-	32	-	11	-	-	220
1000 H.P. AUX.	2	-	-	-	-	-	-	-	2
900 H.P. SW	-	-	-	-	37	-	-	-	37
875 H.P. RS	-	-	-	-	5	-	-	-	5
800 H.P. SW	-	-	-	1	65	-	-	-	66
660 H.P. SW	110	1	-	-	-	1	-	-	112
300 H.P. RS	-	-	34	-	-	-	-	-	34
380-400 H.P. RS	-	-	11	-	-	-	-	-	11
MISC.	-	-	-	-	-	-	-	2	2
TOTALS	495	91	45	45	626	25	135	2	1464

(Notes: Forty two of the locomotives in the above list are in service on plant or industrial railroads - the list includes only railway type diesels; there are some 164 industrial type diesels of many variations in service in Canada.

L. & P.S. EQUIPMENT CHANGES

The London and Port Stanley Railway has retired the four ex-Milwaukee Electric cars, motors 16 and 18 and trailers 21 and 23. The Illinois Electric Railway Museum of Chicago has spoken for cars 16 and 21, and intends to restore them to their original condition as TRAILER 1129 and the parlor car MENDOTA respectively.

The body of box trailer B-2 has been sold. The 300 series wood box cars have all been retired, and a series of steel box cars has been purchased second hand, also numbered by the railway in the 300 series. A number of used steel hoppers, in the 100 series, have also been purchased.

C.N.R. MAIN LINE TO HAVE 40 MILE RELOCATION

The St. Lawrence seaway will flood some 40 miles of present C.N.R. roadbed which must be relocated to the north on higher ground. The 3 million dollar cost will be borne by the Ontario Hydro Electric Power Commission which has awarded contracts to Sir Robert Mc Alpine & Sons, C.A. Pitts, and Iroquois Constructors for construction of the new roadbed. Each contract covers one third of the length of the relocated line.

DISAPPOINTING DEVELOPMENT FOR THE PERIDROMOPHILE

The electric railway fan fraternity has a great many divisions of interest, but none is more fanatical than the true peridromophile - the transfer collector. Most of them admire particularly the T.T.C. transfer set, not only because of the easy-to-read simple design of the form, but because of the vari-coloured assortment. This is all soon to be ruined, however, with the decision to discontinue coloured stock and to use white only on all transfers. (The present red and black over-print will continue unchanged). This change will take much of the individuality away from the Toronto transfers.

Nevertheless, there will be a new set for the collectors to pursue, and another chapter is added to the story of the development of the street car transfer in Toronto; and this is a story which goes right back to 1892. In that year, during the period of the Exhibition only, the original paper transfer was used. This transfer was called the "A-B-C" transfer, as each route had an identifying letter. The conductor had a good deal of work to do in issuing one of these transfers; he had to punch out the route letter, write the time on the transfer, write his badge number, and tear off one corner of the form to indicate direction of travel. It is no wonder that its use ceased after a few days.

The next transfer was not put into service until November, 1893, the one which is known as the "clock" transfer because of the representation of a clock face. They were punched out to show Hour, Minutes, Direction, and A.M. or P.M. There are several examples of this type in collections around Toronto.

A completely new transfer came out in August, 1905, which had detachable "P.M." stub on the top, a feature which has been used ever since. The day of the month only was shown, and one colour of paper was used on all routes for each month. Only three colours were used at this time. This transfer was designed specifically to cut down on punching and to avoid waste, as all unused transfers could be used three months later.

During the later years of the Toronto Railway Co. and the first few years of the T.T.C., a longer transfer, close to present dimensions, was in use. The system of colours for individual routes was introduced with this transfer, but the old idea of listing all routes, was carried over from the 1905 transfer. The space for time punching occupied a comparatively small portion of the face of the form.

In 1925, it was finally realized that there was not much point in restricting the route to which transfer was permitted, and a completely new form was introduced. This was the birth of the "tear-off" type,

used continuously since. A transfer cutter allowed tearing off at the hour, but minutes and direction continued to be punched. From this date also, the time indicated was the time that the issuing vehicle started its trip, rather than the time of arrival at transfer point. This of course, made for greater leeway in stopping over on transfers.

In 1932, the transfer cutter was redesigned as a clip combined with a "bed" in which the transfer pad was to sit. Two adjustable spring loaded clips were mounted on a bar running parallel to the long side of the transfer, and these clips tore out notches in the side of the transfer indicating minutes and direction (D or U = "down" or "up".) This type of cutter, introduced in 1932, is that which is still in use. The D and U were originally placed together on the side of the transfer, but these were spread apart about 10 years ago so that a notch could not be placed half way between, leading to ambiguity.

The last basic change, before the recent move to austerity as regards colour, occurred in September, 1947 when the column of hours on the right side of the form was changed to run from 5 to 5, rather than from 12 to 12, and the detachable stub on top was changed from "P.M." to read "NIGHT". With this change, a day's supply of transfers is usable from 5:00 A.M. on the day the date of which is printed on the transfer to 4:59 A.M. on the following day. As night cars are usually scheduled to run in around 5 A.M., only one day's set of transfers needs to be issued to operators on these cars.

The Toronto transfers formerly carried advertising (for TTC and Gray Coach services only) in the presently blank space to the left of the hours column. However, this has not appeared on the forms for some years now. There have, of course, been many other minor variations too numerous to recount in a brief article of this type; the basic changes leading to the present design have, however, been reviewed.

LENGTHY NEW RAILWAY PROPOSED IN NORTH-WEST

The Consolidated Mining and Smelting Co. has plans to develop a very large lead-zinc ore body at Pine Point, N.W.T., on the south shore of Great Slave lake. Discussions have been in progress with Federal Government officials with respect to the financing of a \$50 million rail line to connect Grimshaw, Alta., on the Northern Alberta Railways, with Pine Point. The new line would be a project to rival the Quebec, North Shore and Labrador in magnitude, with a length in the neighborhood of 400 miles. It would in all probability be an extension of the Northern Alberta Railways.

WANTED BY THE CURATOR OF THE SOCIETY - TO COMPLETE THE FILE OF PUBLICATIONS OF THE UPPER CANADA RAILWAY SOCIETY FOR PERMANENT PRESERVATION BY THE CURATOR IN THE SOCIETY'S ARCHIVES, THE FOLLOWING MATERIAL IS NEEDED:

NEWSLETTER: NOS. 2, 5 THROUGH 8, 10
THROUGH 78, 80, 81, 93.

ANY MEMBER HAVING IN HIS POSSESSION COPIES OF ANY OF THE ABOVE, AND FEELING THAT HE NO LONGER WISHES TO RETAIN THEM, IS INVITED TO DONATE THEM TO THE SOCIETY. PLEASE MAIL TO THE CURATOR AT 10 SONORA TERR., TORONTO 13.

End

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

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

JULY 1955

NUMBER 114

The July meeting of the Society will be an informal station gathering - members will meet at the C.P.R. Parkdale Station (Queen and Dufferin) at 8:00 P.M. for an evening of train observation. This meeting will be held on Friday, July 15th.

N.S. & T. TO RECEIVE CARS FROM M. & S.C.

The Montreal and Southern Counties Railway discontinued service across the Victoria Bridge during June, as a preliminary step in the plan to abandon all electric operation. Certain cars have already been retired from service, including the ex-Windsor, Essex and Lake Shore Rapid Railway 500 series, now M. & S.C. 620-623, and the lone matching trailer, 220. The plan is to move these cars back to their native province, this time to operate on the Welland Subdivision of the Niagara, St. Catharines and Toronto Railway. Trailer 220 will be scrapped at St. Catharines to supply body parts for the motors.

Also to arrive on the N.S. & T. is M. & S.C. 504, which will be a replacement for express car 40, which is to be retired. M. & S.C. 305 and 306, both former Toronto Suburban cars, will be sent to the C.N.R.'s Quebec - St. Joachim interurban line.

MOTIVE POWER NOTES

- New York Central steam locomotives assigned to the Canada Southern Division as of May 31, 1955: 1130-1132, 1134, 1142, 1194, 1196-1199, 1290, 1291, 2003, 2007, 2013, 2016-2018, 2022, 2030, 2032, 2034, 2042, 2043, 2046, 2049, 2050, 2053, 2058, 5374, 7504-7508, 7511, 7522, 7539, 7550-7553. --- (Wm. Reddy)

- Within the past month, 0-4-0 saddle tanks nos. 5 and 7 of the Electro-Metallurgical Company of Canada were moved from the company's plant in Welland to the yard of the Dvor Metals Company in Port Colborne. These engines were built by Montreal Locomotive Works in 1936 and 1928 respectively.

THE FUTURE OF THE RAILFAN HOBBY

by the Editor

The Newsletter departs somewhat this month from its usual policy of factual reporting to dwell upon a problem that is beginning to be of concern to railfan organizations throughout this continent. The problem is that, as the years go by, there is continually less and less of current interest to the railfan. It seems that those aspects of railroads which have greatest appeal for the majority of enthusiasts are those very things which are now regarded as obsolete (by those other than the fans!), viz., steam power, short lines, narrow gauge lines, street cars and interurban lines. This obsolescence is reflected by the number of these things in existence now as compared with,

say, thirty years ago. In 1925, there were nearly 70,000 steam locomotives in Canada and the U.S.A., whereas now one would do well to total 10,000. And the future for most of the remaining 10,000 units is bleak indeed. Similarly, there were well over 60,000 electric railway cars in the two countries 30 years ago, and again a pitiful remnant of less than 10,000 is to be found in 1955.

It is true that we in Toronto are thus far fortunate in that the steam locomotive and electric car have persisted in this area to a greater extent than in many other areas, but this happy condition cannot be expected to remain for very many more years. The steam locomotive probably cannot persist on the C.N.R. and C.P.R. beyond ten more years and dieselization may well gather momentum and spell the end of steam in five years. As for the long range future of the electric railways in Southern Ontario, dieselization seems an almost certain fate for the interurbans, while the P.C.C. car in Toronto, probably good for another 15 to 20 years, may not last that long if T.T.C. officials suddenly discover that theirs are the only street cars left in operation on the North American Continent.

The railfan movement though dating back to the early twenties, really got underway in the middle of the depression, as the sun was setting on the electric car, the narrow gauge railway, many short lines and other items reminiscent of turn-of-the-century railroading. The movement gathered speed at the end of World War II, when the death knell of steam was sounded. This is not to suggest that the fan movement prospers in inverse proportion to the objects of its admiration; it is mentioned merely to emphasize that, so far, the scope of the hobby and the number of its adherents has continued to increase right up to the present time, and may continue to do so for some years yet, despite the abandonment of many railways, and the increasing standardization of those remaining.

Nevertheless, it is apparent that a point may soon be reached where the number of fans losing interest in the hobby, purely because of the total disappearance of what they were most interested by, will overbalance the number of new recruits. Then - the movement will become essentially decedent if it continues as presently constituted; and gradually things will become more difficult for those still maintaining an interest in the hobby; they will find that large scale fan trips or visits to railway properties are impractical because of the small numbers available to support them - the extensive railfan publications we know to-day will drop one by one because of the lack of readership and contributors (could the new bi-monthly publication schedule of Railroad Magazine be an advance sign of this situation?)

This it seems to the writer, is the ultimate fate of the rail enthusiast movement induced by conditions wholly beyond its control, unless a fundamental change in attitude and activity on the part of a large sector of the fan body takes place. Although most railfans tend to look somewhat askance at model railroading, this branch of the hobby offers the opportunity for enthusiasts to re-create and preserve in miniature that which is now being lost to them in the prototype. Modelling will thus probably have a rather wider appeal to the true railfan in the future, and will in all likelihood win at least a few recruits from those who to-day devote all of their time to the proto-

type. However, the bulk of to-day's fan body will undoubtedly desire to keep its interest in the same channels as at present. This definitely dictates one fundamental policy - the railfan of the future will be much more of an historian than is his brother of to-day. The average present-day railfan probably devotes less than 20% of his time to a study of what happened more than ten years in the past. This is because excursions, current picture taking and trading, etc. occupy the great bulk of his hobby time. In the future, the time proportions will probably be reversed - 80% of the average fan's time will be spent delving into the departed glory years of steam and electric traction, while the remaining 20% will be devoted to keeping an interested but not overly enthusiastic eye on what is happening in the current railroading world.

There would seem to be three big things for the fan movement to do in the future: (1) go more heavily into exhaustive publications on now existing or already abandoned railways and equipment, as more club money becomes available with the decreasing number of excursions being operated (due to abandonments and dieselization); (2) take even greater care to keep meeting programs of high calibre and wide interest to compensate for the decreasing desire of the members to "get out on the line", (3) increase the support of and activity in museum projects set up to preserve and operate railway equipment which would otherwise no longer be in existence. This in itself can be a full time hobby and can do much to allow participants to forget the wounds inflicted by abandonments and scrappings elsewhere, as they work to create something they know cannot be dieselized or bussed. The Ontario Electric Railway Historical Association already provides an excellent outlet for this type of activity in Southern Ontario; it may be too much to hope for, but a Canadian fan-sponsored museum of steam locomotives and old railway rolling stock would be a wonderful development. Unlike the traction museums, which unfortunately must stand alone, such a project could be located adjacent to an operating line, and the equipment, if operable, moved out occasionally for excursions, keeping the tradition of steam alive on Canadian railways indefinitely.

There may be some readers who disagree with what has been said in this article; it is realized that some fans are in no wise antiquarians, and are convinced that railroading will hold the same interest 20 years in the future as it does now (and they may well be right). However, it is believed that most fans will be generally in accord with what has been stated here, and will realize that a major effort to keep the railfan movement in the flourishing condition that it enjoys to-day is going to be required from those who have charge of the affairs of the many groups in North America.

Comments on this article from members and the editors of other railfan papers will be welcomed.

- - - - -

In late June, the T.T.C. took delivery of the last two aluminum subway cars at Davisville shops, these being nos. 5104 and 5105. The 34 cars on which tenders were recently asked have now been ordered and will also come from Gloucester.

A VISIT TO THE ELECTRIFIED SUBURBAN
RAILWAY OPERATING FROM QUEBEC CITY

by J.R. Oakley

The electrified suburban service of the Canadian National Railways (formerly the Quebec Railway, Light & Power Co.) from Quebec City to St. Joachim, 25.1 miles distant, is reminiscent of the suburban and interurban services so numerous in the United States and Canada thirty five years ago.

There are 54 daily-except-Sunday return trips, with 19 operating from Quebec only to Montmorency Falls, 6.3 miles distant, and the balance operating to St. Anne de Beaupre or St. Joachim. Single cars operate in off-peak periods; one or two trailers are added for peak periods. There is one motor passenger car of wood construction which was first observed in the yards displaying "Special" on the destination sign. This, with its apparent age, led the reporter to believe this was a service car, but, during the evening rush, it was observed operating in revenue service with a trailer. All other motor passenger cars are of steel and all trailers of wood. Multiple-unit operation is not employed although the motor car control is of the multiple-unit type. The motor cars are single-ended; a turntable is employed in the Quebec City terminal and wyes at other points. The turntable operation is, by comparison with turntable operation on steam roads, effected rapidly. Some of the trailers are of the open-platform type and some have slat seats. The large quantity of equipment stored in the terminal after the morning rush is an imposing sight.

The train used for the return trip to Montmorency Falls consisted of a steel motor car and a wooden combination car carrying a considerable quantity of express. Trailers are not equipped with controllers.

Except for a short distance from the Quebec Terminal, the line is double-tracked to Montmorency Falls. The trolley wire over this portion is supported by span wires between wooden poles canted at five degrees from the vertical. Catenary suspension was observed over single track portions beyond the Falls.

The equipment is very clean; washing was being performed following the morning rush period. The roadbed is in good condition.

Much of the patronage of the line is accredited to the existence of the Basilica at St. Anne de Beaupre, where there is a large station for the railway. A number of trains run express to and from this station.

The general traffic situation at the exit of the Quebec Terminal of the railway is extremely severe: two main automobile routes from the city converge at this point and one entrance to the Quebec Union Station is also at this point. Terminal movements on the electric line block one of the automobile routes and the main line railway and movements of the main line railway block movements on the electric line and on both automobile routes.

Railfans should plan a visit to this unique operation; accommodation is available in cabins and motels commanding a view of the right-of-way.

The Western Iron and Metal Co. purchased the Toronto Transit Commission street cars recently offered for sale (June Newsletter, page 2). Scrapping operations commenced with the moving of cars 2450 and 2452 to George Street rail yard on July 11th.

UPPER CANADA RAILWAY SOCIETY
NEWSLETTER

Box 122, Terminal "A",
Toronto, Canada

Address Newsletter correspondence:
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16 Sonora Terrace, Toronto
NUMBER 115

AUGUST 1955

The Society's August meeting will consist of an evening of train-watching at Sunnyside Station. Members will meet at 8:00 P.M. on Friday, August 19th.

The Directors wish to express their appreciation to Mr. Ronald Cooper for operating the Newsletter duplicator for the last three years. While most members give little thought to the actual work involved in producing the Newsletter every month, it is only through such continuing voluntary efforts that the Society has reached its present successful status.

LOCOMOTIVE RESEARCH AT MC GILL

Professor D.O. Mordell at Mc Gill University in Montreal has revealed that efforts to develop a new type of coal burning locomotive have reached the point where the project can be taken out of the laboratory and put on rails. This locomotive would be of the gas-turbine type with a heat exchanger and combustion chamber. Already about \$600,000 has been put into the project, with most of the money put up by the Federal Department of Mines. The aim is to obtain a coal burning locomotive which could compete economically with diesels and bolster the rail market for coal.

MONTREAL ABANDONMENT NEWS

by Forster A. Kemp

Montreal and Southern Counties - On June 19th, at 12:40 A.M. (Standard time) the last car left the Mc Gill Street terminal of the Montreal and Southern Counties Railway in Montreal. The passage of 326 marked the end of a service which began in 1909, when the line was built on the downstream bracket of Victoria Jubilee Bridge, replacing a roadway on which a rather erratic bus service was operated from 1904 to 1909 by the Montreal and South Shore Autocar Co. Now the roadway is to be replaced, and bus service will once again operate on Victoria Bridge.

In the meantime, M. & S.C. cars continue to operate from a platform behind the St. Lambert shops where connections are made with C.N. through and shuttle trains to and from Central Station. This has caused a sharp reduction in service to Mackayville and Montreal South. There are now 29 trips from St. Lambert to Montreal South and 31 trips to Mackayville, Monday to Friday inclusive. Twenty-six of these trips connect for Montreal and 27 connections are made with outgoing trains from Montreal. Saturday and Sunday service is even less frequent. These lines formerly had 20-minute service from 4:30 A.M. to 12:30 A.M. each day. Elapsed time is changed very little, although from five to fifteen minutes is allowed for connections.

On the interurban division, the C.N.R.'s diesel-powered Granby and Waterloo trains are now making all of the intermediate stops, Sunlight City to Marieville. M. & S.C. cars are maintaining most of their former runs, connecting with C.N.R. trains at St. Lambert. A

few runs have been abolished where they followed C.N.R. trains, and one round trip to Marieville has been replaced by an additional C.N.R. train. Baggage service by M. & S.C. cars was abolished; the last car to run was 504, which headed train 432 out of Mc Gill Street terminal at 3:20 P.M., Saturday June 18th, and deadheaded back in train 439. Train 432 was also the last to run out of Mc Gill St. to St. Angele.

The following cars, no longer required by M. & S.C., were moved to Mc Gill Street yard to await disposal on June 18th: 5, 6, 8, 107, 200, 501, 502, 504, 220, 620-623. It is reported that cars 620-622 will go to the Niagara, St. Catharines and Toronto Railway.

Montreal Transportation Commission - During May and June, the M.T.C. took further steps in its program of bus substitutions. On May 23rd, the last car ran on route 93 (Remembrance Road). The last trip was made by double end car 2081. This enabled the M.T.C. to modify the summit loop and the short private right-of-way for use by buses the following weekend.

The major changes were made on June 26th, when cars of routes 14 and 65 made their last trips. The last car to run on route 14 (Guy-Beaver Hall) was 1980. It left Cote des Neiges and The Boulevard at 2:25 A.M. and arrived at Victoria Ave. and Sherbrooke at 2:34 A.M. The last car on route 65 (Cote des Neiges) was 1960, which arrived at Garland Terminal at 3:12 A.M. These routes were replaced by bus routes 65, 66 and 114 and by street car route 14 (Sherbrooke) which replaced part of the old route 14 as well as rush hour tripper route 64. This is a rush hour tripper service using cars of the 1900 class and old Guy-Beaver Hall transfers. Its route is: from Craig Terminus via Craig, St. Antoine, Atwater and Sherbrooke to Girouard.

Wire has already been removed along most of Dorchester Street, and work is proceeding on removal of tracks from Dorchester Street in preparation for street widening. Buses of the new routes 35 and 66 are presently using St. Catherine St. from Guy St. to Phillips Square, thereby creating much confusion and necessitating the substitution of policemen for traffic signals during rush hours and the imposition of a parking ban on St. Catherine Street.

With these changes, many of the 1900-1949 series cars are to be scrapped. This is explained by the fact that a rebuilding program, necessitated by extensive corrosion on these cars, has now been discontinued.

MOTIVE POWER NEWS

- C.N.R. Baltic type tank locomotive 48 has been transferred from the Montreal commuter service to Allandale roundhouse and is being used in the stub end service on the Collingwood-Creemore branch (stub ended by abandonment of the Creemore-Alliston segment).

- Pacific type 5251, recently shopped at Stratford, has appeared with a new tender herald replacing the familiar tilted red and gold square. This new herald is a small maple leaf design.

- On July 14th, the C.N.R. announced the placing of orders for 173 more diesel locomotives, distributed among the three Canadian builders, with three built in the U.S.A. for U.S. lines. All are scheduled for delivery by the end of this year. The orders are distributed as follows:

<u>No. Units</u>	<u>Type</u>	<u>Builder</u>	<u>Road Nos.</u>	<u>Note</u>
44	1000 H.P. Switcher	M.L.W.	8036-8079	(a)
6	1000 H.P. Road-Sw.	M.L.W.	1549-1554	
23	1600 H.P. Road-Sw.	M.L.W.	1863-1885	(b)
20	1200 H.P. Road-Sw.	C.L.C.	1640-1659	
11	1200 H.P. Switcher	G.M.D.	7020-7030	
21	1200 H.P. Road-Sw.	G.M.D.	?	
45	1750 H.P. Road-Sw.	G.M.D.	?	
2	1000 H.P. Switcher	Alco	?	(C.V.)
1	1000 H.P. Switcher	Alco	?	(G.T.W.)

Notes: (a) 8036-8077 are class MS-10g
8078, 8079 are class MS-10h, have M.U. control.
(b) 1863-1869 are class MR-16e
1870-1877 are class MR-16f, have dynamic brake
1878-1880 are class MR-16g, have dynamic brake
1881-1885 are class MR-16h.

Note that the above orders mean that the railway has already run out of the remaining numbers in the assigned grouping for G.M.D. 1200 and 1750 H.P. road-switchers, and that a further diesel renumbering may be in the offing.

Incidentally, the numbering of the locomotives ordered earlier in 1955 has not been given in the Newsletter (these were listed on Page 6, March issue):

10 C.L.C. 1200 H.P. road-switchers: 1630-1639
23 G.M.D. 1200 H.P. road-switchers: 1575-1597
(1593-1597 have steam generators)
12 M.L.W. 1600 H.P. road passenger: 6900-6911
5 M.L.W. 1000 H.P. road-switchers: 1544-1548

- C.N.R. diesel delivery dates (continuing from April issue, P.4):

1739, 1741	Mar. 22	6513, 6613	Feb. 21
1742	Mar. 25	6705, 6805	Feb. 10
1743, 1744	Apr. 4	6706, 6806	Mar. 23
1745, 1746	Apr. 11	6707, 6807	Mar. 28
1747, 1748	Apr. 20	6708, 6808	Apr. 6
1749, 1750	Apr. 20	6709, 6809	Apr. 13
		6710, 6810	Apr. 21
		6711, 6811	Apr. 29
1841, 1842	Mar. 22	1849, 1850	Apr. 25
1843, 1844	Mar. 30	1851, 1852	May 9
1845, 1846	Apr. 7	1853, 1854	May 13
1847, 1848	Apr. 18	1855, 1856	May 20
		1857, 1858	May 31

- Locomotives scrapped:

Feb. 1: 8341, 8357 Feb. 28: 1403, 2389, 7349, 7454, 7468, 8225, 2389, 4208 Mar. 7: 4002, 8214 Mar. 31: 2349, 7453, 7508, 2407, Apr. 13: 85, 1379, 4024 Mar. 23: 2540 May 11: 2190, 2198, 2345, 5054.

- The Ontario Northland Railway has ordered four road-switchers, two of 1600 H.P. from M.L.W., and two of 1750 H.P. from G.M.D. The M.L.W. units will be numbered 1400 and 1401.

- The Midland Railway of Manitoba has ordered its first diesel, a 900 H.P. from G.M.D.

- Falconbridge Nickel Mines have an order in with M.L.W. for a 1000 H.P. switcher, to be no. 108.
- C.P.R. ten wheeler 999 has come from the Dominion Atlantic Railway to the Toronto area, and is in work train service locally.
- The New York Central has "white lined" the following Canadian locomotives: 2007, 2013, 2043, 2046, 2050, 6993, 6995, 6997, 1196. This will rid the Canada Southern of its last 0-6-0's, and will leave only 12 out of the original 28 Mikados. Also, the last Hudsons have left: 5363 and 5373 have gone to the Big Four, while 5374 has gone to Ashtabula, Ohio for scrap.

T.T.C. NOTES

The new monthly T.T.C. "take-one", the Headlight, is now being distributed to passengers on the system's vehicles. The leaflets hang from hooks located in two positions inside each car and bus....The two new grinding cars W-27 and W-28 (old 2200 series cars single ended and equipped with air brakes) are now out of Hillcrest and in service..... Scrapping of two man Witts continues at a fast pace, with the Western Iron and Metal Co. again the purchasers; Bulks are again being fired near Simcoe Beach.....track reconstruction on Queen St. from Woodbine Ave. to Kingston Road was carried out during July....track on Kingston Road east of Victoria Park Ave. has now been completely paved over.

NOTES FROM ACROSS THE DOMINION

Another of the "last spike" driving ceremonies, which are again becoming common in Canada, occurred on July 8th when an aluminum spike (made at Kitimat) was driven to mark the completion of the new C.N.R. branch from Terrace to Kitimat, B.C.

- The Quebec, North Shore and Labrador, now in operation for its full length, is currently taking delivery of a huge order for 1050 roller bearinged 100-ton ore cars from Canadian Car and Foundry. The railway has also ordered two refrigerator cars from National Steel Car Corp.

- The C.N.R. has called tenders for the preliminary work of construction of the projected line from St. Felicien to Chigoubiche Lake, P.Q. This line will later be extended to Chibougamau to connect with the line being built from Beattyville.

- The C.N.R. is taking delivery of 30 new baggage-express cars from National Steel Car (nos. 9203-9259). These cars have four wheel roller bearinged trucks, hydraulic shock absorbers and rubber draft gear, while five of the cars have special doors for oversize shipments.

- Following a trend evident in the transit industry, the Greater Winnipeg Transit System has sold its eleven storey downtown office building and has moved to a four storey office building further from the city centre, and close to the system's shop properties.

- Niagara, St. Catharines and Toronto Railway car 130, last of its class, has been retired from service and now reposes in the traditional boneyard corner at St. Catharines.

- The C.N.R. is operating a new Mixed Train service between Washago and South Parry, Ont. Effective May 23rd, train M523 leaves Washago at 1:10 P.M. (Mon. only), stops at Sparrow Lake, and Hydro Glen, and arrives at South Parry at 4:00 P.M. Train M522 leaves South Parry at 11:00 A.M. (Sat. only), due in Washago at 2:45 P.M. These trains make connections with 41 and 44.

INCORPORATED 1952

Upper Canada Railway Society

Box 122, Terminal "A"
TORONTO, CANADA

NEWSLETTER

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

SEPTEMBER 1955

NUMBER 116

The Society meets on the third Friday of each month in Room 486, Toronto Union Station at 8:30 P.M. The next meeting, first for the 1955-56 indoor season, will be held on September 16th. The Program will consist of a talk by Mr. L. Pursley on the concave-sided cars of the Toronto Railway Company.

NEWSLETTER'S TENTH ANNIVERSARY -- With this issue the U.C.R.S. Newsletter begins its second decade; a word of appreciation would be appropriate here for the many members, who, by contribution of news and articles or assistance with the publication and distribution of the paper, have done so much to ensure its success. Special thanks must go to the Newsletter's three most regular contributors over its first ten years, Raymond F. Corley, George W. Horner, and William T. Sharp, each of whom has done a great deal to keep the paper supplied with varied and interesting items. Also for special mention is stencil typist John D. Knowles, who since 1951 has been responsible for the neat appearance of the issues. Then there is the faithful production crew who gathers once a month around the duplicating machine to produce and mail copies for the Society's steadily growing membership.

Without the valuable assistance of the aforementioned, and the many others who have helped through the years, the Newsletter could not have achieved the place that it has in current railfan literature.

The Editor.

COMMENT ON "THE FUTURE OF THE RAILFAN HOBBY" (NEWSLETTER 114)

- "I read with much interest your article in the July Newsletter on the future of the railfan hobby. This sort of thing has been on my mind for a long time..... A railroad museum on a large scale will remain a dream for many years as far as fans are concerned unless a millionaire can be found to finance it".

--- Robert S. Duncan, Toronto.

- "I must confess that I had not done personally this kind of solid thinking, but perhaps the considerations you suggested have contributed towards my loss of interest in the last two or three years. An increasing emphasis on historical matters would be a very good thing.

--- John W. Griffin, Toronto.

- "While I respect your views, I believe you are too pessimistic about the future of electric rail lines. It is true that the great majority of the remaining street car and interurban lines will ultimately be abandoned, but I cannot go along with your assumption that eventually Toronto will be the only city operating P.C.C. street cars in North America".

--- Gunther M. Gottfeld, Baltimore, Md.

- "A fine provocative article on the future of railfanning in #114!"
--- William C. Kessel, Buffalo, N.Y.
- "A timely occasion to come out with the basic facts....."
--- William Carruthers, Toronto

M. & S.C. CARS AT ST. CATHARINES

Montreal and Southern Counties Railway cars 620, 622, 623 and 220 have been shipped from Montreal and have been received by the Niagara, St. Catharines and Toronto Railway at the latter's St. Catharines shops. As of August 27th, car 621 had still not arrived.

Alterations and repainting are to be effected before the cars enter service. Their days of train operation are over, as the Tomlinson couplers are being removed and steel plow-pilots applied. "Cat's eye" stop lights are being installed in the end dashers for the Port Colborne street operation. A surprise is the fact that the cars will not be painted in the N.S. & T.'s traditional slate and red colour scheme, but again in C.N.R. green, the colour they have borne on the M. & S.C. However, per N.S. & T. practice, the red C.N.R. herald will be placed below the windows.

A late word is that car 504, which would require double-ending for N.S. & T. operation, may not be coming after all. Also reported is the fact that the body of car 130 will be de-trucked and kept on the N.S. & T. property as a storage shed.

U.C.R.S. Excursion - The Society plans to run a six-hour excursion on the N.S. & T. on Sunday, October 9, 1955, using one of the 620 type cars. The special will leave St. Catharines shops at 10:30 A.M. sharp, standard time.

RAILWAY FACILITIES AT PORT BURWELL, ONT.

by J.R. Oakley

Port Burwell is located on the shore of Lake Erie, 42.5 rail miles south of Woodstock, which is on the Toronto-Windsor C.P.R. line.

A daily-except-Sunday mixed train, currently hauled by C.P.R. locomotive 1010 (4-6-0) operates into Port Burwell. The passenger accommodation is a steel combination car.

Most of the traffic on the Port Burwell branch originates from the freight-car ferry, S.S. Ashtabula, operating between Ashtabula, Pa., and the Port. The ferry, an all-steel, twin-screw vessel, 338 feet by 56 feet, can accommodate twenty-seven cars on its four tracks. It has a complement of 40 men, working in eight-hour shifts and is owned jointly by the C.P.R. and P.R.R. Its operating season extends until either port is choked by ice. There is no regular time of arrival or departure, but it usually arrives between one and three P.M. and departs between four and six-thirty P.M., except Sunday.

C.P.R. locomotive 888 (4-6-0), accompanied by three idler cars, currently performs the switching duties associated with the ferry and hauls many of the cars from Port Burwell toward Woodstock. The 888 is usually overloaded on the northbound trip. A steep grade must be negotiated north of the Port. On one occasion, during the reporter's visit, it stalled when hauling sixteen loads. After a pause to regain

steam pressure, it proceeded. Doubling must sometimes be resorted to on this grade. The principal incoming traffic is coal and steel; the outgoing, gravel and newsprint. Cars from many different roads are handled.

The locomotive servicing facilities are rather primitive. Tender coal is discharged from gondola-type cars, having lift doors in the sides, into buckets; these are hoisted onto the tender with a crane operated by compressed air from the braking system of the locomotive. The boom of this crane is swivelled manually, an extremely laborious task. The trip on each bucket must be operated by the hostler on the tender, who consequently must work in a cloud of coal dust. The turntable is manually operated. There is a standard water spout and storage tank and a two-track engine shed.

For those interested in boats or trains, Port Burwell is replete with interest.

REPORT ON T.T.C. W-24 (NOW AT BRANFORD, CONN.)

by John R. Stevens,
8th Infantry Division, U.S. Army, Fort Carson, Colo.

Car W-24, now at the Branford Electric Railway Association's museum, has been repainted externally as Toronto Railway Company passenger car 1706. By the time I left Fort Dix last June, I had removed most of the grey paint from the interior. The car has been extensively rebuilt at one time or another - the front end is almost new, and all the posts in the closed side have been replaced. I judge that the corner posts are new as well, as those on the open side show no trace of having been drilled out for the drain pipes from the eaves-trough. The worst features of the car that have to be corrected are a rusted iron carlin in the roof, and the peculiar distortion of the rear platform caused by a twist in the closed side of the car. A couple of posts on the open side have to be replaced, and the others pieced up on the bottom, but this does not represent too huge a job. The sill plate on the open side is badly rusted, and will be a project to clean up when the side panels are removed. Luckily, Branford has access to brass findings from other cars, such as the strap rod brackets, so that the seats will be the only headache. I have started making these up since I arrived at this post, as it has excellent wood-working facilities.

MOTIVE POWER NOTES

- Now available are the numbers of the groups of recently ordered C.N.R. locomotives, for which numbers could not be given in the last issue. The 21 1200 H.P. road-switchers ordered from General Motors Diesel, Ltd. are to be 2300-2320, class GR-12f. The 45 1750 H.P. road-switchers from the same builder will be 2000-2044, class GR-17f. The two 1000 H.P. switchers for the Central Vermont will be nos. 8030 and 8031, and that for the Grand Trunk Western, 8082, class MS-10j. These switchers are being built by "Alco Products Inc.", until recently the American Locomotive Company.

- Not mentioned last month are the following additional locomotives received or ordered by the C.N.R. SHORTLY AFTER THE C.P.R. received its American-built F-M "Trainmaster", No. 8900, the C.N. took delivery of a similar test unit, No. 3000. This locomotive has been classified CRG-24a, and is officially considered a passenger locomotive. Twenty-two additional units have been ordered for the G.T.W.: eight 1000 H.P. switchers will be built by Alco Products, Inc. and will be numbered 8083-8090, class MS-10K. From EMD will come 14 1750 H.P. Road switchers 1768-1776, class GR-17d, and 1777-1781, class GR-17e (The latter class being equipped with steam generators) These fourteen locomotives will be used on New England lines of the C.N.R. together with 1861 and 1862 already there. N.B. The Montreal-built road passenger units on the C.N.R. are 6706-6711 ("A" units) and 6806-6811 ("B" units), not 6900-6911 as erroneously reported in the last issue.

- Second hand steam locomotive renumberings:

OLD		NEW	
DETROIT & TOLEDO SHORE LINE	112	OLD SYDNEY COLLIERIES	32
WABASH 1561		SYDNEY & LOUISBOURG	85
DETROIT & TOLEDO SHORE LINE	110	SYDNEY & LOUISBOURG	86
CHICAGO & ILLINOIS MIDLAND	546	SYDNEY & LOUISBOURG	87
PITTSBURGH & LAKE ERIE	8042	SYDNEY & LOUISBOURG	88
PITTSBURGH & LAKE ERIE	8031	SYDNEY & LOUISBOURG	89
CHICAGO & ILLINOIS MIDLAND	545	CUMBERLAND RY.	545

-- Joe Pratt, Truro, N.S.

DIESEL STATISTICS: When the present orders have been completed, the C.N.R. will have a fleet of 931 diesel locomotive units comprising - 1,195,065 H.P., including 360 yard switchers, 344 road-switchers, 175 road freight and 52 road passenger units. The C.P.R. will soon have a total of 556 diesel locomotive units comprising 754,180 H.P. and this includes 184 yard switchers, 171 road switchers, 143 road freight and 58 road passenger units.

-- Roger Boisvert

London & Port Stanley Rlwy

Special Fare Offer- The deficit dragging London and Port Stanley Rlwy. has offered Londoners the lowest fare-scale in its history in a last hour bid to get more passengers for the line.

Following an announcement that the C.N.R. will not buy the line, London City council asked the railway commissioners to make a complete survey and come up with a plan of action. Consequently, starting August 29 and for eight days, the railway will charge only 25 cents for the 50 mile round trip from London to Port Stanley. The fare reduction is designed to give railway commissioners some idea of the passenger possibilities of the line, which normally clears a small profit on its freight traffic, but for a long time has shown a loss on passenger service.

Exchange section - As many members will no doubt recall, the society attempted several years ago to institute a railfan exchange sheet to be published separately from the Newsletter, this however met with little success. However, the society believes it still can perform a service of this nature, by accepting a limited number of free ads on the last page of the Newsletter. Accordingly, members who have items for sale or trade are invited to submit their ad to the Newsletter editor.

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

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

OCTOBER 1955 NUMBER 117

The Society meets on the third Friday of every month in Room 436, Toronto Union Station at 8:30 P.M. The next meeting will be held on October 21st; the program will consist of a talk on the Newfoundland lines of the Canadian National Railways by Mr. J.D. Knowles, illustrated with slides.

CHANGE IN U.C.R.S. EXCURSION POLICY

The Directors of the Society have decided, at a recent meeting, that the group should withdraw from all further participation in the Toronto Train Trip Association, sponsor of the annual June Saturday steam excursion. This step was taken only after it had been ascertained beyond any doubt that the members of the Society almost unanimously agreed on the following points, which may be taken as the Society's official reasons for withdrawing from the Association:

- Of recent years the trips have become very expensive for a one day outing.
- The excursions have in reality lost almost totally their "railfan flavour"; too much time is devoted to visiting places other than railroad properties, and photo opportunities have been poor or non-existent.
- Certain recent trips have been largely repetitive of former trips.
- It has been felt that the Society, which actually started these trips in 1946, has had too little say in the planning and conduct of these excursions.

Coincident with this move, the Directors have made another of a more positive nature: an Excursion Committee has been set up, under the Chairmanship of John A. Kelley. This Committee will endeavour to plan and arrange most of the future excursions of the Society, the intention being to have more frequent, but less expensive, out-of-town trips than have been available in the past. It is hoped especially to give the steam fans more of an outlet for their interest - it is admitted freely that electric excursions have been more numerous heretofore.

The first in this new series of trips has already been arranged, and details follow:

U.C.R.S. FALL RAIL RAMBLE SATURDAY, OCTOBER 22ND

CAN. R. ALLANDALE DIVISION

TRAIN	(READ DOWN)	STATION	(READ UP)	TRAIN
27	720 AM	LV Toronto	AR 735 PM	34
27	833 AM	AR Georgetown	LV 637 PM	34
661	840 AM	LV Georgetown	AR 630 PM	662
661	1002 AM	AR Beeton	LV 523 PM	662

(Schedule continued on page 2)

661	1020 AM	LV	Beeton	AR	455 PM	M394
661	1100 AM	AR	Allandale		-	-
61	1145 AM	LV	Allandale		-	-
61	1252 PM	AR	Collingwood	LV	145 PM	M394

Members intending to take in this trip who wish to start from Beeton instead of Toronto should call John Kelley at IA.8450 if they desire transportation by car from Toronto to Beeton station. Members with cars willing to take extra passengers should also get in touch with John Kelley.

This trip will cover the Beeton-Collingwood branch, the Alliston-Creemore portion of which is to be abandoned after October 29th.

Note that trains 661, 61 and 662 are normally motor trains worked by diesel electric unit D-1 with trailers C-1 and C-2.

Round trip fares: Toronto-Collingwood: \$4.45

Passengers should buy their own tickets at departure stations.

N.S. & T. EXCURSION; OTHER NOTES

The Society operated a very successful photographic excursion on the Niagara, St. Catharines & Toronto Railway on Sunday, October 9th, using car 620, late of the Montreal and Southern Counties Railway. Favoured by near-perfect weather, the group of 25 excursionists traversed the Port Colborne, Port Dalhousie West, Port Dalhousie East and Port Weller lines in that order. Excellent moving and still shot opportunities were made available, especially on the two Port Dalhousie lines.

Car 620 is still the only unit of the M. & S.C. series in use on the N.S. & T. 622 has been rehabilitated externally, but still needs some interior work. 623 will be the last of the three to enter service. Car 621 is still in Montreal, reputedly being held for possible purchase by the Seashore Electric Railway. Trailer 220 is stored on the north track in St. Catharines, the legend "MONTREAL & SOUTHERN COUNTIES" on the letterboard fully visible to curious passers-by.

A gold maple leaf insignia containing the words CANADIAN NATIONAL has been applied to 620, 622 and 623, below the windows instead of the red square used on other N.S. & T. cars. New sign linens (with signs for the Port Colborne line only) have been installed. The cars have received a new varnish application on interior trim, and the toilet and drinking water facilities have been removed. The lavatory compartment has been retained, however, with batteries installed on the floor. These provide power for certain lights in the event of a de-wirement.

The new equipment certainly helps to breathe new life into the remaining rail passenger operation of the N.S. & T. and should have a good number of years of useful life left in it.

As regards other N.S. & T. rolling stock: The latest report (obtained from the carshop) on the disposition of the 80's is as follows:

80 - to be scrapped (is already retired in the yard)

82 - to be converted into express car to replace 40

(M. & S.C. 504 is definitely not coming to property)

83 - will be held as spare passenger unit.

The remaining N.S. & T. passenger equipment will, thus, still comprise four cars.

Car 130 has already been stripped of much of its equipment. Single truck sweeper 23, after spending the summer at an exposed position in Port Colborne and having nearly every window broken, is now in the out-of-service lineup in St. Catharines yard. Line cars 30 and 31 have both recently been repainted traction orange. Locomotive 20 is still based at Port Colborne.

MOTIVE POWER NOTES

- The Ontario Northland Railway is currently scrapping Confederation type (4-8-4) 1100 at North Bay. 1102 and 1103 remain in the house here, but see little if any service. 1101 was scrapped some years ago.

- The C.N.R. has ordered three small (400 H.P.) road switchers from Canadian General Electric Co. (to be built at Erie, Pa.). These units are for work train service in Western Canada. Presumably they will bear numbers 1502-1504 and class designation ER-4-b.

- New C.N.R. diesels have been received as follows:

From M.L.W: 8038-8039 (September)
 From C.I.C: 3000 (August 18th)
 1630-1633 (August)
 1634, 1635 (September)
 From G.M.D: 2000-2003 (September)

- The series of GP-9 road switchers currently being delivered to the C.N.R. as above noted, bear numbers 2000-2044, and their arrival has caused another renumbering of old steam locomotives.

Engines affected are 2-8-0's of classes M-1-a and M-1-b, and have been renumbered as follows:

<u>OLD</u>	<u>NEW</u>	<u>OLD</u>	<u>NEW</u>	<u>OLD</u>	<u>NEW</u>
2015	2820	2027	2824	2054	2828
2016	2821	2040	2825	2059	2829
2021	2822	2046	2826	2063	2830
2024	2823	2052	2827		

L.E. & N.- C.R.R. STEEL CARS SOLD

The Canadian Pacific Electric Lines, the Lake Erie and Northern and Grand River Railways, on which passenger service was abandoned on April 25th last, have sold their steel passenger cars, and it is reliably reported that the purchaser is another 1500 V. D.C. electric line, the Chicago, South Shore and South Bend Railroad. This is believed to be the first major purchase of Canadian electric railway equipment by an American line.

More definite information on this rather startling development will be given as it becomes available.

M. & S.C. 107 TO GO TO ROCKWOOD

Montreal and Southern Counties Railway car 107 is now the property of the Ontario Electric Railway Historical Association, being the third car in the Association's collection. It is a double end, wood-on, railroad roof combination car built by the Ottawa Car Company in 1912. It is planned to move the car to Rockwood next spring providing sufficient funds can be raised.

THE RAILROADS OF HAMILTON -
AN HISTORICAL REVIEW

The (now) City of Hamilton's first interest in railways took shape in 1834, when the Legislature of Upper Canada signed a charter giving a group of men the right to construct a rail line from London to the harbour at Burlington Bay. Allan MacNab of Hamilton was listed among the incorporators, though the line was not planned to touch this community.

Nothing more happened until the construction of the Champlain and St. Lawrence stimulated MacNab and his group to further action with proof that "it could be done". The charter was amended in 1837, and the name changed to the Great Western Rail Road Co. However, there were further delays as finances were poor.

In the meantime, Hamilton and Brantford fell out. The cause of this quarrel was the permission to build additional lines to Niagara Falls and Windsor; originally the route was to have passed through Brantford and Ancaster, skirting Hamilton at the top of the mountain. But Sir Allan MacNab and Dr. James Hamilton of West Flamboro, determined that their respective communities should share in the plan, succeeded in having the line diverted, bringing it through Dundas and Hamilton. The first train rolled toward Niagara Falls in November, 1853; However, there was considerable animosity between Hamilton and Brantford for several years.

To build the Great Western, rails and other equipment (including workmen) had to be imported from Great Britain. These came to Montreal by sailing vessel, and were transferred there to schooners which brought them to Stoney Creek. The equipment, unloaded here, was then hauled by horse and oxen along mud roads to the site of construction several miles distant.

Original locomotives on the line came from Great Britain also, with a few by American builders.

When operations started, so did Great Western troubles. The Chief Engineer had to tell the Directors that aggregate costs had exceeded his original estimates by more than \$1,200,000. It was not known what type of rails would stand up to both Great Western traffic and Canadian weather, so four different weights of rail were installed in the 228 miles of main line.

To add to the troubles, landslides occurred on the Dundas mountain, in the Desjardins gorge, and elsewhere, blocking traffic for days at a time. Finally, there were two boards of directors, one in England and one in Canada, and naturally these did not agree.

Despite the hardships, the pioneer made good. By the end of 1854, 50 locomotives were on the company roster. In 1855 another line of track was added, between Hamilton and Toronto. In the late 1850's the Great Western built its own shops for the manufacture and repair of locomotives and cars.

Somewhat earlier a Hamiltonian by the name of Dan. C. Gunn had built locomotives in his machine and boiler shop on Wentworth Street North, but he closed his shops in the depression of 1857. The Great Western had been a customer of Mr. Gunn.

The new G.W.R. shops fabricated the SCOTIA, first locomotive with a steel boiler (previous engines had had boilers of iron).

The Hamilton steel industry was born of those rails from England - they could not stand up to climatic extremities and it is reported that as many as 20 rails a day would snap in cold weather. To recall the faulty rails, the Great Western completed in 1864 the first rolling mill in Ontario. This firm, the Ontario Rolling Mills Company, was amalgamated years later with four other companies to form the Steel Company of Canada, now Hamilton's no. 1 industry.

With its rolling mill and fine shops, which were the largest in Canada, the Great Western was looked upon as Canada's standard railway, and assumed the dominant position in the economic life of what was then the railway centre of Ontario.

However, the Grand Trunk Railway of Canada had invaded Southern Ontario, and a battle for supremacy occurred between the two railways as each gobbled up various smaller Ontario lines during the 1870's. The Great Western leased the Wellington, Grey and Bruce Railway, in which Hamilton was interested. It opened the line to Elora in 1870 and to Southampton in 1872.

In 1882 the Grand Trunk was victorious, taking over the Great Western, and offices, shops, etc. were all relocated elsewhere. The blow crippled Hamilton economy as seriously as had the depression of 1860.

Hamilton acquired another railroad in the '70's. A group of city business men established the Hamilton and Lake Erie Railway (Hamilton - Simcoe - Port Dover), with shops at Ferguson Avenue and Barton St., its own grain elevator and wharf at the foot of Wellington St., and a station at Ferguson Avenue and King Street. (This is the station which was suddenly wiped from the civic scene in more recent times when it was demolished by a derailed locomotive).

Before its absorption into the G.T.R. system six years after the Great Western disappeared, the Hamilton and Lake Erie had amalgamated with the Hamilton and North-Western (Hamilton - Allandale), another small independent line built about the same time, and the Northern Railway of Canada, to become the Northern and North-Western Railway.

At the beginning of the next decade, the Hamilton City Council began flirting with the C.P.R.; there followed one of the great "might-have-beens" of civic history. Hamilton nearly acquired a union station; had this happened, city geography would have been vastly different to-day. Alive to the benefits or rail facilities, two aldermen proposed to council that the city acquire a right-of-way through Hamilton, to be used in common by all railways. They also proposed a grant of \$300,000 to the C.P.R., to induce this railway to come to Hamilton.

The council went along with the proposal, though not all the way. The city made its offer to the C.P.R., and President William C. Van Horne undertook to study the layout of the city. His plan included a union station on Cannon Street, east of John, to be named Cannon St. station after the London, England terminal. He differed with council on the route of the common line through the city, and waived any money payment by the city, asking only for free right-of-way and station grounds. Mr. Van Horne's offer was turned down and the whole union station scheme came to naught.

The C.P.R. finally arrived in Hamilton only as late as 1912, with the opening of a line from Guelph Junction connecting with the Toronto - Windsor main line. The company had shared, however, a service through this city, from Toronto to Buffalo, acquired through negotiation with the T.H. & B. Railway in 1897.

Like the Great Western 50 years before, the Toronto Hamilton and Buffalo Railway started off with a series of delays. Its origin was the Brantford, Waterloo and Lake Erie Railway, which started in 1884 with second hand equipment in fifth rate condition. Though completed, the line did not pay, and in 1892 the railway was seized by the bondholders, who operated it themselves for a short time. The present T.H. & B. Railway was incorporated in 1884, but construction started nine years later at Brantford. By the time the line had reached Hamilton, it was bankrupt. A group of New York and Rochester financiers came to the rescue and the first train rolled in 1895. The company then absorbed the B.W. & L.E. line, completed the Hunter Street tunnel and extended trackage to Welland to meet the Michigan Central.

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September 24th, 1955 was the last day on which C.N.R. passengers crossed the Detroit River between Windsor and Detroit by means of train ferry. Henceforth buses and trucks will be used.

C.N.R. locomotive 2540 was reported as scrapped in Newsletter 115. This should have read 2450.

The last street car operation in Winnipeg (and anywhere in Canada west of Toronto), was on Monday, September 19th.

The 7-Mount Royal car line of the Montreal Transportation Commission was converted to motor bus operation on September 4th.

T.T.C. track forces are currently renewing Dupont line rails on Bay St. between Grenville and Davenport Road.

EXCHANGE SECTION

- Kenneth S. MacDonald, 145 Ryan Court, Fredericton, N.B. has for sale, 10¢ each, size 616 pix, Canadian, U.S. and Mexico, steam locomotives, trains, street cars, N.G., etc. State railroads and types wanted.

- Roger Boisvert, 1150 St. Julie St., Trois Rivieres, Quebec, wants pix of following C.P.R. locomotives: 418, 421, 482, 483, 490, 1278, 1293, 1294, 1301, 2506, 2507, 2532, 2544, 2546, 2554, 2556, 2557, 2560, 2566, 2568, 2573, 2587, 2589, 2591, 2605, 2610, 2618-2620, 2632, 2635, 2638, 2639, 2645, 2656, 2663, 3051, 3555, 3683, 3705, 3737, 3739, 3743, 3760, 5222, 5234, 5240, 5245, 5334, 5354, 5372, 5376, 5396, 5397-5399, 5404, 5415, 5425, 5426, 5447, 5448, 5454, 5457, 5473, 5764, 6924, 6934. Also without smoke deflectors: 2332, 2346, 2804, 2806, 3100.

- R. Jack Bost, Kilgreggan Crescent, Brimley P.O., Ont. has for sale one 116 Kodak camera, f4.5 lens, with leather carrying case, reasonable.

INCORPORATED 1952

Upper Canada Railway Society

3891 MIDLAND AVE.
BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

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16 SONORA TERRACE, TORONTO 13

NOVEMBER 1955

NUMBER 118

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 November 18th.

L.E. & N. - G.R.R. CARS NOT SOLD

The management of the Lake Erie & Northern - Grand River Railways has advised that the report in the last issue regarding the sale of the steel passenger equipment is erroneous. The cars are still on the property awaiting disposal.

PASSENGER TIMETABLE CHANGES IN EASTERN CANADA

by W.T. Sharp

The year since the last report (Newsletter 108) has seen the most radical changes in Canadian passenger timetables since pooling of the Montreal - Toronto services. Each road has broken away from the traditional convoy pattern of transcontinental service by introducing new "fast" trains which average better than 40 M.P.H. coast to coast and made substantial improvements on its Maritime main line. While the C.N.R. continues its ruthless pruning of secondary passenger services, apparently regardless of potential traffic, the Canadian Pacific has made some imaginative applications of RDC cars to provide local service at speeds up to 60 M.P.H. Since the schedules of the C.P.R.'s "Canadian" and the C.N.R.'s "Super-Continental" have been discussed previously in the Newsletter, this report will be concerned mainly with the secondary services.

CANADIAN PACIFIC RY.

Introduction of the "Canadian" in April as trains 1 and 2, (the Toronto connections are trains 11 and 12), necessitated renumbering of Montreal - Vancouver locals 1 and 2 as 17 and 18, the Kettle Valley trains 11 and 12 as 67 and 68, and the Sudbury - Sault Ste. Marie local 17 as 31 (renumbered 27 in September). The "Dominion" continues to operate as trains 7 and 8 from Montreal to Vancouver but the Toronto section (3 and 4) no longer runs west of Sudbury. Trains 5 and 6 which operate primarily for head-end traffic are now shown in the public timetable as running through from Toronto to Calgary (Vancouver in summer). No. 6 now runs ahead of no. 8 instead of behind it, and no. 10, the Montreal connection for no. 6, is passed by no. 8 in the Chalk River station. In September the schedule of the "Canadian" was adjusted to give longer stops at division points with the same overall running time. Summer experience would seem to indicate that a further substantial acceleration would be feasible.

With the change of time in September the C.P.R. dieselized Montreal - Saint John trains 41 and 42, added new Budd equipment to their

consist, named them "The Atlantic Limited", and out two hours from their schedule. At the same time, trains 39 and 40 were cancelled east of Megantic but accelerated by 20 minutes between Megantic and Montreal. The schedule of the PRINCESS HELENA was revised to connect with the Atlantic Limited, and one hour was cut from the running times of Dominion Atlantic Railway trains 95 and 98 between Digby and Halifax. Revision of the C.N.R. Saint John - Moncton connection necessitated an hour's acceleration of the Boston - Saint John "Gull" (east-bound only). With the end of 39 and 40 in New Brunswick, two connecting round trips between Fredericton and Fredericton Junction were eliminated, a 50% reduction in service between these points.

September also saw the introduction of four more RDC's in the east. One pair runs between Quebec and Montreal, replacing Jubilee-hauled locals 349 and 352. With a cut in running time of over an hour in each direction, the Dayliner train makes most local stops and provides a through Quebec - Montreal service as fast as that given by the "Viger" and "Frontenac". The other Dayliner pair makes a round trip daily between Saint John and Edmundston via McAdam, replacing steam hauled trains 101, 102, 153 and 154 with a three-hour acceleration in each direction. A fifth new RDC has gone to the Esquimalt and Nanaimo.

The other changes of the last year in the east are minor. In April, train 741 was restored on Sundays between Toronto and Hamilton, and train 732, now running daily, was rescheduled to connect with pool 6 at Toronto, its former role as a morning commuter train being taken by no. 712 from New York.

In April also, all service was suspended on the Lake Erie & Northern - Grand River Railways (see Newsletter 111), locals 151 and 152 were cancelled between McAdam and Woodstock as were 153 and 154 between McAdam and St. Stephen, and Sunday only trains 375 and 378 between St. Gabriel and Lanoraie being provided in partial replacement.

Since November 1954, the day Montreal - Boston "Alouette" has been running via White River Jct. instead of via Plymouth. Passenger trains were replaced by mixed trains on slower schedules between Ottawa and Bedell and between Guelph and Goderich, while all passenger service between Hamilton and Guelph Jct. was cancelled in April. Toronto - Sudbury locals 25 and 26 (see Newsletter 108) ran again to Sudbury daily except Sunday during the summer, but with the change in time have run thrice weekly only north of MacTier. Also, in September the Toronto - Sudbury overnight locals 27 and 28 were cancelled, and trains 5 and 6 were accelerated and given extra stops at the same time. Mixed train changes in September affect trains 115 and 116 between Bay Shore and Bonny River (thrice weekly instead of daily except Sunday operation), and Smith's Falls - Brockville trains 561 and 564 (until recently the last Mogul hauled trains on the C.P.R.), which are cancelled entirely.

Finally, the spectacular progress of the C.P.R. Alberta District must be mentioned. Despite extra stops, the Dayliners on the "Chinook" between Calgary and Edmonton now cover the 194 miles in three and one half hours and diesel power has made it possible to accelerate the "Stampede" and "Eskimo" so that they cover the same distance in three hours and 55 minutes. Since April a pair of Budd cars has made two trips daily between Calgary and Lethbridge, a total of 532 miles at an average speed, all local stops included, of 54 M.P.H., a figure which compares well with the C.N.R. Toronto - Montreal main line. Between

Medicine Hat and Lethbridge, the RDC has out one hour and 20 minutes from the schedule. On the other hand the Manitoba District operates an RDC between Winnipeg and Great Falls and Winnipeg and Riverton with much the same journey time as the steam trains it replaces. To maintain balance it should be mentioned that for no very obvious reason three hours was added in April to the running time of train 68 (formerly 12) between Vancouver and Medicine Hat.

CANADIAN NATIONAL RYS.

The main new feature of the C.N.R. timetable is the "Super-Continental" nos. 1 and 2 introduced in April between Montreal and Vancouver. The "Continental" has been renumbered 3 and 4, and the Toronto - Capreol connections are 51-52-53 and 54. Train 103, formerly operated primarily for head-end traffic, has been eliminated from the public timetable. In September, half an hour was cut from the Montreal - Vancouver running time of the "Super-Continental", which now provides a two hour Montreal - Ottawa afternoon service in each direction. Also in April, two hours were cut from the running time of the Halifax - Montreal "Ocean Limited" (renumbered 1 and 2), with a corresponding acceleration for the "Scotian". The "Maritime Express" is now numbered 3 and 4, one hour was cut from the westbound time. Since September, 1954 the Riviere-du-Loup - Levis RDC's have made a second round trip daily in place of steam trains 31 and 32, but on a faster schedule. Since February, an RDC car has handled one local round trip daily between Sherbrooke and Richmond, and two between Richmond and Lyster, and in October a two car RDC train took over the day local between Quebec City and Chicoutimi, with faster schedules in each case.

Apart from the features mentioned above, the C.N.R. changes are curtailments of branch line service. In April, apart from the Pictou County services (see Newsletter 111), Maritime curtailments included Cape Tormentine - Moncton (seasonal locals 41-42), Point du Chene - Moncton (one round trip daily remains), Halifax - Waverley - Lunenburg (all local service eliminated, Riviere-du-Loup - Edmundston (daily except Sunday motor replaced by thrice weekly mixed), Campbellton - Dalhousie (all passenger and mixed service gone), Halifax - Bridgewater (passenger train replaced by slower mixed), Halifax - Liverpool (mixed train cancelled) and Mahone Bay - Lunenburg (one round trip eliminated).

In Quebec, apart from the M. & S.C. and Montreal - Vaudreuil - Coteau services already mentioned in the Newsletter (four weekly round trips remain between Montreal and Dorval), lines that felt the axe in April included Quebec - Garneau (motors 697 and 698 cancelled, hence weekend motors 691 and 692 to La Tuque were replaced by steam trains), Chambord - Dolbeau (one round trip daily remains), Coteau - Valleyfield (all passengers now handled by bus), Montreal - Rawdon (three trains remained weekly to Rawdon, one from Rawdon: one of these was cancelled in September), and St. Leonard - St. Hyacinthe (143-48 cancelled, other local steam trains replaced by motor trains).

In Ontario, the cancellation of certain mixed trains has been mentioned previously (Newsletters 109-110-111). Also eliminated in April were Toronto - Parry Sound motor trains 633 and 634 (a new mixed service operates from Washago to South Parry in partial substitution (see Newsletter 115), one mixed round trip between Scotia and Algonquin Park, trains 63-60-160 between Allandale and Collingwood, train 42 from Orillia to Midland and trains 42-148 from Midland to Barrie.

These changes would seem to indicate that the C.N.R. is no longer interested in Toronto - Georgian Bay - Muskoka, etc. resort business. At the same time, the Stratford - Sarnia and London - Chatham locals were replaced by mixed trains (in the former case running thrice weekly only), and one weekly mixed trip from Lindsay to Bancroft was eliminated. An exceptional case was the Durand - Greenville mixed of the Grand Trunk Western which was increased from thrice weekly to daily except Sunday operation. In April motor trains 602-605 between Blackwater and Lindsay via Lorneville were cancelled; instead 603 runs direct from Lindsay to Blackwater and 604 from Lorneville to Lindsay. In September Toronto - Lindsay - Belleville locals 93-94 were diverted to run via Lorneville with a consequent increase in running time. Other lines affected in September were Montreal - Richmond (Sunday locals 29-30 cancelled), Montreal - Lac Remi (91-92 cancelled on two days of the week), Trenton - Anson (the Bancroft mixed's now run from Belleville), Bancroft - Maynooth (one train weekly remains), and Windsor - Detroit (ferries replaced by buses).

In April the Ontario Northland Railway eliminated one daily round trip between Englehart and Noranda. On the credit side, it cut 30 minutes from the Toronto - Timmins time of no. 49 without assistance from the C.N.R.

MOTIVE POWER NOTES

- The London and Port Stanley Railway has taken delivery of a 1310 H.P. diesel road-switcher built by G.M.D. This locomotive has been designated L-4 and is the first new motive power purchased since box-cab electrics L-1 to L-3 were obtained as part of the road's original electric equipment.

- C.N.R. locomotives scrapped:
 July 6th: 82, 2336, 7231, 7430, 8400
 July 29th: 5065, 7222, 7424, 8200

- Ontario Northland Railway Mikado 310 was moved dead to Hamilton for scrap on September 22nd.

- C.N.R. Consolidation 2653 was used for several recent weeks as a stationary steam supply at the B-A Oil Keating St. depot in Toronto.

OBSERVATIONS ON THE CUMBERLAND RY. AND COAL CO.

At the time of a recent visit to this Nova Scotia short line, Consolidation 52 and O-8-0 no. 545 were doing all the heavy work on the railway. The latter locomotive was purchased from the Chicago & Illinois Midland, and still has the distinctive large numerals and red band on the tender.

The only other engine under steam was no. 43, a Mogul obtained from the Sydney & Louisburg Railway this year as a spare for no. 52. Due to weight restrictions, nos. 43 and 52 are the only locomotives permitted to operate to Parrsboro. No. 43 was observed on that service, hauling open platform wooden combination car no. 601. Although engine 43 was obtained only as a spare and is unsuitable for the heavy freight work performed in the Springhill Jct. - Springhill area, it has seen fairly regular use on the Parrsboro train.

In the Springhill shops, two engines normally used for switching were being repaired. O-8-0 no. 53 was undergoing tube work and receiving new tires, while O-6-0-T no. 10 was undergoing some minor work.

The above five engines make up the total motive power of the C.R. & C. Co. at present. Mikado 2051, acquired from the New York Central in 1950, has been sent to the affiliated Sydney & Louisburg Railway, where it was given a thorough overhaul and assigned the number 106.

Consolidation no. 11 stands in the Springhill yard in a partly dismantled condition. Consolidation no. 9 was scrapped last year.

Rolling stock includes two cabooses, 500 and 501, open platform coach 602 (coach 600 became Sydney & Louisburg no. 11, and is now derelict at Glace Bay), a wooden wedge plow no. 2, a steel double end wedge plow no. 10, and the ruins of another open platform combination car, no. 4. There are also some long-disused wooden flat cars and four-wheel coal cars.

EIGHT CAR TRAIN OPERATION IN TORONTO SUBWAY

The T.T.C. has commenced operating 2 eight car subway trains during the A.M. and P.M. rush hours when the additional cars are available.

These trains are scheduled at peak times. Presently, runs 12 and 18 in the A.M. rush and 2 and 6 in the P.M. rush have been selected.

In order that the guard will know that all doors of the train will open onto the platform, painted markers have been placed on the ceiling immediately above the wall tile.

LIST OF T.T.C. CARS SCRAPPED - SUMMER 1955

Sequence	Car Number	Type	Date to George St.
1	2450	2 man Peter Witt	July 11
2	2452	do.	July 11
3	2370	1 man Large Witt	July 13
4	2500	2 man Peter Witt	July 13
5	2718	1 man Small Witt	July 13
6	2504	2 man Peter Witt	July 14
7	W-22	ST Grinder	July 14
8	2482	2 man Peter Witt	July 14
9	2508	do.	July 18
10	2568	do.	July 18
11	2484	do.	July 18
12	2454	do.	July 19
13	2480	do.	July 19
14	2488	do.	July 19
15	2470	do.	July 20
16	2404	do.	July 20
17	2516	do.	July 20
18	2464	do.	July 21
19	2566	do.	July 21
20	2518	do.	July 21
21	2486	do.	July 25
22	2490	do.	July 25
23	2460	do.	July 26
24	2506	do.	July 26
25	2456	do.	July 27
26	2472	do.	July 27
27	2544	do.	July 28
28	2496	do.	July 28

<u>Sequence</u>	<u>Car Number</u>	<u>Type</u>	<u>Date to George St.</u>
29	2556	2 man Peter Witt	Aug. 2
30	2212	ST Snow Scraper	Aug. 2
31	2498	2 man Peter Witt	Aug. 3
32	2492	do.	Aug. 3
33	2536	do.	Aug. 4
34	2572	do.	Aug. 4
35	2530	do.	Aug. 8
36	2526	do.	Aug. 8
37	2570	do.	Aug. 9
38	2522	do.	Aug. 9
39	2560	do.	Aug. 10
40	2562	do.	Aug. 10
41	2576	do.	Aug. 11
42	2512	do.	Aug. 11
43	2502	do.	Aug. 22
44	2578	do.	Aug. 22
45	2564	do.	Aug. 23
46	2574	do.	Aug. 23
47	2474	do.	Aug. 24
48	2548	do.	Aug. 24
49	2462	do.	Aug. 25
50	2520	do.	Aug. 25
51	2458	do.	Aug. 29
52	2478	do.	Aug. 29
53	2550	do.	Aug. 30
54	2476	do.	Aug. 30
55	2466	do.	Aug. 31
56	Y-2	Trailer Shunter	Sept. 8 (x)

(x) - Junked at Davisville Subway Yards

Most cars were stripped and not operable as of scrapping date, and were towed to George St. by car 2550.

NEW BRUNSWICK NOTES

by Kenneth S. MacDonald

I made the last trip over the C.P.R.'s Fredericton - Fredericton Jct. line on trains 108-111 on September 24th behind Jubilee 2929..... on the same day, Pacific 2397 was making the last steam run on train 42 which became the diesel-hauled "Atlantic Limited" the next day..... The C.P.R. is building a new station at Fredericton Junction replacing one built in 1869.....4-4-0 no. 144 went to McAdam shop in an extra freight on October 15th.....Ten-wheeler 457 has been used lately on the Chipman - Woodstock passenger run in place of motor car 9008..... The C.N.R. is using 5557 at South Devon in place of 5521, sent to Moncton.

EXCHANGE SECTION

- William Giles, 22 Humewood Gdns., Toronto, LA, 2082, wants a copy of Official Guide, pref. since 1950.

- Seymour C. Mickler, P.O. Box 411, Tampa, Florida, will buy Amalgamated Street Ry. - Motor Coach union buttons, all divisions. Will pay 10¢ for those since 1950, 15¢ 1940-1950, and 25¢ prior to 1940. Write first.

Wants also old Lionel and Voltamp toy trolley cars.

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

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

DECEMBER 1955

NUMBER 119

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 December 16th.

Members are herewith apprised of the fact that the January meeting of the Society is the Annual Meeting at which time the reports of the Officers for 1955 will be presented and the election of Directors for 1956 will take place. Any resident member of the Society may be elected or re-elected Director of the organization provided that a written nomination signed by a nominator and seconder is in the hands of the 1955 Directorate by 8:30 P.M., Friday, January 20th, the date of the Annual Meeting. The member so nominated must, of course, have signified his willingness to stand for office.

1956 dues are now payable; all memberships for 1955 expire on December 31st.

NEWFOUNDLAND REPORT

by J.D. Knowles

CANADIAN NATIONAL For the fan who likes to see narrow gauge steam operation through rugged terrain, a visit to the Canadian National's Newfoundland Lines is recommended. While it is true that there are nine G.M. road switchers and three small G.E. yard diesels on the lines, steam engines still predominate. There are 30 Mikados and 10 Pacifics, all of which see intensive use. Passenger runs are steam powered; the usual power on main line trains is a pair of Mikados. The Pacifics are used mostly for branch line service, while the road switchers haul freight and pulpwood trains.

At first glance, a stud of 52 locomotives may appear rather large for a system of this size, particularly when the infrequent service is considered, but all engines are in regular service except when undergoing repairs, for the common practice of double heading and the very low schedule speeds create a heavy demand for motive power.

Many of the distinctive features of the Newfoundland Railway have disappeared during the six years of Canadian National ownership. The title "Foreign Express" no longer appears in the time tables for the train which connects with the boat to the Canadian mainland; the second class coaches with their open platforms, arch roofs and primitive seating have disappeared from passenger consists and now are used as cabin cars (caboose). The Ten-Wheelers and Consolidations, already on the way out under the Newfoundland Railway regime, have disappeared completely; the last example of each type was scrapped during the past year.

However, the Newfoundland system still has many distinctive features and operating practices which remind the visitor that this is not just another C.N.R. division. One has hardly stepped off the ship at Port aux Basques when he sees a gang of dock workers spotting

flat cars on the dock for loading by the simple expedient of pushing them manually. The next discovery is that the yard engine is a 4-6-2, certainly an unusual wheel arrangement for such work. This engine, No. 590, is seen chuffing importantly out of the dock shed with the head end cars for the overland train.

As the two Mikados back down from the small roundhouse onto the train, one discovers that their bells have a decidedly unmusical sound reminiscent of a navigation bell buoy and certainly quite unlike anything heard elsewhere on the C.N.R. Fortunately, the whistles are not in the narrow gauge "peanut whistle" tradition, but are deep chimes which would do credit to any standard gauge engine. Later on it becomes evident that there is considerable variation in the whistles, for the Mikados are products of three different builders, and vary in age from six to 25 years.

When the train gets under way, the visitor discovers that he is on a conveyance something like a small town trolley line - almost all the passengers know each other. There is, however, one important difference - they have not seen each other for several months, and hasten to catch up on local and family news.

Many passengers travel only from one town to the next. The railway is still the principal means of travel between inland points, for Newfoundland's section of the Trans-Canada Highway, which more or less parallels the railway, is still under construction, and is far from complete.

There are no official news vendors on the trains, but the gap is filled by boys who come on at some of the more lengthy station stops to sell refreshments obtained from local storekeepers. That these lads do a good business is obvious from the large amount of litter left on the floors of the day coaches. This litter is such a problem that large trash bins which see plenty of use have been built into the ends of the cars.

At each community one is reminded by the yellow and green station buildings that the line was until recently under separate ownership.

At many meeting points where there is no settlement, a wye has been constructed instead of the usual passing track. When a freight goes into the clear on one of these wyes for a passenger train, as much of the train as possible is backed through one leg onto the tail track, and the portion still remaining on the main line is run onto the other leg with the locomotive facing the centre of the cut which was backed in first.

There is usually an old wooden wedge plow sitting at the end of each wye which a train travelling in either direction can pick up when caught by a storm. The heavy steel wedge plows purchased by the Newfoundland Railway and the C.N.R. in recent years are kept at engine terminals for use on plow trains.

Passenger trains sometimes meet pulpwood trains (usually hauled by two road switchers running multiple unit) which are too long to get in the clear at a passing siding. When this happens, the passenger train pulls up between the two switches and the wood train pulls past it.

Normally, main line passenger trains are composed exclusively of steel cars, the ages of which vary from a few months to about 18 years. The latest addition to the fleet is an eight-section, one-drawing room sleeper named "Bonavista", which was built by Canadian Car & Foundry and was placed in service in the spring of 1955. It is the eighteenth steel sleeper on the system.

Much of the steel passenger train equipment is uni-directional. There are sleepers with an observation platform on one end, steel coaches with non-reversing seats, and baggage cars with one "blind" end. As it has not been possible to construct a wye at St. John's, all of this single end equipment must be laboriously turned on the manual turntable at the roundhouse.

The fan who likes old passenger equipment will find plenty of interest among the cars used in branch line service and as spares. There are wooden coaches and sleepers, both open platform and vestibuled, three business cars still in use as such, an instruction car and even a wooden diner. Most wooden cars still in passenger service carry the rather drab C.N.R. green livery. There are still a number of examples of the Newfoundland Railway's red paint scheme left, but they are now so shabby as to give little idea of their once-attractive appearance. There are also a number of passenger train cars in Newfoundland Railway colours in non-revenue service or stored in various yards such as Whitbourne.

Although many passenger and freight cars were repainted with the C.N.R. colours and name and their original Newfoundland Railway numbers, a general renumbering is now under way. This will allow for additional equipment purchases of certain types the number series of which were almost exhausted, and will also eliminate the unusual arrangement whereby all box cars had even numbers, the odd numbers in the same series being assigned to flat cars. The new numbering bears no relation to the numbering of standard gauge C.N.R. cars; in fact, there are many instances of duplication of standard and narrow gauge equipment numbers. There is at least one 42 inch gauge car which has a number in the regular standard gauge series. This is scale test car 52103.

New steel-framed box cars are still being delivered to the railway. There are now almost 700 of these. The earliest ones were built by the Magor Car Company and the Koppel Industrial Car & Equipment Company in 1934 and 1935. There are still a few all-wood box cars in maintenance service, and of course a great many similar cars converted for use by extra gangs.

Some stock cars with steel doors in one end to permit off-season use as automobile cars were delivered recently. Even now there are only about 20 stock cars on the system, indicating how small a role stock raising plays in Newfoundland's economy. There are also some conventional automobile cars which were built about 10 years ago.

A "ferry service" for automobiles runs over the railway between Gander and Clarenville three times weekly to bridge a section of the highway not yet completed. It is always booked up well in advance. There are many bridges missing on the highway, and while much of it is now in use by local traffic, it is not possible to take long trips over certain sections. As a result, automobiles and trucks loaded on flat cars are encountered throughout the length of the railway.

The buildings of the Newfoundland Forest Protective Association are a familiar wayside sight. Similar to section houses, they are painted green and white instead of the Newfoundland Railway yellow. In them are housed speeders equipped with fire fighting apparatus. This organization is the fire patrol for the large areas where pulpwood is harvested; it uses boats and trucks as well as the speeders to reach remote bush fires. Conversion of the railway's steam locomotives to oil burners has eliminated one fire hazard, but the Association's speeders still patrol behind trains on long downgrades to douse blazes started by sparks from brake shoes.

BOTWOOD RAILWAY Four locomotives were under steam on the day of the visit. Mikado no. 15 was on the 22-mile Grand Falls - Botwood run; 4-6-0 no. 9 and 2-6-2-T no. 12 were switching in Botwood and 4-6-0 no. 6 was working in the Grand Falls-Windsor area.

Mikado no. 14 and 2-6-2-T no. 10 were observed undergoing repairs in the Botwood shops. No. 10 normally belongs at Grand Falls with no. 6.

A third 2-6-2-T, no. 4, now retired, was in partly dismantled condition in a shed near the Botwood shops. The saddle tanks of nos. 4 and 10 were interchanged about two years ago after no. 4 was retired. Consequently, the tanks of both engines are now prominently marked with the number 10.

No. 1, an 0-4-0-T, is stored with no. 4. It was formerly used in Bishop's Falls to switch pulpwood cars brought from the east by the C.N.R. and destined for the Grand Falls mill. Engine no. 1 has been retired because the C.N.R. now hauls the wood through to Windsor (Grand Falls station) over its own rails and transfers it to the Botwood Railway there.

There is a new boiler-fire box assembly on hand for one of the Mikados, and a new fire box only for the other. These were obtained about four years ago, but have not been needed as yet.

The railway has had a little experience with diesel operation, having borrowed one of the Newfoundland Railway's then new 380 H.P. General Electric switchers.

A fleet of well-maintained box cars is used for hauling paper from the Grand Falls mill to the port of Botwood, and for hauling sulphur in the other direction. Following the Newfoundland Railway's example, these cars all have even numbers (in the 100, 200 and 300 series). There are flat cars with odd numbers beginning in the single digits and running up into the 300's. This numbering system permits the acquisition of the two principal types of car on the railway in unlimited quantities without danger of exhausting the number series of either type.

Many flat cars have been converted to gondolas by placing poles in the stake sockets and nailing unpainted boards to them. As the Grand Falls mill is now powered by oil, a number of steel flat cars have been converted to tank cars and renumbered in the T-100 series.

Present passenger equipment consists of two open-platform wooden combination cars, numbered 1 and 6. Until a few years ago these were straight passenger cars with first and second class accommodation. With the falling off in riding (passengers probably never exceed six per trip now), the wooden cross seats in the second class section were removed and express doors cut in. It was then possible to dispense with separate express cars, and to increase the freight tonnage of trains accordingly.

During World War II a substantial passenger traffic was handled. Two cabin cars were also available for passenger service at that time. One was subsequently wrecked; the other is now on the Millertown Railway.

All four cars were used in one train on Tuesday nights when a round trip was operated from Botwood to the movie house at Bishop's Falls. Many of the riders were servicemen stationed at Botwood.

Miscellaneous equipment includes at least four wooden wedge plows and three cranes.

MILLERTOWN RAILWAY AND BUCHANS RAILWAY

The Millertown Railway operates regular service from Millertown Jct. (on the C.N.R.) through Buchans Jct. to Millertown, 19 miles, and also has a 19 mile extension beyond Millertown to some wood-cutting camps, over which trains run when required. Like the Botwood Railway, the Millertown Railway is a private carrier owned by the Anglo-Newfoundland Development Company and operated in connection with the pulp and paper business.

The Buchans Railway is owned by the Buchans Mining Company, an affiliate of the Anglo-Newfoundland Development Company. It runs from Buchans Jct. to Buchans, 22 miles, and has running rights over the Millertown Railway from Buchans Jct. to Millertown Jct., 12 miles, in order to affect a connection with the C.N.R.

The Millertown Railway owns four small industrial diesels of various designs, numbered 20-23. The Millertown train connecting with C.N.R. no. 2 was hauled by no. 23, a 14 ton, three axle Plymouth with hydraulic transmission and chain drive.

Passengers were being handled in combination car no. 3, a box car-like vehicle with open end platforms, freight car trucks and 11 windows. The car is fitted with old Silliker Car Co. wooden cross seats, and has a capacity of 38 passengers. Illumination is by oil lamp at each end of the passenger compartment. This car is in an excellent state of repair, being painted inside in white with green trim and tuscan red floor.

The only other car in the train was no. 5, the cabin car obtained from the Botwood Railway. With a cupola and only five windows per side, it has the exterior appearance of a caboose, but is actually the spare passenger car, for it contains cross seats for 36 passengers. There are no seats or platform for the cupola, which serves only as a sky-light. This car is used only when the passenger load exceeds the capacity of car no. 3.

These two cars are painted the same colours as the Botwood Railway's two combination cars: green and orange. All Millertown Railway and Botwood Railway rolling stock and motive power carry the Anglo-Newfoundland Development Company's initials or name.

A ride on the Millertown Railway's passenger train proved to be an interesting experience. After connecting with C.N.R. no. 2, the train left Millertown Junction with car no. 3 comfortably filled with passengers, many of whom carried hand baggage. The first impression that the whole operation was very primitive was soon forgotten as one looked around at the passengers and realized that the train was important to them as the chief link with the outside world.

The standard wayside signs along the right of way and the uniformed conductor dispensing official-looking cash fare receipts soon dispelled the impression that this was an industrial railway run by non-railroaders. Because the car lacked sound insulation and was mounted on rough-riding freight car trucks, the 19 m.p.h. top speed of the Plymouth diesel gave a satisfying impression of speed.

The Buchans Railway's train proved to be a much more business-like affair, hauled by two Whitcomb double truck steeple cab diesels numbered 4 and 5, and with a string of ore concentrate cars followed by a passenger car and a baggage car.

The baggage car was little more than a box car with end platforms. The passenger car was an open platform affair with an arch roof reminiscent of the Newfoundland Railway's second class coaches now used by the C.N.R. as cabin cars. It was painted a non-descript colour resembling olive drab, and had plywood sides instead of the usual wooden slats.

The Buchans Railway makes one round trip from Buchans to Millertown Jct. most days, leaving Buchans shortly after noon. If no ore is moving there is no train, and the travelling public must wait until the next day.

The Millertown Railway supplements its morning round trip from Millertown to Millertown Jct. by an afternoon trip from Millertown to Buchans Jct. to meet the Buchans Railway's train. It is quite a sight to see these two trains connect at Buchans Jct., and to watch 10 or 15 passengers travelling from Buchans to Millertown transfer from one train to the other at this junction in the wilderness.

The Buchans Railway has a four-wheel five seater rail car "B", and an old track auto "B-1" which are used to transport mining company officials to and from the C.N.R. trains when no train is running on the Buchans Railway.

The Buchans Railway recently obtained a wooden passenger car from the Canadian Pacific, who converted it to 42 inch gauge before shipping it. The car was unloaded at Botwood and delivered over the Botwood Railway and C.N.R. It was not in use, as it had been found necessary to instal smaller wheels to reduce the coupler height.

The Buchans Railway has a third and larger diesel, no. 6, which was not in use due to weight restrictions on a culvert being reconstructed at Millertown Jct. There reportedly are two obsolete steam engines at Buchans which have not been used for about two years.

C.P.R. DIESEL CLASSIFICATION AND NUMBERING

Switchers

<u>Class</u>	<u>Numbers</u>	<u>Builder</u>	<u>Date</u>	<u>H.P.</u>	<u>Notes</u>
--	B100, B101	MLW	1951	1000	Booster units
DS6a	6500-6505	MLW	1951	660	
DS6b	6506-6517	MLW	1952	660	
DS6c	6518-6522	MLW	1953	660	
DS6d	6522-5636	MLW	1955	660	
DS6e	6537-6547	MLW	1955	660	
DS8a	6700-6703	GMD	1950	800	
DS8b	6704-6709	GMD	1951	800	
DS9a	6710-6720	GMD	1955	900	
DS10a	7010-7014	Alco	1943	1000	
DS10b	7015-7024	Alco	1944	1000	
DS10c	7025-7037	Alco	1945	1000	
DS10d	7038-7051	Alco	1946	1000	
DS10e	7052-7064	Alco	1947	1000	
DS10f	7065	BLW	1948	1000	
DS10g	7066-7075	BLW	1948	1000	
DS10h	7076-7095	MLW	1948-9	1000	7077 - Alco
DS10j	7096-7098	Alco	1949	1000	
DS10k	7099-7108	MLW	1949	1000	
DS10 l	7109-7114	MLW	1952	1000	
DS10m	7115-7118	MLW	1953	1000	
DS12a	7400-7405	GMD	1953	1200	

Road Switchers

DRS10a	8000-8004	BLW	1948	1000	SG
DRS10a	8005-8012	BLW	1948	1000	
DRS15a	8400-8404	Alco	1949	1500	

DRS15b	8405-8408	MLW	1950	1500	
DRS15c	8409	GMD	1952	1500	
DRS15c	8410, 8411	GMD	1952	1500	SG
DRS15d	8412-8425	GMD	1953	1500	SG
DRS16a	8426-8446	MLW	1954	1600	
DRS16b	8447-8461	MLW	1954	1600	
DRS16b	8462-8482	MLW	1954-5	1600	SG
DRS16c	8547-8552	CLC	1955	1600	
DRS16c	8553-8556	CLC	1955	1600	SG
DRS17a	8483-8500	GMD	1954-5	1750	
DRS17b	8501-8521	GMD	1954	1750	SG
DRS17b	8522-8529	GMD	1955	1750	
DRS17b	8530-8546	GMD	1955	1750	SG
DRS24a	8900	CLC	1955	2400	SG

Road Freight "A"

DFA15a	4000-4007	Alco	1949	1500	
DFA15b	4008-4027	MLW	1950	1500	
DFA15c	4028-4037	GMD	1950	1500	SG-FP
DFA15d	4038-4040	GMD	1951	1500	SG-FP
DFA16a	4042-4051	MLW	1951	1600	
DFA16b	4052-4057	CLC	1952	1600	SG-FP
DFA16c	4064, 4065	CLC	1951	1600	SG-FP A
DFA16d	4076-4081	CLC	1953	1600	
DFA16e	4082, 4083	MLW	1953	1600	SG-FP
DFA16e	4084-4093	MLW	1953	1600	
DFA16f	4094-4098	MLW	1953	1600	SG-FP
DFA16g	4104, 4105	CLC	1954	1600	SG-FP

Road Freight "B"

DFB15a	4400-4403	Alco	1949	1500	
DFB15b	4404-4423	MLW	1950	1500	
DFB15c	4424-4433	GMD	1951	1500	
DFB15d	4446-4447	GMD	1952	1500	SG-FP
DFB15d	4448	GMD	1952	1500	
DFB15e	4453-4462	GMD	1953	1500	
DFB16a	4449-4454	CLC	1952	1600	SG-FP
DFB16b	4455-4458	CLC	1953	1600	
DFB16c	4463-4464	MLW	1953	1600	SG-FP
DFB16c	4465-4470	MLW	1953	1600	
DFB16c	4471, 4472	CLC	1954	1600	SG-FP

Road Passenger "A"

DPA15a	1400-1404	GMD	1953	1500	SG	B
DPA15b	1416-1421	GMD	1952	1500	SG	B
DPA15c	1422-1431	GMD	1952	1500	SG	B
DPA15d	1432	GMD	1951	1500	SG	B
DPA17a	1405-1415	GMD	1954	1750	SG	
DPA22a	1800-1802	EMD	1949	2250	SG	

Road Passenger "B"

DPB15a	1908-1911	GMD	1951	1500	SG	B
DPB15a	1912-1919	GMD	1952	1500	SG	B
DPB17a	1900-1907	GMD	1954	1750	SG	

- Notes
- SG - Equipped with steam generator for passenger train heating
 - FP - Dual service units (freight locomotive gearing, but with steam generator).
 - A - 4064, 4065 originally C L.C. demonstrators 7005, 7003
 - B - Old numbers as follows:

<u>Present</u>	<u>Former</u>	<u>Former Class</u>
1400-1404	4099-4103	DFA15g
1416-1421	4058-4063	DFA15e
1422-1431	4066-4075	DFA15f
1432	4041	DFA15d
1908-1911	4434-4437	DFB15c
1912-1919	4438-4445	DFB15d

These locomotives converted from freight to passenger gearing in 1954, and renumbered and reclassified at this time. Steam generators were added to 1422-1431 at the time of conversion.

MISCELLANY

- The new 40 mile branch of the Canadian Pacific Railway connecting Manitouwadge with the main line was opened on October 19th.
- C.N.R. Diesel deliveries:
 8040 Sept. 20 8041 Sept. 27 2004, 2005 Sept. 22 1863, 1864
 Sept. 20 1865, 1866 Sept. 26 1867, 1868 Sept. 30
- C.N.R. locomotives scrapped:
 2493, 8340: June 30th; 82: July 6th; 2391: July 14th (on Manitouwadge branch); 1287, 1407: July 30th.
- The T.T.C. appears to have discontinued the Carlton Tripper route completely; it was dropped for the summer, and failed to come back with the fall increase in schedules. There is now no Witt operation on the Carlton route.
- The Chesapeake & Ohio is discontinuing its ferry operation across the Detroit River this month, and will use the New York Central's tunnel between Windsor and Detroit. This will result in a pooling of the railway's "Canadian" and "American" locomotives, reducing the number of locomotives required. As a result, many of the C. & O.'s "Canadian" locomotives will be leased to the New York Central.

EXCHANGE SECTION

- William Carruthers, 405 Belsize Drive, Toronto 7, buys prints of steam power on all Canadian roads, in addition to G.T.W., G.T., C.V., Soo Line, and locomotives of any American railroad formerly operated into Canada.
- W.L. Reddy, 51 Century Drive, west Seneca Branch, Buffalo 24, N.Y. will trade short line rosters; (has over 100 from Canada). Will also trade data on industrial and contractors locomotives. Will buy U.C.R.S. Bulletins and Newsletters prior to 1947.
- S.I. Westland, 16 Sonora Terrace, Toronto 13, wants Railroad Magazine, Sept. 1953 issue, also C.R.H.A. News Report for April 1950, July-August, 1950 and February, 1951.