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 1956 NUMBER 120

The Society meets on the third Friday of every month in Room 486, Toronto Union Station at 8:30 P.M. The next meeting, the Annual Meeting for 1956, will be held on January 20th.

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Enclosures - With this issue is mailed Bulletin 43, "The Thousand Islands Railway", and a sheet listing changes recently made to the By-laws and Regulations of the Society. This should be attached to the original set mailed in 1952, and the altered clauses struck out on the original. Also enclosed is a copy of T.T.C. "Headlight" listing route changes for 1955.

N.S.& T. REBUILDS CAR 82

Passenger car 82 of the Niagara, St. Catharines and Toronto Railway, a 60 foot steel interurban car built by the company shops in 1925, has been rebuilt by the same shop as an express car. Windows have been closed up, express doors cut in the sides, and the entire unit given a standard C.N.R. green paint job, matching that of the recently acquired Montreal and Southern Counties 620 series cars. The number 82 has been retained on the converted car, which will replace the retired car 40. An indefinite lease on life is thus given to this car, which as long ago as 1941 came perilously close to being scrapped, when it was seriously damaged in a collision with car 80, at a time when there was a surplus of interurban cars owing to abandonment of the main line.

Sweeper 23 has been completely reglazed and sent back to Port Colborne to sweep the Humberstone street trackage.

MOTIVE POWER NOTES

- The narrow gauge steam interest in Newfoundland, so well described in the last issue, is not to remain for many more months. The Canadian National Railways has placed an order with General Motors Diesel Ltd. for 35 narrow gauge diesels, and it is expected that these locomotives, together with diesels 775-777 and 900-908 already on the lines, will permit total dieselization. It is only surmise at this stage, but it may be expected that a small stud of the most modern Mikados may be kept on hand, as the newest of them are but seven years old.

- Toronto, Hamilton and Buffalo Railway Pacific 15 has been sold for scrap to the Steel Company of Canada. Its last service is thought to have been on the special train of the Buffalo Chapter, N.R.H.S., which covered the entire railway last August 7th. It is reported that the City of Hamilton is about ready to take Consolidation 103 from the T.H.& B. to set up as a display in a local park. If this occurs, the railway will have only 0-6-0 no. 40 and 2-8-0 no. 102 left as steam power.

- The C.P.R.'s ten coupled engines: A western observer has reported that many of the C.P.R.'s famous Selkirks (2-10-4's) are stored out of service in the territory (Calgary - Moose Jaw) where they [illegible] used since being pushed out of the [illegible] reports not having seen any T1a's (5900-5919, in service at all) and it is understood that local motive power officials have been given authority to scrap any units of this sub-class at any time that they may see fit. The Santa Fe and Decapod types are now used largely in terminal switching in the same area, doing work previously performed by D10 4-6-0's.

- Unfortunately, the C.P.R. diesel roster printed in the last issue contained several errors, especially as regards classes, and the corrections are given herewith:

- Add to converted locomotives (class DPA15d): 1433 (ex 4010), 1434 (ex 4009).
- Classes should be as follows:

B10C, B10I	:	3B10a	8522-8529 have steam
4471, 4472	:	DF816d	generators, 8530-8546
7109-7114	:	DS10m	have not.
7115-7118	:	DS10n	
8402-8432	:	DR316c	
8501-8521	:	DRS17a	
8547-8556	:	DR316d	
1912-1919	:	DFB15b	

- Roger Boisvert

THE FUTURE OF THE RAILFAN HOBBY - AN OPEN LETTER

(Editor's Note: Associate Member W.T. Sharp has written the following letter in reply to the Editor's article in Newsletter 114, which exudes such enthusiasm for the rail hobby, and optimism for the future of same, that it was felt worth while to print it in its entirety.)

Dear Stuart,

Stimulated by your article on the "Future of the Railfan Hobby", this open letter will try to present another view of railways to-day and to-morrow, a view which leads me to a mild dissent from your conclusions. Street railways will not be discussed here. I write as a "non-antiquarian" whose main interest is in railway operations. My interests are aesthetic and synthetic rather than analytic or mechanical: thus railways as a whole are much more interesting than any particular aspect of their operations. To me the details of the Walschaert Valve Gear of the history of the Toronto, Grey and Bruce Railway between 1873 and 1883 are equally of interest only for what light they shed on a broader picture. To me it is plausible that the appeal of railways lies primarily in the opportunity they give the observer to peer closely at the triple intersection of man, machine and geography.

First let me suggest that partial dieselization has made the present time one of unique interest. Dieselization, mainly at the expense of the new standard types, has extended the life of older and smaller types (how many D-10's or G-1's would be left to-day if the C.P.R. had followed its 1945 plan to build 600 G-5's? Dieselization has increased the variety of motive power, and accentuated the contrasts between old and new. In Ottawa, for example, inside of one

(Continued after Equipment Data Section)

EQUIPMENT DATA SECTION

NO. 13 - HYDRO ELECTRIC RYS 201-225

Type: Single truck, double end
One man safety car, steel
Length, body: 17'-7 7/8"
overall: 30'-3½"
Width overall: 8'-6½"
Height to
trolley board: 10'-7 5/16"
Control: DB1 K4
Motors: 2 - DK 84 (40 H.P.)
Air brake: West. Safety car
Brake Valves: M28
Compressor: DH16
Heating: 8 Cutler Hammer Elec.

Builder and date:
Cdn. Brill Co., (Preston), 1922 - 2
Weight, total: 23,600 lbs.
Truck: Brill 79E2
Truck Wheelbase: 9'-0"
Wheels: 26" rolled steel
Seats: 10 cross, 4 longitudinal in body, 2 longitudinal 2 end dash (folding) in vestibule
Seating capacity: 34
Handbrake: 2 Peacock Staffless
Lifeguards: HB
Gear ratio: 71:15

As one of the first steps in the modernization of various Ontario electric railway properties which had fallen under its control, the Hydro Commission ordered these 25 Birney-like safety cars in September 1921 and sent 18 of them (201-218) to Windsor for the Sandwich, Windsor and Amherstburg, while the other seven (219-225) were assigned to the Guelph Radial Railway. Both groups remained in active service right up until bus conversion programs were instituted in their respective cities. The Guelph cars operated the entire service on the small system after their arrival, but the Windsor cars, in a fleet which contained many larger double truck types, were assigned for most of their life to one or two lighter traffic routes on the S.W.& A. system.

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hour one can compare the gleaming stainless steel "Canadian" (diesel units running through coast to coast) with the D-4 hauled Waltham local, a relic of an era prior to the automobile. Some of my most stirring railroad experiences have been in the last year: that some were unexpected only adds to the pleasure. Thus I think of double headed Hudsons, immaculately groomed, lifting Second 22 from Don to Leaside; of C.N.R. 6246 making up time through Algonquin Park with the "dieselized" Continental; of a Jubilee almost on time at Montreal on the RDC schedule from Mont Laurier, of a Royal Hudson to the rescue on the cruel Algoma, throwing soot on the domes of the Dominion, of C.P.R. 2518 hitting 80 M.P.H. across the plains of Petawawa, and of no. 951 pulling out of Chalk River behind two Mikados and two diesel units.

The sounds and sights and smells of steam are far from dead. Sometimes I wonder if those who say present railways are uninteresting ever ride trains: it is only by riding that the outsider can catch a little of the flavour of railroading. Let us then not turn all our attention to the past: we have a unique and exciting present to chronicle and photograph, for our own pleasure and that of future generations.

To some of us, however, the passage of steam, although sad, is not a catastrophe. As one who has thrilled to the dreary drone of diesel units pulling freight up the Illecillewaet, and to the glories

of Coquihalla and the ascent from Penticton to Chute Lake, who has watched the searchlight illuminate the track ahead from a dome at night and dined in-state in the Frontenac amidst the autumn glory of the Algoma foliage, who has tried the RDC and liked it, and gazed in amazement as three GG-1 hauled passenger trains passed me, each going in the same direction at 80 M.P.H. on parallel tracks, I find steam power not at all essential to the delights of railroading. This summer I had an opportunity to compare the Paris - Lyons main line of the S.N.C.F. with the Euston - Crewe main line of British Railways. The former, with high speed electric traction is probably the most modern main line anywhere - (can the diesel units of the New York Central or Santa Fe match the 38,000 miles of revenue service piled up by locomotive CC-7147 in May?) The latter, by contrast, is a heavy traffic main line on which steam is still supreme and operation is much as twenty years ago. The power is standardized and dirty, trains are slow and usually late, and even aesthetic attraction seems almost gone. As a railfan I much prefer the French example, even without recalling that it is only through technological progress that the railways can survive. Steam power is being replaced, yes, as without dieselization it would have been replaced by newer and more standardized steam power.

For the future I am an optimist. There have been signs in the past year or two that the railways, traditionally unreceptive to new ideas, even in Canada are grasping the implications of technological progress. If so, they will not long rest content with equipment that spends most of its life sitting in yards and on sidings, or with as inefficient a power unit as to-day's diesel locomotive. We can confidently predict that the diesel will not reign for as long as steam, the recent Union Pacific order for 45 8500 H.P. gas turbine locomotives may be a straw in the wind. I think we can look forward to a new and more interesting era in railroading; 120 M.P.H. passenger trains and 80 M.P.H. freights, whole districts disparched by a central computer perhaps, but always the human interest, the compromise between old ways of thinking and new ideas, the harsh realities of geography against the strengths and weaknesses of men. The colour and the drama will remain.

This outlook leads to doubt that the future of the railfan hobby depends exclusively on museum projects. Worthy as such projects are from many points of view, a museum project is necessarily static and represents fossilization. The spirit of the rails, it seems to me, is essentially dynamic and cannot be caught in a museum. If the U.C.R.S. becomes exclusively an historical organization, I do not know that my interest will be maintained.

-- W.T. Sharp

METRO AID FOR BLOOR ST. RAPID TRANSIT?

Chairman F.G. Gardiner of the Municipality of Metropolitan Toronto stated publicly on January 10th that the Metro government must take a definite hand in the construction of the proposed Bloor St. rapid transit line. This is a decided switch in traffic policy, particularly as he indicated that the also proposed Spadina Expressway may be temporarily shelved and the funds used for rapid transit instead. The Chairman said further that "Metro in its budgeting must put public transit ahead of motor expressways", and "one dollar spent on rapid transit is worth five dollars spent on more arterial highways and parking facilities".

Actual discussions on Metro's financing of the Bloor line are expected to commence in March, although actual expenditure on subway planning and (or) construction cannot be expected for about a year. However, it is evident that the transit industry's intensive public relations program of the past few years is beginning to hit home in certain quarters at least.

C.N.R: BUILDS NEW YARD, ABANDONS PLAN FOR ANOTHER

The Canadian National Railways has built a fourteen-track yard near Parkdale Ave., east of Hamilton, with a capacity of 750 cars. This yard will sort and hold cars for the many industrial sidings in the northern section of the city. Land has been purchased near Stoney Creek for a new 1000 car yard. This will be accessible to the line across Burlington Beach, and a new runaround track will be constructed to carry trains between Niagara Falls and the Beach cut-off, bypassing the new yard.

In Scarborough Township, east of Toronto, the C.N.R. has owned for many years a 137 acre yard site along the south side of the Oshawa Subdivision between Midland Ave. and McCowan's Side Road. This area was graded in the 1920's and a certain amount of track was laid. Since that time the yard has been used principally for the storage of retired or bad order freight cars and motive power, although no locomotives have been seen here since before the last war. In 1952, the railway revealed plans to develop this area as a large freight yard, presumably replacing Danforth Yard in the east end of the city. [illegible] intense and bitter opposition to this proposal developed [illegible] residents, however, that the railway has now dropped plans to develop this site as a major yard, and will sell 100 acres of it for industrial use. A small yard is still planned for the remaining area immediately adjacent to the main line tracks, which will handle cars for the industries on the Geco loop line.

TRIP REPORT - WESTERN ELECTRIC RAILWAYS (1927)

(Editor's Note: The following report, which some time ago came into the hands of the Editor, was made by an official of the T.T.C. to the General Manager following an inspection trip covering various Western Canada and U.S. electric railways in January and February, 1927. It makes rather interesting reading to-day, long after most of the properties mentioned have been abandoned).

REGINA: Population 45,000 Miles of Track: 31 Cars-- Thirty-two one man cars are operated. All of these cars have been converted for one man operation by enlarging the front platform and taking out the right front panel of the car to make an extra door. This is what is commonly known in the west as the Macauley patent, for which Regina had to pay $100 per car. A special smoking compartment is provided at the rear of the car. There is, of course, an emergency door at the rear. The cars are heated by electric and Peter Smith heaters. A large colour signal is displayed at the front and rear of each car to denote the route.

Bus operation -- The company at present is considering one bus route and the purchase of three or four buses. The route will have to [illegible] ate over level crossings, and its inauguration is necessary [illegible] to the fact that the T. Eaton Company and the Robert Simpson Company have opened stores about a mile distant from the central business area. The company has a quotation of $8400 plus or minus on a Model X Street Car type bus, F.O.B. Regina.

Shops -- This company is possibly more in need of shop facilities than any company in the west. It takes three months to put a car through the shops. I discussed with Mr. Houston, and also Mr. Thornton, the City Commissioner, tentative plans for new shop facilities.

General -- This city owns the power plant as well as the street railway in Regina. The company is charged a service charge of 50¢ per KW. on the A.C. side of the meter. This amounts to approximately 3.5¢ per car mile. Economy meters were recently installed, and saved $5000 after their first complete year of operation. Previous to the installation power costs were 6.9¢ per car mile. Charts of each run, showing power used, etc. are posted conspicuously in the car house.

Sixty pound T-rail is used throughout the system, 90% of which is closed construction with concrete surface.

Ninety six per cent of the fares collected are tickets, the fares being 10¢ cash, four tickets for 25¢ or 17 for $1.00. The company is particularly free of political interference, and only special purchases are approved by the City Council.

SASKATOON: Population 28,000 Miles of track: 14 There is very little to say about this property. It is in good financial condition. They are in the market for some new light double truck double end cars. The weight cannot exceed 50,000 lbs. due to the condition of a bridge over which they will have to operate.

There is under consideration a special fare bus route, but I am personally very dubious as to whether such an experiment would work out in a city of this size.

The company is fairly free of political interference, but there is a very strong labour council, which is at times very hard to handle.

SAULT STE MARIE: Population 23,000 Miles of track: 6

All operation is one man, by Birney cars with G.E. 264 motors built at Preston by the Canadian Brill Co. The cost of power is 3.5¢ per car mile. All cars are electrically heated. The company has no snow-clearing charges.

There is one bus line operating in the city, but as it serves a territory that is not served by the street railway, the latter has not taken any action.

The company operates a large power business and also a ferry service, on which the fare is 10¢ cash (children 5¢). It is a four-minute trip across the river. They have recently bought a new ferry, and there is a ferry for sale, (Capacity 400, 11-12 M.P.H., steel hull, steam propelled, single end). The new ferry is double end and has a large capacity for motor vehicles. One of the big operating expenses in the ferries is the paying of overtime to customs officials.

(To be continued)

EXCHANGE SECTION

John A. Maclean, 542 Cranbrooke Ave., Toronto 12, Ont., sells glossy colour post cards of Toronto Railway open car 327 posed at Hillcrest Shops with PCC car 4597, 10 cents each or $1.00 per dozen.

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FEBRUARY 1956 NUMBER 121

The Publications Committee of the Society sincerely regrets the tardy appearance of the last two issues of the Newsletter. It is expected that the publication schedule will return to normal with the March issue.

1956 Directorate - There is only one change on the Society's Board of Directors for the coming year, that being the retirement of Mr. Ralph Oakley and the election to the vacant post at the January meeting of Mr. Robert Sandusky; the latter has also taken over the position of Recording Secretary. Last year's various Committee Chairmen remain unchanged, and Mr. Harvey Naylor, who had wished to be relieved of the position of Program Chairman, has agreed to take on the task for one more year.

The Rail Travel League - Associate Member G.R. Corrin of Vancouver, B.C. (formerly of Toronto) has organized a new Society named the RAIL TRAVEL LEAGUE. This is not a railfan group in the normal sense of the term, as its interests are rather more specialized, and lead away into a different field as is evidenced by its "purpose of encouraging and promoting train and local steamship travel and of furthering the interests of rail and water travellers". A publication is planned by the new group, and exchange arrangements with U.C.R.S. publications have already been set up. Anyone wishing further information on the League may write to its address: P.O. Box 141, Vancouver 1, B.C.

MAJOR CARLINE RELOCATION IN TORONTO

Quite frequently superhighway development has meant only bad news for electric railways on this continent, as a street car line standing in the path of construction generally stands rather poor chances for survival. However, Metropolitan Toronto's Lakeshore Expressway, on which actual construction is expected to get underway shortly, will cause not the abandonment, but the relocation of a mile and a half of T.T.C. double track in the west end of the city. Coincident with the track relocation is the construction of what is known as the Queen Street Extension, involving the widening of the existing Queen Street from Sunnyside Ave. to Parkside Drive, and the extension of the street through High Park, Swansea, and across the Humber River to join The Queensway just west of the C.N.R. Oakville Subdivision overpass.

This street extension is an ancillary project of the expressway scheme, designed to clear considerable traffic away from the construction area between the Humber River and Sunnyside. It will carry double tracks of the Queen carline on a central reservation west of Parkside Drive. On-street trackage will be laid from the existing end of track on Queen St. at Sunnyside Loop to the start of open track at or near Parkside Drive.

At the west end of the relocation, there will be a short section of private right-of-way. The car tracks will swing off Queen St. at the junction with The Queensway, run parallel to the latter street for a short distance, then pass under The Queensway, the C.N.R. tracks and the westbound roadway (to be elevated) of the Queen Elizabeth Way all in quick succession, to join the existing Long Branch route tracks near the present underpass west of Humber Loop. From this point easterly to the intersection of Roncesvalles and Queen, all present Long Branch and Queen line tracks will be abandoned, including the present Parkside and Humber Loops. A new double Humber Loop will be constructed at The Queensway on the relocated line.

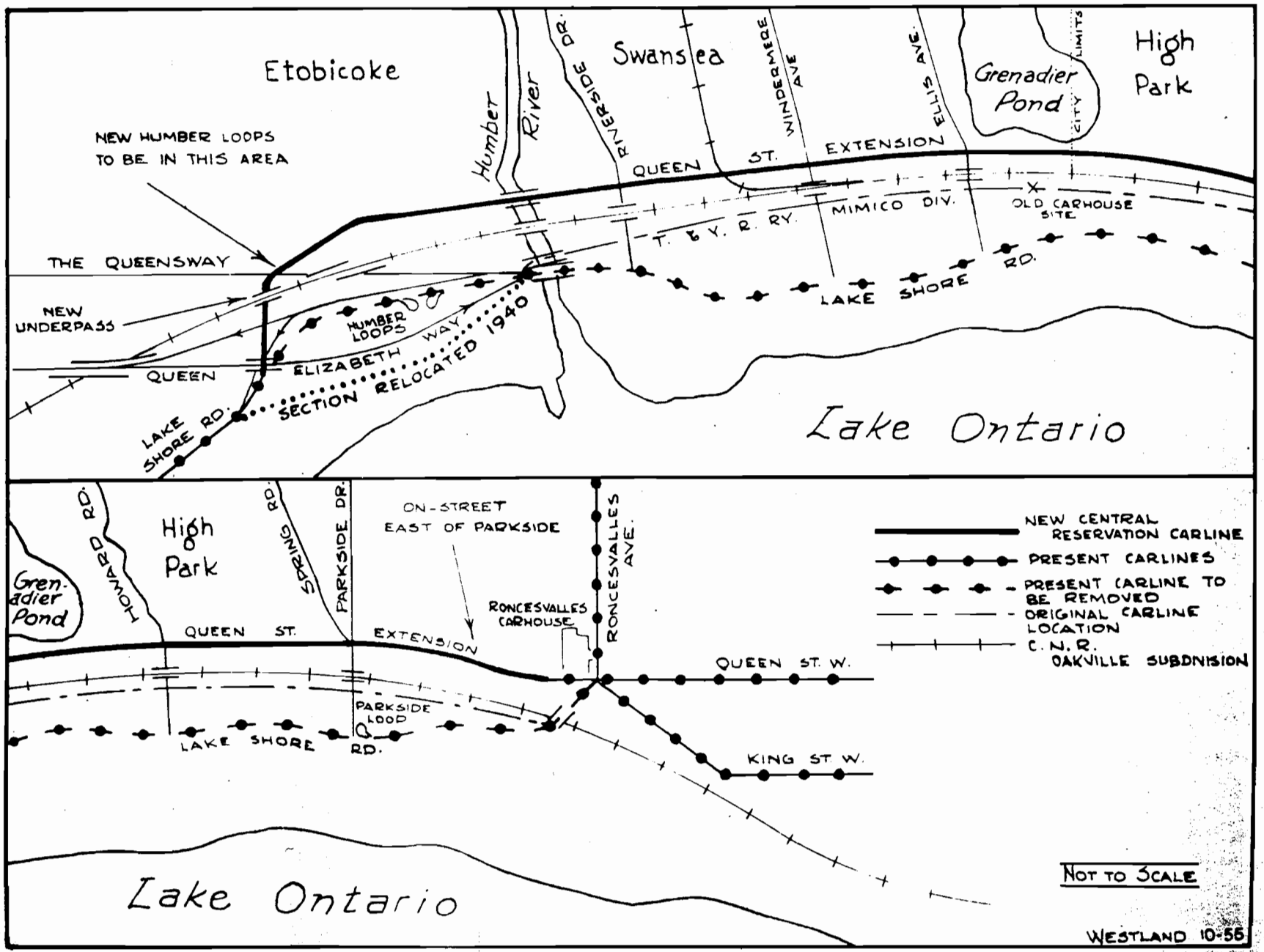
The Editor made a traverse of the complete length of the new line on February 5th and found the situation as of that date as follows: At Sunnyside Loop, the retaining wall had been moved back to allow for street widening, which had caused the relocation of the throat track from the west yard of Roncesvalles Carhouse (tracks 26-29). This in turn necessitated the cutting away of the south-west corner of the carhouse building, and a short section of new diagonal wall had been installed. West of Glendale Ave., Queen St. was impassable owing to heavy construction in the area. Here, the street and car tracks will ascend on fill to pass over Parkside Drive on a grade separation. The abutment walls for this were already in place. Fill had been placed over the whole distance between Parkside Drive and Ellis Ave., although not up to eventual grade in all places. Some of the fill was placed in the southernmost portions of Catfish and Grenadier Ponds.

In Swansea, some minor industrial buildings standing in the path of construction had already been demolished along the south side of the local "Queen Street". The grade separation at Riverside Drive had already been completed; of particular interest here are the stairways leading from the overhead bridge directly down to street car loading platforms on the centre reservation. The new bridge over the Humber had all longitudinal girders in place, but no sign of a deck as yet. The final point of interest was at The Queensway, where a temporary diversion of the roadway was in progress during construction of the street railway underpass, the abutments for which had already been poured. No work had been started on the underpass through the C.N.R. embankment.

The relocated carline will have a level railway crossing just east of Riverside Drive, where the spur to National Sewer Pipe will be crossed. It is understood that a rearrangement of tracks at the Steel Company of Canada Limited's Swansea Works will allow the C.N.R. to switch the plant without blocking Queen St., which would occur frequently if the present layout remained.

The Municipality of Metropolitan Toronto is bearing the cost of this major carline relocation. The T.T.C. certainly stands to gain, as the new line has rapid transit characteristics, and will do much to improve schedule adherence on the Queen route which now is disrupted very frequently by traffic jams on Lake Shore Road in the vicinity of the Humber Bridge. In addition to all this, it is a section of line which promises to have considerable railfan appeal.

The map reproduced as Page 3 of this issue indicates the location of the new trackage, as well as that portion from which service will be removed.


Etobicoke
Swansea
High Park
Grenadier Pond
Humber River
RIVERSIDE DR.
WINDERMERE AVE
ELLIS AVE.
CITY LIMITS
NEW HUMBER LOOPS TO BE IN THIS AREA
QUEEN ST. EXTENSION
T. & Y. R. RY. MIMICO DIV.
OLD CARHOUSE SITE
THE QUEENSWAY
NEW UNDERPASS
HUMBER LOOPS
ELIZABETH WAY
QUEEN
LAKE SHORE RD.
SECTION RELOCATED 1940
LAKE SHORE RD.
Lake Ontario
HOWARD RD.
High Park
SPRING RD.
PARKSIDE DR.
ON-STREET EAST OF PARKSIDE
RONCESVALLES AVE.
Grenadier Pond
QUEEN ST.
EXTENSION
RONCESVALLES CARHOUSE
QUEEN ST. W.
PARKSIDE LOOP
LAKE SHORE RD.
KING ST. W.
Lake Ontario
NEW CENTRAL RESERVATION CARLINE
PRESENT CARLINES
PRESENT CARLINE TO BE REMOVED
ORIGINAL CARLINE LOCATION
C.N.R. OAKVILLE SUBDIVISION
NOT TO SCALE
WESTLAND 10-55

C.P.R. ORDERS TWENTY TRAINMASTERS

The Canadian Pacific Railway has recently ordered 74 diesel road-switching locomotives, of which 20 will be 2400 H.P. Canadian Locomotive Co. (F-M) "Trainmasters". There are at present only two locomotives of this type in the country, one company owned test unit on each of the major railways.

The recent C.P.R. orders are as follows:

November:	12	M.L.W. 1600 H.P.	8557-8568	DRS-16e (SG)
	13	M.L.W. 1600 H.P.	8569-8581	DRS-16f (SG)
	6	C.L.C. 2400 H.P.	8901-8906	DRS-24b
	4	C.L.C. 2400 H.P.	8907-8910	DRS-24c (SG)
	10	C.L.C. 2400 H.P.	8911-8920	DRS-24d
January	19	M.L.W. 1600 H.P.	8582-8600 (?)	
	10	C L.C. 1600 H.P.	8601-8610 (?)	

(Differences in the type of G.E. control system explain the varying sub-classes DRS-16e and DRS-16f, and DRS-24b and DRS-24d).
The current General Motors strike in Canada is reflected in the fact that no locomotives were ordered from the G.M.D. London plant.

Other Motive Power Notes:

- The C N.R. made arrangements with the Illinois Central Railroad on February 1st for the rental of seven modern 4-8-2 type locomotives to fill in where it was expected that undelivered G.M. diesels would. The locomotives are I.C. numbers 2519, 2540, 2542, 2545, 2550, 2552 and 2554; they were built at the company's Paducah shops in the years immediately prior to and during World War II from older 2-10-2 types. The complete series is numbered 2500-2555; they have a tractive effort of 78,000 lbs. and are thus considerably more powerful than the C.N.R. Mountain types, of which the most powerful (class U-1-f) exert only 52,000 lbs. tractive effort (52%). The I.C. engines will be used on G.T.W. lines and 10 G T W. Northerns will be moved to Southern Ontario.

- C.N.R. locomotive delivery dates:

1549	Nov. 30	8042, 8043	Oct. 13	8054	Dec. 19
1869, 1870	Oct. 13	8044, 8045	Oct. 18	8055	Dec. 21
1871, 1872	Oct. 20	8046, 8047	Oct. 25	8056	Dec. 23
1873	Oct. 31	8048	Nov. 1	8057	Dec. 29
1874, 1875	Nov. 30	8049	Nov. 4	8078, 8079	Nov. 18
1876	Dec. 2	8050	Nov. 9		
1877	Dec. 19	8051	Dec. 7		
1882, 1883	Aug. 10	8052	Dec. 8		
1884, 1885	Aug. 30	8053	Dec. 15		

- C.N.R. Locomotives scrapped

Aug. 15:	1368, 7361	Oct. 19:	~~4033~~
Aug. 30:	~~849~~, ~~3455~~, 7236	Oct. 21:	~~5074~~, ~~7246~~, ~~7428~~, ~~8224~~
Sept. 23:	1385, ~~7445~~	Oct. 31:	~~4013~~
Oct. 1:	~~3522~~	Nov. 4:	~~94~~, ~~1319~~, ~~2532~~, ~~5610~~, ~~6025~~, 7233
Oct. 7:	~~1358~~, ~~2488~~, 7237, 7462, ~~8202~~	Nov. 11:	~~5591~~, ~~7466~~, ~~8501~~, ~~8540~~, ~~8368~~
Oct. 9:	~~4003~~		

Nov. 14: ~~4064~~
Nov. 18: ~~3485~~, ~~4103~~, ~~4104~~
Nov. 25: ~~1513~~, ~~5058~~, ~~7826~~, ~~7425~~, ~~7447~~
Dec. 2: ~~1207~~, ~~5059~~, ~~5555~~, ~~7247~~, ~~8223~~
Dec. 9: ~~5960~~, ~~8565~~
Dec. 13: ~~4265~~
Dec. 16 ~~2372~~, ~~2551~~, ~~2578~~, ~~2589~~, ~~2620~~, ~~4101~~
Dec. 23 ~~1398~~, ~~1450~~, ~~2654~~, ~~5052~~, ~~5535~~.

- The following C.N.R. locomotives were observed in a dead line on the old Army Trades School property near Parkdale Ave. in Hamilton on January 28th: ~~2192~~, ~~2197~~, ~~2340~~, ~~2357~~, ~~2420~~, ~~2446~~, ~~2050~~, ~~2584~~, ~~2591~~, ~~2596~~, ~~2625~~, ~~2626~~, ~~2755~~, ~~5412~~, ~~5477~~, ~~3724~~, ~~5585~~, ~~7239~~. By February 6th, four of these, nos. 2340, 2357, 2584 and 2626 were observed at the Steel Company of Canada's plant for scrapping. --- R.T. Vincent

- C.N.R. self-propelled car 15842, which had been out of service at Stratford shop for a long period was brought to Toronto on February 9th for scrapping at Fleet St. yard.

- The Steel Company of Canada has purchased from the Chesapeake & Ohio's U.S. lines some 2-8-2's and 2-6-6-2's for scrap. Delivery of these engines to the Hamilton steel mills has already commenced.

PASSENGER TRAIN ARRIVALS AND DEPARTURES AT TORONTO

DECEMBER 24, 1955

Canadian National Rys.

Train	Loco.	No. Cars	From
76	5302	5	Hamilton
14	6219	14	Chicago
94	6256	11	New York
82	5704	6	London
80	5701	6	London
1/6	6403	9	Windsor
2/6	6068	17	Chicago
92	6027	6	Nia. Falls
18	6205	13	Windsor
108	6070	10	Nia. Falls
20	6250	13	Chicago
16	6232	15	Windsor
19	6200	15	Montreal
1/17	6174	15	Montreal
2/17	6159	15	Montreal
3/17	6104	7	Montreal
95	5252	6	Belleville
A/5	6248	11	Montreal
5	6182	12	Montreal
95	5303	6	Peterborough
1/15	6151	5	Ottawa
2/15	6233	14	Montreal

Train	Loco.	No. Cars	To
1/87	6027	8	Nia. Falls
2/87	5563	10	Nia. Falls
77	6077	5	London
101	6070	12	Nia. Falls
1/17	6202	10	Chicago
2/17	6205	13	Windsor
83	6232	12	Windsor
75	6400	9	London
79	5252	5	Hamilton
5	6219	12	Chicago
89	6403	7	New York
15	6068	9	Chicago
9	6205	7	Windsor
187	6027	5	Nia. Falls
92	5303	5	Peterborough
A/14	6224	14	Montreal
14	6186	14	Montreal
10	5296	6	Belleville
1/6	6200	9	Montreal
2/6	6256	9	Montreal
3/6	6234	15	Montreal
94	5302	5	Belleville
18	6402	11	Montreal
16	6174	13	Montreal

10	6071	12	Windsor
28	5702	5	Goderich
172	5601-5298	5	Owen Sound
34	6026	6	London
36	6033	6	Stratford
40	6077	6	London
46	6237	14	Timmins
42	5299	5	Barrie
44	6035	12	North Bay
1/54	3292	4	Capreol
2/54	6067	7	Vancouver
52	3375	12	Vancouver
1/50	6231	16	Timmins
2/50	6047	7	Timmins
27	6033	7	Stratford
29	6036	10	London
111	6071	5	London
175	5601-5298	6	Owen Sound
37	5702	6	Goderich
39	5704	3	London
41	6031	9	North Bay
45	5299	3	Orillia
53	6703-6802	12	Vancouver
47	5599-6237	12	Timmins
51	6079	7	Vancouver

Canadian Pacific Ry.

20	2839	8	Detroit
630	2857	7	Detroit
706	1222	3	Owen Sound
38	2842	11	Detroit
708	4095	8	Owen Sound
632	2807	6	London
22	1427-1910	15	Detroit
712	2398	8	New York
1/772	2460	2	Hamilton
2/772	2413	10	New York
732	1221	5	Hamilton
792	8473	20	Hamilton
762	2460	6	Hamilton
832	2401	14	New York
1/4	8472-8469	17	Vancouver
2/4	2466	16	Vancouver
1/6	8473-8474	12	Calgary
2/6	1413-1900	12	Calgary
26	1267	5	Sudbury
12	1404-1424	11	Vancouver
33	2413	13	Ottawa
601	1252	4	Havelock
1/21	2401	13	Montreal
2/21	2828-1414-1406	14	Montreal
3/21	1427-1910	15	Montreal
4/21	2464	15	Montreal
603	9050-9051-9052	3	Peterborough
35	4096-8466	9	Montreal
705	4095	10	Owen Sound
1/21	2456	10	Detroit
2/21	2856	9	Detroit
3/21	1427-1910	8	Detroit
629	2839	8	Detroit
37	2857	9	Detroit
707	1222	3	Owen Sound
19	1406-1900	7	Detroit
1/721	2460	10	New York
2/721	2413	7	Hamilton
741	8473	10	Hamilton
761	2401	4	Hamilton
801	2460	10	Boston
821	2464	10	New York
765	2465	5	Hamilton
25	1225	4	MacTier
11	1413-1406	10	Vancouver
5	8473-8474	6	Calgary
3	4096-8466	12	Vancouver
36	8472-8469	9	Montreal
604	9050-9051-9052	3	Peterborough
602	1252	4	Havelock
34	1221-2466	10	Ottawa
22	1414-1424	14	Montreal

1/ indicates first section
A/ indicates advance section

(No. 23 from Ottawa consolidated with a section of 21 at Smith's Falls).

G.R.R. - L.E.& N. FANTRIPS NO LONGER POSSIBLE

The management of the Grand River - Lake Erie and Northern Railways, upon recent inquiry being made by U.C.R.S. members, has stated that the remaining passenger equipment stored at Preston is not available for charter trips. This edict results on strong representations having been made in the Paris - Glen Morris area for the return of rail passenger service (this section is remote from the replacement bus service). The management does not wish to allow this pressure room for further growth by having passenger cars, carrying passengers, running on the railway, the sight of which, they feel, would spur the agitators on to even more vigorous efforts.

REPORT ON TRIP TO WESTERN PROPERTIES, 1927 - II

Winnipeg

Population: 285,000 Miles of track: 119

Cars: All cars operate as pay-as-you enter. 34 one man cars are equipped for treadle operation. Generally, the cars in Winnipeg are of obsolete type and do not present what might be termed a pleasing appearance. The majority are equipped with longitudinal plush seats. One man cars are operating over three lines in Winnipeg, but an additional man boards the car before it enters the downtown area, and under this arrangement, the treadle is of course not used in the downtown area.

Schedules: Schedules appear to be sufficient for the traffic offered and the city is particularly free from any traffic congestion, due to the exceptionally wide streets.

The employees are courteous and present a neater appearance than do those of any other road in the west with the exception of the B.C. Electric Company.

Interurban Operation: With one minor exception the interurban cars of the Winnipeg Electric Company do not operate within the city limits. There are what might be termed three separate divisions. The Selkirk Division operates for about twenty miles outside of Winnipeg; the other two divisions extend nine and six miles.

Last summer an attempt was made to bring interurban cars into the city. The company felt that there would be some objection to the heavy interurban cars operating over city streets on the part of city authorities, and therefore remodelled a few city cars for this service. The operation was not successful. An effort was made to fit the interurban cars into the city schedules, and uneven headways developed. City passengers were, of course, handled on the interurban cars, the arrangement being a change of crews at the city limits.

There are just two trips a day at present into the city made by interurban cars. This is on a route which operates nine miles outside the city limits, a dual fare box arrangement being in effect and local passengers are permitted to board the radial car inside the city limits.

Interurban Freight Operation: Interurban freight and express operation is comparatively small; the company apparently has not made any great effort to secure the business. Freight has to be delivered to the interurban stations, and it is then carried only to the station at the city limit where it again has to be picked up by the consignee.

The company has an arrangement with the Dominion Express Company to handle express business on their line, and consequently take only waybill records of shipments. No delivery of express is undertaken by the company.

Parks and Concessions: The company owns a park at Selkirk, in which there are a number of amusement concessions. The park is leased to the town and various concessions to individuals. The company controls operation of the park and sees that it is maintained in good order.

Bus Operation: The company owns about ten buses, approximately eight of which are home-made bodies mounted on truck chasses. The only new equipment is two 29 pass. Street Car type Macks, 4 cylinder, with individual leather upholstered seats. The buses are painted pure white with a light blue stripe, and considerable difficulty is found keeping them in a clean state. These two vehicles are also used for charter work, comparatively little of which is done by the company. Most buses are 16 passenger capacity.

Shops: The shops are not extensive. Two bays have been utilized as a bus garage, and piping laid for washing purposes. The Rolling Stock Department does all bus maintenance and repairs. The shops are electrically heated. The company has recently purchased a Laval oil reclaiming machine.

(To be continued)

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In November last, the Canadian Locomotive Company purchased the Davenport-Bessler Corp., an Iowa firm that builds industrial locomotives.

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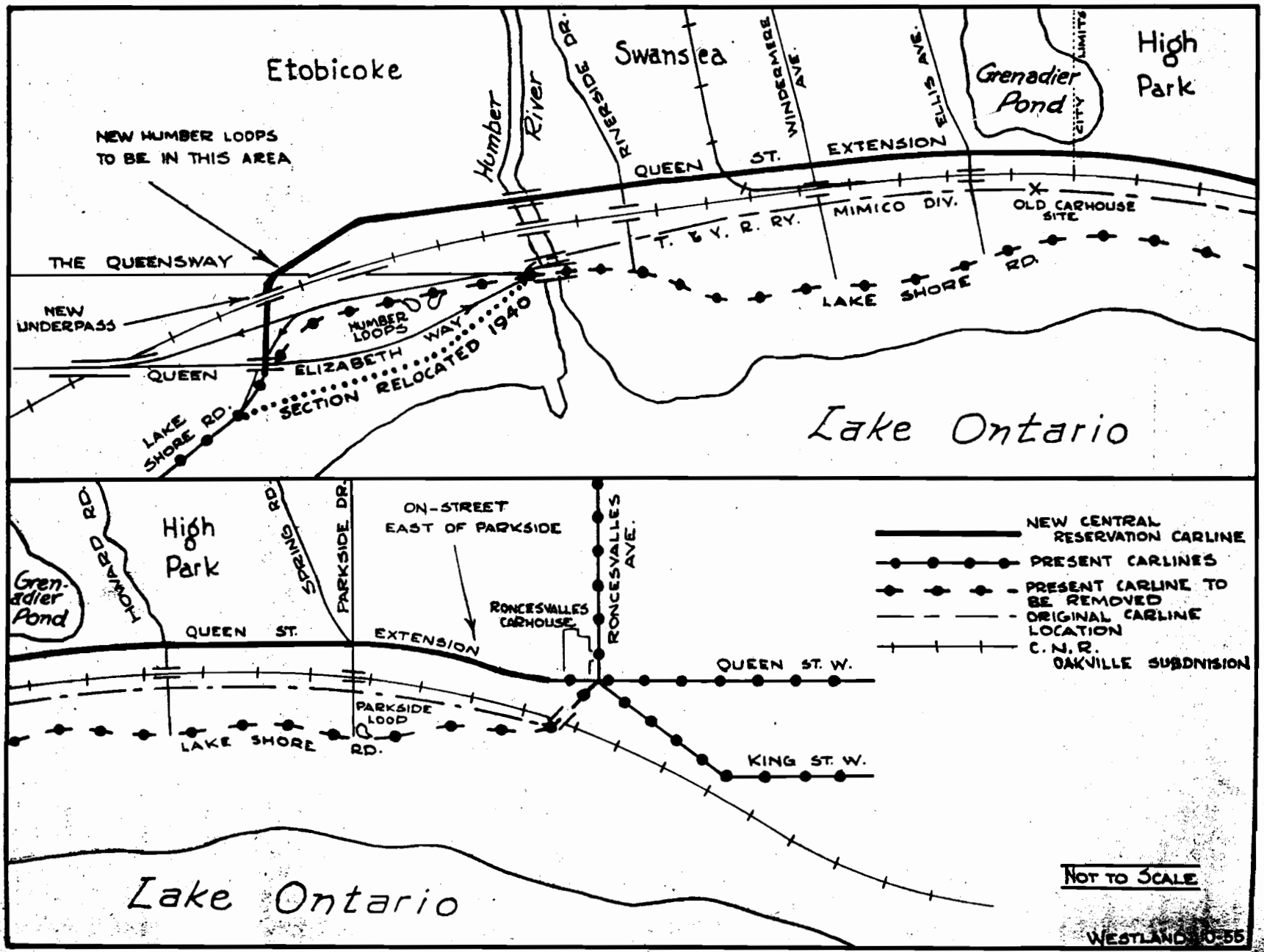
The T.T.C.'s ex-Cleveland and Louisville P.C.C. cars of series 4675-4699 which for some time past have been used as semi-permanently coupled and consecutively numbered two car trains on the rush hour Danforth route, are now being used again as single units on normal hour runs. Some ex-Cleveland Pullman P.C.C.'s (series 4625-4674) have now been made up into semi-permanently coupled two car trains for the Danforth route, which is an east end supplementary of the Bloor route.

EXCHANGE SECTION

- F.J. Bechtel, 83 Water St. South, Galt, Ont. has for sale Locomotive Firemen & Enginemen and Canadian Transportation magazines, employees timetables, Canadian Official Railway Guides, a collection of tickets and transfers, some 616 size locomotive photos, one loco. builder's plate, Railroad Magazines in year lots, some Trains magazines. Write stating wants.

- Richard T. Vincent, 25 Grove St. (upper), Hamilton, Ont., will buy or trade 616 photos of electric railways in Fort William, Port Arthur, Winnipeg, Regina, Saskatoon. Has many of southern Ontario.

End


Etobicoke
Humber River
Riverside Dr.
Swansea
Windermere Ave.
Ellis Ave.
Grenadier Pond
City Limits
High Park
NEW HUMBER LOOPS TO BE IN THIS AREA
QUEEN ST. EXTENSION
T. & Y. R. RY. MIMICO DIV.
OLD CARHOUSE SITE
THE QUEENSWAY
NEW UNDERPASS
HUMBER LOOPS
QUEEN ELIZABETH WAY
SECTION RELOCATED 1940
LAKE SHORE RD.
LAKE SHORE RD.
Lake Ontario
Howard Rd.
Spring Rd.
Parkside Dr.
ON-STREET EAST OF PARKSIDE
Roncesvalles Ave.
RONCESVALLES CARHOUSE
QUEEN ST. EXTENSION
QUEEN ST. W.
PARKSIDE LOOP
LAKE SHORE RD.
KING ST. W.
NEW CENTRAL RESERVATION CARLINE
PRESENT CARLINES
PRESENT CARLINE TO BE REMOVED
ORIGINAL CARLINE LOCATION
C. N. R. OAKVILLE SUBDIVISION
NOT TO SCALE
WESTLAND 10-55

INCORPORATED 1952

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

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

MARCH 1956 NUMBER 122

The Society meets on the third Friday of every month in Room 186, Toronto Union Station at 8:30 P.M. The next meeting will take place on March 16th, and the entertainment will consist of an address on the subject of the Toronto Suburban Railway by Mr. L.H. Pursley.

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The Society plans to hold a fantrip on one of the recently converted T.T.C. grinding cars (W-27 and W-28, formerly snow scraper cars, and originally Toronto Civic Railways passenger cars). The date of this trip has not been set, but it is planned for a Sunday during the coming spring. As these cars are without seats, the Society will have to provide portable seating accommodation. Any member in possession of folding card table chairs or other chairs of similar type which he would care to loan for the occasion is requested to make arrangements with Harvey Naylor at KE.3671, who is in charge of the organization of this trip. Further details as to date, time and fare will follow.

A TRIP TO ST. LAMBERT

by John Freyseng and William Flatt

St. Lambert, situated on the south shore of the St. Lawrence River directly across from Montreal, is the headquarters for the Montreal and Southern Counties Railway, a suburban and interurban carrier which strikes down into the Eastern Townships of Quebec. Although the line continues to Granby, 47 miles from Montreal, the electrification stops at Marieville, 22 miles from St. Lambert. To visit this once busy interurban railway, probably for the last time, a trip was taken to Montreal in the last week of December.

The actual visit started out on platform eight of the Central station. The C.N.R. shuttle train, consisting of three wooden cars and an 1800 class road switcher covers the four miles to St. Lambert in a little over 10 minutes. In rush hour, the train increases to nine cars, all of them wooden. The trip is very interesting, the highlight being the fairly close passing of the Point St. Charles shops. Besides getting a good view of the acres of buildings, one can also make out the lines of dead steam engines standing with rods down. From the Victoria Bridge, the huge excavation marking the new St. Lambert lock, tne entrance to the Seaway, can be seen. All along the down-river side of the bridge, the extension arms for the second highway lane can also be seen. The highway deck itself has been laid as far as the eighth span.

From the C.N.R. platform at St. Lambert, the situation looked encouraging. Below us were three cars taking on passengers and over beyond the general offices was the storage yard presenting an imposing sight with a lineup of big green interurban cars. Trackage and overhead appeared to be in good condition and over by the shops a knot of men were cleaning and inspecting switches. However, when the cars had left for their various destinations, a silence fell over the yard,

bringing attention to the fact that the line was approaching its demise. Instead of cars arriving every 20 minutes, there is a general converging every hour, the Mackayville local car arriving first, then the Montreal South car and finally the shuttle train. This hourly procedure is broken once in the afternoon when the local cars deadhead back to St. Lambert early to make a change of crews. One car is sufficient to handle all the runs on the Montreal South line (except in rush hours) and one car handles the run for two days. Somewhat the same procedure is used on the Mackayville run, except that one car handles the run for a day and a half.

Trains 826, 827, 828, 829, 832, 833 and 836, which are runs to Brookline, half-way down the line to Marieville, are handled by the Macyayville local car, not an interurban car. After running to Mackayville, the car continues on down to Brookline. Running time from Mackayville to Brookline and back is the same as the waiting time at Mackayville. One exception is train 828. It is replaced on Saturdays by train 426 which goes all the way to Marieville. This run is, of course, handled by 600 class interurban cars, not by 100 class local cars used on the Mackayville run.

There are five return trips daily to Marieville during the week. All runs are handled by one car except during rush hours when two car trains are used. These two car units see rush hour service only and each unit is rotated or replaced about every four days.

Trains 422, 428 and 433 are handled by the same car. These three runs are the only day time trips down and back during the week. Train 422, which leaves St. Lambert at 8:20 A.M., usually carries a trailer as far as Chambly. The trailer returns the following morning on a rush hour train.

After the departure of the cars from St. Lambert, there is no activity until the cars return. However, this is not always true. At noon, the two car rush hour units are prepared for the evening traffic. Sometimes a car is replaced or a new unit is made up. Now and then there is a shifting of cars from one stall to another in the carbarn. Because the trains from Marieville are placed in the station before the car from Mackayville arrives, the local car is before the interurban car. This situation causes a run around movement at East End siding whenever there is a train leaving for Marieville. Another interesting manouvre is the wyeing of the 600 class interurban cars. This movement is made difficult as some of the switches through which the car must back are spring switches, and furthermore the switches have no switch stands. A small block of wood holds the points over, but the motorman is still on the lookout in case the points jump the block and snap back under his car.

As far as the rolling stock is concerned, much of it is still in good condition. A few cars need some paint, especially interurban car 611 which has spots of traction orange, its former colour, showing through. Only two cars have been removed from service lately. Local car 9 was retired for safety reasons, chiefly because the car was able to operate when the air brake system contained no air, whereas the 100 class local cars are unable to operate without sufficient air pressure. Car 9 has had motors, trolley poles and catchers removed. Local car 323 is being cannibalized for parts to maintain its mates. The car is intact except that two motors have been removed. The reason for

(Continued on page 3 after Equipment Data Section)

EQUIPMENT DATA SECTION

NO. 14: C.P.R. 2200 SERIES COACHES

Group: 2200-2234
Type: First Class Coach, Steel, with smoking compartment
Length over end frames: 77'-11½"
Length of main compartment: 46'-4"
Width overall: 10'-1¼"
Height overall: 13'-6 1/8"
Height of floor above rails: 3'-6 11/16"
Truck centres: 59'-8"
Number of washrooms: 4
Lighting: flourescent

Builder and Date: C.P.R. Angus Shops, 1948
Trucks: 4 wheel, roller bearing
Seating capacity: 68 (52 - main compartment 16 - smoker)
Vestibule - one, at "B" end
Window width: 5'-10"
Seating - "Sleepy Hollow"
Interior colours: buff and and light green

Standard equipment on most main line trains, these coaches were C.P.R.'s most modern until the advent of the Budd equipment last year.

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323 was picked to be cannibalized was its different control system as compared with the rest of the 320 class cars. Retired earlier and sitting in the yard are local cars 11, 13, 14 and trailer 205. Trailers 201 and 202 are in running condition but see little operation. Trailers 206 and 208 were the only ones seen in service.

New track has been laid from M.& S.C. Junction as far as Marieville and plans call for the renewal of rail on the whole Granby subdivision.

Because of the awkward schedule, it was impossible to ride down to Marieville, but a very smooth ride was enjoyed down to Brookline and back.

Line motor 305 has seen more service than usual because the local freight does not handle the moving of supplies from station to station as track work progresses.

When the deck for the cars was closed on the Victoria Bridge, the approach track was left, forming a switchback for the cars coming in off the Mackayville Subdivision. In August, the switchback was replaced by a very tight curve through the C.N.R. overpass, eliminating the procedure of reversing ends.

Running time to Marieville is still approximately 65 minutes, and from St. Lambert to Montreal South or Mackayville is 20 minutes.

It is very difficult to predict the actual date of abandonment, as the railway cannot halt operations until one month after the first bus has rolled across the Victoria Bridge. One company, Chambly Transport, had its application turned down on account of the poor condition of its finances and equipment.

After abandonment, most of the equipment will be scrapped or burnt. Some of the 320 class may be sent to St. Catharines. Line motor 305 will be moved to Quebec City. In all probability, several cars will find their way to various museums.

Apparently all open rail will be torn up between M.& S.C. Junction and St. Lambert as there is not one on-line industry in the area.

One fact is clear: St. Lambert will lose much of its appeal when the Montreal and Southern Counties ceases to operate.

NEW INDUSTRIAL SPUR EAST OF OAKVILLE

A new 2.5 mile spur line has been constructed from the C.N.R. Oakville Subdivision at a point roughly three-quarters of a mile east of the branch-off to the Ford plant, and just west of the Highway 122 (Middle Road) overpass. This line turns south for a quarter of a mile, then strikes generally easterly for another mile and a quarter, and makes an abrupt 90° turn to proceed straight south (parallel to concession roads) to the north side of Highway no. 2, where a plant is being located by the St. Lawrence Cement Co. This is at a point approximately one half mile west of the B-A Oil Clarkson refinery, served by another lengthy spur line from the C.N.R. The new line then doubles back and continues north to a point as yet undetermined.

With the rapid industrialization of the Oakville-Clarkson area, it is to be expected that several other plants will eventually locate on this spur.

EQUIPMENT NOTES

- The "Dayliner" rail car services of the Canadian Pacific Railway are expected to increase materially during the coming year, as the company has placed an order with the Budd Manufacturing Co. for 10 more RDC cars. Included in this largest Canadian order to date for this type of equipment are seven RDC-2, two RDC-4 and one RDC-3.
- Parked on the new spur line mentioned above, at the St. Lawrence Cement plant site, is a General Electric 300 H.P. steeple cab industrial diesel locomotive. The builder's plate indicates that it was built in January, 1956, serial no. 32411. The locomotive is painted orange and dark green, although it bore now owner's name or number at the time of observation.
- Toronto, Hamilton and Buffalo Consolidation 102 was recently pressed into C.P.R. Toronto-Hamilton freight service. The account of one member who saw it in action was that it leaked steam at every joint.
- Niagara, St. Catharines and Toronto Railway passenger car 83 has been painted C.N.R. green, matching the 620 series cars and the recently converted car 82.
- It was reported in ERA Headlights for January 1956 that the British Columbia Electric Railway has sold the 36 P.C.C. cars to a local brokerage firm which is negotiating for the resale of the cars to Vienna, Austria, for $4,500 apiece.
- C.P.R. 5403 was the locomotive involved in the wreck at the Ford Plant switch on February 28th. One member who saw it on that day reports that damage was sufficiently extensive to make probable the scrapping of the engine.
- The C.N.R. has put the Stratford and Point St. Charles shops on a 48-hour work week owing to the current shortage of steam locomotives.

EXTENSION OF Q.N.S.& L. STUDIED

The owners of the Quebec North Shore and Labrador Railway, Hollinger-Hanna Ltd., have made public the possibility that the railway may be extended 300 miles northerly from Knob Lake to Ungava Bay to develop remote mineralized areas in northern Quebec. Also announced is the consideration of the development of an electrical smelting industry in the Knob Lake area, so that a semi-finished steel would be shipped from Seven Islands, rather than iron ore.

T.T.C. TO CONSTRUCT NEW HEAD OFFICE

The Toronto Transit Commission plans to erect a new six-story head office building on top of Davisville Subway Station at the south-west corner of Davisville Avenue and Yonge St. in the central-northern portion of the city. The present Head Office building has been sold for approximately one million dollars to the O'Keefe Brewing Company, which plans to demolish the structure along with a group of others nearby for the creation of a civic centre project. The old seven-storey building is located at the north-east corner of Yonge and Front Streets in what is now a rather decedant portion of town. It was erected in 1890 and used by the Board of Trade until purchased by the T.T.C. in 1921. There is also a three-storey annex building at 14 Front St. East which was purchased in 1945.

The new building, a model of which is on display at the present head office, will have provision for the addition of four storeys to make an ultimate 10-storey building. Exterior walls will be queenston limestone, with a base course of black granite and red-brown granite to the top of the first storey. Davisville Station will be incorporated in the structure, with buses entering and leaving the base of the building on driveways. There will be a basement garage. Construction is expected to get underway in the spring of this year.

Certain departments presently lodged in the old Head Office building will be moved to the Hillcrest Administration Building (the old General Stores Building) prior to the complete vacation of the Yonge-Front location.

O.E.R.H.A. PROGRESS

The Second Annual Progress Report of the Ontario Electric Railway Historical Association, recently released, tells of accomplishments made during 1955. Most notable was the commencement of the "pole" type car barn, using wooden siding nailed to utility poles set in the ground. The hope is to have this barn completed by the end of 1956.

Also accomplished was a certain amount of brush-clearing and grading, and a complete three-coat refinishing of the exterior of car 1326, the double truck Toronto Railway specimen. Contributions toward the moving of Montreal & Southern Counties Ry. 107 to the museum have been coming in at a good rate, but considerably more funds are needed.

COMING EXCURSIONS

MARCH 18 -- London and Port Stanley Railway:
Buffalo Chapter, N.R.H.S. two car special train leaves St. Thomas (N.Y.C. Station) at 11:30 A.M., finishing at the same point at 6:00 P.M. Fare is $2.00.

MARCH 25 -- City of Detroit Department of Street Railways:
Michigan Railroad Club trip using P.C.C. cars (ossibly one in Mexico City paint job) leaving Highland Park Carhouse (Woodward Ave.) at 11:00 A.M., and ending at 3:00 P.M. Fare on car, 35 cents. This is a FAREWELL trip to the rail lines of Detroit.

End

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

APRIL 1956 NUMBER 123

The Society meets on the third Friday of every month in Room 486, Toronto Union Station. The next meeting will be held on April 20th (8:30 P.M.); the program will consist of a showing of colour slides of steam interest by Mr. Fred Sankoff.

FANTRIP ON T.T.C. INSTRUCTION CAR

The planned trip on one of the two recently converted rail grinder cars has been washed out by a reversed decision of the T.T.C. The Commission, although having granted provisional approval for the trip several months ago, when recently approached by the Society's representatives regarding the chartering of this car, ruled that service equipment was not available for charter purposes largely because of the lack of proper seating. The Society promptly requested a service car with seats, this being the original 1921 Peter Witt, vanguard of a fleet of 350, No. 2300, which since 1951 has been used exclusively as an operators' instruction car on the test track at Hillcrest Shops. This car has had some minor alterations made to its interior in respect to its present role, but the bulk of its original seating remains intact.

The trip on 2300 will be held on Sunday, April 22nd, starting at 9:00 A.M. from Front and Wellington Sts. It will be a four-hour excursion, covering essentially trackage in the west end, including the portion of Lake Shore Rd. to be replaced by the Queen St. Extension, and the C.N.R. level crossing on Davenport Rd. (This is the only remaining main line level crossing on the T.T.C. track system; a subway is to be built here later this year). Fare will be $1.50 per person. All members in or near to Toronto are urged to attend.

RDC CARS IN CANADA - CHRONOLOGICAL AND LOCATIONAL LISTINGS

A. CANADIAN PACIFIC RAILWAY - 30 CARS

Quantity	Type	Date Ordered	Date Delivered	Road Nos.
3	RDC-1	Sept. 1953	Oct. 1953	9050-9052
1	RDC-3	Sept. 1953	Oct. 1953	9020
1	RDC-1	Mar. 1954	Apr. 1954	9053
2	RDC-1	June 1954	July-Aug. 1954	9054, 9055
2	RDC-2	Dec. 1954	Mar. 1955	9100, 9101
2	RDC-3	Dec. 1954	Mar. 1955	9021, 9022
2	RDC-1	July 1955	Sept. 1955	9056, 9057
1	RDC-2	July 1955	Sept. 1955	9102
1	RDC-4	July 1955	Sept. 1955	9200
1	RDC-3	July 1955	Sept. 1955	9023
7	RDC-2	on order		9103-9109
1	RDC-3	on order		9024
2	RDC-4	on order		9201, 9202
4	RDC-1	on order		9058-9061

Car Nos.	Assignment
9050-9052*	Toronto - Detroit (2 cars) and Peterborough - London (1 car)
9053	Montreal - Mont Laurier
9054, 9055	Calgary - Edmonton
9056	Victoria - Courtenay (Esquimalt & Nanaimo Ry.)
9057	Montreal - Quebec (Budd demonstrator car no. 9560 currently leased and also in this service)
9100, 9101	Calgary - Lethbridge
9102	Saint John - Edmunston
9020	North Bay - Angliers
9021	Medicine Hat - Lethbridge
9022	Winnipeg - Riverton and Winnipeg Great Falls
9023	Montreal - Quebec
9200	Saint John - Edmunston

* - 9052 formerly Montreal - Mont Laurier

It will be noted above that four RDC-1's have been ordered in addition to the 10 cars of the other three types reported in the March issue. Of these latter four, two are to be assigned to the Dominion Atlantic Railway, to take over trains 95 and 98 between Halifax and Yarmouth.

B. CANADIAN NATIONAL RAILWAYS - 7 CARS

Quantity	Type	Date Ordered	Date Delivered	Road Nos.
1	RDC-3	Nov. 1953	Jan. 1954	D-100
1	RDC-1	June 1954	July 1954	D-200
1	RDC-4	June 1954	July 1954	D-150
1	RDC-2	Aug. 1954	Jan. 1955	D-250
1	RDC-1	Oct. 1954	Aug. 1955	D-201
1	RDC-4	Oct. 1954	Sept. 1955	D-151
1	RDC-3	Sept. 1955	Oct. 1955	D-101

Car Nos.	Assignment
D-200	Levis - Riviere du Loup
D-201	Quebec - Chicoutimi
D-250	Richmond - Lyster and Richmond - Sherbrooke
D-100	Fredericton - Newcastle
D-101	Calgary - Edmonton
D-150	Levis - Riviere du Loup
D-151	Quebec - Chicoutimi

For those unfamiliar with RDC terminology, an explanation of the type symbols is offered:

- The RDC-1 is the all coach car, with seats for 89 passengers.
- The RDC-2 adds a baggage compartment and has a passenger seating capacity of 70.
- The RDC-3 has a baggage compartment of the same size as in the RDC-2, but has in addition a mail section forward of the baggage compartment, and seating capacity reduced to 48.
- The RDC-4 has no passenger accommodation, being wholly a baggage and mail car; it is 74 feet in length, while the other three types are 85 feet long.

EQUIPMENT DATA SECTION

NO. 15 -- T.T.C. TP-10 and TP-11

Type: Double Truck Single End Flat Car Snow Plow with Side Wing and Scarifier
Length - Body: 42'-0"
- Over Plow: 51'-0"
Width Overall: 8'-4"
Height to Trolley Boards: 12'-1"
Weight: 70,700 lbs.
Length of cab: 18'-3"
Width of Plow (forward edge): 9'-5"
Width of side wing: 11'-6"
Total width of roadway reached by plow and side wing: 16'-5"

Builder: National Steel Car Co. and T T.C., 1945-46
Trucks: Baldwin 75-20K (from passenger cars 2128 and 2148)
Truck wheelbase: 6'-3"
Truck centres: 30'-0"
Wheels: 33"
Motors: West. 306, 65 H.P.
Gear Ratio: 69:15
Control: K35
7½ H.P. motor operates side wing and 5 H.P. motor operates scarifier.

These are probably the most modern street railway snow fighting units on the continent, and are the heaviest cars ever used in city service in Toronto. The bodies and cabs only were fabricated by the National Steel Car Co. at Hamilton, and trucks, controls, plow, wing, scarifier and all operating equipment were added at Hillcrest. The cars are ballasted with concrete and steel slugs in the centre sills to give additional weight. TP-10 was completed in February, 1946 and saw some service in the winter of 1945-46. TP-11 was completed in April, 1946, but did not see duty until the following winter. Each car has a special lengthy route to follow during each storm, and the two routes combined cover the bulk of the T.T.C. track system. TP-10 is based at Roncesvalles Carhouse and TP-11 at Danforth Carhouse.

MOTIVE POWER AND EQUIPMENT NOTES

- A third Canadian railway will soon be a user of Budd RDC cars. British Columbia's Pacific Great Eastern Railway has ordered seven cars (three RDC-1's and four RDC-3's) for autumn delivery. The units will operate as one and two car trains between North Vancouver and Prince George. The RDC-3's will be equipped with galleys for the preparation and serving of light meals.

- The Canadian Pacific Railway has altered the numbering and classification arrangement for the 20 Trainmaster locomotives now on order from Canadian Locomotive Company; the following information supersedes that given on page 4 of the February issue:

Class	Road Nos.	No. Units	Steam Gen.	Excitation System
DRS-24b	8901-8904	4	Two	Amplidyne
DRS-24c	8905-8910	6	None	Amplidyne
DRS-24d	8911-8920	10	None	Amplistat

The railway has also ordered fourteen 660 H.P. switchers from Montreal Locomotive Works, to be numbered 6548-6561; of these 6548-6559 will be class DS-6f, while the last two will be class DS-6g. The latter units, 6560 and 6561, will be equipped with MU control and are to be operated on the Gypsum line of the Dominion Atlantic Railway.

There are therefore on order for the C.P.R. a total of 88 locomotives, with deliveries expected as follows:

- 14 M.L.W. 660 H.P. switchers between March and July
- 44 M.L.W. 1600 H.P. road-switchers (Model DL-700) between March and August
- 10 C.L.C. 2400 H.P. road-switchers (Trainmasters) between June and August
- 10 C.L.C. 1600 H.P. road-switchers between August and October.

-- Roger Boisvert

C.N.R. delivery dates:

G.M.D. 1200 H.P. Road-switchers			G.M.D. 1750 H.P. Road-switchers		M.L.W. 1000 H.P. Switchers	
1595	Feb. 25	)	2006	Feb. 28	8058	Jan. 6
1596	Feb. 25	) MU	2007	Feb. 28	8059	Jan. 10
1597	Feb. 28	)	2008	Mar. 2	8060	Jan. 11
1575	Mar. 3		2009	Mar. 6		
1576	Mar. 6		2010	Mar. 8		
1577	Mar. 9		2011	Mar. 12		
1578	Mar. 21		2012	Mar. 13		
1579	Mar. 22		2013	Mar. 15		
1580	Mar. 26		2014	Mar. 20		
1581	Apr. 2		2015	Mar. 22		
			2016	Mar. 28		
			2017	Apr. 2		

- The ten locomotives transferred from the Grand Trunk Western to the Southern Ontario District of the C.N.R. with the arrival of the Illinois Central locomotives are nos. 6314, 6319, 6321, 6323, 6325, 6326, 6329, 6332, 6334 and 6335.
- The C.N.R. has borrowed Ontario Northland Ry. Confederation type 1102 and is using it between Minico and North Bay.
- C.N.R. engines scrapped - Feb. 8: 2448; Feb. 17: 2192, 2197, 2420; Feb. 24: 2591, 3724.
- C.N.R. engines sold to the Steel Company of Canada for scrap: Feb. 4: 2357, 2584; Feb. 12: 2651; Feb. 20: 5072.
- The C.N.R. is repainting the truck trailers used in the Montreal-Toronto-Windsor piggyback service with "PIGGYBACK" in large letters atop a silhouette of a flat car on rails. There is also the legend "This trailer travels by RAIL".
- C.P.R. Diesel "A" unit 4077, severely damaged in a wreck on the Kettle Valley last year, is being held pending a decision as to whether it will be repaired or scrapped.
- The C.P.R.'s original five Jubilees (3000-3004) are being retired to the "repair on demand" list; only two are left in service: No. 3000 at Toronto and 3004, which hauls Montreal-Quebec locals 550-551. The former practice of using 3004 to haul train 552 including Dayliners and an extra coach on Friday nights was abandoned with the leasing of the Budd demonstrator car No. 2960.
- It is reported that all of class T1a (5900-5919) will be scrapped this year.
- T.T.C. Small Witt 2792 has been retired from service and stands partially stripped in Hillcrest yard.

- The Niagara, St. Catharines and Toronto Railway has now repainted express motor 41 in C.N.R. green with black trim.
- Lake Erie and Northern 795, the last remaining wooden car on the L.E.& N. - G.R.R. system, was scrapped at Preston recently. Originally a combination passenger and express car, it had all seating accommodation removed in recent years and was used for express only.
- The Canada Gypsum Co. has received delivery of two 380 H.P. industrial diesels from the G.E. Erie plant, built in November, 1955. No. 1 has entered service at the dock at Wright's Cove, N.S., while No. 2 is working the quarry at Milford, N.S.
- New York Central Mohawk types 3129 and 3131 were observed dead in a way freight at Smithville, Ont. on April 6th, presumably bound for the Steel Company of Canada for scrapping.
- More second hand American steam locomotives have gone "down east": The Sydney and Louisburg Railway has purchased Pittsburgh and Lake Erie Railroad 0-8-0's 8011, 8029 and 8040, which have become Nos. 90-92 on the S.& L. These engines were observed passing through Toronto (dead) on February 25th, and were through Truro, N.S. on March 4th.

Chicago and Illinois Midland 0-8-0's 541 and 547 passed through Toronto on March 2nd; 541 was delivered to the Cumberland Railway and Coal Co. at Springhill, N.S., while 547 went on to the Old Sydney Collieries at Sydney Mines, N.S. where it has become O.S.C. 35. The latter locomotive was observed through Truro on March 21st.

-- Nova Scotia notes from George Parks, Truro

MISCELLANY

- The April issue of Canadian Photonews magazine contains an article on the railroad photography hobby, with 10 illustrations, several of which are by U.C.R.S. member Fred Sankoff.

- The C.N.R. will inaugurate new fast mail trains between Montreal and Toronto on April 28th. These trains will be nos. 31 and 32, and they will have a six hour schedule between the two cities with no stops other than at Belleville and Brockville to change engine crews.

- The C.N.R. will withdraw mixed trains 321 and 322 between Bancroft and Maynooth with the timetable change on April 26th. Removed at the same time will be mixed trains 311 and 312 between Ormsby Jct. and Coe Hill.

- It is reported that the C N.R. has received permission to abandon the freight-only line between Galt and Kitchener, and that trackage will be dismantled this spring. Of late, the line has seen only one train per week. The City of Galt is believed to be interested in acquiring the site where the Galt roundhouse once stood for an extension to the park.

- One block of the open cut on the Yonge subway is being roofed over, this being the section from Pleasant Blvd. to Rosehill Ave. A deck is being laid on steel beam supports to provide an enlargement of the Pleasant Blvd. park-ride lot.

REPORT ON TRIP TO WESTERN PROPERTIES, 1927 - III

Edmonton

Population - 65,000 Miles of track - 56

Cars The company operates 50 one man cars, although 73 cars are owned in all. The cars are in an excellent condition, and present a neat and attractive appearance, especially those recently rehabilitated. As each car goes through the shops it is being painted the T.T.C. red. All cars have a smoking compartment in the rear.

The cars are all double truck. The problem this company faces will be appreciated when it is pointed out that the area of Edmonton is 40 square miles. Consequently, cars are operating through sparsely settled territories at a great many points on the routes.

Shops This company has within the past few years built new shops, and have gradually added new shop equipment. Although the shops are not as large as in Winnipeg or in B.C., they are laid out in such a way as to reduce to a minimum the cost of maintenance. They present an extremely neat and orderly appearance, and the sequence of work, as is possible by the layout, is one of the things particularly marked on this property (and which is lacking in the majority of those in the West. Steel wheels are used, and considerable building up of the wheels is done. After they reach a certain stage, steel tires are pressed on and virtually new wheels are available. The cars are equipped with G.E. 80 and West. 101 motors. Natural gas is used wherever possible in the shops.

General The city owns the power system as well as the street railway, and due to the extremely low price of coal ($2 per ton f.o.b. steam plant), power is cheap. The plant develops 12,000 KW., and the street railway is charged 1¢ per KW., no service charge.

The company has had nearly a 100% increase in business during the past year. The track is in poor condition, due in a number of places to settlement brought about by coal mining operations underneath. There is a peculiar operating condition in regard to joint use of tracks with a steam road over a bridge crossing the Saskatchewan River.

There is a rather difficult labour condition in regard to seniority. Shopmen, trackmen and trainmen are on the same seniority board, an arrangement far from satisfactory. The company has had considerable trouble recently with split tickets.

About 30% is centre pole construction. In some cases on 82 foot streets no centre poles are used, and in spite of this large spread there has been no trouble, as seldom, if ever, is there any sleet condition.

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

MAY 1956 NUMBER 124

The Society meets on the third Friday of every month - meetings from September to May, are held in Room 486, Toronto Union Station at 8:30 P.M. The next meeting will be held in this location on May 18th; the program for this meeting will consist of a talk on the subject of the Kingston, Portsmouth and Cataraqui Railway, a street railway little known to most members.

M.& S.C. 107 TO BE SHIPPED DURING THIS MONTH

Montreal and Southern Counties Railway wood combine 107, which has become the third unit in the collection of the Ontario Electric Railway Historical Association, will be shipped via Canadian National Railways from Montreal to Rockwood, Ont. during the week of May 20th. It is expected that the car will be at Rockwood Station over the night of May 25-26, and early on the 26th, it will be taken via flatbed motor truck from the station to the museum site in Nassagaweya Township.

EXCURSION OF APRIL 22ND

Approximately 30 members of the Society participated in a successful fantrip on T.T.C. Instruction car 2300 as a circuit of west end trackage was made between 9 A.M. and 1 P.M. on Sunday, April 22nd. Unfortunately, the weather could not be described as having been better than "cloudy-bright", but the Society's die-hard photographers went to work nevertheless.

A stop of some length was made on the old Long Branch Route loop at Queen and Roncesvalles, which now forms a good layover point for fantrips because of the absence of regular service on it. Observed nearby was the extensive program of track realignment being carried out at the front of Roncesvalles Carhouse in respect of the widening and straightening of Queen Street; Sunnyside Loop has already completely disappeared.

The trip ended at St. Clair Carhouse, where the car had been taken for washing prior to the trip, as washing facilities are not available at Hillcrest, where the car is normally based. An exotic touch was given to this trip by the placing of a roll sign from a Detroit Peter Witt in the front sign box of 2300, causing some Toronto citizens to wonder when and how route names such as WOODWARD, GRAND RIVER and CHARLEVOIX had suddenly appeared in this city. The "piece de resistance", however, was achieved when, with the aid of the Detroit sign, 2300 was rolling along Toronto streets displaying "CITY HALL - HAMILTON".

LOCOMOTIVES OF THE QUEBEC, NORTH SHORE & LABRADOR RY.

A. STEAM LOCOMOTIVES

Numbers	Cyls.	B.P.	Drivers	Wt. without Tender	H.R.	Built	Notes
			4-6-0 (Ten Wheeler) Type				
1112	20x24	180	57	154,000	25%	Montreal 1912	A
			4-6-2 (Pacific) Type				
702	25x28	200	69	250,500	36%	Can. Loco. 1921	B

B. DIESEL LOCOMOTIVES

Numbers	Type	H.P.	Builder	Delivered	Notes
90	65 Ton	550	G.E.	Nov., 1950	C
91, 92	70 Ton	660	G.E.	Oct., 1951, Feb., 1952	
100-101	GP-7	1500	G.M.D.	July, 1951	D
102-103	RS-3	1600	M.L.W.	July, 1951	
104-111	GP-7	1500	G.M.D.	March-June, 1952	E
112-123	GP-7	1500	G.M.D.	April-June, 1952	
124-133	GP-9	1750	G.M.D.	May - July, 1954	
134-149	GP-9	1750	G.M.D.	April-June, 1955	
150-169	GP-9	1750	G.M.D.	(Expected mid-1956)	

Notes

A - From Canadian National Railways 1112, November 1952; originally Canadian Northern Railway same number. Was converted to oil burning before shipment to Q.N.S.& L.

B - From Ontario Northland Railway (originally Temiskaming & Northern Ontario Railway) 702, March, 1953; previously T & N.O. 759, originally 159.

C - Resold to U.S.A., 1954.

D - Were converted to GP-9 types in 1955.

E - Being converted to GP-9 types in 1956.

MAXIMUM PERMISSABLE SPEEDS OF DIESEL LOCOMOTIVES:

90 - 30 M.P.H.
91-92 - 55 M.P.H.
100-169 - 65 M.P.H.

Steam locomotives are used for the hauling of work trains and for thawing ore piles.

OTTAWA CARLINE CUTBACK

The Ottawa Transportation Commission shortened the S - Holland - Laurier route to loop at Holland Junction effective April 22nd. The open track in the grounds of the Experimental Farm stood in the way of a pavement widening program on adjacent Carling Ave., and rather than relay the track on the lightly used outer end of this car line, the O.T.C. cut the route back to the nearest existing turnback point.

EQUIPMENT NOTES

- The Canadian Pacific Railway has earmarked locomotives 2300-2303 (class G3a), 2304-2309 (G3b) and 5300-5309 (P2a) for retirement during 1956.
- The two RDC-4 cars on order for the C.P R. from the Budd Company will be numbered 9250 and 9251 rather than 9201 and 9202, due probably to the fact that these units will have only one compartment instead of two, as is the case with 9200. The demonstrator car 2960 was returned to the Budd Company during March. Car 9053 was retired from the Montreal - Mont Laurier service at the end of April and was included in Train 352 (Montreal - Quebec City) on April 29th. Jubilee 3003 reappeared on Trains 352-349 after the disappearance of the demonstrator RDC for six weekends of three round trips each usually hauling RDC's 9023 and 9057 and an extra coach. During this period this locomotive also relieved 2927 on trains 213-214 (Montreal - Sutton) from Monday afternoon to Friday evening.
- C.P.R. Pacific 2205 and Mikado 5420 were the locomotives involved in the wreck at Galt, Ont. on May 2nd. Both engines were cut to pieces on the spot for shipment to Angus as scrap.
- The C N.R. is ordering 160-odd diesels. Toronto-Montreal passenger service will be dieselized next spring.
- T.T.C. Large Witt 2390 was involved in a rear-end collision at Danforth and Rhodes Aves. on April 24th in which the front vestibule suffered considerable damage. It is felt that this will mean the end of service for this car, as the 2300's generally are receiving very little maintenance at the present time.
- Member Harold Fawcett, recently of Toronto but now in Vancouver, reports that the B.C.E.R. PCC's remain in storage at the company shops, although they are now owned by a brokerage firm.
- It is reported that many of the 1900 series one man cars of the Montreal Transportation Commission have been condemned because of an unusual degree of corrosion; the vestibule of one of these cars recently collapsed while the car was in service. Ex-Springfield car 2077 was rammed by a 20-ton truck at Sherbrooke and Atwater on May 4th, and was cut to pieces on the spot.
- Deliveries of the T.T.C.'s 54 new non-driving motor cars for the Yonge Subway will commence in June.
- Toronto Hamilton and Buffalo no. 40, the last 0-6-0 on the railway is now working a regular shift.

-- Quebec items from Roger Boisvert

PASSENGER SERVICE CHANGES

In addition to the passenger services noted in the April issue, the following trains have been discontinued, ending all passenger service on their respective lines:

C.P.R: - Trains 439, 470, 471 and 473 between Ste. Therese and St. Lin, Que. (still operate in Montreal - Ste. Therese suburban service)(-this ends passenger service between St. Lin and St. Lin Junction.
- Trains 251-254 (mixed) Sutton to Drummondville, and 255 and 260 Foster to Waterloo, Quebec (this ends passenger service on the Drummondville - Enlaugra line).

C.N.R: - Trains 188 and 189 (mixed) Danville Jct. to Lewiston, Maine.
- Train 208 (mixed) and 205 and 206 (pass.) Montreal to Rawdon, Que.
- Trains 343 and 344 (mixed) London to Clinton, Ont.
- Trains 21 and 22 (passenger) Winnipeg to Gypsumville, Man.
- All passenger service on Pontiac - Richmond; Pontiac - Caseville and Durand - Greenville branches (G.T.W. in Michigan).

- - - - -

- The C.P.R. Laurentian mountain services have been revised - they are now being handled by 1200 series engines but will be replaced by Dayliners when the units on order are received. Engine 3004 will also give up its Montreal - Quebec run to Budd cars early in the summer.
- The annulment of one of the C.P.R.'s oldest trains (17-18) has resulted in two of the slowest trains in thirty years having been established between Montreal and Ottawa. They are extensions of former Montreal - Rigaud trains 523 and 518 and require 3:35 for the trip, including 14 stops and 21 flags. (523 LV Montreal 10:30 P.M., ARR Ottawa 2:05 A.M.; 518 LV Ottawa 4:40 A.M., ARR Montreal 8:15 A.M.) The numbers 17 and 18 have been retained for tri-weekly overnight locals between Sudbury and Fort William, to be operated by Dayliners when received. Other replacement trains are 53-54, Fort William - Winnipeg (tri-weekly); 57-58 Winnipeg - Moose Jaw (daily); 59 - 60 Moose Jaw - Calgary (tri-weekly). Nos. 7 and 8 function as locals Field - Kamloops; no locals are provided Chalk River - Mattawa, North Bay - Sudbury and Kamloops - Odlum.
- The C.N.R. has also discontinued Trains 9 and 10 between Halifax and Truro except Sundays and has added a suburban run (386-387) between Halifax and Elmsdale, N.S.

SPADINA EXPRESSWAY RAPID TRANSIT LINE PROPOSED

The Metropolitan Toronto Planning Board is one non-transit planning body which appears to be definitely sold on rail rapid transit. The support being given by this board and by the Municipality of Metropolitan Toronto to the projected Bloor line is already well known.

However, during the past month, the M.T.P.B. made public its proposal for a north-west rapid transit line in the central mall of the Spadina Expressway, which roadway has been on the planning agenda for some time. The line would form a northerly continuation of the University Ave. leg of the Bloor line, passing under Avenue Rd. and northwesterly through the Nordheimer Ravine to meet the expressway in the vicinity of the present Spadina Road bridge. From here the tracks would be on the central reservation following the roadway through the present Cedarvale ravine (north east of Vaughan Rd.) Beechmount St. and Wilson Heights Blvd. to a point just north of Wilson Avenue.

The suggestion was made, moreover, that the rail line right-of-way could possibly be constructed ahead of the adjacent roadway(d then the latter might not prove necessary at all -Ed.). The Congress St. development in Chicago was mentioned in the release, and it was intimated that the general design of the Spadina project would be similar.

In the meantime, a detailed report on the Bloor line is expected to be rel ased by the Board in a matter of days, and this may well precede the discussion of ways and means to finance the giant project, and lead to the commencement of actual construction in 1958.

CANADA SOUTHERN MOTIVE POWER NOTES

The former Chesapeake & Ohio "Canadian" diesels purchased by the New York Central are numbered 5818-5827. They are now in operation on the Canada Southern still in their Chesapeake & Ohio colours, although they have been relettered.

The following steam locomotives were sold for scrap in July 1955: Consolidation 1196, Mikados 2007, 2013, 2043, 2046 and 2050, Six-coupled Switchers 6993, 6995 and 6997. The latter engines were the last 0-6-0's on the Canada Southern.

On March 2nd, 1956, the following engines were sold for scrap: Mikados 2016, 2017, 2018, 2022, 2030, 2032, 2034, 2042, 2049, 2053, 2058 and Eight-coupled Switcher 7553.

Engine 2003, the last N.Y.C. Mikado in Canada, was retained to supply steam heat to the Montrose roundhouse at Niagara Falls, but is to be disposed of with the advent of warm weather.

Steam power remaining on the Canada Southern consists of the following:

Class F82	4-6-0	1290, 1291
Class G6	2-8-0	1130, 1131, 1132, 1142, 1194, 1197, 1198, 1199.
Class U2	0-8-0	7504, 7505, 7506, 7507, 7508, 7511, 7522, 7539, 7550, 7551, 7552.

--Andrew Merrilees

ABITIBI POWER & PAPER CO.

Mogul no. 30 has been transferred from the company's industrial railway at Iroquois Falls, Ont. (see Newsletter 108, page 6) to another company-owned line at Pine Falls, Man. Diesel switcher no. 80 is still in use at Iroquois Falls; Shay no. 70 is also there as a spare.

M.& S.C. ABANDONMENT DATE SET

After pleasant ruminations on future electric railway facilities in the article on page 4, the reader must now be brought back to harsh reality with the news of the final date of abandonment of the Montreal and Southern Counties Railway. The last day of service will be Saturday, June 2nd for those operations remaining (St. Lambert - Montreal South, St. Lambert - Mackayville and St. Lambert - Marieville). A fantrip will be operated by the Canadian Railroad Historical Association, using car 104 and others if required.

The trip is scheduled to leave St. Lambert shortly after noon upon arrival of the connecting C.N.R. shuttle train from Central Station, Montreal. It will be over by 6:00 P.M., Daylight Time.

Reservations should be made as soon as possible. Fare - $2.50 per person, before May 26th. After May 26th, the fare will be $3.00 per person.

The Association will also operate a trolley trip over lines of the Montreal Transportation Commission early on Sunday afternoon, June 3rd. Fare will be $1.00 additional.

For reservations, write Mr. J. Marjoribanks, Chairman, Trip Committee, Canadian Railroad Historical Association Inc., Box 22, Station "B", Montreal, Canada.

(end)

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

JUNE 1956 NUMBER 125

The first of three summer meetings of the Society will consist of an excursion by automobile to the Ontario Electric Railway Historical Association's museum near Rockwood, Ontario. This will afford members who have yet to visit the site the opportunity to do so. O.E.R.H.A. members will point out what has been accomplished and will explain the further plans of the group for working towards the creation of an operating traction museum.

Those who can offer cars for the use of the Society for this night are requested to contact Program Committee Chairman Harvey Naylor as soon as possible; other members are also urged to contact him so that an approximate idea may be gleaned of the members who intend to make the trip.

This excursion-meeting will take place on Friday, June 15th; cars will leave FRONT and YONGE STS. at 6:30 P.M.

- - - - -

The imminent departure of Publications Committee Chairman William Bailey from Toronto has necessitated a few changes in the operation of the Society, as decided at a Directors' Meeting held on May 11th. John Knowles will again take over the post of Bulletin Editor, while the Editor of this publication assumes the post of Publications Chairman. Mr. Bailey's position on the Directorate of the Society was filled by the appointment of George Meek to complete the term.

While wishing Mr. Bailey the best of success in his new endeavours, the Society nevertheless greatly regrets having to lose his services - he made a real contribution over the past seven years to the Society's publications, and for three years as President of the organization.

Enclosures - Mailed with this issue are copies of Bulletin 44, featuring T.T.C. cars 409-416 and a folder issued by the Cayuga Steamship Co. of Toronto.

C.N.R. TESTS FOREIGN BUILT LOCOMOTIVE

A German locomotive builder, MAK, has loaned the Canadian National Railways a 750 H.P. diesel switcher for demonstration use. The locomotive arrived from Germany on April 23, 1956 and is now working in Pointe St. Charles Yard.

Wheel arrangement of this locomotive is B + B, with a 49 inch wheel diameter; wheels are coupled by siderods. A steeple cab arrangement is used.

Although the locomotive is rated at 750 H.P. for traction, the engine (also built by MAK) is an 850 H.P. supercharged eight-cylinder inline model, driving a Voith fluid-drive transmission through a two speed gearbox. Speed ranges are 0 to 32 M.P.H. for heavy hauling at low speeds, and 0 to 50 M.P.H. for faster lighter duty. In the low speed range, maximum starting tractive effort is in the neighbourhood of 40,000 lbs.

It is reported that this locomotive operated as a demonstrator in Cuba, then was returned to the builder to be fitted for Canadian service. It currently bears the standard C.N.R. green and gold colours and the number 1000.

O.E.R.H.A. NOW HAS THIRD CAR

As previously noted in the Newsletter, Montreal and Southern Counties Railway wood combine 107 has been acquired by the Ontario Electric Railway Historical Association for its museum collection. It was loaded and shipped from Montreal on May 17th, arriving at Rockwood Station on May 22nd. Two members spent several house on Friday, May 25th dismantling the elaborate bracing which secured the electric car to the carrying flat car. Actual transshipping operations began at 7:30 A.M. the following morning, with eleven O.E.R.H.A. members and friends assisting the haulage contractor. The car was transshipped, moved and unloaded in a surprisingly short time, the whole operation being completed by 11:20 A.M. the same morning.

In addition to car 107 itself and certain spare parts and supplies for it, enough rattan seats were obtained to equip no. 55 (the S.T. former Toronto Civic Rys. car) as a passenger car. Car 107 was received in excellent condition, and required only a thorough cleaning and the replacement of a small amount of broken window glass.

Members who are interested in helping with the work at Rockwood will be very welcome and will spend an interesting day whenever they come out. Work sessions are held every Sunday, and transportation will be arranged by any of the museum directors.

MOTIVE POWER NOTES

- The recent large order for diesel power placed by the C.N.R., mentioned very briefly last month, is for the following locomotives (240 units, 163 for Canadian lines and 77 for U.S. lines):

NO. & TYPE	BUILDER	LINES
33 1000 H.P. SW	M.L.W.	C.N.
19 1000 H.P. RS	M.L.W.	C.N.
28 1600 H.P. RS	M.L.W.	C.N.
8 900 H.P. SW	E.M.D.	G.T.W.
10 1000 H.P. SW	Alco	G.T.W.
2 1200 H.P. SW	E.M.D.	G.T.W.
✱16 1750 H.P. RS	E.M.D.	G.T.W.
8 1750 H.P. RS	E.M.D.	G.T.W.
15 1800 H.P. RS	Alco	D.W.& P.
3 1200 H.P. SW	G.M.D.	C.N.
21 1200 H.P. RS	G.M.D.	C.N.
43 1750 H.P. RS	G.M.D.	C.N.
✱ 9 1750 H.P. RPA	G.M.D.	C.N.
✱ 7 1750 H.P. RPB	G.M.D.	C.N.
✱ 5 1750 H.P. RS	E.M.D.	C.V.
11 1750 H.P. RS	E.M.D.	C.V.
✱ 2 1750 H.P. RS	E.M.D.	G.T. (New England)

✱ - Indicates these groups will have steam generators.
SW - Switcher RS - Road Switcher RPA and RPB - Road Passenger "A" and "B" units.

- The following C.N.R. locomotives have been scrapped: March 2nd: 2623, March 7th: 3495, March 9th: 3428, 3707, 3721, March 14th: 2520, 7457, March 29th: 2546, 3415, 7506. Also, Santa Fe type 4200 was sold for scrap to the Loudee Steel Co. of Ville St. Pierre, Quebec.
- All Grand Trunk Western locomotive borrowed by the C.N.R. during the recent motive power shortage were returned by the end of April; similarly, the Illinois Central locomotives were returned by the G.T.W. to their home road. Ontario Northland Ry. 1102 was returned by the C.N.R. to the O.N.R. during the first week of May.

- C.N.R. diesel deliveries:

G.M.D. 1750 H.P. ROAD-SWITCHERS		G.M.D. 1200 H.P. ROAD-SWITCHERS	
2018	April 4	1582	April 4
2019	April 10	1583	April 9
2020	April 11	1584	April 13
2021	April 11	1585	April 17
2022	April 13	1586	April 19
2023	April 17	1587	April 20
2024	May 10	1588	April 24
		1589	April 27
		1590	May 4
		1591	May 10

- Further information in support of "Canada Southern Motive Power Notes" in the last issue follows herewith:

- The ten road switchers purchased by the New York Central from the Chesapeake and Ohio were C.& O. 5720-5729. They were built in March and April of 1951 and were transferred to the N.Y.C. between December 15th and 19th, 1955.

- Consolidation 1197, shown as still in service on the list in last month's issue, was actually scrapped during the fall of 1955; 0-8-0 7550 is presently white lined and awaiting scrapping.

ASSIGNMENT OF REMAINING N.Y.C. STEAM POWER IN CANADA

1130 - Victoria	1290 - St. Clair Branch	7508 - Victoria
1131 - Victoria	1291 - St. Clair Branch	7511 - Montrose
1152 - Windsor	2003 - Montrose	7522 - St. Thomas
1142 - Victoria	7504 - St. Thomas	7539 - Windsor
1194 - Windsor	7505 - Montrose	7551 - Windsor
1198 - St. Thomas	7506 - Montrose	7552 - Montrose
1199 - Victoria	7507 - Victoria	

The twenty steam locomotives listed above and the ten ex-C.& O. diesels comprise the total fleet of N Y.C. "Canadian" locomotives. All other locomotives appearing on the Canada Southern Division are "American", operating on through trains.

-- A.A. Merrilees

T.T.C. DEMOLISHES SUBWAY STATION

A sight which has shocked a good many Torontonians recently has been presented at the south-east corner of Chaplin Cres. and Yonge St., where the above-ground portion of Davisville Subway Station is being torn down to clear the way for construction of the new T.T.C. Head Office building. The station building, new only two years ago, has been demolished by the "skull-cracker" method, i.e., the dropping of a heavy steel ball from a considerable height. No effort has been made to salvage any of the bricks, glass tiles or steelwork used in the structure. As may well be imagined, this work has brought forth unfavourable press comment.

A temporary replacement structure has been constructed over the southbound station platform, involving a flight of stairs and a small building housing turnstiles, cashiers' wicket and even the news agency, and which is attached to the Chaplin Crescent bridge. Paper transfers are now necessary for subway-bus (and vice versa) transferring as buses now load on the bridge, their loading platforms having been demolished along with the station.

OTHER T.T.C. NOTES -- Another fare increase is in the offing, having been approved by Metropolitan Council to go into effect on July 1st. Central Zone fares will jump to 15 cents cash or four tickets for 50 cents, while first zone of travel suburban fares will be 10 cents cash instead of four tickets for 30 cents as heretofore. No change is expected in the five cent fare presently in effect for second, third and fourth zones of travel.

- Several additional safety zones are being constructed by the Metropolitan authority on the Danforth Ave. portion of the Bloor carline. These are double length zones, necessary because of the two car M.U. operation on this route.

ELECTRIC RAILWAY NOTES

- Vancouver city council recently approved the British Columbia Electric Railway's application to abandon its Marpole - New Westminster interurban passenger service. Approval of the Board of Transport Commissioners is also required.

- Niagara, St. Catharines and Toronto Ry. express car 40 has been sent to the London reclamation yard for scrapping. It was observed passing through Hamilton aboard a railway flat car on May 10th.

MONTREAL AND SOUTHERN COUNTIES RAILWAY

June 2nd was the day that the Montreal and Southern Counties Ry.'s electric passenger service was scheduled to end. To mark the occasion, the Canadian Railroad Historical Association operated an excursion with cars 102 and 104. The train travelled down to Marieville and St. Angele, and later covered the Montreal South line. Enthusiasts were treated to the opportunity of photographing a meet of the special with C.N.R. train 705, hauled by diesel 1628, at Richelieu. Interurban passenger trailers 204 and 209 were seen in storage at Fort Chambly, while express trailers 503 and 506 were abandoned at the very end of the St. Angele branch. Cars 5, 6, 8, 200 and 301 had been observed previously standing in the C.N.R. Pointe St. Charles yard.

Car 104 was used on the trip because the C.R.H.A. intends to preserve it. Other cars slated for preservation are 504 and 610 (both to Kennebunkport) and 9 (to Branford).

At the St. Lambert shops car cleaning and maintenance continued as usual, for Chambly Transport, which is to operate the successor bus services, is not in the position to take over as yet. A visit to the company's garage revealed that there were no new buses on hand, and that the 30 vehicles already owned by the company are sadly in need of paint and bodywork. The existing fleet consists mainly of Brills and Prevosts built between 1948 and 1953. These buses are in very poor condition compared to similar vehicles of other operators. It is reported that Canadian Car has completed an order of buses for the service, but has withheld delivery because of the Transport Company's financial condition.

Consequently the Montreal and Southern Counties is continuing to operate on a day-to-day basis, its equipment still in presentable condition. The railway is apparently required to give thirty days notice before abandoning operations when the substitute bus service commences.

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

JULY 1956 NUMBER 126

The July meeting of the Society, in keeping with the policy of holding outdoor meetings during the summer months, will be held at the Bathurst St. Bridge (immediately south of Front St.), a spot that is almost always alive with switching movements as well as the passage of main line trains on both railways. This meeting will commence at 7.30 P.M. on Friday, July 20th. It is hoped that this meeting will be considerably better attended than was the June meeting which was the victim of poor weather plus the fact that the local post office took ONE WEEK to deliver some copies of the Newsletter to members within the city. (A grand total of four members finally made the trip to the O.E.R.H.A. trolley museum.)

N.S.& T. EXCURSION--The Akron Railroad Club will operate a fantrip on the Niagara St.Catharines & Toronto Railway on Sunday, July 29th. A 620-series car will be used in the morning leaving St.Catharines at 9.00 A.M. (D.S.T.), while car 83 will be used in the afternoon, finishing at St.Catharines at 4.15 P.M. Port Colborne, Port Weller and Walker's Quarry will be included. Fare will be $3.00 in advance, $3.50 on the car. Tickets may be obtained from Gary Dillon, 144 Roswell St., Akron 5, Ohio.

MOTIVE POWER NOTES

--- The biggest news in this department in quite some time is the major renumbering scheme for locomotives that is being instituted by the Canadian National Railways. This is outlined in full detail beginning on Page 2 of this issue, showing the old and new numbers of steam locomotives affected by the program, and also a complete diesel roster (including those units on order), in which all renumberings are indicated.

---The New York Central has retired 4-6-0 1291 from its service on the St.Clair branch. No. 1290, the last active N.Y.C. ten-wheeler in Canada, holds down the regular spot on this branch at the present time.

---The E.B.Eddy Co. of Hull, Quebec, has recently offered for sale an 0-4-0T saddle tank locomotive built by Montreal in 1926. The asking price is $2000.00.

---The Quebec North Shore & Labrador Railway has now taken delivery of all of its latest order of GP-9's from G.M.D. (Nos. 150-169). 169 was seen passing through Toronto on June 16th. It is reported that some of the older GP-7's have been returned to G.M.D. for conversion to G.P.9's.

---Continued on Page 5

Enclosed with this issue is a copy of Bulletin 44 which, although scheduled for mailing last month, had to be left out of most of the mailing at the last moment.

C.N.R. STEAM LOCOMOTIVE RENUMBERINGS, JUNE 1, 1956.

A. "Immediate"

Old (To June 1)	New (After June 1)	Class	Type
1223	1520	H-4-a	4-6-0
2200	2195	M-5-d	2-8-0
7200, 7225, 7228, 7229	7305-7308	0-9-a	0-6-0
8201, 8204, 8205	8430-8432	P-4-a	0-8-0

B. "When advised by chief of Motive Power & Car Equipment".

1111,1117, 1119, 1121, 1123, 1125, 1129, 1131, 1133, 1135, 1138-1140, 1145, 1147, 1150, 1152, 1157, 1158	1498-1516	G-16-a	4-6-0
1162-1164	1517-1519	G-17-a	4-6-0
1274	1521	H-6-b	4-6-0
1278, 1284, 1294, 1303, 1307, 1311, 1314, 1315, 1321, 1322	1522-1531	H-6-c	4-6-0
1324, 1325, 1327, 1328, 1330, 1332-1340	1532-1545	H-6-d	4-6-0
1347-1351	1546-1550	H-6-f	4-6-0
1354, 1355, 1357, 1359, 1360, 1362, 1364, 1365, 1367, 1370-1384, 1387, 1389-1393, 1395-1397, 1401, 1402, 1404-1406, 1408, 1409	1551-1589	H-6-g	4-6-0
1427, 1429, 1433 1438, 1439, 1444, 1446-1448, 1451	1590-1599	H-10-a	4-6-0
1981-1984	2196-2199	M-8-a	2-8-0
3523	3522	S-1-h	2-8-2
3198, 3199	3523, 3524	S-1-j	2-8-2
3702-3706, 3708-3712, 3714-3717, 3719, 3720, 3722, 3726-3739	4045-4075	S-3-a	2-8-2
3740-3742, 3744-3747	4076-4082	S-3-b	2-8-2
3748, 3750-3757	4083-4091	S-3-c	2-8-2
3800	4092	S-4-a	2-8-2
3801-3805	4093-4097	S-4-b	2-8-2
7250, 7253	7300, 7301	0-10-a	0-6-0

Old (To June 1)	New (After June 1)	Class	Type
7234, 7238-7240, 7242-7245	7309-7316	0-9-a	0-6-0
7311	7318	0-15-c	0-6-0
8206-8209	8433-8436	P-4-a	0-8-0
8210-8213	8437-8440	P-4-b	0-8-0
8215, 8216, 8218-8221	8441-8446	P-4-c	0-8-0
8222, 8226	8447, 8448	P-4-d	0-8-0

C.N.R. DIESEL LOCOMOTIVE ROSTER, JUNE 1, 1956, SHOWING RENUMBERINGS.

Original Nos.	Old Nos. (To June 1)	New Nos. (AfterJunel)	No. in Group	Class	Bldr.	H.P.
7751, 7752 then 7550, 7551	1500, 1501	1,2	2	ER-4a	GE	380
----	(on order)	3-5	3	ER-4b	CGE	400
7818, 7819, 7802-7817 then 7800-7817	1526-1543	26-45	18	ER-6a	GE	600
7730	73	----	1	LS-5a	Brill	500
----	74	----	1	ES-5a	GE	500
7700	77	----	1	LS-4a	WH	380
7800, 7801	78,79	----	2	GS-6a	EMD	600
----	775-777(Nfld.)---		3	ES-4a	GE	380
----	(on order)	800-805 (Nfld.)	6	GR-9b	GMD	875
----	900-902(Nfld.)---		3	GR-12a	GMD	1200
----	903-908(Nfld.)---		6	GR-12b	GMD	1200
----	(on order)	909-934 (Nfld.)	26	GR-12g	GMD	1200
7670-7674	1570-1574	1100-1104	5	GR-9a	GMD	875
----	1505-1508	1200-1203	4	GR-12c	EMD	1200
----	1575-1592	1204-1221	18	GR-12d	GMD	1200
----	1593-1597	1222-1226	5	GR-12e	GMD	1200
----	2300,2301 (rest on order)	1227-1247	21	GR-12f	GMD	1200
----	(on order)	1248-1268	21	GR-12h	GMD	1200
----	(on order)	1269-1270	2	GR-12j	EMD	1200
7600-7614	1600-1614	----	15	CR-12a	CLC	1200
7615-7617	1615-1617	----	3	CRG-12b	CLC	1200
7618-7621	1618-1621	----	4	CR-12c	CLC	1200
7622-7629	1622-1629 v	----	8	CR-12d	CLC	1200
----	1630-1639	----	10	CR-12e	CLC	1200
----	1640-1659	----	20	CR-12f	CLC	1200
----	1544-1548	1700-1704	5	MR-10a	MLW	1000
----	1549-1554	1705-1710	6	MR-10b	MLW	1000
----	(on order)	1711-1729	19	MR-10c	MLW	1000
----	1841-1858	2200-2217	18	CR-16a	CLC	1600
----	3000	2900	1	CRG-24a	CLC	2400
7830-7847	1800-1817	3000-3017	18	MR-16a	MLW	1600

----	1818-1840	3018-3040	23	MR-16b	MLW	1600
----	1861, 1862	3041, 3042	2	MR-16d	Alco	1600
----	1863-1869	3043-3049	7	MR-16e	MLW	1600
----	1870-1877	3050-3057	8	MR-16f	MLW	1600
----	1878-1880	3058-3060	3	MR-16g	MLW	1600
----	1881-1885	3061-3065	5	MR-16h	MLW	1600
----	(On order) (57,500 lb.)	3066-3073	8	MR-16j	MLW	1600
----	(on order) (62,000 lb.)	3074-3093	20	MR-16k	MLW	1600
----	(on order)	3600-3614	15	MR-18a	Alco	1800
----	1859, 1860	3900, 3901	2	MRG-16c	Alco	1600
7555-7578	1700-1723	4350-4373	24	GR-15a	GMD	1500
----	1724-1750	4400-4426	27	GR-17a	GMD	1750
----	1751-1765	4427-4441	15	GR-17b	EMD	1750
----	1768-1776	4442-4450	9	GR-17d	EMD	1750
----	2000-2024 (rcst on order)	4451-4495	45	GR-17f	GMD	1750
----	(on order) (57,500 lb.)	4496-4501	6	GR-17g	GMD	1750
----	(on order) (62,000 lb.)	4502-4538	37	GR-17h	GMD	1750
----	(on order)	4539-4559	21	GR-17j	EMD	1750
----	1766, 1767	4900, 4901	2	GRG-17c	EMD	1750
----	1777, 1781	4902-4906	5	GRG-17e	EMD	1750
----	(on order)	4907-4927	21	GRG-17k	EMD	1750
----	6500-6512	----	13	GPA-17a	GMD	1750
----	6513	----	1	GPA-17b	GMD	1750
----	(on order)	6514-6522	9	GPA-17c	GMD	1750
----	6700-6705	----	6	CPA-16a	CLC	1600
----	6706-6711	6750-6755	6	MPA-16a	MLW	1600
----	6800-6805	----	6	CPB-16a	CLC	1600
----	6806-6811	6850-6855	6	MPB-16a	MLW	1600
----	7000-7009	----	10	GS-12a	GMD	1200
----	7010-7014	----	5	GS-12b	EMD	1200
----	7015-7016	----	2	GS-12c	EMD	1200
----	7017-7019	----	3	GS-12d	GMD	1200
----	(on order)	7020-7030	11	GS-12e	GMD	1200
----	(on order)	7031-7033	3	GS-12f	GMD	1200
----	8500-8521	7150-7171	22	GS-8a	GMD	800
----	8522-8533	7172-7183	12	GS-8b	GMD	800
----	8535-8559	7200-7224	25	GS-9a	GMD	900
----	(on order)	7225-7232	8	GS-9b	EMD	900
----	7900-7902	----	14	GS-10a	EMD	1000
----	7904-7914					
----	7936-7945	----	10	GS-10a	EMD	1000
----	7956-7974	----	19	GS-10a	EMD	1000
----	8016-8025	----	10	MS-10c	MLW	1000
----	8026, 8027	----	2	MS-10d	Alco	1000
----	8028-8033	----	6	MS-10e	MLW	1000
----	8034-8035	----	2	MS-10f	Alco	1000
----	8036-8077	----	42	MS-10g	MLW	1000
----	8078, 8079	----	2	MS-10h	MLW	1000
----	8080-8082	----	3	MS-10j	Alco	1000

----	8083-8090	----	8	MS-10k	Alco	1000
----	7915-7935, 7946-7955	8091-8121	31	MS-10a	Alco	1000
----	7975-7994	8122-8141	20	MS-10a	MLW	1000
----	7995-7999	8142-8161	20	MS-10b	MLW	1000
7600-7614	8000-8014					
----	8015	8162	1	MS-10b	Alco	1000
----	(on order)	8163-8195	33	MS-101	MLW	1000
----	(on order)	8196-8202	7	MS-10m	Alco	1000
----	(on order)	8203-8205	3	MS-10n	Alco	1000
----	8450-8461	----	12	MS-7a	Alco	660
----	8462-8483	----	22	MS-7b	Alco	660
----	8484-8498	----	15	MS-7c	MLW	660
----	9000, 9002, 9003, 9005	----	4	GFA-15a	EMD	1500
----	9006-9027	----	22	GFA-15a	EMD	1500
----	9001, 9004	----	2	GFB-15a	EMD	1500
----	9028-9046, 9050,9052(even)	----	12	GFA-15b	GMD	1500
----	9029-9047, 9051-9055(odd)	----	13	GFB-15b	GMD	1500
----	9056-9062(even)---		4	GFA-15c	GMD	1500
----	9057-9065(odd)----		4	GFB-15c	GMD	1500
----	9064-9142(even)---		40	GFA-15d	GMD	1500
----	8700-04 (even)	9300-9304(even)	3	CFA-16a	CLC	1600
----	8701-05 (odd)	9301-9305(odd)	3	CFB-16a	CLC	1600
----	9408-9426(even)---		10	MFA-16a	MLW	1600
----	9409-9427(odd)----		10	MFB-16a	MLW	1600
----	9428-9436(even)---		5	MFA-16b	MLW	1600
----	9429-9437(odd)----		5	MFB-16b	MLW	1600
----	9438-9456(even)---		10	MFA-16c	MLW	1600

Motive Power Notes (Cont'd from Page 1)

----The C.P.R. has ordered 25 GP-9's from General Motors Diesel Ltd. These will bear numbers 8611-8635.
----The Ontario Northland Railway has ordered the following locomotives

Quantity	Builder	Type	Road Numbers
4	G.M.D.	GP-9	1602-1605
2	M.L.W.	DL-700	1402, 1403

N.S.& T. CUTS SERVICE DRASTICALLY

Interurban service on the Thorold-Port Colborne line of the Niagara St.Catharines & Toronto Railway was cut drastically effective July 1st, with the institution of a two-hour schedule (replacing hourly) on weekdays up to 2.00 P.M., and the elimination of all service after the 6.00 P.M. southbound trip. In addition, there will be no Sunday or Holiday service henceforth.

FIRST OF NEW T.T.C. SUBWAY CARS ARRIVE

The first of 34 new subway cars, numbered 5200-5205, arrived in Toronto about the end of June. These are motor cars without controls.

EXCURSION OF JUNE 23RD (1956)

Despite a pouring rain, 11 Society members and friends met for the scheduled CPR excursion to Hanover. Train 705 departed at 8:10 EST, the consist being, in order, road-switcher 8469, two steel express cars, a new coach, wooden, gas-lit combine 3552 (immediately taken over by the UCRS party), a wooden express car and two express refrigerator cars. The first of many delays was at West Toronto where train 20 was standing in the station, forcing 705 to wait until it had cleared. The rain stopped before arrival at Brampton and was not to bother the members again. At Brampton (which was reached 25 minutes late) another delay was caused by the two refrigerator cars being apparently marshalled in the wrong order, as the second-last car was to be left at Brampton. By the time this had been rectified, we were 43 minutes late, leaving at 10:01. Train 706, powered by Pacific 1263, was passed at Forks of Credit. At Orangeville, D-4 engine 484 was observed in the roundhouse while D-10 class 1088 was standing by with the Elora mixed train. Pacific 2238 was also on the scene. After picking up one more member the train moved on to Fraxa where engine 1004 picked up the wooden express car for the Wingham & Teeswater mixed. (The other refrigerator car had been left at Orangeville). Engine 1057 and about 50 cars were passed northbound at Shelburne, while at Proton our combine, its 12 railfans and 2 passengers was backed into a siding and abandoned by Train 705. After a 45-minute wait, 1057 rushed up from the south and we departed at 1:17 on the rear of the long train. At Saugeen, another engine (number invisible) took seven or eight cars destined for Owen Sound while 1057 left with the remainder on the Walkerton branch at 1:45, 1 hour and 55 minutes late. Good progress was made to the Durham gravel pits, a mile east of the station, where a prolonged interval of switching took place, at the conclusion of which 1057 was found with an equal number of cars ahead and behind with the combine last of all. With this unorthodox consist we finally arrived at Durham 2 hours and 55 minutes late. At this point engine 445 was met. D-4 engines normally shuttle between Walkerton and Hanover, but in this case one had come 11 miles further to Durham. The cars in front of 1057 were shoved onto combine 3365 (which had come from Walkerton) while 445 took the cars and combine 3352 (which had been behind 1057). This caused our trip to be cut short at this point, and the excursionists accordingly changed trains for the return trip and we left again at 4:07 (52 minutes late) with 1057 running tender first owing to lack of turning facilities at Durham. Returning to Saugeen, had we been on time we would have continued to Orangeville as a mixed train which does not appear in the public timetable. However in this case we were backed onto a siding beside a boat named "Coo Coo" on a flatcar, while 1057 turned on the wye and added a few more cars to its train. Several of the younger members were invited into the cab by the engine crew during the 25-minutc wait before the combine was picked up by the southbound Toronto train, powered again by 8469. Saugeen was left at 5:33, only 5 minutes late. A short wait at Orangeville gave opportunity for a much-needed snack. Northbound train 707, powered again by Pacific 1263, was passed at Brampton. Finally, as a result of some fast running (an interesting experience in the not-so-new combine), arrival at West Toronto and the Union Station was made exactly on time. Those members who braved the early rain were treated to a most unusual and interesting trip and a considerable number of photographs were taken despite the unfavourable weather.

EXCURSION OF JUNE 23rd

Despite a pouring rain, 11 Society members and friends met for the scheduled C.P.R. excursion to Hanover. Train 705 departed at 8:10 E.S.T., the consist being, in order, road-switcher 8469, two steel express cars, a new coach, wooden gas-lit combine 3352 (immediately taken over by the UCRS party), a wooden express car and two express refrigerator cars. The first of many delays was at West Toronto, where train 20 was standing in the station, forcing 705 to wait until it had cleared. The rain stopped before arrival at Brampton, and was not to bother the members again. At Brampton (which was reached 25 minutes late) another delay was caused by the two refrigerator cars being apparently marshalled in the wrong order, as the second-last car was to be left at Brampton. By the time this had been rectified, we were 43 minutes late, leaving at 10:01. Train 706, powered by Pacific 1263, was passed at Forks of Credit. At Orangeville, D-4 engine 484 was observed in the roundhouse, while D-10 class 1088 was standing by with the Elora mixed train. Pacific 2238 was also on the scene. After picking up one more member, the train moved on to Fraxa, where Engine 1004 picked up the wooden express car for the Wingham & Teeswater mixed. (The other refrigerator car had been left at Orangeville). Engine 1057 and about 30 cars were passed northbound at Shelburne, while at Proton our combine, its 12 railfans and 2 passengers was backed into a siding and abandoned by Train 705. After a 45-minute wait, 1057 rushed up from the south and we departed at 1:17 on the rear of the long train. At Saugeen, another engine (number invisible) took seven or eight cars destined for Owen Sound, while 1057 left with the remainder on the Walkerton branch at 1.45, 1 hour and 55 minutes late. Good progress was made to the Durham gravel pits, a mile east of the station, where a prolonged interval of switching took place, at the conclusion of which 1057 was found with an equal number of cars ahead and behind, with the combine last of all. With this unorthodox consist we finally arrived at Durham 2 hours and 35 minutes late. At this point engine 445 was met, D-4 engines normally shuttle between Walkerton and Hanover, but in this case had come 11 miles further to Durham. The cars in front of 1057 were shoved onto Combine 3365 which had come from Walkerton, while 445 took the cars and combine which had been behind 1057. This caused our trip to be cut short at this point, and the excursionists accordingly changed trains for the return trip and we left again at 4:07 (52 minutes late) with 1057 running tender first owing to lack of turning facilities at Durham. Returning to Saugeen, had we been on time we would have continued to Orangeville as a mixed train which does not appear in the public timetable. However, in this case we were backed onto a siding beside a boat, named the Coo Coo, on a flatcar, while 1057 turned on the wye and added a few more cars to its train. Several of the younger members were invited into the cab by the engine crew during the 25-minute wait before the combine was picked up by the southbound Toronto train, powered again by 8469. Saugeen was left at 5:33, only 5 minutes late; a short wait at Orangeville gave opportunity for a much-needed snack; northbound train 707, powered again by Pacific 1263, was passed at Brampton. Finally, as a result of some fast running (an interesting experience in the not-so-new combine), arrival at West Toronto and the Union Station was made exactly on time. Those members who braved the early rain were treated to a most unusual and interesting trip, and a considerable number of photographs were taken, despite the unfavourable weather.

INCORPORATED 1952

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

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

AUGUST 1956 NUMBER 127

The August meeting of the Society will consist of an inspection visit to the Spadina Ave. roundhouse and locomotive servicing facilities of the C.N.R. Members will meet at 7:15 P.M. Friday, August 17th, at the entrance to the property on the south approach of the Spadina Ave. bridge, north of Fleet Street.

L. & P. S. CENTENARY EXCURSION

October 1st, 1956, will be the one hundredth anniversary of the opening of the 24-mile London & Port Stanley Railway, the oldest railway in Canada still operating under its original charter (electrification dates back to 1915). To commemorate this centenary, the Upper Canada Railway Society will operate an excursion on Sunday, September 30th, leaving London at 12:00 noon (E.S.T.) and finishing at the same point at 4:00 P.M. It is hoped that car 2 will be available for use on this trip. The usual stops for photographic purposes will be made.

The fare for the trip will be $2.00, payable on the car. It is urged that Southern Ontario members will make an effort to be on hand for this excursion, which will bear far more historical significance than does the average traction fan trip.

NEW T.T.C. SUBWAY CARS

As announced briefly last month, the Toronto Transit Commission is now taking delivery of the 34 non-driving motor cars for the Yonge Street subway which were ordered early in 1955. The new cars are numbered 5200-5233, and very closely resemble the original cars 5000-5099; (they are constructed of steel and are painted; thus aluminum cars 5100-5105 will continue to stand out). The 5200's have a cab at one end (contrary to the earliest information on these cars), but the cab is fitted out for guards' use only and does not have driving controls. Like previous cars, the 5200's must be operated in pairs, one car carrying airbrake equipment and the other the motor-generator set, switch groups etc. The cars of course, cannot operate on the end of a train, and must form the two interior units of a four-car grouping, as in the following example:

NORTH	5016	5217	5216	5017	SOUTH

These cars will enable the complete operation of 8-car trains in the subway during rush hours.

MOTIVE POWER NOTES

--- C.N.R. delivery dates: (GMD 1750 H.P. road-switchers)

4476	May 11	4477	May 14	4478	May 15	4479	May 17
4480	May 18	4481	May 23	4482	May 24	4483	May 29
4484	May 30	4485	June 18	4486	June 19		

(GMD 1200 H.P. road-switchers)

1227	May 23	1228	May 25

(CLC 1600 H.P. road-switchers)

1645	Apr. 18	1646	Apr. 25	1647	Apr. 25	1648	Apr. 27
1649	Apr. 27						

(EMD 1750 H.P. road-switchers)

4442-4448: These locomotives all passed through Toronto in early June on their way from the builder to the Grand Trunk Ry. Portland line; they will enable complete dieselization of this American C.N.R. subsidiary line.

--- Steam locomotives scrapped:

1369	April 27	3718	April 2	5581	April 20

LOCOMOTIVES OF THE ALGOMA CENTRAL & HUDSON BAY RAILWAY
(Current Roster)

Road Nos.	Type	Builder	Delivered	Gearing	Builder's Serial No.
140	800-h.p. switcher (SW-8)	GMD	Jan. 1952	65 M.P.H.	A281
141	same	GMD	Apr. 1952	65 M.P.H.	A297
150-154	1500-h.p. road-switcher (GP-7)	GMD	Jan.-Mar. 1951	65 M.P.H.	A170-3, A231
155-161	same	GMD	Aug.-Nov. 1951	65 M.P.H.	A262-8
162-168	same	GMD	Dec. 1951-Feb. 1952	65 M.P.H.	A269-A275
169,170	same	GMD	Jan. 1953	65 M.P.H.	A441,2

All locomotives have B-B wheel arrangement.

THERE'S A LOT TO SEE
by F.H.Howard

You're going from London Ont. to Chicago by Canadian National -- Grand Trunk Western and you're taking Number 5, the "Maple Leaf", which isn't exactly the ideal way to do it, but saves waiting until after midnight to get on the train, (not that you can go to bed, because there's no through Pullman). You settle for a seat in the parlor car, and race up to Sarnia, some 60 miles and 3 stops in 70 minutes. A white-eyed manifest whams past behind a 6100-class Northern, and you remember that the C.N. saw the merits of this type before anybody else, and now owns well over a hundred and fifty of them.

Sarnia is the oil capital of Canada, and a boom-town for fair; it's as far as the parlor car goes, so everybody troops up to the coach for the electrified trip under the river, through the St.Clair Tunnel Company's bore that was rebored a few years ago because a series

of C.N. cars was too high. Customs examination goes on the while, which is another reason you wouldn't have gone to bed.

You step over to the station beanery in Port Huron for a cup of coffee while they hang your solitary Pullman onto number 5. You don't hurry because there's a sign telling you to take your time, as the depot master announces each train. When you come out, your train is 7 cars long, and your lower is in "University of Western Ontario", a 12-2 standard sleeper built some 20 years ago for the "International Limited", and named, by coincidence, for the college back in London.

Flint, Durand, Lansing, Battle Creek, South Bend, any or all could be the locale for this night's rough ride; number 5 really works along this pike, solid carloads of mail and express to lift, and some more Pullmans too. By the way they handle your car, they must be putting passenger trains over the hump, or maybe a pair of wheels had to come out. Next morning you find a business car behind you, which could account for one rude awakening.

You get up at Valparaiso, and by the time you've dressed, the first signs of Chicago are apparent. A string of hoppers on an interchange track is unmistakeably C&O, which passes under you with a crash, all mixed up with the Erie, the Joliet line of the Central, and the Outer Belt. That was Griffith, and a little later the double-track Harbor Belt, for coal off the Central for the steel mills. Then Maynard, with a red keystone on the tower and a Pennsy drag stabbed at the diamond, 3 F-7's sporting antenna-like roof-mounted handrails. You wonder if he's clear of the Monon, which is next, striking due north and crossing you both in a tight triangle. That's all of Indiana, and you're turning northward yourself, into flat, fertile Illinois.

The triple iron of the C&EI appears, destined for the same terminal you are, and you cross it at grade, before burrowing through the IC underpass, just north of the great Markham yard. The sun catches the catenary, charged with voltage for the forthcoming commuter trade. The B&O Chicago Terminal seems to have come in on your right, and you look for the three big B's that lie in there, Blue Island, Barr and Burr Oak, big yards all, only they are hidden by trees and gas tanks and various industrial evidence. The Route of the Rockets arrows overhead before you're involved in the multi-faceted diamonds of the Blue Island complex, and the B&O, sharing track with the Harbor Belt, swings off and up to LaGrange and Proviso.

You see more signs of a big city, streets and houses and TV poles and a series of graveyards. There's still the Wabash to cross, and the "Y-Belt", coming gently downgrade out of Clearing, before you stop at Chicago Lawn, the GTW equivalent of Englewood. The Belt has had trackage rights on the Grand Trunk for several miles now, but there's no sign of their using them this morning.

Here's Elsdon, the Grand Trunk's Chicago yard, and there's an Illinois Northern switcher, pumping up a transfer for Corwith and the parent Santa Fe. How many engines do you suppose that little terminal road owns? Elsdon is peculiar for being laid out on a right angle, which must make for some interesting switching moves, and as you take the bend, you see your locomotive, a streamlined 6400 4-8-4; you count back from the Vanderbilt tank and find you've really grown during the night, to 16 cars, mostly express. Over there is the engine house, a pair of green and gold and silver-grilled F-7's dozing near the coal chute, and a few bleak Alco switchers too.

You're heading east now; you pass over the B&O and a black and blue road unit; then on your left there's another graveyard, this time

a string of steam power sulkily awaiting the torch, flaunting huge numbers across their backs, locomotives that used to perform for you know not what line. They stand condemned beside the Chicago Junction, coming out of the stockyards and joining the parallel and ubiquitous Harbor Belt in a great multiple-track wye -- no factory spur this.

You intersect the Chicago and Western Indiana, your landlord for the home stretch, and swing north beside a big roundhouse; there's no activity outside, but an Erie 4-unit freighter lurks down the line a bit. You're aware of a quiet and persistent chuckle from behind, so you crane your neck to see a K4, overtaking you on the Pennsy main line and trailing a modest miscellany of Tuscan red equipment. You haven't seen a K4 for years, since when somebody has hung the dynamo and a servicing step on the smokebox, and covered over the flat slats with a smooth pilot. The gallant old girl with the big Belpaire isn't getting the attention she deserves, but she glides by like a full-scale model; her stack is clear and her motion looks as frail and delicate as the pencil lines of the draftsman who conceived it, while a gang of springs, flexing on her quasi-Delta trailing truck, cushions an imperturbable tallowpot in reasonable comfort.

She has to get ahead, for she's to cross in front of you and over the 21st Street bridge; accordingly you slow down a bit. The Santa Fe has the usual stainless and spotless fleet strewn about its coachyard, and a stable of magnificent red and silver F-7's sunning themselves nearby, at all of which you duly peer -- they don't go much for six-wheel trucks, it seems. As you duck under the LaSalle St. approach, and pull slowly up the grade beyond, a Wabash diesel backs out past you, off the St.Louis Midnight. You stop, but the "Dixie Flyer", plenty late, doesn't as she walks up beside you and on. She's headed by two F-7's and an E-7, dragging 22 cars, of which only five carry passengers, in a hodgepodge of C&EI, Central of Georgia and NC&StL. When is a head-end car not a head-end car? When it's wearing markers, like this morning on the tail end of the "Dixie Flyer".

Well, you finally make it. Here's Dearborn Station, incredibly congested, with no room to swing a lamp. "El Capitan" just fits, but you don't, and your door is spotted over a double-slip switch in the creosote jungle, past even the cinders. So a green road-switcher, obeying an order squawked out of a horn somewhere unseen, noses up and takes you and the business car out to the throat, to return along the eastern edge of the ancient terminal, in with the express cars, and the curious C&WI suburbans. But the private palace car has still another mysterious destination, and you're left to unload from your stranded sleeper. On the next track is something new to you, a flute-sided stainless steel car with an open observation platform -- apparently the Santa Fe's idea of how the well-dressed brass hat will travel.

There's a lot to see on the "Maple Leaf".

A recent newspaper report stated that the New York Central Railroad has under consideration an application for permission to abandon its line between Massena N.Y. and Ottawa Ont. Construction of the St.Lawrence Seaway will necessitate the installation of a new bridge at Cornwall, and the railway evidently deems the line to be not of sufficient economic value to merit the heavy capital expenditure.

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

SEPTEMBER 1956 NUMBER 128

The 1956-57 season of indoor meetings of the Society will commence with the meeting of Friday, September 21st, to be held in Room 486, Toronto Union Station at 8:30 P.M. The program for this meeting will consist of the showing of 35mm. colour slides of steam interest.

Members are again reminded of the London & Port Stanley Railway centenary fantrip which is to be operated by the Society on Sunday, September 30th, starting from the London station at 12:00 Noon E.S.T. The fare for the trip will be $2.00, payable on the car.

KINGSTON CENTENARY CELEBRATION

While on the subject of centenaries, mention must be made of the plans for a joint observance by the Upper Canada Railway Society and the Canadian Railroad Historical Association of Montreal, of the one hundredth anniversary of the opening of the line of the Grand Trunk Railway of Canada between Montreal and Toronto. It is planned that the groups from both cities will meet in Kingston on Saturday, October 27th to observe the occasion. Details of activities for the day have not been finalized as yet, but a banquet is expected to be a part of the agenda.

The Society will appreciate being notified by any and all Resident and Associate members who plan to attend this celebration, so that arrangements for activities can be made with regard to the expected numbers. Further details will be given in the October Newsletter.

Copies of the booklet "Canada's First Subway" will be available at the September meeting, so that any member who did not obtain a copy when they were previously distributed, or who would like to have a second copy, may obtain same at this meeting. Unfortunately, this booklet is too bulky to be sent through the mails.

T.T.C. ENGAGES CONSULTANT FOR SUBWAY PLANNING; TAKES TEST SOIL BORINGS

The T.T.C. has appointed Mr. Norman D. Wilson, well known Toronto consulting engineer, to direct traffic and location studies, and prepare functional plans for the projected Bloor St. and University Ave. rapid transit lines. A report covering alignment, gradients, type of construction, cost estimates etc. is expected to be completed by the end of this year. The report will be prepared in conjunction with the Metropolitan Toronto Planning Board. Mr. Wilson produced in 1948 a transportation plan for Toronto which embodied a full system of rapid transit lines.

The T.T.C. is currently making test borings to determine soil conditions along the routes of the Bloor St. and University Ave. lines.

LOCOMOTIVES OF THE PACIFIC GREAT EASTERN RAILWAY

(Current Roster)

1. Steam Locomotives

2-8-2 (Mikado) type

Nos.	Cyl.	B.P.	Drivers	Eng.Weight	H.R.	Builder & Date
160	20 x 30	225	57	227,000	38%	Can.Loco Co. May 1945
162,163	20 x 30	225	57	227,000	38%	Can.Loco Co. Oct. 1947

2. Diesel Locomotives

Nos.	Type & H.P.	Builder & Date	Bldrs. Nos.	Gearing
551	65 ton, 550 H.P. switcher	GE, June 1948	29951	30 M.P.H.
552,553	70 ton, 660 H.P. road-switcher	GE, Feb. 1949	30037,38	55 M.P.H.
554,555	Same	GE, June 1949	30177,78	55 M.P.H.
556,557	Same	GE, Feb. 1950	30440,01	55 M.P.H.
561-566	1600 H.P. road-switcher	MLW, May-June 1951	76104-09	65 M.P.H
567,568	Same	MLW, May 1952	77698,99	65 M.P.H.
569-571	Same	MLW,July-Aug.'53	79121-23	65 M.P.H.
572	Same	MLW, July 1954	81012	65 M.P.H.
573-575	Same	MLW,Nov.Dec.'54	81172-74	65 M.P.H.
576-578	Same	MLW, May 1955	81204-06	65 M.P.H.
579-586	Same	MLW,May-June '56	81537-44	65 M.P.H.

Notes:

--551 was sold to Jamcson Construction Co., Prince George B.C. in July 1951, and returned to PGE when construction of Quesnel-Prince George extension completed; sold to MacMillan & Bloedel, Harmac B.C.,June'56.

--561-568 have A1A-A1A wheel arrangement (six-wheel trucks with centre idler axle); all others have B-B arrangement.

--561-578 are original "low hood" body design; 579-586 are new "high hood" (DL-700) design.

--Continuous tractive efforts: 551 - 20,800 lbs.
552-557 - 23,600 lbs.
561-586 - 52,500 lbs.

--Total Weights: 551 - 130,000 lbs.
552-557 - 140,000 lbs.
561-578 - 248,000 lbs. (561-566 have 165,500 on drivers)

--All diesel locomotives have MU control except 551.

C.N.R. MOTIVE POWER NOTES

--Locomotives delivered:

From General Motors Diesel Ltd.:

4490	June 27	4491	June 29	4492	July 4	4493	July 5
4494	July 9	4495	July 9	1229	June 26	1230	June 26
1231	July 5	1232	July 6	1233	July 10	1234	July 12
1235	July 17	1236	July 20	1237	July 23	1238	July 26
1239	July 28						

From Electro-Motive Division (For Grand Trunk Ry.)

4449, 4450 Through Toronto June 10
4902-4906 Through Toronto June 13.

--The following Central Vermont Ry. locomotives passed through Toronto on the dates given en route Sharpsburg Pa. for scrap:
453,463: July 17; 601: July 21; 473: Aug. 1; 500, 600: Aug. 7.

C.N.R. CONSOLIDATES 17 UNDERLIER COMPANIES

Seventeen subsidiary companies, all of which have formed a part of the Canadian National Railways system for many years, and which for all intents and purposes (other than financial) have lost their identities long ago, have finally been merged with the Canadian National Railway Co. These subsidiary companies are as listed hereunder:

--Canadian Northern Railway.
--Canadian Northern Alberta Railway.
--Canadian Northern Ontario Railway.
--Canadian Northern Consolidated Railways.
(previous amalgamation of 12 companies)
--Canadian Northern Steamships.
--Canadian Northern Railway Express.
--Canadian Northern System Terminals.
--Grand Trunk Pacific Railway.
--Grand Trunk Pacific Branch Lines Co.
--Grand Trunk Pacific Saskatchewan Railway.
--Grand Trunk Pacific Development Co.
--Grand Trunk Pacific Terminal Elevator Co.
--Manitoba Northern Railway.
--Montreal & Vermont Junction Railway.
--Niagara St.Catharines & Toronto Navigation Co.
--Pembroke Southern Railway.
--Stanstead Shefford & Chambly Railroad Co.

The C.N.R. has ordered five more dinette cars from Canadian Car & Foundry Co., for delivery in the latter part of 1957.

An agreement has been concluded between the Canadian Car & Foundry Co. and The Budd Co. whereby C.C.&F. will manufacture stainless steel railway equipment in Canada under license from the American company.

REPORT ON TRIP TO WESTERN PROPERTIES, 1927 (IV)
(Concluded)

PORT ARTHUR — Population: 20,000
Miles of track: 20

This company is in good financial condition, and shows a surplus this year after all charges. All cars are electrically heated. The management estimates that it requires 16 KW. to heat each car. In order to reduce power demand, heat is turned off in the cars between 5:40 P.M. and 6:30 P.M.

FORT WILLIAM — Population: 20,000
Miles of track: 23

The conditions in Fort William are not nearly as good as in Port Arthur. The street railway is far from paying, due possibly to the heavy capitalization at $1,250,000. There is a working arrangement between the street railways of the two cities whereby the Port Arthur cars operate in Fort William and vice versa. The arrangement calls for an exchange of fare boxes at the border.

MOOSE JAW — Population: 20,000; Miles of track: 14

There is very little to be said about this property. The cost of power is 3.23¢ per car mile. They are considering bus operation to serve recently developed industrial territory.

LETHBRIDGE — Population: 11,000; Miles of track: 10

There is very little to be said about this property; the company operates only four cars and a street railway is certainly not justified. The cost of power is 5¢ per car mile. Operation is 100% one man.

VANCOUVER — Population: 135,000; Miles of track: City 188, Interurban 159

The British Columbia Electric Railway operates 13 one-man cars, 205 two-man cars and 8 two-car trains. No one-man cars operate in Vancouver. New Westminster, with a population of 20,000, and Victoria, with a population of 60,000, have 100% one-man operation.

With the exception of the one-man cars, all are rear-entrance pay-as-you-enter, with manually operated gates constructed of heavy wire mesh. The city operation is entirely separate from the interurban operation, and under the Traffic Superintendent, Mr.W.H.Dinsmore, in whose office the city schedules are made out. The Universal Fare Bus Routes are operated under the Traffic Department, which also handles the charter bus services.

The service is generally good, and the cars are kept in good condition. As they pass through the shops they are being painted the T.T.C. red.

Interurban Operation -- I spent considerable time with Mr. Elson, Superintendent of Interurban Operation at New Westminster. Both passenger and freight service is operated by the B.C.Electric Company by interurban cars, and by trucks with trailers.

The maximum grade on the interurban lines is 2.2%. 70 lb. rail is used pretty well throughout, laid on B.C. fir ties. The company owns four or five 56 ton electric locomotives which are used for heavy freight work. Interurban cars operate into the downtown terminal of the B.C. Electric Co., over which is the head office building; the same condition applies in New Westminster. Under an old franchise, the company is compelled to give a free transfer from the interurban cars to the city system in both Vancouver and New Westminster, irrespective of the distance that the passenger boarded the interurban car outside the city limits.

The interurban lines operate on standard steam road rules with a few changes applicable to the operation. Fares are on a zone basis; in the case of New Westminster, which is 12 miles from Vancouver, the fare is 25¢ for a single ticket, and 35¢ return. Commutation tickets are also sold in books of ten rides and fifty rides, limited to 30 days.

Motor Coach Operation -- The motor coach operation of the B.C.Electric Co. is handled entirely separately from the operation of buses running on a single fare. The company owns ten 30 passenger Fageol coaches, four Whites with coach bodies, six Leyland street car type and three miscellaneous street car type vehicles. Two deluxe interurban services are operated -- one on a 20-minute headway between Vancouver and New Westminster, for which a 25¢ fare is charged each way; no transfers are issued to the city system. This parallels the interurban railway for the entire distance; buses and cars often leave at the same hour.

The other line is operated from Chilliwack, a distance of 60 miles. A fare of $2 is charged, $3.75 return, as against the interurban fare of $1.85 single and $3.40 return. In the summer, however, the interurban has a special weekend $2.50 return rate. As in the former case, the coaches practically parallel the interurban operation. The interurban coach operation is under Mr. Bosley, who also handles the motor vehicle freight business for the company, as well as being superintendent of head office building, and is in charge of news stands at the various terminals, which I understand are very profitable.

Shops -- I spent about half a day with Mr.G.A.Dickie, master mechanic, looking over the shops. These are far from centrally located, and undoubtedly there is considerable dead mileage. The shops have been occupied for only a year, and for all intents and purposes are new. Both interurban and city cars receive major repairs in these shops as well as all the coaches and buses. The facilities are laid out to provide for a sequence of work. There are a number of two-ton hoists and a monorail running half the length of the shops. The safety tread used on the cars is manufactured in the shops from scrap material; this gives approximately nine months' wear, after which it is removed and melted down again with an approximate waste of 3½%.

Situated about 50 yards from the general shops there has been erected an oil and waste reclaiming plant. The savings effected paid for the cost of the equipment within a week.

Steel tire wheels are used, the average mileage per wheel being 191,000. The company has not gone in extensively for spray painting. The cost of maintenance per car mile is 1.67¢.

Publicity -- The B.C.Electric Co. does a considerable amount of publicity. This covers Street Railway, Power, Motor Coach and Electric Sales departments. Of all the roads in the west, in fact, in Canada, with the possible exception of the T.T.C., the B.C.Electric has by far the best public relations. Briefly, publicity is handled as follows:

There are three newspapers in Vancouver. The Company contracts for 50,000 lines a year in each paper. The total cost for this space in 1925 was $24,500, of which $6500 was devoted to purely electric railway matters; the other $18,000 dealt with power and appliances.

Once a week a pamphlet is issued entitled the "Buzzer", which is placed in boxes in the cars. 32,000 copies are issued at a cost of $6500 per year. Two-thirds of this cost is charged against the street railway. The pamphlet is placed in the cars on Friday morning, this being the day of heaviest traffic. The distribution by routes is determined on the basis of transfers issued and collected.

The company uses bulkhead signs in all the cars, 9½" x 12½". These signs deal with general traffic matters such as "What Delays You?". The publicity manager takes the stand that the place to advertise the street railway service is in the street cars. The cost of these signs is $20 per week including labour.

The company has started to use a large 19" x 27" poster similar to those used by the London Underground. They are attractively designed in two or three colours, and are placed, in addition to terminals etc., in downtown stores, theatres etc. 250 posters are issued every two weeks at a cost of $185.00.

The Publicity Dept. also does a small amount of billboard advertising, the billboards as a rule appearing on the company's property. Another matter handled consists of two large illuminated maps which appear on the outside of the head office building, one map showing interurban and the other city operation. The maps present a very neat appearance, and I noticed a number of people studying them, even though they had been up some two years.

UPPER CANADA RAILWAY SOCIETY
Box 122, Terminal "A", Toronto

N E W S L E T T E R

OCTOBER 1956 NUMBER 129

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 October 19th and will consist of movies of electric railway interest.

Kingston Centenary Observance -- The one hundredth anniversary of the opening of the Grand Trunk Railway of Canada between Montreal and Toronto will be the subject of a joint observance by the Upper Canada Railway Society and the Canadian Railroad Historical Assn. of Montreal on Saturday, October 27th. Included in the day's activities at the meeting place, Kingston, Ont., will be a tour of the plant of the Canadian Locomotive Co. and dinner in a Kingston hotel. U.C.R.S. members will travel to Kingston on C.N.R. #14, leaving Toronto at 9:15 A.M. and arriving at Kingston at 1:32 P.M. The return trip will be made on Train 15, leaving Kingston at 6:47 P.M. and arriving at Toronto Union at 9:45 P.M. A good attendance on the part of Ontario members is hoped for. Members who have not already signified their intention to attend should do so immediately on receipt of this Newsletter so that the necessary reservations may be made for dinner at the hotel.

Recommended reading -- In connection with the subject of the G.T.R. centenary, mention is made of an article which appears in the Canadian Geographical Journal for September 1956 entitled "A Birthday to Remember". Written by Dr. Frank N. Walker, well known to U.C.R.S. members as the author of Bulletins 37 and 39, the article, illustrated and seven pages in length, reviews the events leading up to the opening of the first line of railway between Montreal and Toronto, on October 27, 1856.

Excursion of September 30th
LONDON & PORT STANLEY CENTENARY TRIP

Despite unfavourable weather, 28 excursionists boarded Car 6 at noon on Sept. 30th. The car proceeded southward with many a photo stop and several excellent "run-pasts" for movie photographers. A brief side-trip to the N.Y.C. station in St.Thomas was followed by a short stop for lunch. Car 10, representing the only regular service under the greatly reduced winter timetable, passed at Whites, and after another picture stop was again met just north of Port Stanley station. Operation over the many level crossings in Port Stanley was livened by a near-collision with a surprised motorist who obviously did not expect to find a car operating to the Beach out of season. One further picture stop was arranged northbound, followed by a spectacular high-speed run to Philip St. carhouse, London, where No. 10 was once again passed, and the trip then terminated at the station. Besides Toronto members, passengers also came from Hamilton, Detroit, Cincinnati, Pittsburgh and other points.

Future of L.& P.S. passenger service now in grave doubt -- The L.&P.S. management some time ago announced that passenger service would terminate on Jan. 1st 1957 for at least five months owing to the frequency changeover (25 to 60 cycle) affecting St.Thomas and requiring the railway to install a $40,000 rectifier unit to operate on the 60-cycle current. This unit has, at last information, still not been ordered, and even if it were now on order, could not be delivered until next May, requiring a five-month abandonment of electric operation on the part of the L.&P.S.

There was talk in London during September of the holding of a referendum of London voters to decide on the future of the railway's passenger service. However, late word is that the London Railway Commission has now applied for permission to abandon passenger service permanently at the end of this year, without putting the matter before the voters. It has not been disclosed whether or not the intention is now also to abandon electric operation permanently, but this sems a likelihood.

MOTIVE POWER NOTES

--C.N.R. 1240 (1200 H.P. road switcher) was received from G.M.D. Aug. 22.

--Central Vermont 462 passed through Toronto on August 18th enroute Lauria Bros., scrap dealers.

--C.N.R. road freight "A" units 9050, 9058 and 9138 arrived in Toronto in five goldola cars on August 30th. There were three of the four locomotives involved in the head-on collision near Fort Frances, Ont. some weeks previously. The badly damaged locomotives were inspected by G.M.D. and C.N.R. officials in Toronto but it has not been learned whether the decision was to scrap or rebuild the units.

--Diesels 4457 and 9330-9336 were the locomotives involved in the later wreck at South Parry, Ont. These were not as badly damaged as were those mentioned in the previous item.

--C.N.R. self-propelled car 15832, which had been in storage at Lindsay for a long period, was moved to Richmond, Quebec, on August 8th, presumably as a standby for R.D.C. units.

--It has been learned that there is a possibility that the trucks of the Thousand Islands Railway's locomotive 500 (See Bulletin 43) are to be replaced with the trucks from the scrapped car 80 of the Niagara, St. Catharines & Toronto Railway.

--Associate Member G.R.Hearn of Victoria B.C. has advised that the Pacific Great Eastern locomotive roster in the last issue requires a certain amount of "bringing up to date". He reports that Mikados 162 and 163 were recently scrapped at Squamish. No 160, the last steam locomotive on the property, was standing at Squamish awaiting the torches as of Sept.25.

A further change is that road-switchers 561-568 have had the special 6-wheel trucks replaced with conventional four-wheelers.

Four of the seven RDC cars ordered earlier this year by the P.G.E. have arrived and are operating as one 4-car train making two round trips per day on the newly-opened North Vancouver-Squamish line. Mr. Hearn reports that patronage of the train is extremely good.

Mr. Hearn reports further that CPR 9056, the Dayliner on the Esquimalt & Nanaimo Railway is also well patronized: on Sept. 14th, 129 passengers disembarked from the 89-seat car at Victoria.

--CPR trains 706 and 707, Owen Sound-Toronto, were replaced by RDC's early in October, and the schedules greatly speeded up.

OBSERVATIONS IN NEWFOUNDLAND - SUMMER, 1956.

A. Newfoundland Lines, Canadian National Railways.

by R.J.Sandusky

The average railway enthusiast, surprised though he may be to find the Official Guide listing standard sleepers on the main line of the Newfoundland Railway and a buffet-sleeper on one branch, will probably manifest a degree of interest proportional to the amount of space allotted to the system in The Guide. It seems unfortunate that Canada's newest province should be regarded so apathetically not just by railfans but by most people in general.

A daily overnight ferry is operated by the Canadian National Railways between North Sydney N.S. and Port aux Basques, Nfld. The 100-mile trip is usually completed in about nine hours.

Even before arriving at the rocky coast one has an indication of the type of terrain to be encountered as the inland peaks of the Long Range (snow-bearing as late as June) grow along the horizon. As soon as the train leaves the ship's side it heads north-west along the coast, then north-east as it skirts the western side of the range. At times the track is on a beach where salt spray will spot the train windows on a windy day; while at other times it is inland, running up some river valley; but always it is draped over the landscape like an endless piece of string. At St.Andrews station, for example, one can observe "The Caribou" resting on five different grades simultantously, with a curve thrown in. Beyond Deer Lake the temperature drops and the terrain changes character as the train climbs to Summit, the most desolate section of the line. Here Nature has thrown up a pair of obelisk-shaped mountains which dominate the horizon like the sails of a ship, and which are named Main Topsail and Mizzen Topsail. Here too are the tall characteristic snow fences which frequently appear along the line. They are constructed of long thin spruce trunks and can often be seen on hilltops miles ahead of the train, indicating where it is eventually going to arrive.

In the Avalon Peninsula the line struggles eastward over hills and valleyswhich lie in a northeast-southwest alignment. This has resulted in spectacular grades and zigzags on the main line and at many places on the Carbonear branch, which spends most of its time circumnavigating hills and bays. A point of interest on the Bonavista branch is at Mile 51 (from Shoal Harbour) where there is a complete loop, with a water stop on its circumference and one of the province's innumerable lakes in its centre.

Soon after boarding the train the traveller assumes the customary position of leaning out the top opening of the Dutch doors, from which vantage point he can obtain full benefit of the show put on by the locomotives as they rush over mile after mile of curves, grades and the occasional barachois (sand spit thrown up by the sea across the mouth of a deep inlet in the coast).

Motive power on "The Caribou" has usually been a pair of Mikados, or occasionally a Pacific has replaced one Mikado. Top speed is about 40-45 M.P.H., though the amount of work done by the engines makes it look like 70. One locomotive works on downgrades and level stretches while the other cuts in on upgrades. Water is taken about every 40 miles.

Despite the impending dieselization, most steam locomotives appear in good condition with some even displaying fresh coats of paint. On June 21 engines 321 and 325 were in St.John's shops, while 599 had been there only a few days before. 590 and 304 were out of service at this time and will likely be the first of their classes to be scrapped in Newfoundland. By June 24, cap-stacked 594, the yard switcher at Port aux Basques, had been replaced by diesel 775.

< Maybe 594 was just filling in while 775 was in shop?

Motive power is used indiscriminately in all types of service. A Mikado observed on "The Caribou" one day might well be seen on a freight or work train the next, perhaps doubling with a 900-class 1200-H.P. road-switcher. During July six more diesels were delivered. Numbered 800-805, these 875-H.P. locomotives have MU control and 6-wheel trucks. At last report 801 had been used twice on trains 1 and 2 ("The Caribou") together with a Mikado which supplied steam for the passenger cars. 804 and 805 were seen working between St.John's and Argentia, but it is understood that this class of engine is too heavy for use on the branch to Carbonear.

Anyone making his first trip over the NR may be surprised at the profusion of work and maintenance trains. On one trip between Port aux Basques and Corner Brook, train 2 passed one freight and a wrecker at Codroy Pond siding, a wreck at Codroy Pond, 309 and a short freight at St.Fintan's wye, 313 and a freight at Stephenville Crossing, USAF 6000 at White's Road, and then two freights and #1 at Harry's Brook, making four trains where there is a siding long enough to hold only one train.

All revenue rolling stock appears to be in reasonably good condition while the maintenance equipment varies. Boarding or service cars are seen at almost all important stations that have sidings. One rather distinctive variety of boarding car has been produced by cutting a 2/3 width platform into only one end of a boxcar, leaving a lavatory space in the remaining 1/3. Many of these yet remain upon a variety of ancient trucks equipped with body-suspended brake beams. On the sides of many freight cars the lettering "N.R. The Overland Route" is still in evidence but only a few seldom-used passenger cars retain the faded remains of the varnished red livery of the Newfoundland Railway.

One of the more interesting pieces of "varnish" is the buffet-sleeper Harbor Grace, used on the Bonavista branch. Previously a sleeper, it has had one drawing room replaced by a galley while the lower spaces of former sections 1 and 2 have been converted into a dining section for eight people. The crew uses the upper berths of these sections. Accommodation for passengers is provided in sections 3 to 8 and the former men's smoking compartment has been made into two washrooms. This car leaves St.John's Thursday and Sunday evenings on the end of freight 51 which deposits it at Clarenville, whence it completes its journey to Bonavista behind train 11. One day this latter train was observed to consist of engine 902, 22 assorted freight cars, scale test car 52103, one steel coach, "Harbor Grace" and a cabin car. Also, on another occasion, the train was seen proceeding up the line pushing a flatcar before the locomotive.

Vans on this railway are a mixed breed. Any combination of short or long cars, with or without cupola, with many or few side windows, can be found, some converted from passenger equipment.

Snow-fighting equipment is located at key places along the lines and seems to consist mainly of wedge plows, although rotaries 3650-3652 are on hand if required. As an indication of the severity of the winters in Newfoundland, it might be noted that in 1941 a passenger train was stalled in the snow for 17 days.

There are six roundhouses. At Port aux Basques there is a 3-stall engine shed with a 3-way stub switch lead and a nearby turntable. At Humbermouth is a roundhouse with indoor turntable. Four other houses may be found at Bishop's Falls, Clarenville (3 stalls), Bonavista (2 stalls) and St.John's, which has five bays, one of which serves as a machine shop.

Oil fuel is almost universal. Probably the only operating coal-burning locomotive on the island belongs to Newfoundland Hardwoods at Clarenville. It is a Davenport-built saddle tank 0-4-0 numbered 30. Another independently-owned engine is United States Air Force #6000, a steeple-cab industrial diesel used to transport USAF and CNR cars over the former's railway from Stephenville to the CNR main line at White's Road,

just north of Stephenville Crossing. The USAF also owns a red and yellow arch-roof metal centre-entrance self-propelled railcar lettered PM3. This vehicle was found disused at Argentia.

The Newfoundland lines of the CNR still possess some traits which remind visitors that they are not riding on "just another train". All steam locomotives have retained their red pilot beams while the large headlights and 'standard gauge' tilted-square insignia (appearing much too large on the smaller tenders) are about the only immediately noticeable features which allow them to be compared with mainland engines. It is only when one returns to Nova Scotia, after a week on the island, and enters a cavernous standard-gauge car, that the 42" gauge equipment assumes its proper perspective.

The atmosphere on the passenger runs is one of unhurried amiability. This is graphically illustrated at Harry's Brook, passing point for numbers 1 and 2, where the first train to arrive is almost emptied of passengers who disembark to converse with local residents or other passengers. When the opposing train is passing, a multitude of arms on every car wave at the travellers going in the other direction. One may still hear "The Caribou" referred to as "The Express", recalling pre-Confederation days when people took "The Foreign Express" to Port aux Basques and the boat to Canada.

Though the trip to the island may be a long one, it is highly recommended to the railway enthusiast. The equipment and operations of the CNR, their coastal steamer services which touch the ends of all railway branches, a number of privately-owned railways, plus the distinctively rugged landscape, should make his journey an interesting one in addition to giving him a greater appreciation of Canada's "undiscovered" province.

B. MILLERTOWN RAILWAY AND BUCHANS RAILWAY

by J.D.Knowles

These two industrial roads form a Y-shaped private rail system traversing an area which is virtually unpopulated save for the Anglo-Newfoundlade Development Co.'s wood cutters and the Buchans Mining Co.'s staff. At the base of the Y (Millertown Jct.), connections are made with the C.N.R. The centre of the Y is Buchans Jct. where about 16 families live. One branch of the Y (the Buchans Railway) runs to Buchans, while the other branch (the Millertown Railway) stretches out to Millertown, Exploits Dam and Lake Ambrose. The area abounds in typical Newfoundland place names, such as Joe Glodes' Pond, Harpoon Hill, Hungry Hill and Noel Paul's Brook. This section is just now becoming accessible by road.

The Buchans Railway's tonnage consists mainly of ore concentrates from Buchans Mine: lead, copper and zinc. The road has some of the best trackage in Newfoundland.

The Millertown Railway is a supply line serving the Anglo-Newfoundland Development Co.'s wood-cutting operations in the area around Red Indian Lake, which is one of the largest bodies of water in central Newfoundland. The line is not a tonnage carrier; wood cut along the banks of the brooks tributary to Red Indian Lake does not move over the railway, but is floated down the Exploits River 50 miles to the paper mill at Grand Falls.

Nowhere is the contrast between the Millertown and Buchans Railways more obvious than at Buchans Jct. While the Millertown line continues straight ahead with light rail and a weed-grown roadbed, the Buchans line with its heavy rail and rock ballast swings away to the west. Both roads are diesclized, but the Millertown's four and six-wheel dinkies are very small beside a Buchand 50- or 75-ton double-truck locomotive.

The Millertown Railway's headquarters are at Millertown, on the shores of Red Indian Lake. Here is located a small car shop (which also repairs mechanical equipment for logging operations) and a three-track engine house with a three-way stub switch. Nearby is a turntable which has been covered by a shed because of the snow problem. The table is used for turning two small four-wheel wedge plows.

As Millertown is still not connected to the outside world by road, the railway enjoys a brisk passenger and express business. Road construction is under way though, and the railway is expected to last only about another four years. As yet there us not even a local road system within the village; local transportation is by foot or bicycle. The peace and quiet of this community is a welcome change from the noise of big city traffic.

The rail line from Millertown to Lake Ambrose crosses the top of the Exploits Dam, where Red Indian Lake flows into the Explcits River. The dam has been under repair this last summer, and the rail line was broken at that point, with a walking transfer across the top of the dam. Service north of the dam was provided by engine 23 with cars 3 and 5 (for description see Newsletter 119). The service from the dam south into the woods was provided by engine 20, an old four-wheel chain drive Whitcomb, hauling way car No. 2, which has open platforms, sheet metal sides and longitudinal benches for passengers. Engine 21 was also on the isolated section of line south of the dam, in work train service.

Engine 22 stands in dismantled condition at Millertown. A four-wheeler built by Vulcan in 1930, it featured electric transmission using Westinghouse 250 volt mining engine motors. Also in storage at Millertown is old track auto A-1, obtained from the Botwood Railway.

In contrast to the Millertown Railway, the Buchans Railway appears to have a secure future. Its passenger business has dropped considerably since the recent opening of the highroad tO Buchans. (Formerly the automobiles in Buchans were "marooned", and could reach the rest of Newfoundland's road system only by being transported out on flatcars on the Buchans Ry.)

Buchans' open platform coach described in Newsletter 119 burned up on March 16, 1956. The company rented a coach from the C.N.R. for a time, and then put their own ex-standard gauge coach in regular service. This latter car is the former Toronto Hamilton & Buffalo 302, the trailer for gas-electric car 301, having been converted from a regular steam road car. It is still painted the T.H.& B. red and cream, and carries the number 302. The car dwarfs all other Buchans rolling stock, and in spite of a wide overhang rides well at the relatively high speeds attained on the Buchans Railway. It was found necessary to make an extension on the bottom of its coupler knuckles for use with other narrow gauge stock.

One obsolete steam engine still remains at Buchans after a recent visit by a scrap buyer. This is No. 2, a 4-6-0 built by Baldwin in 1930. White striping on the tender, running board and driver tires indicate that this rusty hulk was once a fine looking engine.

Present motive power consists of two 50-ton steeple cab Whitcombs numbered 4 and 5, which usually run multiple unit, and a 75 ton 675 H.P. Baldwin-Lima-Hamilton with a switcher type body, numbered 6.

While the Buchans Railway is now a prosaic wilderness ore hauler, it very nearly became part of the Newfoundland Railway's main line almost 20 years ago. A scheme to build a rail line from Buchans to Deer Lake in order to by-pass the Gaff Topsail snow area actually reached the construction stage. A roadbed was graded and some steel was laid from the Buchans end before the plan was abandoned because it did not accomplish any mileage reduction.

After more than four months reprieve, operations of the Montreal & Southern Counties Railway ceased effective October 14th, 1956.

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

NOVEMBER 1956 NUMBER 130

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 November 16th.

GRAND RIVER - LAKE ERIE & NORTHERN RYS. SCRAP PASSENGER EQUIPMENT

The fate of the steel passenger equipment of the Canadian Pacific Electric Lines (Grand River-Lake Erie & Northern Rys.) has finally been decided. After abandonment of passenger service on April 23rd, 1955, the fleet of eight passenger cars, two combines and an express car has been held in serviceable condition at Preston and Brantford awaiting possible sale. Protracted negotiations were carried on with the Chicago, South Shore and South Bend Railroad of Indiana, which has for some years been seeking a bargain in good used equipment for rush hour service.

Although the C.P.R. management wished to keep the negotiations secret until concluded, word got abroad quite early in the U.S. and filtered back to Canada, resulting in the regrettable appearance of an erroneous announcement of a completed sale in Newsletter 117. This was of course corrected in the following issue.

In any case, the South Shore Line eventually decided that the equipment did not have a sufficiently high top speed for its purposes, and the sale did not go through. There being little chance of disposing of the cars to any other purchaser, the C.P.R. finally decided to scrap the equipment, with the exception of cars 622 (express) and 626 (combine, built 1948). The cars were burned behind the Preston shop building, and the metal remains shipped out in gondola cars. Scrapping commenced on September 26th and was completed by mid-October.

Cars 622 and 626 have been demotorized and will be painted turcan red and used as service equipment. More exact details of this development on these two cars will be printed when known.

THE KINGSTON CENTENARY JOINT CELEBRATION - OCTOBER 27, 1956.

To mark the centenary of the opening of the Grand Trunk Railway line between Montreal and Toronto, the Canadian Railroad Historical Assn. and our Society held their first joint excursion on October 27th, the actual centennial date. Toronto enthusiasts proceeded to Kingston on Train 14 powered by Northern 6226. At Belleville two narrow-gauge diesels for the Newfoundland lines were seen loaded on flatcars.

The Montreal group arrived in Kingston on Train 5, hauled by engine 6214. The party proceeded to the LaSalle Hotel for dinner. Mr. Omer Lavallee of the C.R.H.A., in a short speech after the dinner, observed that the visit was significant not only because it commemorated the opening of the Montreal-Toronto rail line but also because the opening of the line marked the beginning of the era in which railways commenced to provide a comprehensive network in Canada rather than serving merely as feeders to navigation lines.

Mr.Lavallee also noted that the Kingston locomotive works had produced its first engine, Grand Trunk 88, in October, 1856. Accordingly, the

--Continued on Page 4.

THE TREASURER OF THE SOCIETY IS NOW ACCEPTING DUES PAID IN RESPECT OF MEM-

LOCOMOTIVES OF THE COOKSVILLE BRICK & TILE CO.
(Cooksville, Ont.)

No.	Wheel Arrgt.	Type	Builder	Date	Builders No.	Notes
1	0-4-0 T	Saddle Tank	Montreal	1914	53170	A
2	0-4-0 T	Saddle Tank	Montreal	1910	49184	B
3	0-4-0 T	Saddle Tank	Montreal	1921	62923	C, F
4	0-4-0 T	Saddle Tank	Can.Loco.	1930	1895	D, F
5	B	33-ton gas. chain drive.	Whitcomb			E, F

Notes:
A - Was narrow gauge, used in clay pit. Scrapped 1936.
B - Built originally for contracting firm of Haney, Quinlan & Robertson as No. 10. Scrapped 1947.
C - Built as Ontario Hydro-Electric Power Commission #49, for Queenston-Chippawa Power Canal construction work. Subsequently was Fraser Construction Co. #49 on Welland Canal work.
D - Built as Beauharnois Construction Co. #123.
E - Purchased second-hand from U.S.A., 1940.
F - Nos. 3-5 sold for scrap to Industrial Metals Co., Cherry St., Toronto, 1955.

- Narrow gauge operation in the clay pit was discontinued about 1932.
- There was also a large old locomotive in service for the Ontario National Brick Co. (old name of company), prior to 1,2 and 3, probably a 4-4-0 or 2-6-0 purchased from one of the common carriers. However, details are not known.
- The Cooksville Brick & Tile Company's plant and clay pit are located on the north side of Highway #5 and on the south side of the C.P.R. Credit Valley line, on the western fringes of Cooksville, Ont., some 8 miles from the western city limits of Toronto. The clay pit railway operation was discontinued in May 1955, when locomotives 3-5 were disposed of. Motor trucks now work in the pit. The plant switching from the C.P.R. is now performed by a Whiting Trackmobile.

(On Page 3 appear illustrations of locomotives 2-5)

T.T.C. NOTES

-Four damaged Peter Witt cars were scrapped recently. These were Small Witt 2316 and Large Witt 2390 which were sent to George St. yard on September 24th, and Small Witt 2792 (already stripped) amd Large Witt 2308, which followed on September 25th. Again the Western Iron & Metal Co. was the purchaser, and burned the cars at Cherry Beach. The disposal of these cars leaves 168 Peter Witt cars on the active roster (72 Large and 96 Small).

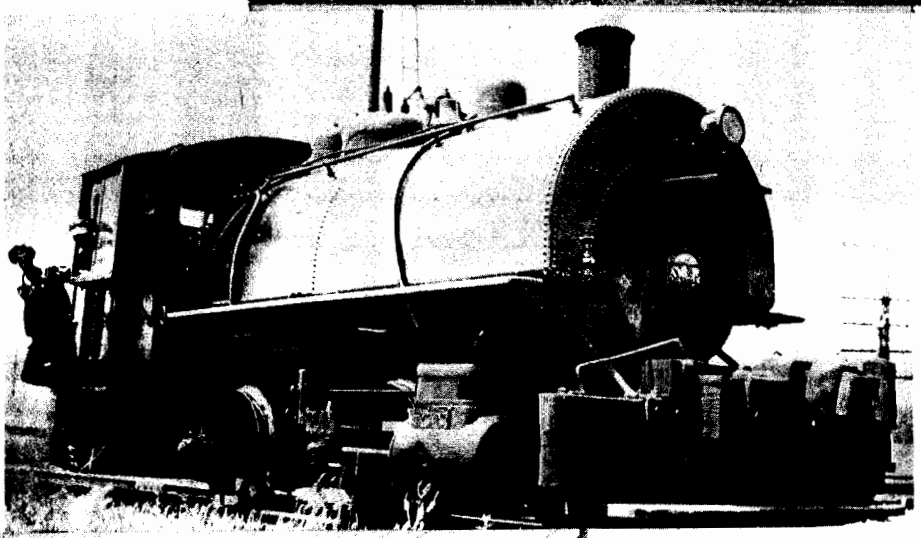
-An additional escalator has been installed at St.Clair subway station to serve the street car loading platforms. Another subway improvement is the recent opening of a small "park-ride" parking lot on the Eglinton Terminal property on formerly unused ground just west of Platform 10.

-The T.T.C. has advertised for sale its oldest ferry boat, the 1906-built paddle wheeler BLUEBELL, which has seen only limited service in recent years, alternating in drydock with the similar but somewhat newerTRILLIUM.

-Several firms of consulting engineers have been retained in connection with the preliminary plans for the Bloor St. rapid transit line:

-Racey, MacCallum & Associates: soil tests.
-DeLeuw Cather & Co.: preliminary plans for University Ave. section between Front and Queen Sts.
-W.S.Atkins & Associates: technical advice on the practicability of tunnelling certain portions.
-A.D.Margison & Associates: preliminary plans for shop and yard layout at Greenwood & Danforth Aves.

BRICK
COOKSVILLE
TILE



TOP TO BOTTOM

Engines 4, 3,

2 and 5

visit to the locomotive works after the meal was also of historical significance.

At the plant the last three of an order of 80 "Trainmasters" (Nos. 8901-8920) for the Canadian Pacific were seen. Other diesel locomotives were seen in various stages of construction. (The recent order of steam locomotives for India had been completed). A standard gauge four-wheel diesel with buffers and hook-and-chain couplers for Arabia was on hand, modified for use as a shop switcher. This engine was one of an order built by the Canadian Locomotive Co.'s subsidiary, Davenport-Besler.

The Kingston plant has trackage of metre gauge and 5'6" as well as standard gauge, to handle export orders.

Following the tour through the locomotive works, the party proceeded to the Canadian Pacific station to see 4-6-0 engine 437 arrive from Renfrew hauling train 612. After a brief period of sightseeing downtown, the enthusiasts returned to Toronto and Montreal aboard trains 6 and 15.

RANDOM OBSERVATIONS ABOUT ONTARIO, 1956.

By J.R.Oakley

In May, an assignment which involved 4500 miles of travel in Ontario was received. This afforded an excellent opportunity to observe railway and boat operations in the Province, and observations of interest to boat and rail fans are recorded in this article.

:-: :-: :-:

The C.N.R. station in Sarnia is an ideal vantage point for those interested in activity on a large scale and in various types of motive power. Road and switcher-type steam locomotives, diesel switchers, and oil-electric railcar and the electric locomotives used in the Sarnia-Port Huron tunnel provide the activity. Oil-electric car 15836, hauling a trailer, operates two return trips daily to London. This is a combination baggage and passenger unit and is in excellent condition, one of the few remaining active representatives of this type of equipment which was common in Canada and the United States about twenty years ago. This unit provides local service on the London-Sarnia portion of the C.N.R. Toronto-Chicago line.

The 3300-volt A.C. pantagraph-equipped tunnel locomotives of the St. Clair Tunnel Company are in almost continuous service and four units operate together. Three of these are the 6-wheel type and the fourth is an 8-wheel type. On these sets there is frequently a motorman at each end to afford convenient change in the direction of operation. Seals on the doors of freight cars entering Canada from the United States behind these sets are examined by a Customs officer while the train is in motion. Freight trains are hauled through the tunnel without a caboose. Each freight car is given a thorough mechanical inspection after the electric locomotives are uncoupled. The electrified route mileage is 2.5 and the approaches to the tunnel provide a 2% grade. The tunnel was opened for traffic in 1891 and electric operation commences in 1908. The original locomotives still provide the service.

Those interested in boats find satisfaction in the continuous passing of freighters along the St.Clair River. A small diesel-powered ferry with four rows of longitudinal seats provides a service between Sarnia and Port Huron.

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Niagara St.Catharines & Toronto interurban car 83 was used for a ride to Electric Park from Thorold. When two cars are in service on the Thorold-Port Colborne line, they usually meet at this siding. The cars on this line appear handsome in their green livery but the motorman complained of the poor visibility of the car afforded motorists because of this colour.

The trip to the siding was rough but not as uncomfortable as the return trip made on former Montreal & Southern Counties car 623. It is difficult to understand how these cars stand up on such rough track. There is a continual unpleasant movement between a passenger's body and the back

of the boat. Patronage was scanty on [illegible] trip, only eight persons left Thorold and no passengers remained after Electric Park. On the return trip a maximum load of eight was carried.

The only suggestion of the electric railway activity which once existed in Port Dalhousie is the fare boxes used in conjunction with the amusement park. The passenger pen which served Port Dalhousie East and displayed the sign "High Speed Electric Trains to Niagara Falls" has disappeared. When the boat-train service was operating, a passenger on the boat, having seen this sign exclaimed, on seeing the interurbans, "Aw, they are only street cars!". The pen at Port Dalhousie (West) remains. On the occasion of a plant picnic at Port Dalhousie in 1938, seventeen cars were seen in the storage yard at this point.

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In Guelph, C.P.R. oil-electric car 9004 on the Guelph Junction Railway was seen. This is a baggage-passenger unit which operates between Guelph and Guelph Jct. on the C.P.R. Toronto-Windsor line.

:-: :-: :-:

The highlight of the journeys was a trip on the C.P.R. steamship "Assiniboia" from Port McNicoll to Fort William, leaving the Port at 3:15 E.S.T. on a Saturday and arriving at Fort William at 7:45 pm Monday. This steamship, and its sistership the "Keewatin" are 350 feet in length, 43 feet in breadth and have a speed of 15 knots. They ride extremely well and without vibration. The accommodation and meals are of the highest order and the service is excellent.

American tourists expressed amazement at the appearance of the Pacific-type steam locomotive which brought the boat train into Port McNicoll from Toronto (Leave Toronto 12:01 P.M., arrive Port McNicoll 3:00 P.M., Wednesdays and Saturdays). Presumably they considered Canada might not be so "backward" when they saw the diesel road-switcher which drew the connecting train from Fort William. The appearance of the boat train from Toronto is always spotless and it presents a fine sight as it draws the train onto the dock at the port. This dock is famous for its fine floral display.

Dense fog was encountered on Lake Superior, but as the vessels are radar-equipped, the fog alarm signal is sounded on the whistle only when a neighbouring boat is detected on the radar screen. There was a water-level fog on the St.Marys River which provided the illusion of neighbouring boats in the process of sinking, as only their superstructure could be seen. The "Assiniboia" and the "Keewatin" were Clyde-built in 1907, and had to be cut amidships into two portions in order to reach Lake Erie through the small locks, and were then re-assembled. It was learned from a reliable source, although it is almost unbelievable, that the "Assinoboia" was extensively damaged at the Soo Locks when another vessel crashed into the lower gates of the lock while the "Assiniboia" was almost at the upper (Lake Superior) level in the lock chamber. The gates were demolished and the "Assiniboia" lunged forward on a wall of water and crashed into a third ship.

:-: :-: :-:

There is still some remnant of street car trackage in Fort William and the body of a car, which once served this city and Port Arthur, rests outside a house on a highway east of the Port. It is in the decrepit condition usually associated with these bodies. The arrival of the "Canadian" was observed in Port Arthur and in Fort William. In the latter city, this train is given a thorough exterior cleaning.

In Geraldton, train 79, which runs from Longlac to Fort William, was seen. As usual in small communities, the arrival of the train is an event of importance and there was a considerable group assembled to witness its arrival. Among the passengers debarking were the members if an Indian family including a squaw and papoose. The extremely poor road east from Longlac to Cochrane follows the Cochrane-Nakina branch of the C.N.R. for a considerable portion of the road's length.

There is much of railfan interest [illegible] Nakina line meets the North Bay-Moosonee line of the Ontario Northland Railway. A readily-accepted invitation was extended to ride the diesel road-switcher in the Cochrane yards. The train heating boiler on this unit had been filled with concrete for increased traction.

A large amount of unusual vertical, surface, aerial and subterranean horizontal transportation exists in the city of Timmins. A visit was made to the Hollinger Mine and a descent was made to the 5500-foot level in a mine cage which operates about 27 M.P.H. There is an extensive mine railway system which is operated by battery-powered and trolley-powered locomotives, and when the rumble of one of the 14-car ore trains is heard, refuge must be taken in one of the bays provided while the train passes. The Hollinger mine is backfilled with gravel taken from a pit about 3½ miles distant. The gravel is conveyed in buckets on an aerial tramway from the pits to the mine. The pits cover a very extensive area and are provided with a railway system on which a diesel and a steam engine operate. A snowplow is included on the roster of this railway.

Timmins has, in addition, activity on the Ontario Northland Railway.

In Temagami, a hotel room overlooking thr Ontario Northland tracks and station was secured. An excellent view of operations was possible but the activity on the railway and the presence of a whistling post nearby was not conducive to good sleep.

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A small portion of the trackage of the former Sudbury-Copper Cliff Suburban Electric Railway is visible in the Ramsay Lake Park area of the city of Sudbury. The electric railway of the International Nickel Company is an interesting one to visit. It performs switching duties around the smelter at Copper Cliff and hauls 13-car trains of red-hot slag over the extensive slag dump to the active dumping area. This railway has the unenviable reputation of passing through what must be the worst scenery traversed by any railway -- the man-made desert created by the fumes from the smelter which it serves. A roster of this railway and a description and roster of the Sudbury-Copper Cliff line is contained in Bulletin 31.

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The car ferry dock in Cobourg, used by the C.N.R. Cobourg-Rochester steam ferries until abandonment of the service in December 1949, is still in good condition. The former right-of-way of the Cobourg & Peterborough Railway was followed from Cobourg to Rice Lake as closely as roads would permit. This line was opened for traffic in 1854, and made a 2¼-mile crossing of Rice Lake on land fills and a trestle. The trestle was a constant source of trouble; one spring a portion was carried away by ice. Service was discontinued from Peterborough to Cobourg in 1893 but summer excursions operated from Cobourg to the Lake for a number of seasons following this. The rails were eventually lifted in 1915. Because of the long time since abandonment, the route is difficult to trace, but the start of the earth fill at Harwood on the south side of the lake, and at Picnic Point on the north side, are still discernable. A long fill can be seen at the intersection of the road running north from Picnic Point and the road to Keene.

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The building formerly occupied by the Peterborough Radial Railway in that city has been demolished. The only trace of street car operation noticed in that city was at the Jackson Park loop.

:-: :-: :-:

The Ottawa Electric Railway (now the Ottawa Transportation Commission) is still very active despite the extensive abandonments which have occurred. The cars and roadbed appear to be in good condition. The Britannia Park route is especially interesting with its private right-of-way roadside portions and the section where it traverses open country to reach the Park. Rush hour traffic is extremely heavy, being mostly Government employees.

Kingston station is very busy when the daytime trains between Montreal and Toronto arrive. They are scheduled to arrive within twelve minutes of each other and frequently both are in the station at one time.

:-: :-: :-:

The body of one of the former Yonge Street cars was seen to the west of Simcoe, off Highway 3, and in Tillsonburg, the body of a London Street Railway car was seen.

:-: :-: :-:

The three-unit Toronto-London train of RDCs arrives in London at 7:15 P.M. E.S.T. The two rear units are uncoupled from the Windsor unit at this point and towed away by a diesel switcher.

Those interested in live steam models should visit Springbank Park in London. This railway provides an interesting ride at a fair rate of speed in the amusement section of the park.

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The greatest surprise of the journey occurred Sunday, July 22, when a C.P.R. RDC car swept into view around the curve to the south of Flesherton Station on the Toronto-Owen Sound line. It stopped at the station for an interval which would be sufficient to discharge and receive passengers. This was apparently a trial trip in respect of the RDC operation recently inaugurated for trains 706 and 707.

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There is much to interest boat and rail fans in Ontario; it is hoped that this article will assist readers in planning itineraries in pursuit of their interests.

MONTREAL ABANDONMENTS TO CONTINUE UNABATED

The conversion program effected by the Montreal Transportation Commission on September 2nd, involving the St.Catherine St. group of carlines, was the step which really "broke the back" of the Montreal street railway network. It had been thought that, for the next year or two at least, further abandonments would be of a minor nature.

However, the M.T.C. soon made public its conversion program for 1957: this will affect generally those routes close to the river: 58-Wellington, 2-Centre, 31-St.Henri, 35-Notre Dame-Cote St.Paul, 48-St.Antoine and 22-Notre Dame-George V, the last named being the only line on the east side of downtown to be affected.

One bright note in an otherwise dismal Montreal picture is the announcement that the four observation cars have not finished their duties with the 1956 conversions, though they will no longer be able to traverse Montreal's main street. For 1957, at least, the cars will be routed as follows: From St.James via Bleury, Park Ave., Laurier, Cote St.Catherine, Bellingham, Maplewood, Decelles, Queen Mary Rd., Circuard, Upper Lachine Rd. and St.James to Bleury.

MOTIVE POWER NOTES

--C.N.R. locomotives scrapped: May 11th - 2193. May 24th - 2378, July 12th 2545. July 20th - 2397, 2594, 3504, 3722, 4042, 4302. July 27th - 3506, 5067, 7238.

--C.N.R. delivery dates: G.M.D. 1200 H.P. Road-Switchers: 1241 - Sept. 4. 1245 - Sept. 20. 1246 - Sept. 21. 1247 - Sept. 28.

G.M.D. 1200 H.P. Switchers: 7020 - Sept. 27. 7021 - Oct. 3. 7022 - Oct. 5. 7023 - Oct. 10. 7024 - Oct. 15. 7025 - Oct. 16. 7026 Oct. 19. 7027 - Oct. 22. 7028 - Oct. 25. 7029 - Oct. 26.

--C.N.R. 3,4 and 5, 400 H.P. industrial type diesels built by G.E. at Erie, Pa., passed through Toronto on October 5th, enroute Peterborough for Customs clearance, from which point they were sent to the Western Region.

--Five 6300 series 4-8-4's are being transferred permanently from the Grand Trunk Western to the C.N.R. Central Region. Four of these (6312, 6317, 6324 and 6336) were given Class 5 (major) repairs at Stratford during October.

--T.H.& B. 2-8-0 No. 103 was finally placed on display in a fenced enclosure in Hamilton's Gage Park on October 18th.

INCORPORATED 1952

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

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DECEMBER 1956 NUMBER 131

The Society meets on the third Friday of every month in Room 486, Toronto Union Station, at 8:30 P.M. (see note below). The next meeting will be held on December 21st at which time the program will consist of an illustrated discussion of the branch line trains of Ontario.

Members are reminded that the January meeting of the Society is the Annual Meeting at which the election of the 1957 Directorate will be held. Any resident member of the Society may be elected as Director provided that a written nomination carrying two signatures is in the hands of the Chairman at the start of the Annual Meeting, and that the nominee has signified his willingness to stand for office.

Further nominations can, of course, be made from the floor at the meeting.

By recent decision of the Directors of the Society, effective in January 1957, meetings will commence at 8:00 P.M. rather than at 8:30 P.M. as heretofore. It is felt that the earlier starting time will be to the benefit of lengthy programs when such do occur.

For some months past, the Directors of the Society have been seeking a room, hall or other place of gathering where a second monthly meeting (to be strictly informal and without business or formal entertainment) might be held on the first Friday of each month. Thus far, nothing of a suitable nature has come to hand and these meetings have not commenced. Any member who feels that he may know of a suitable and reasonably central room which is available on first Fridays is invited to contact the Directorate.

PROGRESS REPORT - QUEEN ST. EXTENSION CARLINE

Since the article "Major Carline Relocation in Toronto" appeared in the Newsletter (February issue), much has been accomplished to bring the Queen St. roadway extension and the associated relocation of the Queen car line from Lake Shore Rd. to fruition. The editor made another check of the project on December 2nd, and found the situation to be as recorded hereunder.

The 6-lane street pavement was almost complete from Roncesvalles Ave. to the Queensway (a little paving remained to be done near the west end on the eastbound roadway). The road was open for traffic between Roncesvalles Ave. and Claude Ave. (one block east of Parkside Drive) -- this is an undivided section. Also, the westbound roadway only was open for two-way bus traffic (MIMICO and BERRY ROAD routes) between The Queensway and Windermere Ave. Construction has closed off the Queensway underpass under the C.N.R. Oakville Subdivision permanently, and these bus routes no longer operate to Humber loop; they are connecting with QUEEN cars at the Windermere loop. They will, of course, be cut back to the new Humber Loop when the relocated carline goes into operation.

Of more vital interest to railfans than the street extension is the

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1957 DUES ARE NOW PAYABLE. PLEASE REMIT TO THE TREASURER OF THE SOCIETY.

carline thereon. As of December 2nd, work had progressed from the east end to the following points: rails and ties had been laid to the west end of the bridge over the Humber; ballasting (in the centre reservation) and overhead poles had been completed to a point just west of the Riverside Drive overpass, and span wires to a point near Windermere Ave.; trolley wire had been strung to a point just east of Ellis Ave.

The new carline is a treat to behold for railfans. Proceeding west from Sunnyside Ave. (previous end of track, where the Sunnyside Loop has been relocated northerly), the track proceeds on standard paved construction (104 lb. girder rail) to Claude Ave. The track allowance is fully asphalt surfaced in this section, which is all on a gentle downgrade westbound. At Claude Ave. the central reservation begins, together with a short upgrade to the overpass across Parkside Drive. Construction here has new 85 lb. T-rail on standard wood ties; the roadbed is rock ballasted up to but not covering the tops of the ties. Rails are thermit welded throughout. All overhead is span wire construction suspended from iron poles. There is a high concrete curbing along both sides of the track allowance to prevent errant automobiles from finding their way onto same. The overall appearance of the carline on the divided roadway section is very impressive.

For the portion of line on central reservation there will be stops at the following locations: Parkside Dr., Howard Rd., Ellis Ave., Windermere Ave., Riverside Dr. and the new Humber loop. Howard, Ellis and Windermere (grade crossings) have small nearside concrete platforms in the centre mall. Parkside Dr. (overpass) has rather larger concrete platforms with splash guard railings and subway-style stairs leading to the sidewalk on the east side of Parkside Dr. Riverside Drive (underpass) has platforms directly beneath, lighted by fluorescent fixtures mounted on the bottom of the bridge structure, and connected by open type stairways with the west side of Riverside Drive above.

The railway crossing diamonds just east of Riverside had been installed as of December 2nd, but the warning signals were in an incomplete state. Peculiarly enough, derail switches have not been installed.

The only portion of the line on which much remained to be done was the rather difficult section between the Humber Bridge and the connection with the existing trackage just north of the Queen Elizabeth Way (eastbound) overpass. Some slightly erroneous conclusions had been drawn about the layout of this portion, and included in the report in Newsletter 121. Actually there will be no P.R.W. before the line passes under the Queensway overpass, as this overpass carries the eastbound roadway only (not both as had been supposed). The line will remain therefore as a central reservation to this point. Also, this overpass will cross not only the car tracks but the Humber Loop bus roadway as well (this was already in place as of December 2nd.) The track layout at the new Humber Loop was still not discernible, but the foundations for the waiting shelter had been placed.

The underpass for the Long Branch line through the embankment carrying the C.N.R. tracks was well under way; the four main line tracks had been diverted southerly, while the 5th track, a lead from the food produce terminals just to the west, had been diverted northerly on a widening of the embankment. Two diesel-hauled C.N.R. freights were observed passing in very gingerly fashion, under slow orders, over the shoo-fly trackage.

No work has been done yet as regards the crossing of the Queen Elizabeth Way by the new line.

A date for the opening of the relocated street car line has not been set, to the knowledge of the writer (it had been originally November), but it would appear that all will be in readiness by some time early in the new year. The Society will observe the opening in some as yet undetermined manner, possibly with the operation of a Peter Witt fantrip over the line on the first Sunday that this is possible. In any case, over the months

and years ahead, railfans from far and near will no doubt come to Toronto to see and ride on this model of what a surface electric railway line can be.

T.T.C. NOTES

In addition to the Queen St. extension, reviewed in the previous article, the T.T.C. has completed recently three other trackword projects:

(1) The short turn loop for Harbord cars, which will be necessary when the line is cut by the work of grade separation on Davenport Rd. at the crossing of the Newmarket Subdivision of the C.N.R., has been installed at the south-east corner of Davenport Rd. and St.Clarens Ave. The immediate purpose behind the construction of the loop at this time, however, was to enable the route to be cut back between 9 A.M. and 4 P.M. on weekdays because of watermain construction on Old Weston Road which was afoul of the tracks. This arrangement went into effect on November 19th for a 10-day period without any schedule change on the Harbord line; in other words, the cars simply collected at the St.Clarens Loop to await their schedule time.

The loop is located on the tower line right-of-way of the H.E.P.C., on rip rap fill which had to be built up some four feet along the south edge of the loop because of the falling away of the land from Davenport Rd.

(2) Between the west end of Union Subway Station and the terminal bulkhead of the subway a short distance west, provision was left in the construction of the subway structure for a third track between the stub ends of the two main line tracks. This was recently installed, with the switch being placed on the northerly (westbound) track just beyond the station platform. The extra siding will serve as a storage track for defective equipment or to hold a 6-car train in reserve should traffic demands ever warrant close departure scheduling from the south end of the subway.

(3) As a preliminary move to the repaving of Front St. West, abandoned trackage between Simcoe and Bathurst Sts., most of which was off-centre on the roadway, has been removed. This trackage was once part of the main Bathurst route, later served the tripper route only, until the latter was abandoned (or relocated to Adelaide St., if you prefer) with the opening of the subway in March 1954.

We feel that the T.T.C. made a serious mistake in letting the portion between Spadina and Bathurst go, as this segment formed a link in a potential diversion route to Spadina Ave. for Bathurst cars whenever an obstruction occurred on Bathurst St. between Front and Bloor.

An additional rectifier unit is being added at the Pleasant Blvd. substation to increase traction power supply to the subway; four new entrance turnstiles have been installed at Union Subway Station.

MOTIVE POWER NOTES

---C.P.R. locomotives scrapped during August 1956:

No.	Date	Place	No.	Date	Place	No.	Date	Place
642	10th	Ogden	2324	16th	Angus	2647	13th	Weston
2204	10th	Angus	2518	29th	Angus	2648	13th	Weston
2205	10th	Angus	2529	13th	Weston	2649	9th	Ogden
2213	10th	Angus	2542	13th	Weston	2652	13th	Weston
2232	13th	Angus	2569	13th	Weston	2708	13th	Weston
2234	20th	Angus	2571	13th	Weston	2716	13th	Weston
2301	20th	Angus	2603	28th	Angus	5420	14th	Angus
2303	29th	Angus	2607	14th	Angus	5757	10th	Ogden
2305	21st	Angus	2608	29th	Angus	5902	22nd	Ogden
2311	29th	Angus	2625	13th	Angus	5910	22nd	Ogden
2322	14th	Angus	2630	22nd	Angus			

---C.N.R. locomotives scrapped:

No.	Date	No.	Date	No.	Date	No.	Date
2596	Aug. 3	2432	Aug. 17	5050	Aug. 24	5070	Sep. 14
2653	Aug. 3	2606	Aug. 20	1337	Aug. 24	7451	Sep. 17
3439	Aug. 3	3488	Aug. 24	45	Aug. 24	3726	Sep. 21
2361	Aug. 10	3490	Aug. 24	5051	Aug. 24	7243	Sep. 21
2446	Aug. 10	5585	Aug. 31	15830	Sep. 1	7234	Sep. 24
3477	Aug. 10	7239	Aug. 31	2360	Sep. 14	3268	Sep. 28
788	Aug. 17	7242	Aug. 24	2524	Sep. 14		
2399	Aug. 17	7245	Aug. 24	2557	Sep. 14		

The above locomotives were scrapped by the railway; Mikados 3424 and 3711 were also sold for scrap to the Loudee Steel Co. during August.

--- C.N.R. self-propelled cars 15842 and 15844 have been converted to auxiliary service trailers, painted box car red. 15842 is assigned to the Toronto auxiliary.

---C.N.R. RDC car D-250 was transferred to the Western Region on Aug.27.

---New C.N.R. locomotives received:

GMD 1200 H.P. Road-Switchers: 1242 Sept. 7; 1243 Sept. 12; 1244 Sept. 15; 1248 Nov. 15; 1250 Nov. 20; 1251 Nov. 23; 1252 Nov. 27.

GMD 1750 H.P. Road-Switchers: 4496 Nov. 2; 4497 Nov. 2; 4498 Nov. 5; 4499 Nov. 7; 4500 and 4501, Nov. 9; 4502 Nov. 13; 4503 Nov. 14; 4504 and 4505, Nov. 16; 4506 and 4507 Nov. 21; 4508 and 4509, Nov. 23; 4510, Nov. 28; 4511 Nov. 29.

MLW 1000 H.P. Switcher: 8174, Sept. 28.

GMD 1200 H.P. Switcher: 7030, Nov. 2

---Roberval & Saguenay 23, a GMD Switcher, was completed Nov. 6th, and was reported through Toronto en route the railway on November 7th.

---The MAK diesel demonstrator locomotive, mentioned previously in the Newsletter, has done extensive test work on both the C.N.R. and C.P.R. in Eastern Canada; it was recently turned back to the C.N.R. who repainted it at Stratford and then sent it on to Prince Albert, Sask., at the end of November.

---The C.P.R. has ordered two 500 H.P. diesel-hydraulic locomotives from the Canadian Locomotive Co. for switching at points in Western Canada.

---The Chesapeake & Ohio Railway has now the following locomotives operating in Canada:

5730 - 5738: GMD 1500 H.P. road-switchers (GP-7's)
5240 - 5244: GMD 1000 H.P. switchers.
11 : 600 H.P. switcher, leased to the Lake Erie Navigation Co. at Erieau, Ont.

C.P.R. OPERATION AT CATARACT, ONT.

(Editor's Note: This record of selected days' operations on the Toronto-Owen Sound and Cataract-Elora lines of C.P.R. is felt to be of special interest because of impending dieselization.)

June 23, 1956

Train	Engine	Arrive	Depart
90	2225	12.10 A.M.	12.15
Extra S.	Crane 414207	9.10	9.12
706	1263	10.12	10.13
705	8469	10.35	10.37
747	1088	11.20	11.22
Extra S.	2238	11.45	11.46
Extra N.	963	1.20	1.23
Extra S.	963	4.13	4.40
748	1088	5.40	5.42
708	8469	6.52	6.54
707	1263	8.06	8.07
Extra N.	2209	8.50	8.55
Extra N.	2203	10.30 P.M.	10.35

August 4, 1956

Train	Engine	Arrive	Depart
Extra N.	2238	5.50 A.M.	5.52
Extra S.	2238	8.15	8.17
706	1263	10.09	10.21
705	8482	10.17	10.19
747	1088	11.05	11.08
Extra N.	851	4.15	4.17
Extra N.	891	4.30	4.33
748	1088	5.42	5.44
708	8482	7.52	7.53
I 90	851	7.45	8.20
707	1263	8.05	8.07
Extra N.	2224	9.02	9.04
II 90	891	9.50	9.52
III 90	2224	10.50	10.52