March, 1955 - Number 110

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

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

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

C.N.R, TO SPEED UP TRANSCONTINENTAL SERVICE

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

A comparison of CNR and CPR running time reductions is as follows:

Montreal - Vancouver					
CPR	Present	87:10 HRS.	CNR	Present	87:25 HRS.
	Planned	71:10 HRS.		Planned	73:20 HRS.
	Reduction	16:00 HRS.		Reduction	14:05 HRS.
Vancouver - Montreal					
CPR	Present	82:50 HRS.	CNR	Present	82:40 HRS.
	Planned	70:20 HRS.		Planned	72:05 HRS.
	Reduction	12:10 HRS.		Reduction	10:35 HRS.
Toronto - Vancouver					
CPR	Present	83:30 HRS.	CNR	Present	83:00 HRS.
	Planned	67:55 HRS.		Planned	70:45 HRS.
	Reduction	15:35 HRS.		Reduction	12:15 HRS.
Vancouver - Toronto					
CPR	Present	79:50 HRS.	CNR	Present	79:30 HRS.
	Planned	66:45 HRS.		Planned	69:00 HRS.
	Reduction	13:05 HRS.		Reduction	10:30 HRS.

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

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

➢ It will be noted that this schedule allows the traveller to view the scenic Fraser Canyon

during daylight hours, something that is not possible with the present schedule of the Continental Limited.

C.N.R. WITHDRAWS MIXED TRAINS

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

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

LOCOMOTIVE ORDERS

The Quebec North Shore and Labrador currently has an order on the G.M.D. books for 15 GP-9 (1750 H.P.) road switchers.

- One 900 H.P. switcher has been ordered from G.M.D. by the British Columbia Electric Railway.
- The Roberval and Saguenay Railway has ordered one 1000 H.P. road switcher from Montreal Locomotive Works.
- During January, the CPR ordered the following:
  From Canadian Locomotive Company, ten 1600 H.P. road switchers;
  From General Motors Diesel Limited, twenty-five 1750 H.P. road switchers;
  From Montreal Locomotive Works, eleven 660 H.P. switchers

The CNR and Grand Trunk Western in December and January placed orders for 57 new locomotives as detailed on following pages.

C.P.R. APPLICATION DENIED

The Ontario Municipal Board has refused the CPR permission to extend the Montreal - Toronto piggyback service to Hamilton (see *Newsletter 108*, Page 5).

EQUIPMENT DATA SECTION

NO. 11 — MONTREAL LOCOMOTIVE WORKS DL-700

Type: 1600 H.P. Road-switcher
Length (over end plates): 52'-6"
Height (maximum) 15'-4¼"
Width maximum) 10'-1 5/8"
Weight (maximum) 260,000
Trucks: Swing bolster clasp type
Truck Centres 61'-0"
Truck Wheelbase 50'-4"
Sand Capacity 28 cu. ft.

Continuous Tractive Effort:
with 65 MPH gearing - 53,000 lbs.
with 75 MPH gearing - 46,500 lbs.
with 80 MPH gearing - 43,400 lbs.
with 92 MPH gearing - 38,000 lbs.
Dynamic Braking Capy: 2660 H.P.
Engine: 12 cylinder V-type
Fuel Oil Capy: 1000 imp. gals.
Lubricating Oil Capy: 166 imp. gals.
Engine Cooling Water Capy: 208 imp. gals.

This is a new general purpose diesel road switcher, expressly designed to meet operating conditions on Canadian Railways, which has just been introduced by Montreal Locomotive Works. The road-switchers currently being delivered to the CPR (Nos. 8462-8482) are the first units of the DL-700 type to be constructed. Major identifying characteristic is the high "hood", almost flush with the cab roof. Basic equipment (engine, electrical components and trucks) are the same as on previous M.L.W. 1600 H.P. road switchers. Variations consist of the provision of dynamic

braking, greater steam generator capacity, and a recirculating air duct which is designed to pass warm air as required into the engine and generator areas. Provision is made for M.U. operation.

T.T.C. NOTES

More definite plans are now at hand, as announced by the TTC on February 26th., regarding the proposed Bloor rapid transit line. The route is now planned to extend 11 miles from Jane Street to Warden Avenue (the mile from Luttrell to Warden would be through territory that had never before had any form of rail transit). A north-south branch line under University Avenue and Queen's Park, as suggested in the past, has now a formal place in the plans. This line would augment the Yonge subway, and would connect with it at the present terminal bulkhead at Union Station. The plans now place the alignment of the Bloor line wholly north of Bloor Street and Danforth Avenue except for the westernmost segment (Keele to Jane). Changes have been made in stages, also: Stage 1 would cover construction from Bathurst to Broadview while Stage 2 would see the initiation of third rail subway train operation.

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

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

- Green flourescent lighting has been installed near the ends of 14 escalators on the Yonge Subway. This lighting makes the changing step heights at the escalator ends more readily apparent.
- During the P.M. rush hour, a "drop-back" system has been inaugurated on the Yonge Subway. Two extra motor men are employed, and each man steps back one train at each terminal, the waiting crewman boards the rear car of an arriving train as soon as it stops at the station, and the motor man who has just brought the train in steps out to await the arrival of the next train. This system reduces "turnaround" time at the terminals considerably. A rush headway of 2'-7½" is now in effect on the subway.
- Door balancing on all TTC street cars is being altered so that there is a seven second lapse between an emergency application and the removal of door-closing pressure. This is a safety factor to guard against passengers being thrown out of the doors.
- The abandoned waiting room at Birchmount Loop is being remodelled as a farm insurance office.

C.N.R. DIESEL RENUMBERING AND RECLASSIFICATION

SWITCHERS

New Class	Old Class	Numbers	Builder	Date	H.P.	Haulage Rating
LS-5a	Q-2-a	73 (GTW)	J. G. Brill	1929	500	18%
ES-5a	Q-2-b	74 (ex NHB)	GE	1947	500	20%
LS-4a	Q-1-a	77	Can. Loco.	1930	380	15%
GS-6a	Q-4-a	78, 79 (GTW)	EMD	1938	600	22%
ES-4a	Q-3-b	775-777 (n.g.)	GE	1948	380	13%
GS-12a	Q-9-a	7000-7009	GMD	1952	1200	36%
GS-12b	Q-9-b	7010-7014 (GTW)	EMD	1952	1200	36%
GS-12c	Q-9-c	7015, 7016 (GTW)	EMD	1953	1200	36%
GS-12d	----	7017-7019 (GTW)	EMD	1955	1200	(on order)
GS-10a	Q-5-a	7000-7902, 7904-7914, 7936-7945, 7956-7974, (some GTW)				
MS-10a	Q-6-a	7915-7935, 7946-7955 (some CV and GTW)	Alco	1942-6	1000	34%
MS-10a	Q-6-a	7975-7994	MLW	1949	1000	34%
MS-10b	Q-6-b	7995-8014	MLW	1949-50	1000	34%
MS-10b	Q-6-b	8015 (CV)	Alco	1951	1000	34%
MS-10c	Q-6-c	8016-8025	MLW	1951-2	1000	34%

MS-10d	Q-6-d	8026, 8027 (GTW, CV)	Alco	1953	1000	34%
MS-10e	Q-6-e	8028-8033	MLW	1954	1000	34%
MS-10f	----	8034, 8035 (GTW)	Alco	1955	1000	(on order)
MS-7a	Q-8-a	8450-8461	MLW	1951-2	660	29%
MS-7b	Q-8-b	8462-8483	MLW	1953	660	29%
MS-7c	Q-8-c	8484-8498	MLW	1954	660	29%
GS-8a	Q-7-a	8500-8521	GMD	1951	800	36%
GS-8b	Q-7-b	8522-8533	GMD	1951	800	36%
GS-9a	Q-7-c	8535-8559	GMD	1953-4	900	36%

ROAD SWITCHERS

GR-12a	Y-4-a	900-902 (n.g.)	GMD	1952	1200	40%
GR-12b	Y-4-b	903-908 (n.g.)	GMD	1953	1200	40%
ER-4a	Y-1-a	1500, 1501 (ex 7550, 7551)	GE	1947	680	13%
GR-12c	----	1505-1508 (GTW)	EMD	1955	1200	(on order)
ER-6a	Y-3-a	1526-1543 (ex 7800-7817	GE	1950	600	23%
GR-9a	Y-6-a	1570-1574 (ex 7670-7674)	GMD	1954	875	23%
CR-12a	Y-2-a	1600-1614 (ex 7600-7614	Can. Loco.	1951-2	1200	34%
CRG-12b	Y-2-b	1615-1617 (ex 7615-7617)	Can. Loco.	1951	1200	34%
CR-12c	Y-2-c	1618-1621 (ex 7618-7621)	Can. Loco.	1952	1200	34%
CR-12d	Y-2-d	1622-1629 (ex 7622-7629)	Can. Loco.	1953	1200	34%
GR-15a	Y-5-a	1700-1723 (ex 7555-7578	GMD	1953	1500	40%
GR-17a	----	1724-1750	GMD	1955	1750	(on order)
GR-17b	----	1751-1765 (GTW)	EMD	1954	1750	
GRG-17c	----	1766-1767 (GTW)	EMD	1954	1750	
MR-16a	Y-7-a	1800-1817 (ex 7850-7847	MLW	1953	1600	46%
MR-16b		1818-1840	MLW	1954	1600	46%
CR-16a		1841-1858	Can. Loco.	1955	1600	(on order)
MRG-16c		1859-1860 (CV)	Alco	1954	1600	46%
MR-16d		1861-1862 (GT)	Alco	1954	1600	46%

ROAD FREIGHT

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

ROAD PASSENGER

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

In addition to the locomotives listed as being “on order” in the above list, the CNR also recently ordered the following:

- from Canadian Locomotive Company:
  ten 1200 H.P. switchers (to have special trucks suitable for higher speed operation)
- from General Motors Diesel Limited:

twenty-three 1200 H.P. switchers

- from Montreal Locomotive Works:
  twelve 1600 H.P. road passenger (six "A" and six "B" units)
- from Montreal Locomotive Works:
  five 1000 H.P. road-switchers (these locomotives will be the first of their type on Canadian railways, although three were previously built for Mexico).

C.N.R. LOCOMOTIVES SCRAPPED — (October, 1954):- 1132, 1146, 1163, 1165. (November - December, 1954):- 1004, 1015, 1122, 1151, 1156, 1927, 1948, 5546, 7329.

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

C.N R. — ABANDONMENT AND CONSTRUCTION

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

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

C.P.R. OFFICIALLY OPENS NEPHTON BRANCH

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

- The Greater Winnipeg Transit Commission announced recently that it intends to end street car operation in the fall of 1955, when the Portage-North Main carline, the city's heaviest route and the last one on rails, will be converted to operation with diesel buses. This is one city street car line which cannot be said to be hampered by traffic congestion, as a good portion of it is on centre reservation, while the remainder is in the middle of an extremely wide street. It is regrettable that the "light rapid transit" idea has not caught on in Winnipeg, as there is a ready-made case for it here.
- The Canadian Railroad Historical Association has published its *Bulletin 18*, "The Last Broad Gauge", which deals with the Carillon and Grenville Railway, in Quebec province. Copies sell for 25¢ and may be had from the Association's Editorial office, 6959 De l'Epee Avenue, Montreal, QC.