

September, 1955 - Number 116

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

NEWSLETTER'S TENTH ANNIVERSARY — With this issue the U.C.R.S. *Newsletter* begins its second decade; a word of appreciation would be appropriate here for the many members, who, by contribution of news and articles or assistance with the publication and distribution of the paper, have done so much to ensure its success. Special thanks must go to the *Newsletter's* three most regular contributors over its first ten years, Raymond F. Corley, George W. Homer, and William T. Sharp, each of whom has done a great deal to keep the paper supplied with varied and interesting items.

Also for special mention is stencil typist John D. Knowles, who since 1951 has been responsible for the neat appearance of the issues. Then there is the faithful production crew who gathers once a month around the duplicating machine to produce and mail copies for the Society's steadily growing membership.

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

The Editor.

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

"I read with much interest your article in the July *Newsletter* on the future of the railfan hobby.

This sort of thing has been on my mind for a long time. A railroad museum on a large scale will remain a dream for many years as far as fans are concerned unless a millionaire can be found to finance it".

-- Robert S. Duncan, Toronto.

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

-- John W. Griffin, Toronto.

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

-- Gunther M. Gottfeld, Baltimore, MD.

➤ "A fine provocative article on the future of rail fanning in # 114"!

-- William C. Kessel, Buffalo, NY.

➤ "A timely occasion to come out with the basic facts"

-- William Carruthers, Toronto.

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

Montreal and Southern Counties Railway cars 620, 622, 623 and 220 have been shipped from Montreal and have been received by the Niagara, St. Catharines and Toronto Railway at the latter's St.

Catharines shops. As of August 27th, car 621 had still not arrived.

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

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

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

RAILWAY FACILITIES AT PORT BURWELL, ON

By J. R. Oakley

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

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

Most of the traffic on the Port Burwell branch originates from the freight-car ferry, S.S. Ashtabula, operating between Ashtabula, PA, and the Port. The ferry, an all-steel, twin-screw vessel, 338 feet by 56 feet, can accommodate twenty-seven cars on its four tracks. It has a complement of 40 men, working in eight-hour shifts and is owned jointly by the C.P.R. and P.R.R.

Its operating season extends until either port is choked by ice. There is no regular time of arrival or departure, but it usually arrives between one and three P.M. and departs between four and six-thirty P.M., except Sunday.

C.P.R. locomotive 888 (4-6-0), accompanied by three idler cars, currently performs the switching duties associated with the ferry and hauls many of the cars from Port Burwell toward Woodstock. The 888 is usually overloaded on the northbound trip. A steep grade must be negotiated north of the Port. On one occasion, during the reporters's visit, it stalled when hauling sixteen loads. After a pause to regain steam pressure, it proceeded. Doubling must sometimes be resorted to on this grade. The principal incoming traffic is coal and steel; the outgoing, gravel and newsprint. Cars from many different roads are handled.

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

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

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

By John R. Stevens,

8th. Infantry Division, U.S. Army, Fort Carson, CO

Car W-24, now at the Branford Electric Railway Association's museum, has been repainted externally

as Toronto Railway Company passenger car 1706. By the time I left Fort Dix last June, I had removed most of the grey paint from the interior. The car has been extensively rebuilt at one time or another — the front end is almost new, and all the posts in the closed side have been replaced.

I judge that the corner posts are new as well, as those on the open side show no trace of having been drilled out for the drain pipes from the eaves-trough. The worst features of the car that have to be corrected are a rusted iron carlin in the roof, and the peculiar distortion of the rear platform caused by a twist in the closed side of the car. A couple of posts on the open side have to be replaced, and the others pieced up on the bottom, but this does not represent too huge a job. The sill plate on the open side is badly rusted, and will be a project to clean up when the side panels are removed. Luckily, Branford has access to brass findings from other cars, such as the strap rod brackets, so that the seats will be the only headache. I have started making these up since I arrived at this post, as it has excellent wood-working facilities.

MOTIVE POWER NOTES

Now available are the numbers of the groups of recently ordered C.N.R. locomotives, for which numbers could not be given in the last issue. The 21 1200 H.P. road-switchers ordered from General Motors Diesel, Limited are to be 2300-2320, class GR-12f. The 45 1750 H.P. road-switchers from the same builder will be 2000-2044, class GR-17f. The two 1000 H.P. switchers for the Central Vermont will be No. 8080 and 8081, and that for the Grand Trunk Western, 8082, class MS-10j. These switchers are being built by "Alco Products Incorporated", until recently the American Locomotive Company.

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

➤ Second hand steam locomotive renumbering:

<u>OLD</u>		<u>NEW</u>
DETROIT & TOLEDO SHORE LINE # 112	-	OLD SYDNEY COLLIERIES # 32
WABASH # 1561	-	SYDNEY & LOUISBOURG # 85
DETROIT & TOLEDO SHORE LINE # 110	-	SYDNEY & LOUISBOURG # 86
CHICAGO & ILLINOIS MIDLAND # 546	-	SYDNEY & LOUISBOURG # 87
PITTSBURGH & LAKE ERIE # 8042	-	SYDNEY & LOUISBOURG # 88
PITTSBURGH & LAKE ERIE # 8031	-	SYDNEY & LOUISBOURG # 89
CHICAGO & ILLINOIS MIDLAND # 545	-	CUMBERLAND RAILWAY # 545

-- Joe Pratt, Truro, NS.

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

-- Roger Boisvert

LONDON & PORT STANLEY RAILWAY

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

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

Exchange Section - As many members will no doubt recall, the Society - attempted several years ago to institute a railfan exchange sheet to be published separately from the *Newsletter*, this however met with little success. However, the Society believes it still can perform a service of this nature, by accepting a limited number of free ads on the last page of the *Newsletter*.

Accordingly, members who have items for sale or trade are invited to submit their ad to the *Newsletter* editor.