

April, 1956 - Number 123

The Society meets on the third Friday of every month in Room 436, Toronto Union Station. The next meeting will be held on April 20<sup>th</sup> (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 22<sup>nd</sup>, starting at 9:00 A.M. from Front and Wellington Streets. It will be a four-hour excursion covering essentially trackage in the west end, including the portion of Lake Shore Road to be replaced by the Queen Street Extension, and the C.N.r. level crossing on Davenport Road. (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 LOCATION LISTINGS

A. CANADIAN PACIFIC RAILWAY - 30 CARS

<u>Quantity</u>	<u>Type</u>	<u>Date Ordered</u>	<u>Date Delivered</u>	<u>Road Nos.</u>
3	RDC-1	September 1953	October 1953	9050-9052
1	RDC-3	September 1953	October 1953	9020
1	RDC-1	March 1954	April 1954	9053
2	RDC-1	June 1954	July-August 1954	9054, 9055
2	RDC-2	December 1954	March 1955	9100, 9101
2	RDC-3	December 1954	March 1955	9021, 9022
2	RDC-1	July 1955	September 1955	9056, 9057
1	RDC-2	July 1955	September 1955	9102
1	RDC-4	July 1955	September 1955	9200
1	RDC-3	July 1955	September 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 Railway)
9057	Montreal - Quebec (Budd demonstrator car No. 2960 currently leased and also in this service)
9100, 9101	Calgary - Lethbridge
9102	Saint John - Edmundston
9020	North Bay - Angliers
9021	Medicine Hat - Lethbridge
9022	Winnipeg - Riverton and Winnipeg Great falls
9023	Montreal - Quebec
9200	Saint John - Edmundston
	* - 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

<u>Quantity</u>	<u>Type</u>	<u>Date Ordered</u>	<u>Date Delivered</u>	<u>Road Nos.</u>
1	RDC-3	November 1955	January 1954	D-100
1	RDC-1	June 1954	July 1954	D-200
1	RDC-4	June 1954	July 1954	D-150
1	RDC-2	August 1954	January 1955	D-250
1	RDC-1	October 1954	August 1955	D-201
1	RDC-4	October 1954	September 1955	D-151
1	RDC-3	September 1955	October 1955	D-101

<u>Car Nos.</u>	<u>Assignment</u>
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 85 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 types are 85 feet long.

#### EQUIPMENT DATA SECTION

Type:	Double Truck Single End	NO. 15 — T.T.C.	TP-10 and TP-11
		Builder:	National Steel
		Car	

Flat Car Snow Plough with Side Wing and Scarifier		Company and T.T.C. 1945-46	
Length: Body:	42'-0"	Trucks:	Baldwin 75-20K
Over Plough:	51'-0"	(from passenger 2128 and 2148)	
Width Overall:	8'-4"	Truck wheelbase:	6'-3"
Height to Trolley Boards:	12'-1"	Truck centres:	30'-0"
Weight:	70,700 lbs.	Wheels:	33"
Length of cab:	18'-3"	Motors:	West. 306, 65 H.P.
Width of Plough (forward edge):	9'-5"	Gear Ratio:	69:15
Width of side wing:	11'-6"	Control:	K35
Total width of roadway reached by plough and side wing:	16'-5"	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 Company at Hamilton, and trucks, controls, plough, 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:

<u>Class</u>	<u>Road Nos.</u>	<u>No.</u>	<u>Steam Units</u>	<u>Gen.</u>	<u>Excitation System</u>
DRS-24b8901-8904		4	Two		Amplidyne
DRS-24c8905-8910		6	None		Amplidyne
DRS-24d8911-8920		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. <u>Road-switchers</u>		G.M.D. 1750 H.P. <u>Road-switchers</u>	M.L.W. 1000 H.P. <u>Switchers</u>
1595	February 25)	2006	February 28
1596	February 25)	2007	February 28
1597	February 28)	2008	March 2
1575	March 3	2009	March 6
1576	March 6	2010	March 8
1577	March 9	2011	March 12
1578	March 21	2012	March 13
1579	March 22	2013	March 15
1580	March 26	2014	March 20
1581	April 2	2015	March 22
		2016	March 28
		2017	April 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, 6529, 6332, 6334 and 6335.
- The C.N.R. has borrowed Ontario Northland Railway Confederation type 1102 and is using it between Mimico and North Bay.
- C. N.R. engines scrapped — February 8: 2448; February 17: 2192, 2197, 2420; February 24: 2591, 3724.
- C.N.R. engines sold to the Steel Company of Canada for scrap: February 4: 2357, 2584; February 12: 2651; February 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 350-351. The former practice of using 3004 to haul train 352 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.
- Canada Gypsum Company 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, Ontario on April 6<sup>th</sup>, 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 25<sup>th</sup>, and were through Truro, N.S. on March 4<sup>th</sup>.

➤ Chicago and Illinois Midland 0-8-0's 541 and 547 passed through Toronto on March 2<sup>nd</sup>; 541 was delivered to the Cumberland Railway and Coal Company 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. 33. The latter locomotive was observed through Truro on March 21<sup>st</sup>.

— 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 28<sup>th</sup>. 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 26<sup>th</sup>. Removed at the same time will be mixed trains 311 and 312 between Ormsby Junction 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 Boulevard to Rosehill Avenue. A deck is being laid on steel beam supports to provide an enlargement of the Pleasant Boulevard 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 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 Westinghouse 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.