

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 STREETS 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 endeavour, 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 Company 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 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 hours 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 Railways 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):

<u>NO. & TYPE</u>	<u>BUILDER</u>	<u>LINES</u>	<u>NO. & TYPE</u>	<u>BUILDER</u>	<u>LINES</u>
33 1000 H.P. SW	M.L.W.	C.N.	3 1200 H.P. SW	G.M.D.	C.N.
19 1000 H.P. RS	M.L.W.	C.N.	21 1200 H.P. RS	G.M.D.	C.N.
28 1600 H.P. RS	M.L.W.	C.N.	43 1750 H.P. RS	G.M.D.	C.N.
8 900 H.P. SW	E.M.D.		G.T.W. *9 1750 H.P. RPA	G.M.D.	
	C.N.				
10 1000 H.P. SW	Alco	G.T.W.	*7 1750 H.P. RPB	G.M.D.	C.N.
2 1200 H.P. SW	E.M.D.	G.T.W.	*5 1750 H.P. RS	E.M.D.	C.V.
*16 1750 H.P. RS	E.M.D.	G.T.W.	11 1750 H.P. RS	E.M.D.	C.V.
8 1750 H.P. RS	E.M.D.		G.T.W. *2 1750 H.P. RS	E.M.D.	
	G.T.				

(New England)

15 1800 H.P. RS Alco D.W.& P.

* - 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 Company 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 Railway 1102 was returned by the C.N.R. to the O.N.R. during the first week of May.

➤ C.N.R. diesel deliveries:

<u>G.M.D. 1750 H.P. ROAD-SWITCHER</u>	<u>G.M.D. 1200 H.P. ROAD-SWITCHERS</u>
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
1132 - 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 Crescent and Yonge Street, 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 Avenue 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 Railway 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 Railway'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. Enthusiast's 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.