

August, 1954 - Number 103

The August meeting of the Society will take the form of an inspection trip through the Davisville subway shops, and interlocking tower. Members will meet on the Chaplin Crescent bridge at 8 P.M. on August 20th.

THE ONTARIO ELECTRIC RAILWAY HISTORICAL ASSOCIATION

HALTON COUNTY RADIAL RAILWAY

The Ontario Electric Railway Historical Association had its ultimate beginnings in November, 1953, when it became apparent that, owing to a shortage of carhouse space, it had been decided by the TTC to scrap car 1326, the last of the hundreds of distinctive Toronto Railway wooden cars, which had been added to the TTC historical collection in 1951. By mid-December, several UCRS members were actively engaged in attempts to find suitable ground on which to establish a traction museum, and also with the problem of moving so large a car as 1326. Several possible sites were considered, including a farm of one of the members.

When it became evident that the scrapping of 1326 was imminent, the first negotiations were conducted with the TTC, resulting in the scrap order being suspended temporarily to permit definite arrangements to be made regarding shipment.

After many miles of abandoned railway roadbed in the area northwest of Toronto had been examined, a location was found which best served the purpose, and the plan to place the car on the farm was dropped. Negotiations were immediately started for the purchase of the land. The TTC was again approached, and on January 14, 1954, the group, as yet unorganized became the owners of car 1326.

At this point it was decided that some more formal organization was necessary. Owing to the dual nature of the UCRS, catering as it does to both steam and electric railway enthusiasts, a purely electric railway project such as this was necessarily organized outside the UCRS. Accordingly, the name Ontario Electric Railway Historical Association was selected, and it was further decided that the operating name of the railway should be the Halton County Radial Railway.

At the present time, all members of the OERHA are also members of the UCRS, but both members and non-members are welcome to join the OERHA.

Negotiations for the chosen tract of land continued, and on February 1st the owners agreed to sell to the Association at a very reasonable price. Inquiries had already been made for ties and rail at a price the Association could afford.

On February 13th, in preparation for the opening of the Yonge Street subway, the TTC advertised for sale 163 assorted street cars, including four of the eight single-truck hand-braked 2200-class snow scrapers. It was decided to attempt to acquire one of these vehicles, and accordingly an appeal was made for support for this project at the UCRS meeting of February 19th, because the limited membership of the OERHA at that time could not manage the acquisition and movement of two cars simultaneously. Considerable support was forthcoming, and a tender was duly submitted; on March 12 the tender on 2210, the best-preserved of the four cars offered for sale, was approved by the TTC and the second car was added to the OERHA collection. An arrangement was immediately made with the scrap dealer who purchased the rest of the cars, whereby enough small parts were obtained from these other cars to replace those which had been lost from 2210 during its more than 25 years of non-revenue service.

On April 16th, work was finally begun on the long job of clearing the right-of-way and

preparing it to receive the cars. Members were on the job almost every weekend after that time. In the middle of May a large number of used but serviceable ties, from the Canadian National Railways, were trucked to the property, and track laying was begun.

An offer was received from the Hamilton Street Railway of a considerable quantity of rail, including a complete switch. This was the most attractive offer received, and was accepted, but owing to a delay in shipment, the rail was not delivered to the property until just a week before the cars had to be moved. Seven members then worked extremely hard in uncomfortably warm weather laying 130 feet of track in preparation for the moving day.

Friday, June 25th was the day selected for the movement. The cars were loaded on large flat trailers the previous afternoon at the TTC Hillcrest shops, and moved off together at 5:00 P.M. The journey was accomplished without incident, fortunately, and shortly after noon both cars had been successfully unloaded on the Association's property.

The immediate task of the members is to prepare the cars for spending the winter in the open until such time as a carhouse can be provided. Both cars are to be given a thorough paint job, in which 1326 will be maintained in the condition in which it last operated, but 2210 will be restored as closely as possible to its condition when built in 1915 as Toronto Civic Railways 55.

Any interested persons are welcome to join the OERHA. There are no membership dues as such, but each person making a contribution of \$10.00 or more in support of the Association's activities is considered a member for the current year. Meetings and work sessions take place each Saturday and Sunday afternoon on the Association's property, which is located on the west side of Concession IV of Nassagaweya Townships one mile directly south of the point where Highway No. 7 makes a right-angled turn towards the north, about six miles west of Acton, ON. Visitors and prospective members are welcome, but are requested to contact John Kelley at LL-9453 or Ron Cooper at OX-1877.

MOTIVE POWER — CAR EQUIPMENT NOTES

The following CNR locomotives have been scrapped:

745, 1323, 7227, 7235, 7241, 7432, 7452	April 14 th .
845, 1208, 1238, 7500	April 28 th .
2117, 5599	April 29 th .

➤ The CNR ordered two more R.D.C. cars from the Budd Company of Philadelphia during June; one is to be a standard RDC-1 model, while the other will be the non-passenger RDC-4 (baggage-mail-express).

➤ CPR R.D.C. car 9050 was back from Angus less than a month, when on July 15th, again at the head end of Train 630, it was in collision with a vegetable truck at the Bloor Street (Islington) crossing. Less extensive damage was suffered by the unit in this accident.

➤ The CNR's newly converted cars for Toronto commuter service are numbered 4959 to 4974. These 16 cars are of steel construction, with modern seating and lighting, and have a seated passenger capacity of 100. Their advent was something of a surprise to the regular users of the Hamilton commuter trains (74, 76, 79 and 81). They may soften to some extent the recent active opposition of the Oakville Commuters' Association to the railway's application for increased commutation fares.

Of the 16 cars, 10 are assigned to trains 76 and 79 (Toronto - Hamilton), four to trains 74 and 81 (Toronto - Hamilton) and two to trains 10 and 11 (Toronto - Guelph).

➤ New CNR 800 H.P. GMD road-switchers 7672 and 7673 left Toronto (after delivery from the London plant) on June 20th, working M.U. on train 403, en route to Winnipeg. Locomotive 7674 passed through Toronto on July 11th on its way from the GMD plant to the CNR's new Sherridon -

Lynn Lake line in Manitoba.

➤ The CNR has ordered five coaches and one sleeping car, for the narrow gauge Newfoundland lines, from Canadian Car & Foundry.

NORTHERN ONTARIO OBSERVATIONS

On a recent traverse of the Ontario Northland Railway from North Bay to Moosonee, dieselization was found to be almost complete. The only ONR steam locomotives noted in action were switcher 900 at Cochrane and two Consolidations on work trains. At least ten steam engines are in storage at Englehart, and 303, 313 and 701 are stored near the roundhouse in North Bay. Most of the work is done by GMD FP7A units 1500-1521, used in pairs on the North Bay - Timmins passenger trains and on the through freights, and singly on the Noranda and Cochrane passenger locals and on the Cochrane - Moosonee mixed. The sight of a streamlined cab unit on such duties as the Cochrane - Fraserdale way freight is unusual in Canada. The MLW road-switchers appear to be relegated to way freight and work service, including the North Bay - Englehart mixed.

The "Polar Bear" from Cochrane to Moosonee is highly recommended. Although business seems to be good (two head end cars, four full coaches, diner and 15 freight cars on one occasion), the atmosphere is delightfully informal. At Island Falls Junction, connection is made with Abitibi Power and Paper Company rail car No. 2, and at Fraserdale with a small H.E.P.C. owned Plymouth gas engine and combine for Abitibi Canyon.

On the CNR, most of the freights west from Cochrane are handled by road-switchers 7832-7835, used singly, but ex-CGR M-5 Consolidations continue to work east to Taschereau. In passenger service Pacifics 5087 and 5104 were noted working to Kapuskasing and Hearst respectively, and 5259 and 5278 east to Senneterre. 2359 is the Cochrane yard engine.

Two unit diesels have been running regularly on CPR trains 7 and 8 for some time, presumably to Fort William.

RESUMÉ OF T.T.C. CAR SCRAPPING PROGRAM

All 163 cars which the Toronto Transit Commission offered for sale earlier this year (see *Newsletter* 98, Page 4) have now left the property. Of these, all but one (car 2210) were sold to the Western Iron & Metal Company, which firm has been in the position of regular "car scrapper" for the TTC since 1947. Also eliminated during the program was the shell of Small Witt 2866, which had already been partially dismantled at Hillcrest following a collision.

The first thirty-odd cars were removed from their trucks and carried to a yard at Eastern Avenue and Leslie Street where they remain at time of writing, bodies intact. The remainder of the cars (except for several, the bodies of which were resold) were burned at Simcoe Beach, cut up for scrap, and the fragments loaded on boats at the nearby turning basin for shipment to the Hamilton steel mills.

A table of scrapping dates (when sent to George Street follows:

2918	March 14	2997	April 7	2976	April 29
2948	March 14	2940	April 7	2825	May 3
2902	March 16	2901	April 8	2975	May 3
2944	March 16	2906	April 8	3000	May 3
3006	March 17	2909	April 8	2809	May 4
2873	March 17	3008	April 12	2982	May 4
2959	March 18	2837	April 12	2915	May 4
2970	March 18	2950	April 12	2811	May 5
3012	March 18	3023	April 13	3018	May 5
2945	March 19	2863	April 13	2897	May 5

2953	March 22		2510	April 13		2995	May 6
3019	March 22		2993	April 14		2938	May 6
2532	March 22		2771	April 14		2912	May 6
2662	March 23		2942	April 14		2939	May 10
2801	March 23		3005	April 15		2841	May 10
2534	March 24		2920	April 15		2542	May 10
2933	March 24		2885	April 20		2866	May 10
2640	March 24		2895	April 20		3001	May 11
2921	March 25		2904	April 20		2907	May 11
2540	March 25		2957	April 21		2964	May 11
2879	March 29		2558	April 21		2833	May 12
2815	March 29		3027	April 21		3015	May 12
2546	March 29		2932	April 22		2990	May 12
2900	March 30		3013	April 22		2996	May 13
2916	March 30		2914	April 22		2835	May 13
3029	March 30		2905	April 26		2988	May 13
2958	March 31		2911	April 26		2984	May 17
2999	March 31		2514	April 26		2881	May 17
2930	April 1		2923	April 27		2998	May 17
2910	April 1		2994	April 27		2867	May 18
2845	April 5		2935	April 27		2987	May 18
2823	April 5		2783	April 28		2972	May 18
2966	April 5		2969	April 28		2767	May 19
2847	April 6		2992	April 28		2928	May 19
3016	April 6		2954	April 29		2951	May 19
2843	April 6		2971	April 29		2936	May 20
2941	May 20	3009	June 2		2626	June 15	
2980	May 20	2960	June 2		2598	June 15	
2761	May 25	2903	June 3		2590	June 16	
2785	May 25	3014	June 3		2594	June 16	
2554	May 25	2943	June 3		2586	June 16	
3011	May 26	2974	June 3		2670	June 16	
2777	May 26	2871	June 9		2208	June 17	
2986	May 26	3010	June 9		2200	June 17	
2552	May 27	2991	June 9		2202	June 17	
2917	May 27	2638	June 10	Y-6	June 21		
2926	May 27	2582	June 10	Y-3	June 21		
2849	May 31	2668	June 10	Y-5	June 21		
2908	May 31	2620	June 10	S-24	June 22		
2937	May 31	2596	June 14	S-23	June 22		
2862	May 31	2614	June 14	S-21	June 22		
2965	June 1		2622	June 14	S-22	June 22	
2922	June 1		2646	June 14	2210	June 25 - (from	
2985	June 1		2666	June 15		Hillcrest - sold	
2787	June 2		2628	June 15		to OERHA.	

Two man cars remaining in dead storage are as follows:

➤ At Russell Division: 2454, 2456, 2460, 2464, 2466, 2470, 2472, 2476, 2480, 2482, 2484, 2486, 2488, 2490, 2492, 2494, 2496, 2498, 2502, 2506, 2508, 2512, 2516, 2518, 2520, 2522, 2526,

2530, 2536, 2544, 2548, 2556, 2560, 2562, 2566, 2568, 2570, 2572, 2574, 2576, 2578.

➤ At Hillcrest Shops: 2450, 2452, 2458, 2462, 2474, 2478, 2500, 2504, 2550, 2564.

MISCELLANY

Of the new CNR branch lines in Northern Quebec (mentioned last month), it is expected that the route from Beattyville to the Chibougamau town site will be constructed first as guarantees of pulpwood and ore concentrate traffic have already been given, which is not the case with the Dolbeau - Lake Cache line. A preliminary survey of the new lines was carried out during 1953.

➤ The Ottawa Transportation Commission abandoned street car service on Crichton Street on July 13th. This street carried the tracks (from St. Patrick to Sussex) of one branch of the forked St. Patrick end of the H (Hull - St. Patrick) carline. All H cars now continue via the remaining fork, the Lindenlea Loop line. The reason given for the change to buses here was to allow Sussex Street to be completely freed of street cars (the route looped on this street for a short distance).

➤ UCRS member John Stevens, until lately of Toronto, but now in Leonia, New Jersey, reports that the work of changing the gauge on former TTC open single truck trailer relic No. 11 was completed by the Branford Electric Railway Association over the July 3rd weekend. (see *Newsletter 90*, Page 2).

➤ Officials of York Township are actively engaged in testing a "smoke-eating" device which they hope to persuade the CPR to use over the stacks on Lambton roundhouse. This shed, at the southwest corner of St. Clair and Runnymede Road creates more of a smoke nuisance than any other Toronto roundhouse because of its close proximity to residences and heavily travelled thoroughfares. The CPR has said that it is prepared to go along with the idea provided that the device is effective and does not cost too much.

➤ With the many locomotive re-numberings and the addition of various classes of diesels in recent years, the once clean-cut CNR locomotive classification system has become rather more complex. For the benefit of newer members in particular, the system as revised is printed herewith:

<u>CLASS</u>		<u>WHEEL</u>	
<u>DESIGNATION</u>	<u>TYPE</u>	<u>ARRGT.</u>	<u>NO. GROUP</u>
A	(not used)		
B	(not used)		
C	CLC-FM 1600 HP Diesel Road Freight		8700-8799
D	(not used)		
E-7	Mogul)	2-6-0	600-774, 780-899
E-10	Mogul) Drivers over 52"	2-6-0	80-99
E-12	Mogul (Drivers 52" and under)	2-6-0	400-499
F-1, 2	Ten-Wheel (Drivers 52" and under)	4-6-0	1000-1019
F-3	Ten-Wheel (Narrow gauge)	4-6-0	10-19
G	Ten-Wheel (Drivers 53" to 58")	4-6-0	1020-1199
H	Ten-Wheel (Drivers 59" to 63")	4-6-0	1200-1499
J-1 to J-7	Pacific (Drivers 70" and under)	4-6-2	5000-5499
J-8	Pacific (Narrow Gauge)	4-6-2	500-599
K-1 to K-4	Pacific (Drivers over 70")	4-6-2	5500-5699
K-5	Hudson	4-6-4	5700-5999
L	Consolidation (Narrow Gauge)	2-8-0	280-299
M	Consolidation (Drivers 58" and under)	2-8-0	1800-2200
N	Consolidation (Drivers over 58")	2-8-0	2201-2999
O	Six-Wheel switcher	0-6-0	7200-7549
P	Eight-Wheel switcher	0-8-0	8200-8449

Q-1, 2, 4	Miscellaneous Diesel		70-79
Q-3	Miscellaneous Diesel (Narrow Gauge)		775-779
Q-5, 6	1000 HP Diesel Switcher		7900-8199
Q-7	GMD 800-900 HP Diesel Switcher		8500-8699
Q-8	MLW 660 HP Diesel Switcher		8450-8499
Q-9	GMD 1200 HP Diesel Switcher		7000-7199
R	Mikado (Narrow gauge)	2-8-2	300-399
S	Mikado	2-8-2	3000-3999
T	Santa Fe	2-10-2	4000-4999
U-1	Mountain	4-8-2	6000-6099
U-2 to U-4	Northern	4-8-4	6100-6999
V	EMD-GMD 1500 HP Diesel Road Freight		9000-9399
W	MLW 1500-1600 HP Diesel Road Freight		9400-9799
X	Tank and Misc. Steam	(4-6-4 T only)	1-9, 20-69
Y-1	GE 380 HP Road Switcher		7550-7554
Y-2	CLC-FM 1200 HP Road-Switcher		7600-7669
Y-3	GE 600 HP Road-Switcher		7800-7829
Y-4	GMD 1200 HP Road-Switcher (Narrow gauge)		900-999
Y-5	GMD 1500 HP Road-Switcher		7555-7599
Y-6	MLW 1600 HP Road-Switcher		7830-7899
Y-7	GMD 800 HP Road-Switcher		7670-7799
Z	Electric		100-299