

February, 1951 - Number 61

The Society meets on the third Friday of each month in Room 486, Toronto Union Station. The next meeting will be held on February 16<sup>th</sup> and will feature the U.C.R.S. Railroadians Auction, the details of which have appeared in recent issues.

ANNUAL MEETING, JANUARY 19<sup>th</sup>,

The reports of the officers for 1950 are now being prepared in written form and will be distributed as soon as available.

The Annual Meeting, under the chairmanship of Mr. David G. C. Menzel, B.A., of Osgoode Hall, Barrister-at-Law, was the most successful the Society has ever held. There were 34 members and 11 guests present. Among the members was Mr. Arnold Browne, Storekeeper of the CNR's Stratford Shops, who holds membership No. 3 and is one of the old "originals" of the Society. Among the guests were Mr. O. R. Barefoot, Superintendent of Motive Power and Car Department, Eastern Region, Canadian Pacific Railway, with headquarters in Toronto, and Mr. I. Johnston, his Assistant Superintendent.

This large gathering heard Mr. Raymond Corley deliver a short address on the subject of the gas-turbine locomotive — its history, present development and its future; an encyclopedic treatment of the whole field of privately owned railway tank cars by Mr. Andrew Merrilees; and the feature of the evening, a talk by Mr. Basil Headford on the narrow gauge railways of Colorado, illustrated with his own excellently arranged and titled colour films made during two trips to the narrow gauge centre of America.

DIRECTORS AND OFFICERS FOR 1951

The following nine members of the Society were elected Directors for 1951 at the Annual Meeting held on January 19<sup>th</sup>: William Bailey, Archie Douglas, Lloyd Conner, John Griffin, John Mills, Ralph Oakley, Albert Olver, Thomas Rowland and Stuart Westland.

At the ensuing Director's Meeting, held on January 26<sup>th</sup>, the officers for 1951 were chosen; these are as follows:

President:	John W. Griffin
Vice-President:	William C. Bailey
Honourary Secretary:	Ralph Oakley
Honourary Treasurer:	Thomas W. Rowland
Honourary Assistant Secretary-Treasurer:	Archie J. Douglas
Curator:	Stuart I. Westland
Bulletin Editor:	William C. Bailey
Newsletter Editor:	Stuart I. Westland

Standing Committees:

Constitutional:	Messrs. Griffin (Chairman), Olver, Sharp.
Programme and Excursion:	Messrs. Olver (Chairman), Mills, Rowland.
Membership:	Honourary Secretary, Honourary Treasurer, Membership Secretary (John Mills)
Publications:	Messrs. Bailey (Chairman), Corley, Coupe, Headford, Horner, Knowles, MacLean, Mills, Westland, Whitmore.

Names of additional Committee Members will be announced later.

C.N.R. DIESEL RENUMBERING

In order to smooth out its locomotive numbering system further, the Canadian National Railways has effected certain locomotive number changes. These affect a few of its small road switchers and non-standard switchers as follows:

- 7700 renumbered 77
- 7730 (on G.T.W.) renumbered 73
- 7800, 7801 (on G.T.W.) renumbered 78, 79
- 7818, 7819 (last two of P.E.I. series 7802-7819) renumbered 7802, 7803
- 7751, 7752 (P.E.I. 44-ton switchers) renumbered 7550, 7551.

The numbers assigned to new diesel road units and road-switchers ordered in recent months are:

(1) The eighteen 1000 H.P. road-switchers ordered from Fairbanks-Morse - Canadian Locomotive Company:

- 7600-7614 Class Y-2-a (for Gaspé)
- 7615-7617 Class Y-2-b (for Montreal & Southern Counties)

(2) The twenty-eight 1500 H.P. road freight units ordered from General Motors Diesel Limited:

- 9028-9054 (even numbers), Class V-1-A-b ("A" units)
- 9029-9055 (odd numbers), Class V-1-B-b ("B" units)

(3) The twenty 1600 H.P. road freight units ordered from Montreal Locomotive Works:

- 9408-9426 (even numbers), Class W-1-A-b ("A" units)
- 9409-9427 (odd numbers), Class W-1-B-b ("B" units)

The entire C.N.R. locomotive numbering and classification scheme as lately changed to accommodate electric and diesel renumbering is now as follows:

<u>Symbol</u>	<u>Type</u>	<u>Driver Groups</u>	<u>Scope of Numbers</u>
C	Mogul	52 ins. and under	400-469
D (extinct)	Mogul	Above 52 ins. to 58 in.	470-529
E	Mogul	Above 58 ins.	530-999
F	Ten-Wheeler	52 ins. and under	1000-1018
G	Ten-Wheeler	Above 52 in. to 58 in.	1019-1199
H	Ten-Wheeler	Above 58 in. to 63 in.	1200-1499
I (extinct)	Ten-Wheeler	Above 63 in.	1500-1799
	Pacific	70 in. and under	5000-5499
K-1 to K-4	Pacific	Above 70 in.	5500-5699
K-5	Hudson	All	5700-5999
L (extinct)	Consolidation	52 in. and under	1800-1804
M	Consolidation	Above 52 in. to 58 in.	1905-2200
N	Consolidation	Above 58 in.	2201-2299
O	Six-Wheel Switcher	All	7000-7549
P	Eight-Wheel Switcher	All	8200-8499
Q-1 to Q-4	Non-Standard	All	70-99
	Diesel Switcher		
Q-5	EMD-GMD Switchers All		7900-8199
Q-6	Alco-MLW Switchers	All	1
R (extinct)	Mikado	58 in. and under	3000-3099
S	Mikado	Above 58 in.	3100-3999

T	Santa Fe	All		4000-4999
U-1	Mountain	All		6000-6099
U-2 to U-4	Northern	All		6100-6999
V	EMD/GMD Road Diesels	All		9000-9399
W	Alco/MLW Road Diesels	All		9400-9799
X	Tank and Narrow Gauge	All		1-69
Y	Diesel Road Switcher		All	7550-7899
Z	Electric	All		100-399

Notes: Number group 8500-8999 was previously held for ten-wheel switchers, none of which were ever purchased by the CNR. This number series has not yet been reassigned to any other type.

Series 9800-9999 also at present is unassigned.

Letters A and B were assigned to locomotives of the Eight-Wheel or American Standard type, none of which have been on the roster since 1941. Their numbering group, 100-399, was given to the electric locomotives in 1950, although these retained their old class letter "Z".

#### C.P.R. MOTIVE POWER NOTES

The Canadian Pacific has received its four 800 H.P. yard switchers from General Motors Diesel Limited. These locomotives are numbered 6700-6703, Class DS8A, and have been assigned to Western Ontario cities instead of the Schrieber Division. Four Alco-GE 1000 H.P. switchers have been transferred to that division in place of 6700-6703.

The ten 1500 H.P. freight "A" units 4028-4037 were delivered by General Motors Diesel Limited to the Schrieber Division between September and November.

The fourteen 1500 H.P. freight "A" and "B" units from Montreal Locomotive Works (4021-4027 and 4417-4423) were delivered in September and October.

A new development of interest is the fact that the CPR has ordered two 1000 H.P. switcher booster units from Montreal Locomotive Works. These are locomotives without cabs, which when used M.U. with regular cab switchers, give a 2000 H.P. combination known as a "cow and calf" arrangement. They will be used in Montreal's new Cote St. Luc yard in hump service.

The CPR also ordered six 660 H.P. switchers from MLW in December.

#### T.T.C. CAR SCRAPINGS

Forty Toronto Railway cars were recently retired by the Toronto Transportation Commission as a result of the purchase of the P.P.C. cars of Cincinnati Street Railway. As all have now been removed from the property by the Western Iron and Metal Company (to whom they were sold for scrap), it is appropriate to present a list of these cars and the dates upon which they went to the scrap yard. No bodies in this group were sold by the scrap company; all of them were burned at the company's yard at 155 Mill Street. All cars came to the George Street yard from Russell Carhouse yard (tracks 21 and 22) where they had been stored for a short previous period, after being assembled there from other carhouses. (The dates in the following table are those on which the cars were sent from Russell Carhouse to George Street Scrap Yard).

<u>Number</u>	<u>Date</u>	<u>Number</u>	<u>Date</u>	<u>Number</u>	<u>Date</u>	<u>Number</u>	<u>Date</u>
1314	Sept. 28	1432	Oct. 16	1810	Nov. 29	2026	Nov. 2
1340	Nov. 9	1444	Sept. 25	1816	Dec. 7	2040	Nov. 8
1354	Oct. 5	1456	Oct. 30	1822	Oct. 5	2044	Oct. 16
1364	Dec. 5	1460(2)	Sept. 18	1824	Dec. 4	2052	Sept. 28
1376	Nov. 15	1470	Dec. 7	1830(3)	Dec. 15	2054	Oct. 11
1390	Sept. 18	1488	Nov. 23	1834	Nov. 15	2056	Oct. 11
1400(1)	Oct. 23	1512	Nov. 14	1840	Oct. 30	2062	Oct. 17
1416	Oct. 26	1534	Nov. 9	1854	Dec. 5	2068	Oct. 23
1428	Oct. 25	1562	Nov. 21	1864	Nov. 21	2078	Nov. 23
1430	Dec. 14	1796	Nov. 7	2024	Oct. 24		

(1) Not removed until Dec. 22.           (2) First car. (3) Last car.

This eliminates the last of the 1500's, 1700's and 1800's (all remaining one-man 1900's were scrapped in 1948). Now there is a long gap in the roster from 1490 to 2072. Only 40 Toronto Railway cars now remain on the roster (plus instruction car 2108), and of these five are out of service and stored at the time of writing.

HAMILTON STREET RAILWAY: BURLINGTON  
ROUTE ABANDONED AND END OF BELT LINE NEAR

Car 529 of the Hamilton Street Railway made the last round trip on the Burlington Street route, including its long stretch of ex-interurban right-of-way, in the early hours of Sunday, December 10<sup>th</sup>. Two other cars followed it eastbound, but they returned to the carhouse from Kenilworth and Barton terminus via Barton Street. Thus 529 was the last car to make the wyeing movement at this intersection and to cover the line westbound; it pulled into the carhouse at 1:55 a.m., December 10<sup>th</sup>, 1950. The trolley buses which indirectly replaced the Burlington cars began operation later in the day on Cannon Street.

During January, the H.S.R. announced that it intends to discontinue its last rail route, the Belt Line, later this year. The announcement indicated that diesel buses would be temporary replacement vehicles with trolley buses to take over at some more distant date. The H.S.R., in its conversion plan, had intended to retain the Belt Line cars until 1954, but perhaps the quickly depreciating trackage on some portions of the line caused a hastening of the conversion. Certainly considerable track mileage is in very poor condition.

After the recent abandonment, cars 409, 411, 417 and 421 were sealed up and moved to storage on open trackage just east of the end of street track at Wilson and Shirton Streets on the now unused Birch Avenue line. Line car 15 and sweeper 1 are also here. Of the old cars, only 413 and 419 remain serviceable at the car barn.

COMING NEXT MONTH: The Ontario Northland Railway, a U.C.R.S. Bulletin with history, roster, photos and a map of the provincially-owned railway.