

November, 1950 - Number 58

The Society meets on the third Friday of each month in Room 486 of Toronto Union Station at 8.30 p.m. The next meeting will be held on November 17th and will feature an address by Mr. George Young, of Toronto, on his World War II experiences as a railway operating officer.

The Society has issued a revision of Bulletin 23, which featured a locomotive history of the Toronto, Hamilton and Buffalo Railway. The revision consists of a rearrangement and additions to the mimeographed portion of this article in order to include the changes made to the locomotive roster of the railway since May 1948, when the bulletin was originally printed.

Copies of this revised issue are available to members at 10 cents a copy; the price to non-members remains at 25 cents.

The Model Railroad Club of Toronto is holding an open house on Saturday, November 18th, from 2 to 5 p.m. and from 7 to 10 p.m. This model railroad, the largest in Canada, is built entirely to scale over an area of 4000 square feet, contains approximately 20 scale miles of track fully operated from control towers. There are over 20 locomotives plus freight and passenger equipment, wrecking trains, a circus train, landscaped scenery, model villages and a model interurban trolley line operated by U.C.R.S. and M.R.C.T. member Jim Frost. The admission price is 25 cents; first time visitors are advised to follow the signs from the corner of King Street West and Atlantic Avenue in order to find the building housing the club layout.

CINCINNATI CAR EXCURSION AN OUTSTANDING SUCCESS

On Sunday October 15th, T.T.C. car 4597 (formerly Cincinnati Street Railway 1122) was put in its first revenue service in Toronto, as chartered by the U.C.R.S. for an all-day excursion covering unusual trackage on the system. This was the first former Cincinnati car completed, although all-electric car 4551 (C.S.R. 1151) was also finished as of this date, and was inspected by the excursion party at St. Clair carhouse.

The weather was ideal and many photos were taken; the car was filled to capacity and everyone present had a full and interesting day. The highlight of the excursion was the stopover at Hillcrest shop, where in addition to having lunch, the U.C.R.S. members and guests were conducted through the shop building and saw, among other things, several more Cincinnati cars in course of rebuilding.

Following this, the party was treated to a ride around the test track on the single truck open car relic No. 327.

The trip started from and ended at the Union Station at 10.00 a.m. and 5.15 p.m. respectively.

A sign, made by U.C.R.S. member Jack Knowles, adorned the open side front advertising rack, announcing the excursion as "First trip in service, ex- Cincinnati PCC's", and containing an excellent representation of the Society's insignia.

T. H. & B. — TEMISCOUATA — CANADA & GULF TERMINAL NEWS

By Andrew Merrilees

The Toronto, Hamilton and Buffalo Railway's 0-6-0 switcher 49 has been sold to the National Steel Car Corporation Limited, Hamilton, Ontario (in October), where it has taken the number 8.

The T. H. & B. took delivery in October of 73 and 74, its third and fourth 1500 H.P. GP-7 Electro-Motive road switchers. The first two units of this type, 71 and 72, were the first two locomotives turned out by the new General Motors Diesel locomotive plant at London, Ontario. This gives the T. H. & B. the unique distinction of having been the road to receive the first

products of two Canadian locomotive builders — General Motors Diesel Limited in 1950 and Montreal Locomotive Works in March, 1904, when an order of three 4-6-0 types, T. H. & B. 25, 26, and 27, were the first to leave the plant of that builder. The very first locomotive outshopped by Montreal Locomotive Works, the former T. H. & B. 25, is still in service at the time of writing as Spruce Falls Power & Paper Company Limited No. 104 at Kapuskasing, Ontario. 26 and 27 are both now scrapped.

The C.N.R. formally took over operation of the Temiscouata Railway on October 1st, 1950, and the first C.N.R. employees, timetable to include the Temiscouata line (as the C.N.R. Temiscouata Subdivision) was issued on October 28th.

The Temiscouata locomotive shop and engine shed at Riviere du Loup burned to the ground this summer past, and their locomotives are all now housed in the C.N.R. Riviere du Loup roundhouse.

The old Temiscouata general office building across the tracks from the C.N.R. station at Riviere du Loup will also be closed at the end of October, and all activities shifted to the C.N.R. station.

Temiscouata locomotives 6, 7, 8, 9 and 10 (4-6-0 types) are being renumbered C.N.R. 1014 to 1018, class F-1-c, with 21% haulage rating. Temiscouata 4-4-0 types 11 and 12 (originally Quebec Central 11 and 12) are now in storage at Riviere du Loup, but will not be renumbered into the C.N.R. series, and will be scrapped. The Temiscouata 4-6-0 types, mentioned above, are a slight improvement over the F-1-a and F-1-b classes which have been on the C.N.R. roster for years, since they are superheated and have several other minor improvements. On account of their peculiar suitability for the light track of the Temiscouata Subdivision, they will probably all remain in service on their original line, and not be transferred to other parts of the system.

Considerable track rehabilitation, ballasting and bridge rebuilding will be done in the spring of 1951 to bring the Temiscouata Subdivision up to C.N.R. branch line standards. At the present time, track is in a deplorable condition. At the time of writing, much of the old Temiscouata rolling stock is still being used, and none of it has been relettered "Canadian National". It is likely that all or a greater portion of it will be scrapped within the next few months. A mixed train service is now the only passenger service operated.

The Canada and Gulf Terminal Railway has scrapped its locomotive 350, a former Delaware, Lackawanna and Western Consolidation type, but still has 352 in service, and 36, a 4-6-0 type, out of service. The 70-ton G.E. diesel-electric locomotive received last fall from the Thurso and Nation Valley Railway in exchange for a C. & G. T. 44-ton G.E. diesel switcher, has been assigned the number 355. This, and diesel-electric combination car 405 (formerly New York Central gas-electric car M-405) comprise the entire motive power of the line, along with steam units 36 and 352.

The C. & G. T. gasoline motor coach 501 has had its motor removed has been converted into a trailer.

SUBWAY CONSTRUCTION PROGRESS REPORT October 25, 1950 - By John M. Mills

Considerable time has elapsed since the last report, and construction work on the subway is continuing at good speed.

Initial excavation is being lifted at three points along the route now: on Yonge Street just south of College, east of Yonge north from Wellesley, and in Rosedale Ravine south of Crescent Road. Decking is following the excavation in the first case, and the wooden roadway over the "big hole" now stretches continuously from York Street to McGill Street.

Particularly rapid of late has been the pouring of concrete, and the concrete box has been finished between Queen Street and Dundas Square. Sand backfill to street level is now being placed. The concrete floor is almost continuous from York Street to Dundas Square, with the exception of a short distance near Queen Street. The pouring of walls is under way north from

Front Street.

The big job of underpinning the Bank of Montreal branch at Front and Yonge Streets is almost finished, much to the relief of the staff of the bank which has had to live with subterranean noises for several months. Most building demolition is now completed, and a wide swath has been cut through the city just east of Yonge Street for many blocks.

The Yonge cars are being diverted at two points: one via Dundas, Church and Alexander (southbound) and Maitland (northbound); the other diversion is over temporary tracks laid through a parkette and on the street pavement at Yonge Street and Lawton Boulevard. This latter detour is necessitated by the fact that the subway crosses from east to west under Yonge Street at this point, and the centre of Yonge Street is blocked so that this work may be carried on. Work in this section continues 16 hours a day so that the street may be closed for as little time as possible.

There have been many complaints about pile-driving starting at 6.00 a.m. and the City Council is looking into the matter of restricting the hours of pile-driving.

Future schedules call for the section between Heath Street and Chaplin Crescent (Section S-5A), which contains the Davisville Division carhouse and yard, to be started in the near future, and tenders have already been called for the necessary structural steel. A new substation is being built downtown to take care of the subway's power needs, and three more are contemplated.

Contracts will be let in the next few months for the necessary car equipment (130 cars to be operated in two car semi-permanently coupled units) and signalling and interlocking system.

Thus it can be seen that the Yonge Street Subway is well on the way towards completion and, barring unforeseen major delays, should be in operation in less than three years.

FAIRBANKS-MORSE (CANADA) GETS FIRST LOCOMOTIVE ORDER

The Canadian National Railways has placed an order with Canadian Locomotive Company, the new subsidiary of Fairbanks-Morse of Beloit, Wisconsin, for eighteen 1000 H.P. opposed piston diesel road-switcher locomotives. This is the first order for the FM-CLC combination.

The C.N.R. will use these locomotives in two locations. Fifteen of them will be used to dieselize the Gaspé branch which runs into the Gaspé peninsula, from Metapedia on the old Intercolonial main line and at the end of Chaleur Bay. An unusually heavy freight traffic is handled on this branch line. The other three locomotives will enter Montreal-Waterloo (P.Q.) passenger service, combining the present C.N.R. passenger train operations to Waterloo via Farnham and the subsidiary Montreal and Southern Counties Railway service (electric interurban) to Granby, in this combination of routes, the trains will leave from Montreal's Central Station, switch to the M. & S. C. trackage at the diamond near Southwark Yard (on the south side of the river), continue to the end of the M. & S. C., and then switch back to the C.N.R. line to continue to Waterloo.

With this service installed, trolley wire on the interurban line will be removed between Marieville and Granby. Electric service will continue to Marieville and St. Angele, and on the local services.

ELECTRIC RAILWAY NOTES

L.E.&N. - G.R.R. Railways: The appeal of the management against the Board of Transport Commissioners refusal to allow abandonment of passenger service has also been denied, thus passenger service must continue indefinitely and, therefore, freight operation with electric locomotives. One concession was made, however, as a result of the appeal, in that non-paying passenger runs can be eliminated "so-long as the public well being is not jeopardized", a ruling which certainly is not without considerable vagueness. Even before this was announced, the roads had slashed many runs from the timetable, so that the street car type of service frequency hardly can be said to exist any longer. Fans who are visiting the property will have to plan their trips over the lines more carefully in the future.

The management reports, nevertheless, that freight and express business is at the highest level in its history.

Sudbury-Copper Cliff Suburban Electric Railway: The last Sudbury street cars reportedly ran on October 14th, after continued encroachment by gasoline buses during recent years. Latterly, street cars operated in rush hours only. All cars have been sold for scrap.

Regina Municipal Railway: This railway ran its last street cars during September on the last remaining car route. The disastrous car barn fire of January, 1949, hastened the end of operation here.

Toronto Transportation Commission: To time of writing, not quite half of the Cincinnati cars have arrived in Toronto and a few have entered service. After receipt of three of the 27 air-electric cars (1109, 1122 and 1123), further shipment of these has been stopped until all of the all-electric cars have come. The latter are to be used on the St. Clair route, while the air-electric cars will be sent to Russell Division, presumably to operate on the Queen route mixed with cars of the 4000 - 4139 and 4150 - 4199 groups, which are of similar vintage.

As recorded elsewhere, the first Cincinnati car to enter revenue service was 4597 on the U.C.R.S. excursion of October 15th; however, the first day of operation of Cincinnati cars in regular passenger service was October 23rd, when three of the all-electrics began on the St. Clair line. The data on their first operation is as follows:

Car	4551	Run No.	3	Left Carhouse at:	4.59 a.m.
	4550		6		5:11 a.m.
	4556		10		5.29 a.m.