

December, 1949 - Number 47

The Society meets on the third Friday of each month in Room 486 of Toronto Union Station. The next meeting will be held December 16th. The feature will be a New York Central Railroad film which depicts the complete run of one of its largest steam locomotives from terminal to terminal. In order that this meeting may be made a real night of films, it is requested that members in possession of 16 mm. films on railroad subjects bring them along for showing on this date.

The November meeting, held at the T.T.C. School of Instruction, was one of the most successful ever held by the Society. The chief of the school, Mr. Grant, and a staff of trained inspectors under his supervision, gave members a most instructive and entertaining series of talks, demonstrating the model sections of street cars, electric switches, and other devices used in the training of new operators. Again the Society wishes to thank the Toronto Transportation Commission for the co-operation and privileges it has so frequently extended to the Society and to individual members.

ANNUAL MEETING

The annual meeting of the Society will be held on Friday, January 20, 1950. At this meeting the reports of the President, Honourary Secretary and Honourary Treasurer on their conduct of the Society's affairs for the preceding year are presented. At this meeting, also, the annual election of the officers for the new year will take place. The following explanation of the electoral system used by this Society is offered for the benefit of our new members.

SYSTEM OF ELECTION

The members of the Society, present at the annual meeting, elect not more than nine Directors. These Directors then meet at their earliest convenience and select from among themselves the officers for the coming year. The new officers assume their duties seven days following the date of the annual meeting. Certain formalities are prescribed by the Constitution for the nomination to the office of Director; these are set forth in Article 24 of the Constitution.

ARTICLE 24

Nominations for the office of Director must be made in writing and posted to the Honourary Secretary at the Society's post office address in time to reach there not later than midnight of December 31st preceding the date of the election. Each nomination must be signed by the proposer and seconder, who must be regular or Associate Members in good standing and shall be signed by the candidate indicating his willingness to stand for election.

NOMINATION BLANK

For the convenience of all concerned, a nomination blank is enclosed with this issue of the Newsletter. If you wish to make a nomination, use this form.

RAILWAYS RUNNING THROUGH THE COUNTY OF YORK

(Continued from November 1949 - Number 46)

THE CREDIT VALLEY RAILWAY - will when completed, be 175 miles in length. It begins at the City of Toronto, and has for its termini St. Thomas, Elora and Orangeville.

At St. Thomas close connection will be made with the Canada Southern Railway; at Fergus

with the Wellington, Grey and Bruce Railway; and at Orangeville with the Toronto, Grey and Bruce Railway. The following are the principal places on its route: Main line, Toronto, Lambton, Cooksville, Streetsville, Milton, Campbellville, Galt, Ayr, Drumbo, Innerkip, Woodstock, Beachville, Ingersoll, St. Thomas. Branch lines; Churchville, Brampton, Cheltenham, Forks of the Credit, Cataract, Erin, Hillsburg, Garafraxa, Fergus, Elora, Alton, Orangeville.

The line is being built to develop and accommodate the extensive local business along its route and to secure connections with the Canada Southern and Wellington, Grey and Bruce Railways, which will greatly benefit Toronto and County of York.

It will particularly create a third great line of railway to Chicago and the West, and thus divert a large amount of business from the route to New York by the Erie Canal. It is confidently expected that the line as far as Ingersoll, Elora and Orangeville will be open and ready for traffic by the close of 1879. The gauge is 4 feet, 8½ inches.

THE LAKE SIMCOE JUNCTION RAILWAY - is 27 miles in length and has the following stations: Stouffville, Ballanrae, Vivian, Mount Albert, Ravenshoe, Sutton and Jackson's Point. This branch has been open for traffic since November 1877, and will be of great benefit to the northern part of the County. It forms, with the T. & N. Railway, a continuous line through the entire length of the eastern part of the County.

(The End)

INTERCOLONIAL RAILWAY MEMENTO

A bit of metal once used as a medium of exchange in connection with the old Intercolonial Railway has come into the possession of W. U. Appleton, General Superintendent, Atlantic Region, Canadian National Railways.

It is about the size of a twenty-five cent piece, but not so thick. One side is plain, the other bearing the following: "WOOD, ENGINE NO. 12, ½ CORD". When a locomotive refuelled with wood at some point along the line, this token was passed to the seller, who later got his money when he turned it in to the purchasing department.

The number identified the locomotive and the engineer. This system was followed during the 1870's. -- Robert Duncan.

NEW DIESEL LOCOMOTIVE ORDERS

The Canadian Pacific Railway recently placed orders for 58 new diesel locomotives consisting of the following:

FROM MONTREAL LOCOMOTIVE WORKS - 44 LOCOMOTIVES:

- Twenty 1500 H.P. Road freight "A" units
- Twenty 1500 H.P. Road freight "B" units
- Four 1500 H.P. Road-switching locomotives.

FROM GENERAL MOTORS DIESEL LIMITED (LONDON, ONT.) - 14 LOCOMOTIVES:

- Ten 1500 H.P. Model FP-7 (dual service) road "A" units
- Four 800 H.P. Switching locomotives.

These 58 locomotives will be used in effecting completion dieselization of the railway's Algoma Division, and will operate initially between Cartier and Schrieber, Ontario. Operation of the diesels may be extended eventually west to Fort William and east to Sudbury, MacTier and Toronto.

Delivery of the MLW-GE locomotives is expected during the first quarter of 1950, while the GMD locomotives will follow during July to September, after the new London locomotive plant gets into production.

The Canadian Pacific also will shortly experiment with a General Motors 4500 H.P. (three-unit) passenger locomotive in transcontinental service. This locomotive will be a demonstrator, loaned to the railway for the tests.

The Canadian National Railways has ordered eight 1500 H.P. road freight "A" unit locomotives for operation on its Lake St. John Subdivision north of Quebec City. These will be built by Montreal Locomotive Works, and will be delivered early in 1950.

The most recent order for diesel switchers for the C.N.R. has been completed. This comprises twenty switchers built by MLW-GE numbered 7995-7999 and 7600-7614. These locomotives, which have trucks of a heavier type than previous Alco and MLW built switchers, are assigned to Winnipeg and Toronto.

TEMISCOUATA RAILWAY TO BECOME A PART OF C.N.R.

The owners of the Temiscouata Railway, an independent 113 mile line connecting Riviere du Loup with Edmundston and Connors, NB., offered the railway for sale by auction during October. The only bidder was the Dominion Government, which upon acquiring it, will automatically add the line as one more branch to the giant system of the Canadian National Railways. It will take over on the first of January. The C.N. intends to expend a considerable sum of money to improve the line including replacing the present rail with a heavier type, and reinforcing of bridges.

Business on the Temiscouata has been declining for years and deficits are an annual occurrence. The railway was built in 1889 and still operated under its original charter. The branch west from Edmundston to Connors was intended to link with the Quebec Central branch which terminates at Lake Frontier, QC. For more information regarding this railway refer to the article in the June 1918 issue of Railroad Magazine.

OLD INCLINED PLANE DEMOLISHED

The demolition was recently completed of the incline railway which formerly served the eastern portion of the "Mountain" section of Hamilton, Ontario, at the head of Wentworth Street. The old railway had stood intact, but unused for the last 13 years, as increasing use of automobiles and buses had reduced its business to the point where operations could not be carried on.

When it became known some time ago that the city intended to scrap the structure, a petition to save the incline and restore it to operation was circulated among the Mountain residents, and evidently received considerable support. However, it was not enough to accomplish its purpose, and the railway was demolished as was its counterpart at James Street several years ago.

The Wentworth incline began operation in 1901 and operated last on August 15, 1936; in early years it was known as the Hamilton and Barton Incline Railway. A stub line of the Hamilton Street Railway carried passengers north to King Street from the incline's foot. An interesting feature of the line was a bridge over Mountain Boulevard, about two-thirds of the way up the tracks.

Now only two scars on the face of the escarpment mark the sites of Hamilton's two inclined plane railways.

T.T.C. NOTES

All of the multiple-unit PCC cars have arrived and are in operation as single unit cars, but multiple-unit operation has been held by wage negotiations. The local division of the street railwaymen's union is requesting a higher wage for operators of multiple-unit trains.

The last two-man Toronto Railway cars 1984-2014, have been scrapped, as have the last

two Preston cars, 2184 and 2190. The latter were kept for the Dufferin service after abandonment of the Spadina route, but saw no service during 1949.

The old Keele-Dundas terminal of the Weston Road cars has been converted into a wye for short-turning of Dundas cars.

Slipper collectors began operation on the Carlton and Harbord routes on November 20th.

COBOURG FERRY TO BE ABANDONED

The 42-year-old car ferry service, hauling coal, automobiles and passengers across Lake Ontario between Rochester and Cobourg, will be abandoned December 31st.

The ferry service, consisting of two vessels, the Ontario I and the Ontario II, is owned jointly by the Canadian National Railways and the Baltimore and Ohio Railroad, but is operated under Canadian registry.