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THE NEW SEASON OPENS

The first meeting of the 1947-48 season will be held jointly with the Ontario Society of HO Model Engineers on Friday, September 19th, to start at 8:00 p.m. The meeting will take place in the University of Toronto Mining Building, Room 26. The building is located at 174 College Street at McCaul Street. An interesting program has been lined up, including the showing of films taken by the special TTC, delegation this spring of transit systems in Europe. All members are urged to turn out in order to start the new year off with a good attendance showing.

CANADIAN PACIFIC RAILWAY ORDERS NEW NORTHERN TYPE LOCOMOTIVES

Late word has been received that the CPR has placed an order for twelve new steam locomotives of the 4-8-4 (northern) type for use on runs out of Toronto, notably the run to Port Arthur. It is presumed that they will be modernised versions of the two famous locomotives of the type, 3100 and 3101, which have been the CPR's biggest power in this section of the country for the last 20 years. This is an unexpected announcement in view of President Neal's recent statement that "the record of diesel locomotives in our yards and in American roads has caused us to doubt the economy of ordering any more large steam locomotives".

It is also rumoured that more light Pacifics may be on the way.

C.N.R. AND MISCELLANEOUS NOTES

by George Horner

A new series of diesel switching locomotives has been delivered to the Canadian National Railways.

This is the Q-S-C class, and carries the numbering from 7946 onwards. 7946 is in Niagara Falls, and 7949 to 7952 recently passed through Toronto on their way to Winnipeg. Two more older switchers are now working in Toronto, these being 7900 and 7938.

Buffalo Creek Railway locomotives 21, 23, 25, 26 and 27 are now assigned to Toronto; 28 is still at Fort Erie.

Central Vermont 232 has returned to the home road, but 220 and 230 are still working out of Allandale.

Six of the CNR's mountain observation cars used in the Rockies have been converted into work train service cars. They are the MOUNT KERKESLIN, MOUNT PYRAMID, MOUNT HARDISTY, MOUNT GEIKIE, MOUNT ROBSON and MOUNT EDITH CAVELL. During the war these cars were used between Montreal and Cherrier to carry war workers; they are now numbered in the 69630 series.

The CNR has borrowed about 25 express cars from the New York Central for the Fruit Express traffic. These include several of their latest semi-streamlined cars.

The new Essex Terminal Railway diesel is numbered 101; the Wabash switchers being used by the CNR at Windsor are 102 and 103.

CORNWALL STREET RAILWAY NEWS

by Charles DeRochie, Cornwall, ON

C.S.R. locomotive 9 (Ex Windsor, Essex and Lake Shore No. 12), has had another trolley pole installed to eliminate the old walk-around method of changing pole direction. The three heavy locomotives, 6, 8 and 10 handle most of the freight work for the railway, with 9 and 11 held for emergency

work, 10 is assigned regularly to the Howard Smith Paper Mills and does most of the switching there. 6 and 8 handle the bulk of the remainder of the freight work.

The new freight line from the CPR depot to Courtaulds has been a great improvement as far as both freight and passenger traffic is concerned. Two trains a day operate over this line each day, one in the morning, the other in the late afternoon. Block signals protect the crossing with the CPR.

The CSR is putting in another 1½ miles of track which will give another connection with the CNR, about a half mile south of the CNR - NYC junction. This will remove further freight traffic from city streets. Considerable trackage at the CNR station has been electrified, and it looks as if the entire CNR yard will soon be electrified.

Birney 13 has finally been scrapped after a year of idleness; 15, 19, and 24 are in line for scrapping, with 24 probably to go first. 17 is used as a paint storage car; only Birneys left in condition for passenger service are 12, 18 and 22.

New rectifier equipment has been received for AC - DC conversion, and has been put into operation; a new design of transfer has been introduced this month, and checking of transfers has become strict of late, something that was very lax before.

ELECTRIC RAILWAY BRIEFS

T.T.C.: Car 1776 has been scrapped; 1766 and 1798 have been dismantled and the bodies sold for use as dwellings. 1766 went to Georgetown on August 5th, and 1798 to Owen Sound on August 28th.

A recent announcement is that all trolley wheels in use on TTC cars are to be replaced eventually with sliding shoes in a further noise reduction effort. The new cars, 100 all-electric P.C.C.'s being built jointly by St. Louis Car Company and Canadian Car and Foundry are now not expected until sometime in 1948, thus repairs to damaged Toronto Railway cars which were lying in dead storage at the shops has been definitely on the upswing. Trackage on Lansdowne Avenue between St. Clair Avenue and Davenport Road is to be removed with a new intersection installed at Davenport and Lansdowne including four southward curves so the Harbord cars (eventually to operate on Davenport Road), can travel down Lansdowne to the carhouse.

HAMILTON ST. RAILWAY: Several cars have now appeared with the new light green paint job which matches the Canada Coach Lines colours. All freight service has been abandoned, and the last car ran on Aberdeen Avenue on July 26th. Track removal on this route began two days later. The bodies of cars 441 and 449, after a sojourn on the mountain, are now both at Dundas.

N.S.& T.: Passenger service on the main line was abandoned Saturday, September 13th; cars 303, 310 and 311 are in use on the Port Dalhousie line having been equipped with electric markers, flag brackets and 14 foot trolley poles. 324, 325 and 326 are to be sent to the Montreal and Southern Counties shortly. The body of car 60 has been sold; 107 and 124 are on the scrap list. A late rumour is that car 130 may be offered for sale as an operating car.

LE & N - G.R.R.: The rebuilding of Salt Lake and Utah locomotive 105 (to be GRR 234) is in progress. All locomotives are to be painted CPR red henceforth. Old wood interurbans 826 and 828 have been withdrawn from passenger service and given a new lease on life as a work car and a caboose, respectively.

OTTAWA ELECTRIC: Recent reports are that the 20 new cars are expected reasonably soon, possibly by Christmas. As they are being built by the Ottawa Car Company, no backlog of car orders has to be surmounted, as is the case with the TTC's new cars.

