

February, 1956 - Number 121

The Publication Committee of the Society sincerely regrets the tardy appearance of the last two issues of the *Newsletter*. It is expected that the publication schedule will return to normal with the March issue.

1956 Directorate - There is only one change on the Society's Board of Directors for the coming year, that being the retirement of Mr. Ralph Oakley and the election to the vacant post at the January meeting of Mr. Robert Sandusky; the latter has also taken over the position of Recording Secretary. Last year's various Committee Chairmen remain unchanged, and Mr. Harvey Naylor, who had wished to be relieved of the position of Program Chairman, has agreed to take on the task for one more year.

The Rail Travel League - Associate Member G. R. Corrin of Vancouver, BC, (formerly of Toronto) - has organized a new Society named the RAIL TRAVEL LEAGUE. This is not a railfan group in the normal sense of the term, as its interests are rather more specialized, and lead away into a different field as is evidenced by its "purpose of encouraging and promoting train and local steamship travel and of furthering the interests of rail and water travellers". A publication is planned by the new group, and exchange arrangements with U.C.R.S. publications have already been set up. Anyone wishing further information on the League may write to its address: P.O. Box 141, Vancouver 1, BC.

MAJOR CARLINE RELOCATION IN TORONTO

Quite frequently super highway development has meant only bad news for electric railways on this continent, as a street car line standing in the path of construction generally stands rather poor chances for survival. However, Metropolitan Toronto's Lakeshore Expressway, on which actual construction is expected to get underway shortly, will cause not the abandonment, but the relocation of a mile and a half of T.T.C. double track in the west end of the city. Coincident with the track relocation is the construction of what is known as the Queen Street Extension, involving the widening of the existing Queen Street from Sunnyside Avenue to Parkside Drive, and the extension of the street through High Park, Swansea, and across the Humber River to join The Queensway just west of the C.N.R. Oakville Subdivision overpass.

This street extension is an ancillary project of the expressway scheme, designed to clear considerable traffic away from the construction area between the Humber River and Sunnyside. It will carry double tracks of the Queen-carline on a central reservation west of Parkside Drive.

On-Street trackage will be laid from the existing end of track on Queen Street at Sunnyside Loop to the start of open track at or near Parkside Drive.

At the west end of the relocation, there will be a short section of private right-of-way. The car tracks will swing off Queen Street at the junction with The Queensway, run parallel to the latter street for a short distance, then pass under The Queensway, the C.N.R. tracks and the westbound roadway (to be elevated) Or the Queen Elizabeth Way all in quick succession, to join the existing Long Branch route tracks near the present underpass west of Humber Loop. From this point easterly to the intersection of Roncesvalles and Queen, all present Long Branch and Queen line tracks will be abandoned, including the present Parkside and Humber Loops. A new double Humber Loop will be constructed at The Queensway on the relocated line.

The Editor made a traverse of the complete length of the new line on February 5<sup>th</sup> and found the situation as of that date as follows: At Sunnyside Loop, the retaining wall had been moved

back to allow for street widening, which had caused the relocation of the throat track from the west yard of Roncesvalles Carhouse (tracks 26-29). This in turn necessitated the cutting away of the south-west corner of the carhouse building, and a short section of new diagonal wall had been installed. West of Glendale Avenue, Queen Street was impassable owing to heavy construction in the area. Here, the street and car tracks will ascend on fill to pass over Parkside Drive on a grade separation. The abutment walls for this were already in place. Fill had been placed over the whole distance between Parkside Drive and Ellis Avenue, although not up to eventual grade in all places. Some of the fill was placed in the southern most portions of Catfish and Grenadier Ponds.

In Swansea, some minor industrial buildings standing in the path of construction had already been demolished along the south side of the local "Queen Street". The grade separation at Riverside Drive had already been completed; of particular interest here are the stairways leading from the overhead bridge directly down to street car loading platforms on the centre reservation. The new bridge over the Humber had all longitudinal girders in place, but no sign of a deck as yet. The final point of interest was at The Queensway, where a temporary diversion of the roadway was in progress during construction of the street railway underpass, the abutments for which had already been poured. No work had been started on the underpass through the C.N.R. embankment.

The relocated carline will have a level railway crossing just east of Riverside Drive, where the spur to National Sewer Pipe will be crossed. It is understood that a rearrangement of tracks at the Steel Company of Canada Limited's Swansea Works will allow the C.N.R. to switch the plant without blocking Queen Street, which would occur frequently if the present layout remained.

The Municipality of Metropolitan Toronto is bearing the cost of this major carline relocation. The T.T.C. certainly stands to gain, as the new line has rapid transit characteristics, and will do much to improve schedule adherence on the Queen route which now is disrupted very frequently by traffic jams on Lake Shore Road in the vicinity of the Humber Bridge. In addition to all this, it is a section of line which promises to have considerable railfan appeal.

The map reproduced on Page 3 of this issue indicates the location of the new trackage, as well as that portion from which service will be removed.

Map: Relocation of Queenways TTC Trackage.

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C.P.R. ORDERS TWENTY TRAINMASTER

The Canadian Pacific Railway has recently ordered 74 diesel road-switching locomotives of which 20 will be 2400 H.P. Canadian Locomotive Company (F-M) "Trainmasters". There are at present only two locomotives of this type in the country, one company owned test unit on each of the major railways.

The recent C.P.R. orders are as follows:

|           |           |           |               |              |
|-----------|-----------|-----------|---------------|--------------|
| November: | 12 M.L.W. | 1600 H.P. | 8557-8568     | DRS-16e (SG) |
|           | 13 M.L.W. | 1600 H.P. | 8569-8581     | DRS-16f (SG) |
|           | 6 C.L.C.  | 2400 H.P. | 8901-8906     | DR3-24b      |
|           | 4 C.L.C.  | 2400 H.P. | 8907-8910     | DRS-24c (SG) |
|           | 10 C.L.C. | 2400 H.P. | 8911-8920     | DRS-24d      |
| January:  | 19 M.L.W. | 1600 H.P. | 8582-8600 (?) |              |
|           | 10 C.L.C. | 1600 H.P. | 8601-8610 (?) |              |

(Differences in the type of G.E. control system explain the varying sub-classes DRS-16e and DRS-16f, and DRS-24b and DRS-24d).

The current General Motors strike in Canada is reflected in the fact that no locomotives were ordered from the G.M.D. London plant.

OTHER MOTIVE POWER NOTES:

➤ The C.N.R. made arrangements with the Illinois Central Railroad on February 1<sup>st</sup> for the rental of seven modern 4-8-2 type locomotives to fill in where it was expected that undelivered G.M. diesels would. The locomotives are I.C. numbers 2519, 2540, 2542, 2545, 2550, 2552 and 2554; they were built at the company's Paducah shops in the years immediately prior to and during World War II from older 2-10-2 types. The complete series is numbered 2500-2555; they have a tractive effort of 78,000 lbs. and are thus considerably more powerful than the C.N.R. Mountain types, of which the most powerful (class U-1-f) exert only 52,000 lbs. tractive effort (52%). The I.C. engines will be used on G.T.W. lines and 10 G.T.W. Northerns will be moved to Southern Ontario.

➤ C.N.R. locomotive delivery dates:

|            |             |            |             |            |             |
|------------|-------------|------------|-------------|------------|-------------|
| 1549       | November 30 | 8042, 8043 | October 13  | 8054       | December 19 |
| 1869, 1870 | October 15  | 8044, 8045 | October 18  | 8055       | December 21 |
| 1871, 1872 | October 20  | 8046, 8047 | October 25  | 8056       | December 23 |
| 1873       | October 31  | 8048       | November 1  | 8057       | December 29 |
| 1874, 1875 | November 30 | 8049       | November 4  | 8078, 8079 | November 13 |
| 1876       | December 2  | 8050       | November 9  |            |             |
| 1877       | December 19 | 8051       | December 7  |            |             |
| 1882, 1883 | August 10   | 8052       | December 8  |            |             |
| 1884, 1885 | August 30   | 8053       | December 15 |            |             |

➤ C.N.R. Locomotive scrapped

|               |                                 |              |                                       |
|---------------|---------------------------------|--------------|---------------------------------------|
| August 15:    | 1368, 7361                      | October 19:  | 4033                                  |
| August 30:    | 849, 3455, 7236                 | October 21:  | 5074, 7246, 7426, 8224                |
| September 23: | 1385, 7443                      | October 31:  | 4013                                  |
| October 1:    | 3522                            | November 4:  | 94, 1319, 2532, 5610,                 |
| October 7:    | 1358, 2482, 7237,<br>7462, 8202 | November 11: | 6025, 7233<br>5591, 7466, 8301, 8345, |
| October 9:    | 4003                            |              | 8368                                  |
| November 14:  | 4004                            | December 9:  | 5060, 8323                            |
| November 18:  | 3485, 4103, 4104                | December 13: | 4205                                  |
| November 25:  | 1313, 5058, 7226,<br>7425, 7447 | December 16: | 2372, 2551, 2578, 2589,<br>2620, 4101 |
| December 2:   | 1207, 5059, 5553,<br>7247, 8223 | December 23: | 1398, 1400, 2654, 5052<br>5533.       |

➤ The following C.N.R. locomotives were observed in a dead line on the old Army Trades School property near Parkdale Avenue in Hamilton on January 28<sup>th</sup>: 2192, 2197, 2340, 2357, 2420, 2446, 2536, 2584, 2591, 2596, 2623, 2653, 3412, 3477, 3724, 5585, 7239. By February 6<sup>th</sup>, four of these, Nos. 2340, 2357, 2584 and 2626 were observed at the Steel Company of Canada's plant for scrapping.

— R. T. Vincent

➤ C.N.R. self-propelled car 15842, which had been out of service at Stratford shop, for a long period was brought to Toronto on February 9<sup>th</sup> for scraping at Fleet Street yard.

➤ The Steel Company of Canada has purchased from the Chesapeake & Ohio's U.S. lines some 2-8-2's and 2-6-6-2's for scrap. Delivery of these engines to the Hamilton steel mills has already commenced.

PASSENGER TRAIN ARRIVALS AND DEPARTURES AT TORONTO

DECEMBER 24, 1955

**Canadian National Railways**

| <u>Train</u> | <u>Loco.</u> | <u>No.</u><br><u>Cars</u> | <u>From</u>   |      | <u>Train</u> | <u>Loco.</u> | <u>No.</u><br><u>Cars</u> | <u>To</u>     |
|--------------|--------------|---------------------------|---------------|------|--------------|--------------|---------------------------|---------------|
| 76           | 5302         | 5                         | Hamilton      |      | 1/87         | 6027         | 8                         | Niagara Falls |
| 14           | 6219         | 14                        | Chicago       |      | 2/87         | 5563         | 10                        | Niagara Falls |
| 94           | 6256         | 11                        | New York      |      | 77           | 6077         | 5                         | London        |
| 82           | 5704         | 6                         | London        |      | 101          | 6070         | 12                        | Niagara Falls |
| 80           | 5701         | 6                         | London        |      | 1/17         | 6202         | 10                        | Chicago       |
| 1/6          | 6403         | 9                         | Windsor       | 2/17 | 6205         | 13           | Windsor                   |               |
| 2/6          | 6068         | 17                        | Chicago       |      | 83           | 6232         | 12                        | Windsor       |
| 92           | 6027         | 6                         | Niagara Falls |      | 75           | 6400         | 9                         | London        |
| 18           | 6205         | 13                        | Windsor       | 79   | 5252         | 5            | Hamilton                  |               |
| 108          | 6070         | 10                        | Niagara Falls |      | 5            | 6219         | 12                        | Chicago       |
| 20           | 6250         | 13                        | Chicago       |      | 89           | 6403         | 7                         | New York      |
| 16           | 6232         | 15                        | Windsor       | 15   | 6068         | 9            | Chicago                   |               |
|              |              |                           |               |      | 9            | 6205         | 7                         | Windsor       |
|              |              |                           |               |      | 187          | 6027         | 5                         | Niagara Falls |
| 19           | 6200         | 15                        | Montreal      |      | 92           | 5303         | 5                         | Peterborough  |
| 1/17         | 6174         | 15                        | Montreal      |      | A/14         | 6224         | 14                        | Montreal      |
| 2/17         | 6159         | 15                        | Montreal      |      | 14           | 6186         | 14                        | Montreal      |
| 3/17         | 6104         | 7                         | Montreal      |      | 10           | 5296         | 6                         | Belleville    |
| 93           | 5252         | 6                         | Belleville    |      | 1/6          | 6200         | 9                         | Montreal      |
| A/5          | 6182         | 11                        | Montreal      |      | 2/6          | 6256         | 9                         | Montreal      |
| 5            | 6182         | 12                        | Montreal      |      | 3/6          | 6234         | 15                        | Montreal      |
| 95           | 5303         | 6                         | Peterborough  |      | 94           | 5302         | 5                         | Belleville    |
| 1/15         | 6151         | 5                         | Ottawa        |      | 18           | 6402         | 11                        | Montreal      |
| 2/15         | 6233         | 14                        | Montreal      |      | 16           | 6174         | 13                        | Montreal      |
| 10           | 6071         | 12                        | Windsor       | 27   | 6033         | 7            | Stratford                 |               |
| 28           | 5702         | 5                         | Goderich      |      | 29           | 6036         | 10                        | London        |
| 172          | 5601-        |                           |               |      | 111          | 6071         | 5                         | London        |
|              | 5298         | 5                         | Owen Sound    |      | 175          | 5601-        |                           |               |
| 34           | 6026         | 6                         | London        |      |              | 5298         | 6                         | Owen Sound    |
| 36           | 6033         | 6                         | Stratford     |      | 37           | 5702         | 6                         | Goderich      |
| 40           | 6077         | 6                         | London        |      | 39           | 5704         | 3                         | London        |
| 46           | 6237         | 14                        | Timmins       | 41   | 6031         | 9            | North Bay                 |               |
| 42           | 5299         | 5                         | Barrie        |      | 45           | 5299         | 3                         | Orillia       |
| 44           | 6035         | 12                        | North Bay     |      | 53           | 6703-        |                           |               |
| 1/54         | 3292         | 4                         | Capreol       |      |              | 6802         | 12                        | Vancouver     |
| 2/54         | 6067         | 7                         | Vancouver     |      | 47           | 5589-        |                           |               |
| 52           | 3375         | 12                        | Vancouver     |      |              | 6237         | 12                        | Timmins       |
| 1/50         | 6231         | 16                        | Timmins       | 51   | 6079         | 7            | Vancouver                 |               |
| 2/50         | 6047         | 7                         | Timmins       |      |              |              |                           |               |

**Canadian Pacific Railway**

|     |      |   |            |  |      |      |    |            |
|-----|------|---|------------|--|------|------|----|------------|
| 20  | 2839 | 8 | Detroit    |  | 705  | 4095 | 10 | Owen Sound |
| 630 | 2857 | 7 | Detroit    |  | 1/21 | 2456 | 10 | Detroit    |
| 706 | 1222 | 3 | Owen Sound |  | 2/21 | 2856 | 9  | Detroit    |

|       |       |    |              |   |                           |    |              |
|-------|-------|----|--------------|---|---------------------------|----|--------------|
| 38    | 2842  | 11 | Detroit      | 3/21                                    | 1427-                     |    |              |
| 708   | 4095  | 8  | Owen Sound   |   | 1910                      | 8  | Detroit      |
| 632   | 2807  | 6  | London       | 629                                     | 2839                      | 8  | Detroit      |
| 22    | 1427- |    |              | 37                                      | 2857                      | 9  | Detroit      |
|       | 1910  | 15 | Detroit      | 707                                     | 1222                      | 3  | Owen Sound   |
| 712   | 2398  | 8  | New York     | 19                                      | 1406-                     |    |              |
| 1/772 | 2460  | 2  | Hamilton     |   | 1900                      | 7  | Detroit      |
| 2/772 | 2413  | 10 | New York     | 1/721                                   | 2460                      | 10 | New York     |
| 732   | 1221  | 5  | Hamilton     | 2/721                                   | 2413                      | 7  | Hamilton     |
| 792   | 8473  | 20 | Hamilton     | 741                                     | 8473                      | 10 | Hamilton     |
| 762   | 2460  | 6  | Hamilton     | 761                                     | 2401                      | 4  | Hamilton     |
| 832   | 2401  | 14 | New York     | 801                                     | 2460                      | 10 | Boston       |
| 1/4   | 8472- |    |              | 821                                     | 2464                      | 10 | New York     |
|       | 8469  | 17 | Vancouver    | 765                                     | 2465                      | 5  | Hamilton     |
| 2/4   | 2466  | 16 | Vancouver    | 25                                      | 1225                      | 4  | MacTier      |
| 1/6   | 8473- |    |              | 11                                      | 1413-                     |    |              |
|       | 8474  | 12 | Calgary      |   | 1406                      | 10 | Vancouver    |
| 2/6   | 1413- |    |              | 5                                       | 8473-                     |    |              |
|       | 1900  | 12 | Calgary      |   | 8474                      | 6  | Calgary      |
| 26    | 1267  | 5  | Sudbury      | 3                                       | 4096-                     |    |              |
| 12    | 1404- |    |              |   | 8466                      | 12 | Vancouver    |
|       | 1424  | 11 | Vancouver    | 36                                      | 8472-                     |    |              |
| 33    | 2413  | 13 | Ottawa       |   | 8469                      | 9  | Montreal     |
| 601   | 1252  | 4  | Havelock     | 604                                     | 9050-                     |    |              |
| 1/21  | 2401  | 13 | Montreal     |   | 9051-                     |    |              |
| 2/21  | 2828- |    |              |   | 9052                      | 3  | Peterborough |
|       | 1414- |    |              | 602                                     | 1252                      | 4  | Havelock     |
|       | 1406  | 14 | Montreal     | 34                                      | 1221-                     |    |              |
| 3/21  | 1427- |    |              |   | 2466                      | 10 | Ottawa       |
|       | 1910  | 15 | Montreal     | 22                                      | 1414-                     |    |              |
| 4/21  | 2464  | 15 | Montreal     |   | 1424                      | 14 | Montreal     |
| 603   | 9050- |    |              |   |                           |    |              |
|       | 9051  |    |              | 1/                                      | indicates first section   |    |              |
|       | 9052  | 3  | Peterborough | A/                                      | indicates advance section |    |              |
| 35    | 4096- |    |              | (No. 23 from Ottawa consolidated        |                           |    |              |
|       | 8466  | 9  | Montreal     | with a section of 21 at Smith's Falls). |                           |    |              |

G.R.R. — L.E.& N. FANTRIPS NO LONGER POSSIBLE

The management of the Grand River — Lake Erie and Northern Railways, upon recent inquiry being made by U.C.R.S. members, has stated that the remaining passenger equipment stored at Preston is not available for charter trips. This edict results on strong representations having been made in the Paris — Glen Morris area for the return of rail passenger service (this section is remote from the replacement bus service). The management does not wish to allow this pressure room for further growth by having passenger cars, carrying, passengers, running on the railway, the sight of which, they feel, would spur the agitators on to even more vigorous efforts.

REPORT ON TRIP TO WESTERN PROPERTIES, 1927 — II

**WINNIPEG:** - Population: 285,000; Miles of track: 119; Cars: All cars operate As pay-as-you enter.

34 one man cars are equipped for treadle operation. Generally, the cars in Winnipeg are of obsolete type and do not present what might be termed a pleasing appearance. The majority are equipped with longitudinal plush seats. One man cars are operating over three lines in Winnipeg, but an additional man boards the car before it enters the downtown area, and under this arrangement, the treadle is of course not used in the downtown area.

Schedules: Schedules appear to be sufficient for the traffic offered and the city is particularly free from any traffic congestion, due to the exceptionally wide streets.

The employees are courteous and present a neater appearance than do those of any other road in the west with the exception of the B. C. Electric Company.

Interurban Operation: With one minor exception the interurban cars of the Winnipeg Electric Company do not operate within the city limits. There are what might be termed three separate divisions. The Selkirk Division operates for about twenty miles outside of Winnipeg; the other two divisions extend nine and six miles.

Last summer an attempt was made to bring interurban cars into the city. The company felt that there would be some objection to the heavy interurban cars operating over city streets on the part of city authorities, and therefore remodelled a few city cars for this service. The operation was not successful. An effort was made to fit the interurban cars into the city schedules, and uneven headways developed. City passengers were, of course, handled on the interurban cars, the arrangement being a change of crews at the city limits.

There are just two trips a day at present into the city made by interurban cars. This is on a route which operates nine miles outside the city limits, a dual fare box arrangement being in effect and local passengers are permitted to board the radial car inside the city limits.

Interurban Freight Operation: Interurban freight and express operations comparatively small; the company apparently has not made any great effort to secure the business. Freight has to be delivered to the interurban stations, and it is then carried only to the station at the city limit where it again has to be picked up by the consignee.

The company has an arrangement with the Dominion Express Company to handle express business on their line, and consequently take only waybill records of shipments. No delivery of express is undertaken by the company.

Parks and Concessions: The company owns a park at Selkirk, in which there are a number of amusement concessions. The park is leased to the town and various concessions to individuals. The company controls operation of the park and sees that it is maintained in good order.

Bus Operation: The company owns about ten buses, approximately eight of which are home-made bodies mounted on truck chassis. The only new equipment is two 29 passenger Street Car type Macks, 4 cylinder, with individual leather upholstered seats. The buses are painted pure white with a light blue stripe, and considerable difficulty is found keeping them in a clean state. These two vehicles are also used for charter work, comparatively little of which is done by the company. Most buses are 16 passenger capacity.

Shops: The shops are not extensive. Two bays have been utilized as a bus garage, and piping laid for washing purposes. The Rolling Stock Department does all bus maintenance and repairs. The shops are electrically heated. The company has recently purchased a Laval oil reclaiming machine.

(To be continued)

- In November last, the Canadian Locomotive Company purchased the Davenport-Bessler Corporate, an Iowa firm that builds industrial locomotives.
- The T.T.C.'s ex-Cleveland and Louisville P.C.C. cars of series 4675-4699 which for some time past have been used as semi-permanently coupled and consecutively numbered two car trains

on the rush hour Danforth route, are now being used again as single units on normal hour runs. Some ex-Cleveland Pullman P.C.C.'s (series 4625-4674) have now been made up into semi-permanently coupled two car trains for the Danforth route, which is an east end supplementary of the Bloor route.

#### EXCHANGE SECTION

- F. J. Bachtel, 83 Water Street South, Galt, Ontario has for sale Locomotive Fireman & Enginemen and Canadian Transportation magazines, employee's timetables, Canadian Official Railway Guides, a collection of tickets and transfers, some 616 size locomotive photos, one locomotive builder's plate, Railroad Magazines in year lots, some Trains magazines. Write stating wants.
- Richard T. Vincent, 25 Grove Street (upper), Hamilton, Ontario, buy or trade, 616 photos of electric railways in Fort William, Port Arthur, Winnipeg, Regina, Saskatoon. Has many of southern Ontario.