

February, 1953 - Number 85

The Society meets on the third Friday of each month in Room 486, Toronto Union Station at 8:30 p.m. The next meeting will be held on February 20th.

ANNUAL MEETING

At the January Annual Meeting for the election of Directors of the Society for 1953, the Nominating Committee nominated the following slate of nine candidates for this office: William C. Bailey, R. John Bost, Raymond F. Corley, John W. Griffin, John A. Kelley, John D. Knowles, John M. Mills, Albert S. Olver and Stuart I. Westland. As no further nominations were made at the meeting, the above nine men were declared directors of the society for 1953 by acclamation.

At the Directors' Meeting held on January 23rd, the Officers and Committee Chairmen for 1953 were chosen. There is no change from the 1952 Officers and the Committee Chairmen for 1953 form practically the same list as those for 1952.

The list of officers for 1953 is as follows:

<i>President:</i>	William C. Bailey
<i>Vice-President:</i>	Raymond F. Corley
<i>Recording Secretary:</i>	Stuart I. Westland
<i>Corresponding Secretary:</i>	John M. Mills
<i>Treasurer:</i>	Albert S. Olver
<i>Chairmen of Standing Committees and other posts are as follows:</i>	
<i>Programme and Excursion:</i>	R. John Bost
<i>Membership:</i>	John M. Mills
<i>Publications:</i>	William C. Bailey
<i>Public Relations:</i>	Raymond F. Corley
<i>House:</i>	John A. Kelley
<i>C.O.T.T.C. Representative</i>	John W. Griffin
<i>C.N.R. - Upper Canada</i>	
<i>Centennial Committee:</i>	John W. Griffin
<i>Curator:</i>	Stuart I. Westland
<i>Bulletin Editor:</i>	John D. Knowles
<i>Newsletter Editor:</i>	Stuart I. Westland

U. C. R. S. EXHIBITS IN HOBBY SHOW

The Society is operating a booth in the Model Railroad Section of the Canadian International Hobby and Homecraft Show being held in the Coliseum building in the Canadian National Exhibition grounds.

This show commences on Friday, February 6th and is continuous throughout each day, including evenings, until Saturday, February 14th, with the exception of Sunday the 8th. Due to staffing difficulties, attendants for the Society's booth will be on hand during evenings only. The display will consist entirely of "paper" material such as photographs, maps, timetables, bulletins, etc. shown in such a fashion as to inform visitors of the existence of the railfan hobby. The model railroad hobby, which will be well displayed nearby, is well known to the average person; however, in the Society's booth, it is hoped, the majority of visitors will find something a little different from anything they had expected to see. Society members, of course, will be particularly welcome at the display.

The booth is located on the ground floor old the Coliseum building in the east wing, against the back (north) wall of the building. The two major railways and the TTC are operating booths adjacent to that of the UCRS.

C.N.R. ROAD DIESEL RETIRED

As mentioned briefly last month, G.M.D. "A" and "B" road diesels 9048 and 9049 were involved in the widely publicized wreck at Hydro Glen, near Southwood, Ontario in December. This spot is on the Washago - Capreol line, the main line to Western Canada from Toronto, and is about 10 miles north of Washago Junction. 9048-9049 were pulling southbound train 404 towards Toronto. Failure to receive a meet order caused this train to collide head-on with a northbound freight extra hauled by Mikado 3483.

The resultant wreck was one of the worst in Ontario for some years. It caused the death of five crew members, the total loss of two locomotives, and possibly loss of a third, as well as loss or severe damage to many freight cars. Engine 3483 cleaned everything off the deck of engine 9048, reducing the cab of the diesel and all it contained to twisted wreckage. The impact also wrenched the boiler of the Mikado from the frame and wheels, and the tangled locomotives fell into the muskeg adjacent to the right-of-way. The collision also severely damaged "B" unit 9049.

It took several days to retrieve all of the wreckage of the locomotives from the track-side swamp. The boiler of 3483 was last extracted, as it was on the bottom of the pile. The decision was almost immediately made to scrap Mikado 3483, and not to attempt a rebuilding of diesel 9048.

The demolition of the latter was so nearly complete that such a project would have meant virtually the construction of a new locomotive. The remains of 3483 and 9048 passed through Toronto in gondola cars early in January en route the reclamation yard. "B" unit 9049 at this writing is parked under the Spadina Avenue bridge in Toronto, awaiting authority to rebuild or scrap.

Diesel-electric "A" unit 9048 was turned over to the CNR by General Motors Diesel Limited in the summer of 1951, and had thus a life history of about a year and a half, possibly the shortest career ever enjoyed by a CNR locomotive.

MOTIVE POWER NOTES

New diesels received by the Canadian National railways recently are as follows:

9132, 9134	-	G.M.D.	-	December 15, 1952
9136, 9138	-	G.M.D.	-	December 26, 1952
9140, 9142	-	G.M.D.	-	December 31, 1952

➤ This completes the delivery of the order for forty "A" units ordered in May of 1952 from General Motors Diesel Limited, and numbered 9064-9142 (even numbers).

➤ From Canadian Locomotive Company were received the following 1600 H.P. "A" units:

<u>Number</u>	<u>Date of first trip Montreal - Toronto</u>
8712	December 27, 1952
8714	December 18, 1952
8716	December 26, 1952
8718	December 27, 1952
8720	January 3, 1953
8722	January 3, 1953

➤ These locomotives are a part of the order for 20 such locomotives (road Nos. 8706-8744) placed also in May, 1952.

➤ The first three special 1200 H.P. 3'-6" gauge road-switchers for Newfoundland service were released to the CNR by G.M.D. in December (they passed through Truro, NS en route to the

island on December 28th). These unique locomotives are numbered 900-902, class Y-4-a, with a weight of 105 tons, Haulage Rating of 40% and builder's numbers A-303 to A-305. They will be followed by six more of similar design (Nos. 905-908, class Y-4-b), which are still under construction at London. It was for these locomotives that the E-10-a Moguls were renumbered some months ago.

➤ CNR Light Pacific 5505 is being used as a stationary boiler at Stellarton, NS.
➤ In similar fashion, CPR 4-6-0 No. 813 has been used to supply steam to the Silverwoods Dairy building on Dupont Street in Toronto for some weeks past. It is parked on a siding directly behind the plant (on the North Toronto Line of the CPR), with a live steam line, connected to the boiler, feeding the building. Water is obtained by the locomotive by means of a flexible hose connected to a nearby hydrant.

➤ The following is the distribution of the 159 CPR road diesel-electric units in November, 1952:

QUEBEC DISTRICT - Montreal - Wells River service: 1800-1802, 4000-4007, 4400-4403, 8400-8404.
Montreal - Toronto service: 4070-4075.

ALGOMA DISTRICT - 4008-4027, 4042-4051, 4404-4423, 8405-8408.

MANITOBA DISTRICT - (Fort William - Winnipeg service) - 4066-4069.

ALBERTA DISTRICT - 4028-4041, 4052-4057, 4058-4063, 4064, 4065, 4424-4448, 4449-4454, 8409-8411.

BRITISH COLUMBIA - (Esquimalt & Nanaimo) - 8000-8012.

➤ The Quebec, North Shore & Labrador Railway has purchased a second used steam locomotive. (The first was CNR ten wheeler 1112). The new acquisition is Ontario Northland Railway Pacific 701, which was overhauled by the ONR at North Bay early in January, before leaving for its new home terminal of Seven Islands, QC.

➤ CORRECTION - In *Newsletter* 78 it was stated that the Sydney and Louisbourg Railway had purchased Detroit and Toledo Shore Line locomotive 113. Actually the purchaser was the Old Sydney Collieries, on whose roster it is now No. 30. D.&T.S.L. 26 was purchased by the Sydney & Louisbourg as stated, on which road it is now No. 103.

➤ The CNR is equipping the coaches used on Hamilton - Toronto commuter trains 74, 76, 79 and 81 with electric lights. The coaches heretofore were lit with Pintsch gas, and were the subject of much derogatory comment on the part of the daily users.

T.T.C. NOTES

The stockpile of unused transfers resulting from the strike of January 4th to 23rd, 1952 were used on the corresponding weekday of a like period in January, 1953. This resulted, however in the date of the transfer being two days out (e.g.) transfers from Tuesday, January 8th, 1952 were used on Tuesday, January 6th, 1953.

➤ In the spring of this year, a system-wide repainting of stop poles will be carried out, in which a reversion will be made to the old (until 1947) system of designations, i.e. car stop, bus stop, and coach stop. Since 1947, the confusing designation "TTC Stop" has been employed on all routes.

➤ The nine partially converted two man Peter Witt cars which were to have been the forerunners of a mass changeover of 2500 and 2900 series Peter Witts to one man operation (until the advent of the second hand PCC's) were recently all moved to the Kingston Road route. This move was made because of the elimination of trailers front this route, and the fact that these cars have proven to brake poorly in Yonge train operation since conversion.

➤ Trailers were last used on Kingston Road during the a.m. rush on January 23rd. Only three trains were in operation.

➤ Track rearrangement is being carried out at Russell Division yard because of the removal

of trailers from this location.

RAILWAYS INAUGURATE TORONTO - MONTREAL TRUCK TRAILER HAULAGE

As seems to be usual when something is new on Canada's two major railways, a radical innovation in freight haulage was inaugurated during the same month (December 1952) on both companies' lines.

This consists in the haulage of truck trailer units on special flat cars between Montreal and Toronto, so that consignees with off-rail locations can enjoy the door-to-door convenience of truck transport and the speed of rail service at the same time.

Shipments are picked up during the day by tractor trailer trucks of railway ownership, which proceed to the freight yard and back onto special flat cars spotted at a loading ramp. The truck trailer having been secured, the tractor pulls away, and another trailer can be placed on the same flat car. The flat car is placed in a fast overnight merchandise train, and the trailers are picked up by tractor units in the freight yard at the opposite terminal for next-morning direct delivery.

The CPR began this service on December 1st, when two trailers were loaded at Montreal's Place Viger terminal. The railway has six specially converted flat cars with jacks to take the load off of the trailer wheels when in transit, anchoring chains and three-foot hinged steel loading aprons at the car ends. Two cars are used in each direction overnight, with the remaining two as spares.

The CNR began service on December 12th, also with six special flat cars which are equipped with roller bearings, automatic brake cylinder slack adjusters and rolled steel wheels. The CPR has eight truck trailers in this service, the CNR twelve.