

March, 1953 - Number 86

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 March 20th.

Program for March Meeting - Dr. L. B. Williams, an authority on one of the greatest names in Canadian railway history, that of Sir Sandford Fleming, will deliver an address on the famous engineer before the society. The talk will be illustrated by means of colour slides. All Toronto area members are urged to attend this meeting to enjoy what promises to be a very interesting and educational programme.

Membership Pins - For a limited time only, the Society plans to again to make membership pins available for purchase by members. These pins are one half inch in diameter and contain an embossed and enamelled reproduction of the U.C.R.S. insignia. The price to members is \$1.25 postpaid. Orders for pins will be taken up to April 30th only, and the number to be made up will match the number of orders received to that date. Please make remittances to the society at its box address, and include exchange on out-of-town cheques.

Several Ontario Excursions Planned - The spring season promises to be a busy one for Ontario railfans this year with several fantrips now in the planning stage.

The society will hold the third in the series of photograph excursions on second hand PCC cars of the Toronto Transportation Commission some time during the next two or three months, with the probability being that it will fall in April. This date of course depends entirely upon the date of release of the first former Birmingham Transit Company car (TTC 4729) for which the excursion is primarily being operated. However, it is probable that a second car will be chartered on this occasion, this being one of the Pullman-built Cleveland cars, as the poor weather during the February 15th excursion did not afford a good opportunity for recording the car of this type which was then operated.

The Buffalo Chapter of the National Railway Historical Society will hold an excursion on the Grand River - Lake Erie & Northern Railways sometimes during May.

Also during May, the Michigan Railroad Club of Detroit will have a fan trip on the TTC.

The 1953 excursion of the Central Ontario Train Trip Committee will be operated on June 20th. This trip will follow a circuit of CNR rails via Georgetown, Beeton, Collingwood and Allandale, including a segment of soon-to-be abandoned trackage. This trip will feature the use of only air-conditioned cars, something lacking in past years.

Further details on all of these trips will be printed when they are available.

C.P.R. TESTS RDC-1

Between February 2nd and 28th, the Canadian Pacific Railway tested a demonstrator Budd RDC-1 self-propelled car in revenue service between Montreal and Mont Laurier, QC. The car operated as a new train superimposed upon the present service with the following schedule (running express to Ste. Agathe and local beyond):

		<u>NORTHBOUND</u>		<u>SOUTHBOUND</u>		
		<u>DAILY</u>	<u>SUNDAY</u>	<u>DAILY</u>	<u>SUNDAY</u>	
LV	Montreal	8:40 AM	7:55 AM	ARR	9:50 PM	11:00 PM
LV	Westmount	8:45 AM	8:00 AM	ARR	9:43 PM	10:53 PM
LV	Montreal West	8:50 AM	8:05 AM	ARR	9:35 PM	10:43 PM
LV	Park Avenue	9:02 AM	8:17 AM	ARR	9:20 PM	10:30 PM

LV	Ste. Agathe	10:35 AM	-	LV	7:55 PM	-
ARR	Mont Laurier	1:05 PM	12:20 PM	LV	5:35 PM	6:45 PM

The car operated for passengers only during this experimental period, and no baggage or skis were carried. This unit was the same car as that tested by the CNR in the Montreal district some months ago.

NEW CPR FREIGHT TRAIN — The Canadian Pacific Railway is operating a new fast freight to Western Canada from Toronto, which takes only six hours more than the fastest passenger trains to make the Toronto - Winnipeg trip. This unprecedented speed is accomplished only by giving the train a 25% reduction in tonnage. At present, the train operates as a second section of #955 out of Parkdale yard, but will probably receive a number of its own when a new timetable is issued.

MOTIVE POWER NOTES

- Locomotives received from Canadian Locomotive Company by the CNR with date of first Montreal - Toronto trip are as follows:

8724	January 24, 1953	8730	January 31, 1953
8726	January 24, 1953	8732	February 7, 1953
8728	January 31, 1953	8734	February 7, 1953
- Grand Trunk Western six-wheel switcher 7522 has been transferred to the CNR.
- About 20 units of the recently built G.M.D. series 9064-9142 of the CNR have been transferred back to Montreal from the Western Region.
- New 1200 H.P. road-switchers 903-905 were shipped from London on January 31st on standard gauge trucks, bound for the CNR's narrow gauge Newfoundland lines.
- Ontario Northland Mikados 300 and 301 passed through Toronto on February 18th en route to Hamilton, probably for scrap.
- Detroit and Toledo Shore Line Railroad locomotives 25, 106, 111 and 114 passed through Toronto on February 14th, bound for the Dominion Steel and Coal Company at Sydney, NS.
- The Canadian National Railways recently purchased as fully completed locomotives, eight 1200 H.P. road-switchers from Canadian Locomotives Company. (They were not ordered for construction by the railway). These units are Nos. 7622-7629. The CNR's previous C.L.C. - F.M. road-switchers (7600-7621), which were rated 1000 H.P. locomotives, have had the rating changed to 1200 H.P.

Deliveries are currently being made on the following CPR locomotives:

7400-7405 (DS-12a) - G.M.D. 1200 H.P. switchers (The first locomotives of this type on the CPR).
 4459-4461 (DFB-15e) - G.M.D. 1500 H.P. road "B" Units.
 8412-8425 (DRS-15d) - G.M.D. 1500 H.P. GP-7 road-switchers.

GRAND RIVER - LAKE ERIE & NORTHERN RAILWAY EQUIPMENT CHANGES

As reported previously, the motors on locomotives 333 and 234 were interchanged on September 15th, 1952; the former locomotive was ballasted to give a 71-ton weight. 333 now has 200 H.P. motors while 234 has 125 H.P. A similar interchange of motors will be effected on locomotives 335 and 232 during the coming year. Also planned for this year is the addition of ballast to two other locomotives: 230 will have its weight increased from 63 to 70 tons, while 337 will be increased from 82 to 100 tons.

Dual air horns were mounted on all locomotives during the past year, and the bell location was changed from the hood to a roof mounting in order to increase audibility. It is the intention to modify the window arrangement in the locomotive cabs to provide three equal-sized windows on each end (plus door) in place of the present two. This is expected to make for improved visibility.

Following the removal from service of all wood passenger cars last year, it is expected

that cars 933 and 955 will be scrapped during 1953. The management is also considering the conversion of steel passenger cars 802 and 864 to combination cars.

Service cars 26 and 28 (former wood passenger cars 826 and 828) are ready to be scrapped. If they are not purchased for bodies, they will be disposed of by burning in the near future. (A data sheet on these interesting cars, along with already-scrapped 824, is under preparation by the Society).

MOTIVE POWER OBSERVATIONS ON A C.P.R. CALGARY - VANCOUVER TRIP

By W. T. Sharp

(Editor's Note: These notes made by Associate Member William Sharp during a 1952 Trans-Canada journey are especially interesting because they were taken during the "interregnum" between steam and diesel supremacy in the Rockies and show the transition in full swing).

Sunday, August 31, 1952: Entered Alberta at night on 2nd. 3 with 13 cars and a caboose hauled by Hudson 2843. Leaving Medicine Hat at 5:30 AM, the first Selkirk was sighted (5906). 5261 helped the train to Bowell and was here cut off. Steam was not yet dead in the mountains: at Alyth, 2843 was replaced by 5931. 3402, 5803 and 738 were noted switching at Alyth and 6505, 6516 and 6905 at Calgary.

To gain the benefit of an observation car, we waited at Calgary for No. 7 which arrived at 11:00 AM behind diesels 4040-4434-4438. Leaving Calgary, an eastbound freight pulled by 5913 was encountered. At Cochrane, No. 2 was passed with 4058-4428-4442. At Banff, GP-7 8409 was in the yard and at Temple 4028-4431-4436 on a freight. Leaving Lake Louise, we waited for No. 14 "The Mountaineer" on its last trip of the season behind FM units 4052-4449. At Stephen on the summit, a westbound freight was noted with 4030-4432-4446. Descending to Field through the Spiral Tunnels, we met passenger trains No. 8 at Yoho (4059-4441-4448), No. 4 at Cathedral (4037-4439-4041) and No. 6 at Field with 8410.

5924 and 5931 were in the Field roundhouse with 4039-4426-4029 and 4063-4460 outside, while 7109 performed switching chores. Golden was still a steam centre with 914 (from Cranbrook), 5760, 5904 and 5935 in the yard. At Beavermouth a long eastbound freight was waiting with diesel units 4060-4427-4420, and three helpers including 5903 and 5921 were in the shed. No helper was needed for the stiff climb to Connaught. Upon emerging from the Connaught Tunnel, a glimpse was caught of 5900 at Glacier.

We left the train at Revelstoke which was reached at 8:30 PM. 2860 replaced the diesels on No. 7, with 5930 as helper. Switchers 7110 and 7111 were seen here, and 5932-5465 on a freight west.

Monday, September 1, 1952: At 6:30 AM, 5462 and 5930 were noted on an eastbound freight. We continued our journey on No. 1 which arrived on time behind diesels, which were replaced by 2383 with 5463 as helper. No. 954 was met upon leaving Revelstoke with 5467, and a few minutes later No. 8 with 5932 and 2864. At Clanwilliam, near the summit of Eagle Pass, helper 5463 was cut off, and during the descent to Taft we passed 1st. 4 (2861), 2nd. 4 (2863) and No. 6 (2703). At Taft, 5806 was noted on a short westbound-freight. At Sicamous, D-10 985 was waiting with train 708 to Kelowna. While we skirted Shuswap Lake, 5468, with green flags, was passed. At Tappen, 5807 was added for the short climb to Notch Hill, and 5801 was waiting. At Notch Hill, 5807 went off, 5800 and 5804 were on the wye, and 5808 had an extra east. No. 950 with 5465 was met at Neskain.

The important divisional point of Kamloops was reached at 12:55, revealing 5315, 5322, 5324, 5326, 5469 and 5786 in the yard. Many 5300 series Mikados work west from Kamloops, while 5462-5469 work to Revelstoke over the Shuswap Subdivision. Little traffic was seen as we descended the Thompson Canyon. 5336 was noted with an eastbound freight at Walkachin, and 3734 (from

Penticton) was switching at Spence's Bridge. At Thompson, we met No. 2 behind Pacific 2390.

North Bend in the Fraser Canyon is the next division point. Here, 2704, 2706 and 5360 were seen. At Spuzzum, we passed 5387 on a westbound freight, and at Haig, 5326 with a caboose.

At Ruby Creek, effectively the end of the Kettle Valley line, Penticton Consolidations 3721 and 2639 were waiting. On the double track between Ruby Creek and Coquitlam we met the evening convoy of passenger trains - 8 (2860) 1st. 4 (2389), 2nd. 4 (2862), 6 (2709) and 46 (Kettle Valley)(5258).

Several switchers of group 7065-7075 were noted upon entering Vancouver.

Monday, September 8: Eager to see something of the Kettle Valley line, we left Vancouver on No. 12 (six cars behind rebuilt Mikado 5224). This was the first summer of daylight service over Coquihalla Pass: complete dieselization is expected in 1953. Leaving Vancouver, 7065, 7072 and 6511 were noted as well as N.H.B. 1 (a diesel) and 202 (an 0-6-0). At Barnet, 3443 was seen on a way freight. Soon we passed transcontinentals 4 (2864) and 8 (2863). At Coquitlam, 5770 and 7069 were working the yard and at Mission we passed 3611 with mixed train 810 to Huntington.

A short distance beyond Ruby Creek (where 3629 and 5757 were waiting) we left the main line and began the spectacular ascent of Coquihalla Pass. At Romeo we met No. 11 (5 cars) behind 3658 and 5212 and at Coquihalla near the summit, 3731 was seen on a work train. Brookmere, the next divisional point, was reached at 1:30 P.M. and Consolidations 3678 and 3721 were seen in the yard.

Beyond Princeton, where 3602 was seen, there was another hard climb as the track zigzags up the hill, followed by a descent to the Okanagan Valley. At Penticton, engines were changed and 5241 and 5261 were added for the harsh climb out of the Okanagan. 3630 and 6940 were shunting in the yard. At Chute Lake, 5241 was cut off as the worst of the climb was over. Another helper, 3617, was required from Grand Forks to Farron. The train was left at Robson West for a steamer trip on Arrow Lake.

Tuesday, September 9: From the S.S. "*Minto*", 3506 was noted on the weekly mixed at Naskup. This section of line is disconnected from the rest of the CPR or any other rail line, and the train is ferried from Slocan City to Roseberry.

Wednesday, September 10: The *Minto* was left at Arrowhead, where 573 provided a mixed train connection to Revelstoke. 2:40 was required for the 27 miles.

From Revelstoke eastward, the main line via Glacier and Field was followed, which has already been reviewed. The year 1952 thus provided tastes of old and new on the CPR in British Columbia and Alberta.

T.T.C. NOTES

The Hillcrest shops of the Toronto Transportation Commission continues to turn out revamped and reconditioned PCC cars which were formerly the property of the Cleveland Transit System. The last of the 25 St. Louis cars (4695) was sent to Russell Division towards the end of January, and all of these cars are now seeing tripper service on the regular Kingston Road routing from McCaul to Birchmount. Car 4693, the first car of the series to be released, is the only one fitted thus far with standard TTC double front linen signs, and the other 24 cars carry temporary single linens with a combined route-destination aspect. These temporary linens carry Kingston Road signs only. Two man Witts continue to give service on the base runs, and A-1 and A-10 (ex Cincinnati) group PCC's give the evening and Sunday Kingston Road - Coxwell service.

➤ Pullman-built cars are now being released, with about five in service at time of writing. They are being assigned to Danforth car-house and have been operating on Harbord extras; the cars are also provided with Carlton signs on their temporary linens. The interior of the St. Louis cars required only a touch-up paint job, but the Pullmans, which carried a badly-scratched grey interior paint scheme in Cleveland, are receiving standard TTC green and cream interior treatment; they are also being re-upholstered. The characteristic double bullseye markers on

the fronts of those cars are being removed.

➤ Further Birmingham cars are now being delivered and some with the blue (older) colour scheme have arrived here. The current Hillcrest plan is to release 25 Cleveland Pullmans, and then begin on Birmingham cars. The first of the latter will be 829 (TTC 4729) which arrived as a lone representative last November. Cleveland will probably be able to send along the last 25 Pullmans in the near future, as their East 55th Street Carline was converted to bus on March 8th.

➤ The TTC scrapped 32 trailers during December and January, as 4675-4699 released them from Kingston Road. The numbers of these cars follow:

2763	2821	2861	2931
2775	2829	2869	2955
2789	2831	2877	2963
2795	2839	2883	2967
2799	2851	2891	2979
2803	2853	2893	3007
2807	2855	2921	3017
2813	2857	2925	3025

➤ Western Iron & Metal Company purchased this group, and after de-trucking the cars and burning out some interior fittings at George Street yard, hauled them to Mill Street where they were fired, and the metal hulks cut up for scrap. However, No. 2763 was resold as an intact body to the Ontario Metal Company at Dundas and Jane Streets, in whose yard it is now in use as a shed.

➤ After a period of quiescence at George Street during February, the slightly damaged Witt motor 2952 arrived on February 23rd, to meet the same fate as the trailers. With the arrival at the yard of Brill 2664 on the following day, the long-threatened scrapping of series 2580-2678 was begun. This series of 50 cars had remained intact since construction in 1922. Thirty-eight of the Brills are to be scrapped in this latest program, leaving 12 of them to enjoy a few more months of life.

➤ Differential dump car W-18 is currently being converted into a snow loader for use on the subway in open sections. In this conversion, it is being converted to a double end car, with another identical cab being constructed on what was formerly the back end. A total of six service cars of various types for the subway are to be built in Hillcrest this year.

➤ Three decrepit trailer shunters, Nos. Y-4, Y-10 and Y-12, still await scrapping at time of writing in Russell yard.

➤ The latest word on the completion of the subway from the TTC Head Office places the date of inauguration of regular service in February of 1954. A training and breaking-in period will cause this two-month extension.

➤ The TTC plans to enlarge and redesign the Jane Loop at the westend of the Bloor route. The new arrangement will provide a street car loop inside and a loop for free-wheel vehicles on the outside - the reverse of the present arrangement. The last alteration to Jane Loop was made as late as 1949, when a storage track was added inside the main line track to replace the spur on Bloor Street.

➤ A final note: The Society's booth in the Hobby Show was a distinct success. Several new members were obtained as a result of this display, and many bulletins were sold.