

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

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The July 18th excursion-meeting of the Society will take the form of an evening trip to Bayview Junction (near Hamilton) for a period of observation of operations here. Auto transportation will be provided but members are requested to telephone Mr. Jack Bost (Phone BA.1-2579), and indicate to him whether they wish to leave Toronto at 6:00 or 7:00 P.M. Transportation will be distributed accordingly. Mr. Bost will inform as to final details, place of meeting in Toronto, etc. This promises to be a very interesting evening and it is hoped that many will attend, including Hamilton members.

JUNE EXCURSION-MEETING

The first of the experimental summer excursion-meetings was held on June 20th, and was an unqualified success. Approximately 30 persons were in attendance, consisting of 21 U.C.R.S. members and a group from the Ontario Society of Model Engineers. The group met at 7:30 P.M. on West Toronto Street near the shop gate, and then, after meeting the C.P.R. officials who were hosts for the evening, were conducted on a most interesting tour of the extensive property.

The party was conducted through the former roundhouse now used as a diesel locomotive repair shop, the freight car repair shop, the wheel and axle shop and many other ancillary buildings. Of particular interest was the only steam locomotive on the property, the wrecked O-E-0 no. 6922. This locomotive was struck by a backing freight train on the North Toronto line near Avenue Road on the previous day. Various pieces of work equipment, particularly a wedge plow, attracted considerable attention and were inspected most thoroughly. Finally, the members were treated to a tour through road diesels 4009-4405 (MLW "A" and "B" units) which were parked nearby. The engines were started, and those members who were in the cab of 4009 were treated to an explanation and demonstration of the operation of the locomotive.

The Society is most appreciative of the privilege of having a conducted tour through the West Toronto shops, and wishes to express its thanks to Mr. D. Grinton, shop superintendent, and his subordinates, Messrs. Blake, Clarke and Parnell for devoting their time to the occasion.

SIXTH ANNUAL C.O.T.T.C. EXCURSION

data supplied by R.F. Corley

Saturday, June 14th marked the date of another of the annual June excursions operated by the Central Ontario Train Trip Committee (composed of representatives of the U.C.R.S. and the Toronto model railroad clubs).

The consist of the train, leaving Toronto, was CNR Hudson 5700, Express car 8594, diners 1332 and 1334 and coaches 5269, 5282, 5351 and 5367. The train left the Union Station at 8:40 A.M. (10 min. late), and ground to an unexpected halt at 9:15 A.M. just east of Oakville station after flagging into a red block behind CNRA picnic special to Crystal Beach. Hamilton train 77 was stopped ahead of this special.

It was soon learned that an eastbound freight train had derailed four freight cars at Burlington at 6:33 A.M., blocking all tracks near the station. As far back from the C.O.T.T.C. special to the east as could be seen trains were lined, one behind another. When westbound traffic began to move, each train pulled onto the bridge over Oakville Creek, backed across the crossover and ran on the eastbound main line to Burlington; the trains then passed around the spare track behind Burlington station, to Bayview, and then crossed to the westbound track again.

The C.O.T.T.C. train left Oakville at 11:45 A.M. As the special passed Burlington, excursionists observed Northern 6241 on the main line with half of its train, and then two tank cars and two box cars derailed, one of the latter overturned; the Hamilton derrick was on the job here.

At the suggestion of two UCRS members, the CNR had ferried the Buffalo and Hamilton excursionists from Hamilton to Dundas station by bus, thus saving about 25 minutes for the train, which avoided thereby the detour into Hamilton. The train arrived at London East (Egerton Ave.) at 2:00 P.M., 2 $\frac{3}{4}$ hours late; here the bulk of the party left the train to be transported by bus to the locomotive building plant of General Motors Diesel, Ltd.

The GMD plant was toured in its entirety by about 175 people, conducted in small groups, by 10 guides. Locomotives seen here were as follows:

- ~~Ontario-Northland Railway: eight 1500 H.P. road "A" units: 1506, 1507 already shipped; 1508 ready to go and placed outside for inspection; 1509 being painted; 1510-1513 practically completed.~~
- Canadian National Railways: Forty 1500 H.P. road "A" units - first seven frames on floor; frames and components of first three of nine 1200 H.P. narrow gauge road-switchers for Newfoundland Ry. being built up and tested.
- Algoma Steel Corporation: one 800 H.P. switcher being painted.
- Dominion Foundries and Steel: one 800 H.P. switcher (unpainted) placed outside for inspection.

A tour through ONR 1508 completed the GMD side trip.

Returned to London Station, the party re-boarded the train and proceeded east (now hauled by 5703). Stratford was reached at 5:30 P.M. (3:20 hrs. late). Here Pacific 5573 was substituted and a fast run made to Goderich, reached at 7:04 P.M. The plant tours were cancelled but townsfolk and local officials turned out in force to greet the train and its party. A short launch trip in Goderich harbour followed, and excursionists then hustled back to the train.

Goderich was left at 8:25 P.M. (3:10 hrs. late) and dinner sittings were held (one had preceded the Goderich stop). A fast and uneventful run back to Toronto followed via Stratford, Brantford and Hamilton. Toronto Union Station was reached at 1:10 A.M. (3:25 hrs. late) to end another interesting excursion.

Unfortunately, for the second year in a row, a lengthy delay put the excursion train far behind schedule, but the delay in this instance was quite unavoidable and actually added interest to the trip.

SPECIAL NOTE - President William Bailey's new address and telephone number: 161 Royal York Road N.; MU-1730.
Bulletin Editor John Knowles' new telephone number: MU-5615.

GRAND RIVER - LAKE ERIE & NORTHERN NOTES

Grand River Railway box cab locomotive 222 arrived in Brantford on September 17, 1951 for yard work. This was the first time, so far as is known, that 222 was ever in service on the Lake Erie and Northern Railway, and as far south as Brantford. 222 changed off with 224 and remained in Brantford until about February, 1952 and was then returned.

Locomotive 224 was rebuilt by Preston shop during April. It is now multiple unit and has 38" disc wheels (in place of 35") and 150 H.P. motors (in place of 85 H.P.).

Lake Erie and Northern wood passenger car 933 is out of service at Preston and is partially stripped. Car 795 (formerly a combination car, now all express) has had a hole cut in the side for the handling of express parcels.

- - Orin P. Maus

MOTIVE POWER NEWS

- C.N.R. Mikado 3700 and Santa Fe type 4014 are in storage at Val Royal, P.Q., awaiting scrapping. 4014 is the first of the C.N.R.'s 93 Santa Fe (2-10-2) type locomotives to be retired. Also at Val Royal awaiting the same fate are former Quebec Railway Light and Power Co. passenger trailers 303 and 304 and sweeper 7.

- The dieselization program of the C.N.R. has taken on an accelerated pace with the ordering during the spring months of 98 additional locomotives. Ninety-two of these were ordered during May. The builders and types of these units are as follows:

20 - Canadian Locomotive Co.-FM 1600 H.P. road freight "A" units

40 - General Motors Diesel Ltd. 1500 H.P. road freight "A" units.

10 - Montreal Locomotive Works 1600 H.P. road freight "A" units.

22 - Montreal Locomotive Works 660 H.P. switchers.

6 - General Motors Diesel Ltd. 1200 H.P. 3'-6" gauge road-switchers (in addition to three others ordered during 1951).

- The Canadian Pacific Railway ordered in May 10 1500 H.P. road freight "A" units from General Motors Diesel Ltd. to bear numbers 4066-4075, Class DFA-15f.

- The C.P.R. purchased CLC-FM demonstrators 7005 and 7006 in December, 1951 and these locomotives became nos. 4064 and 4065, class DFA-13c. There are 12 other locomotives currently on order from CLC-FM: "A" units 4052-4057 and "B" units 4449-4454.

- The Steel Company of Canada scrapped New York Central Pacific type 4756 during May.

- The Sydney and Louisbourg, the one Canadian railroad which seems resolved to stick with steam power, had purchased Detroit and Toledo Shore line locomotives 26 and 113. 26 is a Baldwin Mikado built in 1926, while 113 is a Brooks (Alco) eight-wheel switcher, constructed in 1927. These locomotives passed through Toronto on May 5th.

- The Ontario Northland Railway has ordered eight 1500 H.P. road FT-7A cab units from General Motors Diesel Limited, to bear road nos. 1506-1513.

- The Algoma Central and Hudson Bay Railway received CMD 800 H.P. switcher 141 on April 30th.

MISCELLANEOUS

The new Toronto-Barrie express highway (one side of which was opened at the end of June) includes a level crossing south of Allandale with the CNR's Burlington-Barrie line (the Milton by-pass). This wide-open

crossing was allowed to exist because Ontario Deputy Minister of Highways J.D. Millar thinks the new highway might encourage trucking, which in turn may force abandonment of the railway line because of loss of business. For this flimsy reason, a grade separation was not constructed; the reasoning behind it seems to typify the superficial thinking of highway officials when it comes to anything concerning railroads. C.N.R. vice-president A.J. Lomas said publicly in rebuttal that the railway has no intention of abandoning the line, and that money has recently been spent in improving the line and in experiments to divert more traffic over it.

Demolition of the burned out former Great Western station revealed two short lengths of track at the north-east corner complete with bumpers (all tracks stub-ended at Scott Street, the east side of the station). Each track supported an ancient Grand Trunk Railway flat car dating from about the turn of the century. These cars were imprisoned under the floor of the fruit market for the many years since its function as a freight house ceased. The old cars were scrapped on the spot.

TTC cars 251b and 2556 have joined the pioneer 2932 as two man cars partially converted to one man operation. Authority has been given for so converting 50 cars thus far out of the 123.

In current subway construction, a program is in progress to rid Yonge Street completely of wooden temporary decking by the end of July, with temporary asphalt pavement as replacement. This should see the end of street car diversions until the subway begins operation.

It has been decided to double the length of the Bloor station transfer platforms so that they can accommodate two Bloor M.U. PCC trains instead of one train. The position of the stairways is not to be changed, thus the east stairway portals will be narrower than the west, to allow a passageway beside them to the extended (easterly) portion of the platforms. The temporary "shoo-fly" tracks in service here for over a year were replaced by the permanent track during June.

The C.P.R. is converting ten of its old 100 series wood eight-wheel open platform coaches for non-revenue service. Three of these, in process of conversion to bunk cars were seen at the West Toronto car shop on the June 20th tour.

A hearing was held during June on the Canadian National Railways' application to abandon its line extending from Lyn Junction to Forfar and Westport. The outcome of this is still not known.

The Winnipeg Electric Co. abandoned the St. Mary's Rd. and St. Anne's Rd. car routes in St. Boniface over the night of July 1-2.

L. & P.S. EXCURSION

The Society will operate an excursion of four hours' duration over the London & Port Stanley Railway on Sunday, July 13th, using car 14. Meet at L. & P.S. London terminal, 1:30 P.M. For tickets (fare will be \$2.00) contact Mr. Jack Bost, (phone BA.1-2579) Apt. 7, Bldg. 4, Lansing Court Apts., Anndale Drive, Willowdale, Ont.