

November, 1954 - Number 106

The Society meets on the third Friday of every month in Room 486, Toronto Union Station at 8:30 P.M. sharp. The November meeting will be held on the 19th, and will feature colour slides taken by Mr. John Mills during his recent trip to Europe.

➤ Available from the CNR Public Relations Department, 360 McGill Street, Montreal, or in Toronto from the Department branch located at the south-east corner of York and Adelaide, are three "Locomotive Information and Data Sheets". Including photo, plan and specifications, these sheets cover the K-5-a, U-1-f and U-2-g classes.

OCTOBER 24th. T.T.C. EXCURSION

About 25 members of the Society participated in another successful photographic outing on Sunday, October 24th, when PCC car 4575 (formerly Cincinnati Street Railway 1100) conveyed the party on a four hour tour of the city. At Danforth car house members were afforded the unprecedented opportunity of photographing a 4400 series car, a 4675 series car (Louisville-Cleveland) and a 4625 series car (Cleveland) coupled together as a three car train. The weather was perfect for rail fan photography.

The only thing which marred the trip was the refusal of the TTC to allow the car to travel the abandoned (but intact) section of track on Kingston Road from Victoria Park to Birchmount.

This section of track has become a political hotbed since abandonment, with residents vociferously demanding the return of car service on the line. However, it is to be hoped that future excursions will be permitted on this trackage after the present unrest has dissipated.

As unusual trackage, the trip did cover portions of McCaul Street, Spadina Avenue, Front Street East, Sherbourne Street (south of Front), and the recently busy but now abandoned Scott Loop.

EASTERN CANADA OBSERVATIONS

On a recent trip through eastern Canada, the Canadian Pacific's three 4-4-0's were found to be still in use on the Norton - Chipman branch in New Brunswick. Engine 144 was in service on the day of the visit, with 29 as a spare in the engine house at Chipman. 136 was away at McAdam for repairs.

The operation with these locomotives is quite inefficient, but is necessitated by weight restrictions on bridges. Although the engines can handle about five loads and the combination car only over some grades, trains of as many as 12 loads are sometimes operated, making it necessary to double hills. It is also sometimes necessary to back up a considerable distance after a station stop in order to take a run at a grade just beyond the station.

In theory, each locomotive is kept on the road for a month before being shopped. Apparently only enough work is done to keep these engines in serviceable condition. This was evidenced in several ways, most noticeably in the slackness of side rods and valve gear on 144, which had been outshopped only a week prior to the date of operation. This would seem to indicate the impending demise of the last American type locomotives of the CPR, and, since much work has been done on the track recently, it appears that the line is being readied for diesel operation.

MARITIME RAILWAY & COAL COMPANY

This company has discontinued its passenger operation. A locomotive is steamed up whenever there

is freight to be moved.

SYDNEY & LOUISBURG RAILWAY

On an uncertain schedule, the S&L still operates an interesting mixed train from its headquarters town of Glace Bay, NS, to Louisburg. The mogul-powered consist includes, besides the omnipresent coal hoppers, an arch-roofed express car and open-end coach in the drab green livery of that line, as well as a bright yellow and red caboose with express-type side doors.

OLD SYDNEY COLLIERIES

Three second hand 0-8-0's do most of the work on this industrial road at Sydney Mines, Nova Scotia. There are also three 2-4-0 Baldwin tender engines available for service, and one of these is in use every day. (For photo, see Trains magazine, November 1952, Page 56). Other items of interest on this property include the ruins of two ancient New York Elevated cars.

NEWFOUNDLAND

Motive power now in use on the CN Newfoundland lines consists of 2-8-2's, 4-6-2's, road switchers and three small G.E. switchers. The steam locomotives have been converted to oil burners, and are expected to remain in use for the foreseeable future. The road switchers are used almost exclusively in freight, sometimes in tandem with steam locomotives. Occasionally they have double headed with a mikado in passenger service, but the "varnish" is never completely diesel powered, since the road switchers are not equipped to provide steam heat. The three small G.E. diesels, 775-777, are assigned to the yards at St. John's, Bishop's Falls and Corner Brook, respectively.

Consolidation CN 280 and Ten Wheeler NR 121 stand in partly dismantled condition in St. John's. These engines were not converted to oil. Mikado 308, damaged in a collision with a road switcher earlier this year, is still in storage at Bishop's Falls.

Most main line passenger equipment other than day coaches has been repainted CN green.

A number of wooden diners, coaches and sleepers used as spares still sport the Newfoundland Railway insignia and red paint job. One steel coach was observed with Newfoundland colours, but with the Canadian National name on the letter board.

On a typical day the overland train "The Caribou" is headed by two Mikados, and consists of an express refrigerator, two express cars, one R.P.O., four coaches, a diner and three sleepers.

Steel equipment is used throughout, and the last sleeper is usually a pre-war car with open observation platform. The sleepers offer attractive accommodation, but the floors of the coaches are usually covered with litter due to the great turnover of passengers along the line. Standing room only is frequently the rule in the coaches.

Substantial reduction in both passenger and freight rates since the CN acquired the line have led to a threefold increase in freight business, as well as higher patronage of passenger accommodation.

The freight rolling stock now in use consists of a large group of almost new cars, also many cars supplied by the United States during the war, and groups of cars purchased by the Newfoundland Railway in the late thirties and since the war. On order at present are 100 box, 100 flat and five stock cars.

Most freight equipment built prior to 1935 has now been relegated to maintenance of way work. A number of old wooden passenger cars, still looking quite attractive in Newfoundland Railway colours, are in maintenance of way service.

A majority of freight cars now carry the CN, name, although some still have the Newfoundland Railway insignia and numbers. While most cabin cars (caboose) still carry Newfoundland paint job and number, a few old converted coaches with arch roofs were observed in standard CN orange van paint job, complete with the usual maple leaf device.

A completely new telegraph line has been constructed along the railway from St. John's to Port aux Basques.

Much reconstruction has been performed on the track. Much more remains to be done, for there are many loose joints on the main line, and most joints on sidings still have only two bolts. The stub switches on the main line have been replaced, but those in the yards remain.

Real estate has been acquired for the construction of a new yard at St. John's. The present facilities are so inadequate that most freight trains (maximum 28 loads) have to be cut in two on entering the terminal, there being not one track of sufficient length to hold the entire train.

BOTWOOD RAILWAY

This 22-mile road is owned by the Anglo-Newfoundland Development Company, and, like the former Newfoundland Railway lines, is 42 inch gauge. It connects the company's pulp mill town of Grand Falls with the port of Botwood. Track and equipment are maintained in excellent condition. Motive power consists of two Mikados similar to the CN 300's, two 2-6-2 saddle tanks and two ancient Baldwin 4-6-0's. There is talk of obtaining some diesels.

In addition to caring for the transport needs of the Grand Falls mill, the railway hauls ore concentrate cars of the Buchans Mining Company to the port of Botwood.

A wooden combination car with open platforms is coupled to the rear of each freight train, and persons wishing to travel between Grand Falls and Botwood may ride, although passengers are no longer handled to and from Bishop's Falls or other intermediate points.

EQUIPMENT DATA SECTION

NO. 9 — TORONTO RAILWAY COMPANY PRIVATE CAR

Type:	DT SE Closed Motor	Motors:	2 GE 67
Construction:	Wood, Deck Roof	Gear Ratio:	17:67
Builder & Date:	Toronto Railway Company, 1893	Control:	2 GE K-10
Length Overall:	33'-3"	Lamps:	Ten 3-Light fixtures
Length Body:	23'-7"	Handbrakes:	Peacock
Width over sheath:	7'-10"	Trucks:	Curtis D-2 light
Height (to trolley boards):	12'-6"	Wheelbase:	4'-2"
Bulkheads:	2 closed	Truck centres:	13'-4"
Fender:	Watson	Wheels:	33" cast iron
Heating:	Electric	Body Weight:	11,040 lbs.
Seats:	9 wicker chairs, 1 wicker couch, with green plush cushions	Total Weight:	28,650 lbs.
Doors:	2 sliding bulkhead doors, single hinged door on each vestibule	Side sheathing:	Cherry

➤ This car was the private conveyance of Sir William Mackenzie, president of the Toronto Railway Company, and was a private electric railway car in the old tradition. Setting it apart from the normal passenger equipment were such features as an ice box, woollen carpeting, rubber step mats, woollen Terry green cloth curtains and elaborately hand carved interior trim. Although held for ten years by the TTC after the purchase of the Toronto Railway assets, it saw practically no use, and was finally sold for scrap to the Runnymede Iron and Steel Company in 1931.

BREAK-IN AT NASSAGAWEYA

Some time shortly prior to October 30th, an unknown vandal visited the property of the Halton County Radial Railway, and gained admittance to Toronto Civic Railways 55 (late TTC 2210) by smashing an end window and climbing through. It would seem that the burglar was a person of rail fan leanings, because the only article stolen was a North Yonge Railways car whistle belonging to Mr. John Mills.

This whistle was from car 410, and has the number stamped on the top. Strangely enough, things

of more practical value, such as tools, were left undisturbed.

We trust that, by this time, the conscience of this thief will be tormenting him sufficiently to cause him to return the whistle. The members of the Ontario Electric Railway Historical Association appeal to this person to return the stolen property at least, even if he does not feel disposed to rectify the damage to the car the preservation and restoration of which many honest rail fans have expended a great deal of money and time. If the whistle is simply returned to the property, the identity of the miscreant need never be known.

MOTIVE POWER NEWS

The twenty-six passenger road diesels ordered from General Motors Diesel Limited by the CNR (see *Newsletter 104*, Page 4) are numbered 6500-6512 ("A" units), and 6600-6612 ("B" units). The locomotives are painted in the same black, green and gold colour scheme that has been adopted by the system for passenger equipment. 6500-6600 entered service on October 5th pulling train No. 4 (The Ocean Limited) from Montreal. 6500 carries the class designation GPA-17a, and 6600 the designation GPB-17b. The CNR has apparently developed a new classification system for diesels which abandoned the old numerical sequence system used heretofore, and which was used by almost every railroad on the continent, in one form or another, for steam locomotives. The new system is closely akin to that which has been used by the Canadian Pacific Railway for several years for its diesels.

In the CNR system, the first letter gives an indication of the builder ("G" for General Motors Diesel Limited); the second letter indicates intended service ("P" for passenger); the third letter, if presents indicates "A" or "B" units; the numeral indicates horsepower, and the final small case letter indicates sub-grouping as does the "a" in T-2-a.

G.M.D. and M.L.W. road-switchers are being renumbered into groups 1700-1799 and 1800-1899 respectively. 7555-7578 have been renumbered 1700-1723, while 7830-7847 have become 1800-1817.

The twenty-seven new G.M.D. 1750 H.P. GP-9 road switchers now being delivered are numbered 1724-1750, while the 15 units of the same type built by E.M.D. for the Grand Trunk Western, have become 1751-1765. All of the latter group are now in service.

The Montreal Locomotive Works is also currently making delivery of road-switchers to the CNR, these being the group of twenty-three numbered 1818-1840.

The following CNR locomotives have been scrapped:

3426, 3478, 3512, 7221 and 7440	- June 2 nd .
3210, 4015	- June 2 nd .
2354	- June 24 th .
1136	- July 14 th .

➤ Gone from storage at Moncton in September (presumably scrapped) were: 403, 404, 405, 1008, 1130, 1878.

➤ The following engines are currently stored at Moncton: 406, 1004, 1015, 1016, 1113, 1120, 1122, 1128, 1132, 1134, 1142, 1146, 1148, 1151, 1153, 1154, 1155, 1156, 1161, 1165, 1316, 1927, 1948, 2181, 2184, 2188, 2337, 2346, 2351, 2364, 2368, 2370, 2374, 2388, 2389, 2394, 2395, 2411, 5505, 5522, 5524, 5544, 5546, 7329, 7331.

➤ Stored as unfit for service are: 1124, 1126, 2558, 2595, 2605 and 2645. Removed for scrap is Northern 6129. Stored for scrap at Val Royal is U-2-e Northern 6169 which was badly damaged in the wreck of train 3 at Quebec City last April 4th.

➤ On a brighter note than any of the above is the fact that 8416, the P-5-h eight-wheel switcher which was subjected to a salt water dunking nearly a year ago when a pier at Halifax harbour collapsed, was put back in service as good as new on September 15th.

➤ The Canadian Pacific Railway recently ordered an even hundred diesel locomotives from

G.M.D. and M.L.W. Included are six 660 H.P. switchers from Montreal, to be numbered 6523-6526, and 36 1600 H.P. road switchers from the same builder, to carry numbers 8447-8482. From General Motors Diesel will come 39 GP-9 road-switchers, of which 21 will have steam generators, and eleven 900 H.P. switchers. Numbers of the G.M.D. locomotives will be given when known.

➤ The Pacific Great Eastern Railway ordered a 1600 H.P. road-switcher from M.L.W. in April, and this unit, numbered 572, was delivered in July. The railway ordered three more similar units, to be 573-575, in September for delivery before year end. The locomotives all have six wheel trucks and steam type pilots.

OTTAWA TRANSPORTATION COMMISSION

The street car system in Ottawa is dwindling rapidly due to the combined efforts of the OTC and the Federal District Commission. The latest abandonment, to occur probably this month, will spell the end of the Hull line and confine the OTC rail operation to the Ontario side of the Ottawa River. This development comes as a sad anti-climax to the recent plans to build a new Chaudiere Bridge complete with relocated car tracks. The only portion of the H line remaining will be by the Lindenlea fork of the St. Patrick end of the route. The B line (now Rideau-Bank) will be relocated from the Rideau-Laurier loop line to cover the remnant of the H line, while the designation H disappears. The Preston route (now a west end route only since the Sussex-Rockcliffe abandonments) will be extended easterly to take the place of the B line on the Rideau-Laurier loop. The A (Britannia) and S (Holland-Laurier) car lines remain unchanged. The Hull route will be replaced by an extension of the present Riverdale bus route.

With the abandonment of the Hull line, the Bay Loop (at Wellington and Bay) will be also necessarily abandoned, which loop has been frequently used as a short turn point for other routes.

Accordingly, a new north to west curve is to be installed in the track intersection at Bank and Albert. Northbound cars will thus be enabled to travel via Albert Street to short turn at the Champagne barn.

The city is currently negotiating with the OTC for the purchase of the property on which the old Albert Street car barn is situated (now all bus and T.C.) as a site for a new City Hall.

The civic administration has also been giving consideration to the imposition of a number of positive stops on the open track section of the Britannia line at grade crossings where street cars would have to yield the right of way to automobiles.

The prospect for additional trolley coaches in Ottawa looks very dim with the F.D.C. becoming increasingly adamant in discouraging further erection of overhead wires.

MANY WASHOUTS ON OCTOBER 15TH. - 16TH.

The prolonged heavy rainfall on October 15th, which was the inland remnant of an Atlantic hurricane, caused extensive damage to the railway lines north of Toronto. The CNR suffered about 150 washouts on the Bala, Uxbridge and Newmarket Subdivisions, the Midland Subdivision and the Hamilton - Allandale line. The main line, east and west of Toronto, was not affected. Ballast and pilings were rushed to the washout region within hours after the washouts occurred, but several of the lines were not completely reopened for some days. Trains which normally used the three lines running north from Toronto were rerouted via Belleville and Peterborough during the period of the breaks.

➤ The CPR suffered about 50 washouts on its MacTier Subdivision, and trains were rerouted via Smiths Falls until October 18th, when the damaged line was placed back in operation.

➤ The TTC suffered little from the effects of the record rainfall, except, at the Humber Bridge on Lake Shore Road, when flood waters tore out the western approach to the bridge. Seven Birmingham cars, Nos. 4707, 4710, 4723, 4732, 4735, 4738 and 4747 were stranded on the Long Branch

line and could not return to the car house until the trackage was relaid at the point of break. The Queen carline did not operate west of Parkside Loop during the emergency (the Parkside-Humber section was covered by buses), while buses also augmented the seven street cars on Long Branch during rush hours. Normal Queen and Long Branch car operation was restored on October 26th.

➤ CNR Commuter fares on the Oakville Subdivision were increased on September 30th and immediately brought forth violent reaction. The Oakville-Trafalgar Commuters' Association petitioned the federal cabinet to force the CNR either to reinstate the old fare structure or operate six extra commuter trains between Toronto and Oakville. Their petition also asked that fare increases be made on the Montreal service also, if the Toronto increases are to remain.

T.T.C. NOTES

Conversion of car 2214 from a snow scraper to a grinding car is well advanced at time of writing.

The car is being converted to a single end unit and air brakes are being installed. (In the car's previous 37-year history it had hand brakes only). Extensive repairs are being made to the body during the course of rebuilding, with new headlining, interior body lining and vestibule sheathing being applied. Car 2204 is still stored in the shop yard, no work having been done on its conversion as yet.

➤ Six of the ten stored two man Peter Witts have been moved from Hillcrest to Danforth Division. Still at Hillcrest are 2450, 2452, 2500 and 2504. The cars of this group in storage at Russell, particularly those on Track 22, are suffering to some considerable extent from vandalism.

➤ Recent track work projects include the renewal of double trackage on the Harbord line (Dundas Street East) between George and Sherbourne. This rail is a long continuous curved section, and had been extremely rough riding due to wear on the rail flanges.

➤ The bad jog in Dupont Street at Kendal Avenue has been smoothed out by the city, and the double tangent track at this point has been relocated to conform with the new alignment.

➤ The intersection at Dundas (south) and Bathurst has been removed and the tangent track east to Ryerson, vacated when the new Dundas line cutoff went into service last year, has been paved over. Also being paved over is the tangent track on Yonge from Eglinton to Glen Echo. From Alexander to Belmont the Yonge line trackage is still in place, and the complete Bloor-Yonge intersection is as yet untouched, although all others have been cleared of specialwork.

➤ Construction is proceeding actively on the new southbound platform exit from King Subway Station (at Melinda Street) and on the new second under-track passageway at Queen Station.

➤ A new umbrella-type shelter has just been completed at Bingham Loop which gives further proof of the fact that the cutback of the Kingston Road car line to this point is permanent. The small wooden shelter erected at the Humber Loop for Queen - Long Branch transfers has been referred to by suburban municipality officials as a "henhouse". It is thought that the whole Humber Loop layout will have to be relocated when and if expressway construction is undertaken in this area, thus a larger and more permanent structure was not undertaken.