

Upper Canada Railway Society

NEWSLETTER

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The Society meets on the third Friday of each month in Room 486 of Toronto Union Station. The January 18th meeting, as announced in the December issue, will be the annual meeting of the Society. At this important meeting, the reports of the officers of the Society will be presented and the annual election of officers for the new year will take place. The members present elect not more than nine directors. These directors meet at their earliest convenience and select from among themselves the officers for the coming year. The new officers assume their duties seven days after the date of the annual meeting.

It is imperative that every member in the Toronto area be in attendance at the important January 18th meeting.

REMINDER FOR ASSOCIATE MEMBERS: It is requested that members making payment to the Society of 1952 dues forward that payment as cash, post office or Railway Money Order. Considerable difficulty is found in negotiating personal cheques forwarded in payment of dues or publication purchases.

NEW C.N.R. - MONTREAL & SOUTHERN COUNTIES SERVICE BETWEEN MONTREAL, GRANBY AND WATERLOO, P.Q.

On Sunday, November 25, 1951, the Canadian National and Montreal & Southern Counties railways established their long-projected joint service between Montreal and Waterloo, Quebec, combining facilities of both companies into a more direct route than that formerly operated by the C.N.R. via St. John's, Iberville and Farnham.

The new service provides through C.N.R. diesel-hauled trains between Montreal (Central Station) and Waterloo, using C.N. trackage across the Victoria Bridge and through St. Lambert to a track connection at the east end of Southwark Yard, known as M. & S.C. Jct., thence over the M. & S.C. main line to Granby, and reverting there to C.N. track for the balance of the run to Waterloo. This route is shorter and more direct than the former all-C.N. line, which involved the use of trackage rights for some 13 miles, between Iberville and Farnham, over the Canadian Pacific.

The new timetable provides two weekday trains in each direction between Montreal and Waterloo, corresponding to those formerly operated via the longer route, but reducing the running time from two hours and thirty-five or forty minutes to two hours and ten minutes. There is an additional train each way between Montreal and Granby, together with two extra trips between Granby and Waterloo, one of which is carded as a mixed train. Sunday service comprises two trips in each direction between Montreal and Granby, with no service between Granby and Waterloo.

All of the new Montreal-Granby and Montreal-Waterloo trains run limited between Central Station and Marieville, the mid-point of the M. & S.C. main line, stopping only at Bridge Street and St. Lambert outbound to entrain, and inbound to detrain. All of these trains make

all local stops east of Marieville, as they constitute the total service on this part of the line.

These new arrangements alter considerably the status of the M. & S.C. main line, the portion east of Marieville now being used only by C.N.R. trains, which are hauled by diesel-electric road-switchers 7615-7617, and make no use of the overhead electric equipment. This twenty-five mile portion of the interurban line is therefore to be de-electrified. Suburban service in the more built-up section between the city and Marieville is still provided by M. & S.C. electric cars, which continue to use the terminus at the foot of McGill Street, and the interurban company's own track across the Victoria Bridge to St. Lambert. This service continues to run on practically the same schedule as heretofore, except that all the runs now terminate at Marieville, except one round trip which covers the short branch to Ste. Angele. No change has been made in the local services to Montreal South and Mackayville, the latter of which uses main line trackage along with the Marieville trains.

The C.N.R. line via St. John's and Farnham is no longer provided with through service. The Montreal-St. John's-Iberville portion is, of course, part of the through route to Boston and New York, and is served by trains bound for those points. The section between Iberville and Farnham consisted of running rights on the C.P.R., and continue to be served by the C.P.R.'s own trains. A daily-except Sunday mixed train now provides local service on the remaining portion of the line, the 15 miles between Farnham and Granby.

T.T.C. TO CONVERT 2500 AND 2900 SERIES CARS

The Toronto Transportation Commission plans to change over 98 Peter Witt cars from two man operation to future use as one man cars. The conversion involves the 39 cars of class L-1 (2500-2522, 2526-2578) and the 59 cars of class L-2 (2900-2954, 2958-3018). (Cars 2524 and 2956 were scrapped in past years as a result of fire damage).

The cars are being equipped completely for one man operation including the addition of pilot valves on the controllers ("dead-man" feature), self-lapping brake valves, treadles, re-arrangement of equipment in operator's vestibule etc. in line with other two man cars similarly converted during the years 1933-1941 (2300-2478, 2700-2898).

However, these cars are to continue to be used as two man cars until rolling stock is reassigned following reroutings, etc. with the advent of the subway about two years hence. Thus the conductor's stand will remain in all cars and the cars will continue to operate with a two man crew on the Yonge, Bay and Kingston Road routes after preliminary conversion. Centre door treadles will be connected to a conductor's switch so that operation of these doors will not be controlled from front door circuits. When the time comes for complete conversion to one man operation, the conductor's position will be removed and treadles re-connected.

Through starting the major work on the conversion at this time, the T.T.C. will be able to have all cars finished by late in 1953. The last-minute conversion to one man operation can then be done quickly.

Present equipment on these cars is as follows:

<u>Series</u>	<u>Controller</u>	<u>Brake Valve</u>	<u>Motors</u>
2500	English Electric Type Q-2 form G	M-20A	English Electric Type DK-83
2900	Ditto	Gen. Elec. Type S form E7	Ditto

All brake valves will be changed to the M-36 self-lapping type. It was felt desirable to change all controllers to the K-35 type (the standard on other Witt cars), but sufficient spares are on hand to do this only on 2500-2578. The 2900's will retain English Electric controllers with pilot valves added. Because of this change, control connections on the 2500's have to be altered; the K-35 has five series and three parallel steps, while the Q-2 has four series and four parallel.

This conversion will leave only 75 purely two man cars on the system - 2450-2478 (converted back to two man in 1949), 2480-2498, and 2580-2678 (the Brill cars). Of these, 2580-2678 are definitely to be scrapped after the opening of the subway, and it seems probable that the other 25 cars will meet this fate then also.

The first car to be converted under this plan was 2932, as reported in the November issue. It has had the conductor's stand placed back in it, but at time of writing is still undergoing minor experimental changes.

MOTIVE POWER NEWS

The Canadian National Railways has placed orders for the following diesel-electric locomotives:

FROM GENERAL MOTORS DIESEL LTD:

4 - 1500 H.P. "A" road units
4 - 1500 H.P. "B" road units
10 - 1200 H.P. switchers

FROM CANADIAN LOCOMOTIVE CO. (FAIRBANKS-MORSE):

3 - 1600 H.P. "A" road units
3 - 1600 H.P. "B" road units

FROM MONTREAL LOCOMOTIVE WORKS, LTD.

10 - 1600 H.P. road units
10 - 1000 H.P. switchers

New G.M. Diesel road units 9056-9059 have already appeared in service.

Electro-Motive built (1948) road diesels 9000-9005 have been given 40% haulage rating instead of 32%. All G.M. road engines in Canada are a uniform 40%.

During November deliveries commenced on the eighteen 1000 H.P. road switchers from CLC-FM. First delivered were 7615-7617 (equipped with steam generators) to be used on the Montreal-Waterloo service as explained elsewhere in this issue. The other 15 locomotives (7600-7614) are following, all to be used on the Matapedia-Gaspe line in the Province of Quebec. All of these units are geared for 60 m.p.h. maximum speed, are classified Y-2-a (7600-7614) and Y-2-b (7615-7617),

are rated 34% and weigh 231,550 lbs. All have three axle trucks, each truck with two motors.

The C.N.R. is renumbering all remaining 0-6-0 switchers in the 7000's and 7100's to clear a new numbering group for 1200 H.P. diesel switchers. The first locomotive to be renumbered was Toronto switcher 7173 (class 0-9-a) which is now 7244.

The second C.N.R. Mikado has been scrapped, no. 3352 on October 15th. (3365 was scrapped after an accident in 1944, and its boiler given to 3235). 3352 was scrapped at Val Royal as the result of a collision several months ago at Parent, Que.

The locomotives involved in the recent wreck at Severn, Ont. were 3399 and 5100.

The C.P.R. has received "B" units 4424-4433 from G.M.D.

For American service on the Grand Trunk Western, the C.N.R. ordered five 1200 H.P. switchers from E.M.D. in October.

The Toronto, Hamilton & Buffalo Railway sold 0-6-0 switcher 47 to the Dominion Foundries & Steel Company of Hamilton on December 6, 1951. This is the fourth switcher of class B-2s that the railway has sold to Hamilton industrial plants.

The Ontario Northland Railway has received 1600 H.P. road switchers 1304-1311 from M.L.W., and the Algoma Central & Hudson Bay Railway has now taken delivery of all of 150-161 (1500 H.P. G.M.D. road switchers).

- R. F. Corley and G. W. Horner

C.N.R. REMODELS SELF-PROPELLED CAR FOR SERVICE OUT OF HAMILTON

Self-propelled car 15834 of the Canadian National Railways has been remodelled to provide a modernized motor train service between Hamilton, Allandale and Meaford, Ont. The car has been given a 400 H.P. 12 cylinder supercharged Caterpillar Diesel engine and has had a semi-streamlined front end treatment applied. The car has also been converted from a passenger-baggage combination to straight baggage and renumbered D-1. Trailers 15742 and 15739 have been renumbered C-1 and C-2, to be used permanently with D-1. C-1 is a mail-passenger combine, while C-2 is straight passenger. The entire three car unit is painted olive green with a broad cream band at window level.

The train is now in service on the motor train run between Hamilton and Allandale (as trains 660-1 and 662-3) and between Allandale and Meaford as trains 61 and 62. A wye has been installed at Meaford to turn the train, which is too long for the turntable.

The train travelled from Montreal to Toronto on December 10th, thence to Allandale on December 11th and was placed in service later in the week. Since that time it has had at least two road failures.

RECENT C.N.R. PROJECTS

The Canadian National Railways, in conjunction with the Aluminum Co. of Canada has completed surveys for a new 46 mile branch line to run from Terrace to Kitimaat, British Columbia. The purpose of the new railway is to serve a 500 million dollar water power and refinery project to be located at the latter point by the Aluminum Company.

Work has been started on an extension to Turcot Yard to provide an increased capacity of 2500 cars. Freight facilities are being enlarged at Toronto (Mimico) and Edmonton to handle an increased volume of traffic.