

Upper Canada Railway Society

NEWSLETTER

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4 BINGHAM AVENUE
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The Society meets on the third Friday of each month in Room 486, Toronto Union Station. The next meeting will be held at 8.30 p.m. on December 21st.

ANNUAL MEETING

The annual meeting of the Society will be held on Friday, January 18th, 1952. At this meeting the report of the President, Honourary Secretary and Honourary Treasurer on their conduct of the Society's affairs for the preceding year are presented. At this meeting, also, the annual election of officers for the new year will take place. The following explanation of the electoral system used by this Society is offered for the benefit of new members.

System of Election: The members of the Society, present at the annual meeting, elect not more than nine Directors. These directors then meet at their earliest convenience and select from among themselves the officers for the coming year. The new officers assume their duties seven days following the date of the annual meeting. Certain formalities are prescribed by the Constitution for the nomination to the office of Director; these are set forth in Article 24 of the Constitution.

Article 24: Nominations for the office of Director must be made in writing and posted to the Honourary Secretary at the Society's post office address in time to reach there not later than midnight of December 31st preceding the date of the election. Each nomination must be signed by the proposer and the seconder, who must be regular or associate members in good standing and shall be signed by the Candidate indicating his willingness to stand for election.

Nomination Blank: For the convenience of all concerned, a nomination blank is enclosed with this issue of the Newsletter. If you wish to make a nomination, use this form.

C.N.R. MOTIVE POWER CHANGES

The Canadian National Railways has on order three six-axle road switchers for the 42 inch gauge Newfoundland lines, which are to be numbered in the 900 series in accordance with the policy of having all Newfoundland engines with three-digit numbers. Because of this, the E-10-a class standard gauge Moguls nos. 902-926 are to be renumbered in a series commencing at 80. The renumbering will be in order, but gaps will not be left in the new series to correspond with vacant numbers in the series 902-926. (Several of these engines have been scrapped).

Further reducing the depleted ranks of the E-7-a class Moguls, several of these locomotives were recently junked. They are as follows:

755 - Scrapped	Aug. 7th 1951	829 - Scrapped	Sept. 14th 1951
772	Aug. 6th	833	Sept. 21st
800	Aug. 13th	837	Aug. 6th
816	Sept. 14th	850	Aug. 14th
825	Aug. 6th	859	Sept. 21st

C.P.R. REINSTATES TRAIN

by Kenneth S. MacDonald, Fredericton, N.B.

Sunday passenger service between Fredericton and Fredericton Jct. was resumed after a lapse of 18 years by the Canadian Pacific Railway on November 4th. The first train was pulled by Pacific 2604, with a baggage car and two coaches as the consist; 25 passengers were carried to and from the city. Sunday service will continue on a trial basis until May 25th next, after which date it will continue indefinitely if warranted by the patronage.

CONSISTS OF ROYAL TRAIN AND PRESS TRAIN

by George W. Horner

Arriving at Toronto on Friday, October 12th, the Princess' train and the 'press train' were composed of the following equipment:

ROYAL TRAIN - LOCOMOTIVE 6401 AND TEN CARS

CPR 4247 - Baggage
 CPR 4490 - Baggage
 CNR 1333 - 40 seat diner
 CPR "ELM GROVE" - Sleeper (10 roomettes, 5 double bedrooms)
 CNR "ATLANTIC" - Sleeper (6 compartments, 8 parlour chairs, Buffet, - Shower, Bath)
 CNR "PACIFIC" - Sleeper (6 compartments, 8 parlour chairs, Buffet, - Shower, Bath)
 CPR "GLEN ARRIF" - Sleeper (10 compartments)
 CNR 102 - Canadian Government private car
 CAN. GOVT. no. 2 - Governor-General's private car
 CAN. GOVT. no. 1 - Governor-General's private car

PRESS TRAIN - LOCOMOTIVE 6403 AND THIRTEEN CARS

CNR 9031 - Baggage
 CPR 4489 - Baggage
 CPR "WARK" - 36 seat diner
 CNR "JOLIETTE" - Sleeper (12 sections, 1 drawing room)
 CNR "SIOUX LOOKOUT" - Sleeper (Same accommodations)
 CNR "ARCHIBALD" - Sleeper (Same accommodations)
 CNR "ORILLIA" - Sleeper (Same accommodations)
 CPR "GLEN CASSIE" - Sleeper (10 compartments)
 CPR "GLEN TOW" - Sleeper (Same accommodations)
 CPR "GLEN BALLYEMON" - Sleeper (Same accommodations)
 CPR "GLEN MAJOR" - Sleeper (Same accommodations)
 CNR "LAKE CHARLOTTE" - Buffet-Parlour (21 parlour chairs, 8 seats in dining section,
 CPR "SOUTHMINSTER" - Sleeper (12 sections, 1 drawing room)

THE DISPOSITION OF T.T.C. TORONTO RAILWAY CARS -

A SUMMARY

by the Editor

As requested by several members, and as promised some time ago, herewith is presented a list of the disposal with date of each of the Toronto Railway wooden cars (of classes BB and C), the last of which operated earlier this year. A list of this type is necessary because the cars were not retired in numerical groups (with the exception of the remaining class C two-man cars); they were scrapped in groups

of scattered numbers, and many were retired as the result of accidents more or less individually.

The list covers those cars numbered from 1310 to 1562 and 1764 to 2112, all of which were of the same general design, although there were minor differences and many sub-groups within this number range. As it is intended to study these cars fully in forthcoming U.C.R.S. data sheets, no detailed description of the cars or history will be given here. This list serves merely as a disposal record for those who knew the cars well individually (and many of them certainly had distinct personalities for railfans).

Certain cars in this range never operated under T.T.C. ownership as they had disappeared from the roster prior to September 1st, 1921; most, if not all of these were destroyed in the two fires at King Street car house on March 30th, 1912 and December 28th, 1916. The latter fire resulted in the total destruction of the property and its discontinuance as an operating division. These cars, not shown in the tabulation, are as follows: 1358, 1370, 1372, 1486, 1506, 1508, 1528, 1530, 1550, 1784, 1794, 1802, 1820, 1828, 1976, 1988 and 2022.

For the others, there were seven groups in which cars were scrapped or sold en masse - these are summarized hereunder:

1939: 26 Two man cars (1928-1982) scrapped - Frankel Bros.
 1940: 30 One man cars scrapped - Frankel Bros.
 1942): 20 One man cars sold as operating cars by direction
 1943): of Dominion Transit Controller.
 1948: 79 One man cars scrapped - Western Iron & Metal Co.
 1949: 15 Two man cars (1984-2014) scrapped - Western Iron & Metal Co.
 1950: 40 One man cars scrapped - Western Iron & Metal Co.
 1951: 40 One man cars scrapped - Western Iron & Metal Co.

There were many others, of course, which were retired separately from the above groups owing to severe collision or fire damage, or in a few cases, pure senility.

The cars retired in 1948 are still to be seen in body form in many cases, as practically all the cars retired in this year were resold for use as dwellings or chicken coops when the housing shortage was at its height. Many of the cars will live on indefinitely in this form scattered about Southern Ontario. However, practically all of the cars retired in the other years were completely broken up or burned by the scrap company.

In the tabulation these symbols are used: ST - indicates that the car was scrapped by the T.T.C. on its own property; SS - indicates that the car was sold for scrap and the work not done by the T.T.C. B - indicates that the car was burned while still active on T.T.C. property, and scrapped as a result of the fire; this does not include cars burned by the scrap company intentionally.

1310 SS 1940	1318 SS 1940	1326 Preserved by	1332 SS 1940
1312 SS 1948	1320 SS 1948	TTC as relic	1334 SS 1951
1314 SS 1950	1322 SS 1951	1328 SS 1948	1336 SS 1948
1316 SS 1951	1324 SS 1951	1330 SS 1951	1338 SS 1948

1340 SS 1950	1454 SS 1948	1780 SS 1948	1882 sold
1342 SS 1948	1456 SS 1950	1782 ST 1945	Ottawa 1942
1344 SS 1951	1458 SS 1950	1786 SS 1947	1884 B 1933
1346 SS 1951	1460 SS 1950	1788 SS 1948	1886 sold
1348 SS 1951	1462 SS 1951	1790 SS 1948	Ottawa 1942
1350 SS 1948	1464 SS 1948	1792 SS 1948	1888 SS 1948
1352 SS 1951	1466 SS 1948	1796 SS 1950	1890 SS 1940
1354 SS 1950	1468 SS 1948	1798 ST 1947	1892 SS 1940
1356 SS 1948	1470 SS 1950	1800 SS 1940	1894 SS 1940
1360 SS 1924	1472 SS 1950	1804 SS 1948	1896 SS 1940
1362 SS 1951	1476 SS 1951	1806 SS 1948	1898 sold
1364 SS 1950	1478 SS 1948	1808 SS 1940	Ottawa 1942
1366 SS 1951	1480 SS 1948	1810 SS 1950	1900 sold
1368 SS 1950	1482 B 1943	1812 SS 1940	Ottawa 1942
1374 SS 1951	1484 SS 1951	1814 sold	1902 SS 1948
1376 SS 1950	1488 SS 1950	Quebec 1943	1904 SS 1948
1378 SS 1940	1490 SS 1951	1816 SS 1950	1906 SS 1948
1380 SS 1940	1492 SS 1948	1818 SS 1940	1908 sold
1382 SS 1951	1494 SS 1948	1822 SS 1950	Ottawa 1942
1384 SS 1940	1496 SS 1948	1824 SS 1950	1910 sold
1386 SS 1950	1498 SS 1948	1826 SS 1948	Ottawa 1942
1388 SS 1948	1500 SS 1947	1830 SS 1950	1912 SS 1948
1390 SS 1950	1502 SS 1948	1832 SS 1948	1914 sold
1392 SS 1948	1504 ST 1945	1834 SS 1950	Ottawa 1942
1394 SS 1951	1510 SS 1947	1836 SS 1950	1916 sold
1396 SS 1948	1512 SS 1950	1838 SS 1948	Ottawa 1942
1398 SS 1948	1514 SS 1940	1840 SS 1950	1918 sold
1400 SS 1950	1516 SS 1940	1842 sold	Ottawa 1942
1402 SS 1948	1518 ST 1945	Quebec 1943	1920 SS 1948
1404 SS 1951	1520 SS 1948	1844 sold	1922 SS 1948
1406 SS 1951	1522 SS 1940	Quebec 1943	1924 SS 1948
1408 SS 1948	1524 SS 1948	1846 SS 1940	1926 sold
1410 SS 1940	1526 SS 1940	1848 sold	Ottawa 1942
1412 B 1944	1532 SS 1948	Quebec 1943	1928-1954
1414 SS 1951	1534 SS 1950	1850 ST 1945	SS 1939
1416 SS 1950	1536 SS 1940	1852 SS 1950	1956 SS 1936
1418 SS 1951	1538 ST 1946	1854 SS 1950	1958-1974,
1420 (B 1923	1540 SS 1940	1856 sold	1978-1982
(SS 1924	1542 SS 1948	Quebec 1943	SS 1939
1422 SS 1951	1544 SS 1948	1858 SS 1948	1984 SS 1949
1424 (B 1923	1546 SS 1948	1860 SS 1948	1986 SS 1949
(SS 1924	1548 SS 1948	1862 SS 1940	1990-2014
1426 SS 1951	1552 SS 1940	1864 SS 1950	SS 1949
1428 SS 1950	1554 SS 1948	1866 SS 1940	2016 SS 1948
1430 SS 1950	1556 SS 1950	1868 ST 1947	2018 SS 1940
1432 SS 1950	1558 SS 1948	1870 sold	2020 SS 1948
1434 SS 1951	1560 SS 1940	Ft William 1942	2024 SS 1950
1436 SS 1948	1562 SS 1950	1872 sold	2026 SS 1950
1438 SS 1951	1764 SS 1948	Ft William 1942	2028 SS 1948
1440 SS 1948	1766 ST 1947	1874 sold	2030 ST 1947
1442 SS 1951	1768 SS 1948	Ft William 1942	2032 SS 1948
1444 SS 1950	1770 SS 1948	1876 sold	2034 SS 1948
1446 SS 1948	1772 SS 1948	Ft William 1942	2036 SS 1948
1448 SS 1948	1774 SS 1939	1878 sold	2038 SS 1948
1450 SS 1951	1776 ST 1947	Ft William 1942	2040 SS 1950
1452 SS 1951	1778 SS 1948	1880 SS 1948	2042 SS 1940

2044 SS 1950	2064 SS 1948	2084 SS 1951	2104 SS 1948
2046 SS 1948	2066 SS 1948	2086 SS 1951	2106 SS 1951
2048 SS 1948	2068 SS 1950	2088 B 1927	2108 converted
2050 SS 1940	2070 SS 1948	2090 SS 1951	to service
2052 SS 1950	2072 SS 1951	2092 SS 1951	car 1947;
2054 SS 1950	2074 SS 1951	2094 SS 1948	SS 1951
2056 SS 1950	2076 ST 1939	2096 SS 1948	2110 SS 1948
2058 SS 1948	2078 SS 1950	2098 SS 1951	2112 SS 1948
2060 SS 1948	2080 SS 1940	2100 SS 1951	
2062 SS 1950	2082 SS 1948	2102 SS 1947	

H.E.P.C. RELOCATES C.P.R. LINE IN NORTHERN ONTARIO

The Canadian Pacific Railway recently took over 37 miles of railroad, newly built for them by the Hydro Electric Power Commission of Ontario. The new line replaces a stretch of C.P.R. track which will be flooded over by a new hydro-electric development. The new route is between Mattawa, Ont. and Timiskimang, Que., on the 113 mile branch line to Angliers, Que. It proceeds north from the C.P.R. main line at Mattawa, and parallel to the Ontario-Quebec border. Rails and fastenings, telegraph lines and poles, and some ties will be salvaged from the old line before water is allowed to flow over the area.

T.T.C. NOTES

Section S-6 of the Yonge St. subway is to be built by Pitts, Johnson, Drake & Perini, the combine of Canadian and U.S. construction interests which has been mainly responsible for the portion of the subway from the Union Station to Alexander St. Section S-6 is open cut from Imperial St. to Berwick Ave., and a concrete subway from thence under Eglinton divisional office and yard to Eglinton terminal station.

A contract for 104 rapid transit cars for the Yonge St. subway was recently awarded to a British firm, the Gloucester Railway Carriage & Wagon Co. The cars are to be equipped with Crompton Parkinson motors and British Thompson Houston control. Each car will be 57 ft. long, with 62 seats. In rush hours eight car trains will be operated, being the longest trains which can be accommodated at the 500 ft. platforms. This represents a change from the previous plan of buying 130 shorter cars suitable for use in ten car trains.

The motor-driven ceiling fans and monitor roofs of cars 4398 and 4399 were recently removed. This experimental ventilating equipment was installed when the cars were built in 1948. The usual cowlings have been fitted around the trolley bases, making the exteriors of the two cars similar in appearance to the other 4300s. New headlinings have been installed in both cars, removing all traces of both the fans and the fluorescent lighting fixtures which were in 4399 until last year.