

January, 1949 - Number 36

THE UPPER CANADA RAILWAY SOCIETY MEETS THE THIRD FRIDAY OF EVERY MONTH FROM SEPTEMBER THROUGH MAY IN ROOM 486, UNION STATION, TORONTO. THE NEXT MEETING WILL BE HELD ON FRIDAY, JANUARY 21ST, 1949, AT 8:30 P.M.

AMENDMENTS TO THE CONSTITUTION

At the December, 1948 meeting two members gave notice of their intention to propose amendments to the Constitution at the January, 1949, meeting. They are as follows:

Proposed by John Griffin:

Article 25 - Notwithstanding the provision in Article 4 that no guests may be present at the Annual Meeting, a Special Chairman may be appointed to preside at the discretion of the President or the Directors.

Proposed by Kenneth Whitby:

Article 26 - The Annual Meeting of the Society for the purpose of election of Directors and the presentation of Officers' Report shall be open to guests of members notwithstanding anything contained in Article 4.

CANDIDATES FOR ELECTION

The following persons have been duly proposed and seconded as candidates for the office of Directors for 1949; each has indicated in writing his willingness to stand as required.

Bailey, William	Oakley, Ralph
Conner, Lloyd	Olver, Albert
Dunsmore, David	Rowland, Thomas
Griffin, John	Walker, John
Mills, John	Westland, Stuart

T.T.C. NEWS

The ex-Spadina cars 2168-2192 have now met their fate: 2184 and 2190 only are to be retained on the system for use in summer on the one-car Dufferin Stub route which runs from the cross-over north of King Street to the Springhurst loop on Dufferin Street. The remaining eleven cars were stored at Russell Division after the Spadina finale, but during the week of December 13th, they were taken to George Street Yard, de-trucked and moved by the Boyce Boiler and Machinery Company to the corner of a yard on the South side of the Esplanade, between Berkeley and Ontario Streets up against the railroad embankment. The cars were bought by the Kaufman Metal Company and are being stored here pending sale of the bodies for dwellings, etc. All 8 cars that had leather seats are included in those junked.

Thus of the seventy cars turned over to the TTC by the Toronto Civic Railways in 1921, all that remain are:

2120	: DT McGuire Cummings, now used as scraper car - remaining of 4 cars.
2184, 2190	: DT Preston - remaining of 13 cars - only ones left for passenger service.
2200-2214	: ST Preston, now used as scraper cars - first Civic series out of passenger service, yet only series still intact on system.

2128-2166 : DT Niles, haven't a single representative left in Toronto.
 2216-2264 : ST Brill Birneys, haven't a single representative left in Toronto.

The revamping of the sweeper fleet has been completed and the re-assignment of the sweepers to Divisions is also in effect. The re-numbering of the cars and truck changes are as follows:

<u>TTC Number</u>	<u>TARS Number</u>	<u>Trucks on Car As Received</u>	<u>Trucks on Car As Re-Built</u>
S-34	80	Brill 27G	Brill 27E
S-35	83	Brill 27G	Brill 27E
S-36	89	Brill 27E	Brill 27E
S-37	90	Brill 27E	Brill 27E
S-38	81	Brill 27G	Baldwin (from 2144)
S-39	82	Brill 27G	Baldwin (from 2156)
S-40	91	Brill 27E	Baldwin (from 2130)
S-41	92	Brill 27E	Baldwin (from 2138)

In addition two extra sets of Baldwin trucks from the Niles series have been kept as spares. The above re-numbering appears to be based on the following principle: Cars with Brill trucks are re-numbered in the order of Third Avenue numbers, then those with Baldwin trucks are re-numbered after them in the order of Third Avenue numbers. These eight later acquisitions were purchased April 22, 1948 from the Third Avenue Transit System (although cars still carried name "Railway" system), and arrived initially in Toronto on the following dates:

May 7: 90 & 92
 May 10: 81, 82, 83, 89 & 91
 May 12: 80

Re-building of the cars for the TTC service was slow at first, with S-36 finished on August 3, 1948, and S-37 on September 7th, but with speeding up of the work later in the fall, the remainder were finished in November.

In November, as the double truckers became available, the remaining Toronto Railway Company single truck sweepers were taken from the Divisions, loaded on tractor-trailers and shipped to Frank Brothers, of Terra Cotta Avenue, Hamilton, who are removing the trucks are selling the bodies for \$200.00 a piece. This includes sweepers S-1, S-2, S-6, S-8 to S-10, and S-12 to S-17. (S-3 to S-5, S-7 and S-11 had already gone from the roster). Thus now available for service are eleven single truck sweepers and twelve double truckers.

Assignment to Divisions is as follows:

Danforth: S-18, 19, 30 and 31
 Eglinton: S-21, 22 and 34
 Lansdowne: S-27, 28, 40 and 41
 Roncesvalles: S-25, 26, 38 and 39
 Russell: S-20, 32 and 33
 St. Clair: S-23, 24, 35, 36 and 37

All equipment was pressed into service in the severe storm over New Year's Holiday week-end.

In November, PCC 4300 was given a two-tone blue interior colour treatment, and the seats covered with a red plastic material. This may be adopted as future standard for PCC's if found acceptable. Car 4399 has the openings in the special roof duct sealed, although 4398 continues as usual, without window cranks.

THURSO AND NATION VALLEY RAILWAY

By Thomas Weston, Ottawa, Ontario

Last fall (1948) I was able to make a brief visit to Thurso, a community in the Province of Québec about 20 miles east of Hull on the north bank of the Ottawa River, and see something of the Thurso and Nation Valley Railway. This is not a Common Carrier railway, but is owned by the Singer Manufacturing Company, which has a modern plywood plant at Thurso, and apparently owns large timber reserves in the area west of Lake Simon. The T&NV is therefore principally a logging railroad and also must necessarily serve to transport employees, as there do not appear to be any roads into the area where tree-felling takes place.

Owing to limited time, my investigations were somewhat brief, and I was not able to speak to anyone whose information could be regarded as completely authoritative: however, a watchman told me that motive power consists of four units, a steam locomotive numbered 3, and three Alco 6E 44 ton diesels numbered 4, 5 and 6. Possibly one other old steam locomotive is kept in reserve up in the woods.

Of these, I saw only # 4, which was working around the yard preparatory to taking a train up north at 6:00 p.m. - a daily occurrence. Miscellaneous items of rolling stock were also seen, including a passenger car.

Altogether, it seemed to be an active concern, although that time of year represented its slack season.

CN - CP NOTES

CAR Diesel "A" units 9002 and 9003 were used during the summer and fall of 1948 to train crews.

This is why the 9000-9005 were split into three two-units rather than two three-units as originally planned. The colour scheme of 9000, -1 and -2 has been changed: the entire unit is now gold, trimmed with green, cream and black.

Edward Thomson

CPR is contemplating dieselization of its Algoma District and is making studies of motive power requirements in this regard.

Raymond F. Corley

TRANSIT NOTES

CORNWALL, Ontario

The CS Railway received the first of its trolley buses on December 23rd - when all are received and overhead ready, the famous Cornwall streetcars will bow out. Locomotive 12 is now in service after being re-built by the Canadian National Railways at Point St. Charles Shops. It was Utah-Idaho Central Railroad 904, a Baldwin-Westinghouse product similar to 6, 8 and 10 of the CSR.

HALIFAX, Nova Scotia

The Nova Scotia Light and Power Company has decided to forego the changeover from Birneys to its 60 T-B's until spring because the trolley buses "might make a bad showing in the snow". The NSL&P will become the only system in North America running trolley buses exclusively, with no gas buses.

Several extensions to the present routing scheme will be put into effect with the new vehicles.

Raymond F. Corley

CALGARY, Alberta

On Saturday, November 27, 1948 the last car runs were made on the following routes: Belt Line, South Calgary and Killarney. The South-west ends of the Killarney and South Calgary routes will

be handled by motor buses, while the remainder of those two routes and the Belt Line will be T-Bs.
The new routes started operation on Sunday, November 28.

Julian Bernard