

February, 1954 - Number 97

The Society meets on the third Friday of every month in Room 486, Toronto Union Station. The next meeting will be held on February 19th at 8:30 P.M.

1954 HOBBY SHOW - As announced in the January issue, the Society will again operate a booth at the second Annual Canadian International Hobby and Homecraft Show in the Coliseum building. The period of this exhibition is Friday, February 5th to Saturday, February 13th, (excluding Sunday the 7th). The booth will be staffed by Society members from 5 P.M. on weekdays, and all day Saturdays. It is hoped that all Toronto area members will visit the display.

1954 U.C.R.S. DIRECTORATE

The 1953 Directorate of the Society was re-elected by acclamation at the January 15th annual meeting, with two exceptions: Messrs. Ralph Oakley and Harvey Naylor have replaced Messrs. John Griffin and Raymond Corley of last year's Directorate, as the latter two men have found it inconvenient to continue. The Society here expresses its appreciation of the long and faithful service that Messrs. Corley and Griffin have given the Society during their tenure of office. The following officers and committee chairmen were chosen for the year 1954:

President: Wm. C. Bailey (no change)	Vice-Pres: J.D. Knowles
Recording Secy.: J. R. Oakley	Corresponding
Treasurer: A. S. Olver (no change)	Secy.: J. M. Mills (no change)

Committee Chairmen

Program and	Membership: J. M. Mills (no change)
Excursion: H. R. Naylor	Public Relations: J. A. Maclean
Publications: J. D. Knowles	Curator: S. I. Westland (no change)
House: R. Harry	Newsletter
Bulletin	Editor: S. I. Westland (no change)
Editor: J. D. Knowles (no change)	

C.N.R. 4100 SERIES THREATENED ?

Several tests have recently been made with 1200 H.P. G.M.D. switcher 7009 in helper service on the Scarborough grade, stamping ground for many years of the CNR's largest locomotives, the T-2-a Santa Fe's of series 4100-4104, and more recently, of a few smaller 2-10-2's of the T-1 classes.

It has been reported that the upkeep of the 4100's is becoming excessively expensive, and that a saving of approximately 60 dollars can be effected during every eight-hour shift in which a diesel replaces one of them. The threat of retirement of the famous locomotives appears to be very real, although it is still only in the rumour stage.

Probably the most spectacular display in Toronto area railroading is the sight and sound of a T-2-a helper assisting a U-2 Northern haul a 60 car freight train up the long pull through Eastern Toronto. The sight has become much more rare in the past two years with the use of diesel road units on many freight trains, although until now the 4100's have remained right on their post irrespective of whether a 4-8-4 or a green and gold "A" unit was looking at the back of their massive Vanderbilt tenders. However, it would appear that now is the time for all rail fan photographers to take their positions on the Scarborough grade and make the 4100's live forever on film.

Society members who are not familiar with these distinctive locomotives will have an

opportunity to become so later this year, as the Society has a data sheet on then under preparation.

OTHER MOTIVE POWER NOTES

New diesels with their delivery dates to the CNR are as follows:

M.L.W 660 H.P. SWITCHERS

8482 November 19, 1953

8483 November 26, 1953

G.M.D. 1500 H.P. ROAD-SWITCHERS

7573 November 24

7574 November 24

7575 November 30

7576 November 30

7577 December 11

7578 December 11

M.L.W. 1600 H.P. ROAD-SWITCHERS

7830 November 4

7831 November 4

7832 November 23

7833 November 23

7834 November 26

7835 November 26

7836 November 30

7837 November 30

➤ Locomotives 7573 and 7574 have been assigned to mixed trains 445 and 446 between Belleville and Ottawa. This provides the first instance of regularly assigned diesel-electric locomotives on CNR passenger service in the Province of Ontario. It is reported that the Hamilton - Port Dover - Port Rowan mixed trains, now powered by E-10-a Moguls, will soon have diesel road-switchers assigned to them also.

➤ Class 0-9-a Six-wheel switcher 7202 of the CNR was scrapped on October 22nd, after some months of storage.

➤ Heavy holiday traffic over the Christmas - New Year season necessitated a conventional steam-hauled passenger train on the CPR Dayliner (RDC) schedule. On December 24th, Hudson 2816 hauled 12 cars on Train 629, included the two RDC cars in the consist as trailers. 969 passengers were handled on the train on this date, and arrival at Detroit was one hour and 50 minutes late. On certain days, the steam operation was from Toronto to London, where the RDC cars were uncoupled, and then taken on to Detroit under their own power in normal fashion.

➤ Members are referred to an excellent article on the CPR's G5 class light Pacifics (1200-1301) by Associate member F. H. Howard in the February 1954 issue of *Trains and Travel* magazine. The article is entitled "Destined to Die Young", but let us hope that the title for that death is still a good number of years in the future.

O.T.C. "R" LINE CUT BACK FURTHER

On Monday, January 18th, a new bus route replaced the Ottawa Transportation Commission's "R" (Preston-Rockcliffe) carline on Sussex Street between Rideau and the Sussex and John Loop. The Preston end of the route is still rail operated, and cars now turn at the easterly end of the route via the new Dalhousie-George-Cumberland track loop.

EQUIPMENT DATA SECTION

NO. 2 - STEEL COMPANY OF CANADA LOCOMOTIVE 12

Type: 0-6-0

Builder & Date: Montreal #53290, November, 1913

Cylinders: 20 x 26

Drivers: 51"

Boiler Pressure: 180 lbs.

Weight of Engine: 142,500 Lbs.

Tractive Effort: 31,200 Lbs.

Engine and Tender Wt: 252,000 Lbs.

Engine Wheelbase: 10'-6"

Factor of Adhesion: 4.56

Tender Coal Capacity: 8 Tons.

Tender Water Capacity: 3500 Imperial Gals.

Previous Owner and Number:

Toronto, Hamilton and Buffalo Railway 37, (class B-3s). Number 36

was identical.

Date of purchase: December 9, 1935.

➤ This locomotive is one of the larger 0-6-0's employed by the Steel Company of Canada on its extensive intra-plant trackage in Hamilton, Ontario. After 23 years of ownership by the common carrier Toronto, Hamilton and Buffalo Railway (it was stored out of service during the depression), No. 12 was consigned to the dull routine of industrial switching, and now never ventures beyond the Steel plant property any farther than the crossing of Burlington Street at the plant entrance.

One unusual incident in the career of No. 12 occurred on February 3, 1948, however, when it collided with Hamilton Street Railway car 503 at the Burlington Street crossing and knocked the latter off the track.

T.T.C. ANNOUNCES MANY MARCH CHANGES

In preparation for, and coincident with the opening of the Yonge Street subway on March 30th, the Toronto Transit Commission plans to alter many central area, east end tripper and north end routes to fit the new subway feeder routing pattern. Briefly, those changes which affect rail operation are as follows: On March 7th, in the early A.M. hours, the last Yonge cars will leave North Toronto Terminal, as, effective with the first, day car, street cars will travel no further north on Yonge Street than the loop around Eglinton traffic office.

Thus the "frontier" of electric railway operation on Yonge Street will have receded by stages all the way from Sutton, Ontario to a point barely four miles from downtown Toronto. However, the subway should ensure that it will remain at this furthest point of retreat for all time, and there is some chance that the future may see the "frontier" advance again with northward subway extension. Also worthy of note at this point is the fact that this will be the first carline abandonment in Toronto for 5 years and 5-months: (the last occurred on October 10, 1948). It will cut short a Toronto railfans' "heyday" which was featured by the purchase of many new and second hand cars, and the interest in subway construction, in addition to having been devoid of carline abandonments. Twenty Yonge trains are expected to be retired with the end of operation north of Eglinton. Motor buses will be temporary substitute vehicles here, with trolley coaches to take over later in the month.

On March 26, the last Bathurst Tripper car will operate on Front Street, on tracks that have been a "must" for every TTC railfan excursion. It is expected that removal of the railway crossing diamonds will unfortunately close Front Street off to further fan trips. An equivalent number of cars will be added to the regular Adelaide Street service of the Bathurst line to compensate for the loss of the tripper.

The subway will open to the public about 1:30 P.M. on March 30th, and shortly afterwards the greatest surface route changes will occur. Yonge and Bay cars as such will disappear altogether, with a Dupont line extension to cover the southerly portion of the Bay route to the Ferry Loop, while a new route known as "Earlscourt" (really just a short turn St. Clair service) will commence operation from Lansdowne Avenue to St. Clair subway station loop. The only portion of the Bay line actually abandoned will be the relatively short Avenue Road segment, where motor buses will take over. This stretch includes Toronto's steepest carline grade.

Three east-end tripper routes, after operating as usual in the A.M. rush on March 30th will be changed by the P.M. rush: The Church Tripper will be discontinued altogether, while the Carlton Tripper will be removed from the downtown area — it will follow the regular Carlton routing to McCaul Street, looping back via long-disused McCaul trackage and Dundas Street. The Danforth Tripper will be transformed into a much different type of operation — it will be a straight-line route from Bedford Loop to Hillingdon Loop and will use M.U. PCC cars.

The through Bloor service will also be augmented, so that Bloor East and Danforth Avenue

will have the city's closest carline headway.

Track removal on Yonge Street will begin a few days after the final cessation of street car operation.

TORONTO RAILWAY CAR 1326 TO BE PRESERVED

A group headed by Mr. John M. Mills has acquired from the Toronto Transit Commission the last remaining Toronto Railway type car which was a familiar sight on Toronto streets for more than 40 years. This is car 1326, which has been in the TTC Historical Collection since it was retired from service in 1951. Negotiations are well advanced for the acquisition of half a mile of abandoned roadbed near Toronto, where it is planned to establish an operating electric railway museum, of which 1326 is to be the first unit. Prompt action by a small number of persons was necessary to save the car, which was about to be scrapped. An Association has been formed for the purpose of creating, maintaining and operating the proposed museum. Inquiries will be most welcome, and may be directed to John M. Mills, 11 Highgate Road, Toronto, 18.

BRITISH COLUMBIA ELECTRIC PCC CARS ON MARKET

An advertisement appeared in the January 16th issue of *PASSENGER TRANSPORT*, the newspaper of the transit industry, offering the 36 PCC cars now being operated by the British Columbia Electric Railway in Vancouver. These are single end, one-man cars. One was built in 1938, three in 1941, 17 in 1944 and 15 in 1945.

Six of the cars are available immediately; 14 more will be available in June 1954, and the remaining 16 in May 1955. Earlier dates for release will be considered.

NEW LOCOMOTIVES FOR LONDON & PORT STANLEY ?

The London & Port Stanley Railway is contemplating the purchase of additional freight motive power. Both diesel-electric and straight electric locomotives are being considered.