

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

STUART I. WESTLAND,
EDITOR
4 BINGHAM AVENUE
TORONTO

August 1952

Number 79

Special Note: Effective with this issue, the address of the editor has changed; all contributions of news or other articles should be sent to him at 10 Sonora Terrace, Toronto 13, Ontario.

The August excursion-meeting of the Society will consist of an observation period at Sunnyside Station. This activity will take place on August 15th, the third Friday as usual; members will meet here at 7:30 P.M. to watch the evening activity on the heavily-trafficked C.N.R. main line. This meeting will conclude the experimental series of three summer excursion-meetings.

The July meeting was attended by a total of eleven members, who made the journey to Bayview Junction for an interesting evening at the big wye, a focal point of the C.N.R. system. A series of heavy showers in the late afternoon and early evening no doubt discouraged several from attending, but these cleared just in time to allow the meeting to be held. Those who made the trip agreed that it was an evening well spent as much activity was seen.

LONDON AND PORT STANLEY PHOTO EXCURSION

On Sunday, July 13th, 23 U.C.R.S. members and friends enjoyed a 3½ hour outing on the London and Port Stanley Railway. The chartered car was no. 14, which had been recently reupholstered, and which still possesses the interior natural wood finish. No. 14 and its mate no. 12 are the largest electric cars ever owned by any line in the province.

At 1:30 P.M., with a London Free Press reporter on hand, members boarded the car, which, contrary to usual practice, proceeded westward out of the station, making a short side trip along the industrial trackage. Returning to the station, the car travelled eastward and southward along the main line, running extra. Several photo stops were made on the southbound trip. At one meeting point associate member Ross Snetsinger, acting as conductor on a regular run, waved his greetings.

On the return trip the car ran as the first section of train 17, with the regular train following. An old North Yonge Railways whistle had been brought along and was temporarily installed on the north end of car 14 for the occasion, so members were treated once more to the familiar chime (this time sounding standard railroad whistle signals).

C.N.R. ABANDONMENT

On Saturday, July 20th, the C.N.R. mixed trains 339 and 340 made the last run over the Brockville-Lyn Jct.-Forfar-Westport branch in Eastern Ontario. Permission for discontinuance of service was finally granted by the Board of Transport Commissioners after the June hearings. The 44½ mile line dates back to its opening on July 26th, 1889 as the Brockville, Westport and Sault Ste. Marie Railway. The railway was sold under foreclosure in 1903 to become the Brockville, Westport and North-Western Railway, and was bought in 1910 by the Canadian Northern along with several other small roads in Eastern Ontario; it passed thus to the Canadian National Railways in 1918.

ROSTER OF C.P.R. DIESEL-ELECTRIC LOCOMOTIVES

To compliment the list of diesels of the Canadian National Railways in the May issue, an up-to-date roster of those of the Canadian Pacific follows.

<u>Road Nos.</u>	<u>Class</u>	<u>H.P.</u>	<u>Builder & Date</u>
B100, B101	(None: Booster units for 1000 H.P. switchers)		MLW-GE 1951
1800-1802	DPA-20a	2250	EMD 1949
4000-4007	DFA-15a	1500	Alco-GE 1949
4008-4027	DFA-15b	1500	MLW-GE 1950
4028-4037	DFA-15c	1500	GMD 1950
4038-4041	DFA-15d	1500	GMD 1951
4042-4051	DFA-16a	1600	MLW-GE 1951
4052-4057	DFA-16b	1600	CLC-FM 1952
4058-4063	DFA-15e	1500	GMD 1952
4064, 4065 [★]	DFA-16c	1600	CLC-FM 1951
4066-4075	DFA-15f	1500	GMD on order
4400-4403	DFB-15a	1500	Alco-GE 1949
4404-4423	DFB-15b	1500	MLW-GE 1950
4424-4437	DFB-15c	1500	GMD 1951
4438-4448	DFB-15d	1500	GMD 1952
4449-4454	DFB-16a	1600	CLC-FM 1952
6500-6505	DS-6a	660	MLW-GE 1951
6506-6517	DS-6b	660	MLW-GE 1952
6700-6703	DS-8a	800	GMD 1951
6704-6709	DS-8b	800	GMD 1951
7010-7014	DS-10a	1000	Alco-GE 1943
7015-7024	DS-10b	1000	Alco-GE 1944
7025-7037	DS-10c	1000	Alco-GE 1945
7038-7051	DS-10d	1000	Alco-GE 1946
7052-7064	DS-10e	1000	Alco-GE 1947
7065	DS-10f	1000	Baldwin 1948
7066-7075	DS-10g	1000	Baldwin 1948
7076	DS-10h	1000	(MLW-GE 1948
7077 ^{★★}			(Alco-GE 1948
7078-7095)			(MLW-GE 1948-9
7096-7098	DS-10j	1000	Alco-GE 1949
7099-7108	DS-10k	1000	MLW-GE 1949
7109-7114	DS-10l	1000	MLW-GE 1952
8000-8012	DRS-10a	1500	Baldwin 1948
8400-8404	DRS-15b	1500	Alco-GE 1949
8405-8408	DRS-15b	1500	MLW-GE 1950
8409-8411	DRS-15c	1500	GMD 1952

★ - 4064 and 4065 were CLC-FM demonstrator units 7005 and 7006, purchased by the C.P.R. in December, 1951.

★★ - 7077 was demonstrator 1000 H.P. switcher constructed for Montreal Locomotive Works and exhibited at the Canadian International Trade Fair, 1948.

Locomotive types (indicated by class designations) are as follows:

DFA - Road Freight "A" unit.	DRS - Road Switcher
DFB - Road Freight "B" unit.	DPA - Road Passenger "A" unit.
DS - Switcher	

The numerical portion of the classification gives an indication of horsepower (this is unlike the system used for steam locomotives where the numerical portion indicates chronologically successive classes of power).

Locomotives with steam heat boilers for passenger trains are listed. 1800-1802, 4038-4041, 4052-4057, 4434-4447, 4449-4454, 8000-8004, 8400-8404, 8410, 8411.

MISCELLANY

C.N.R. diesel-electric rail car 15832 from Lindsay, and trailer 15747 from Toronto were recently moved to Montreal presumably to be remodelled along lines similar to the D-1, C-1, C-2 combination.

C.N.R. locomotive notes: Mogul 745 is stored out of service at Richmond, P.Q., while 845 is out of service at Toronto. One of the recently re-numbered six-wheel switchers, 7221 (formerly 7127) is out of service at Niagara Falls. Ten wheeler 1315 is stored in an unserviceable condition at Palmerston. Mogul 674 was recently transferred from the Montreal district to Belleville. E-10-a Mogul 94 is now assigned to the I.B. & O. branch, from Howland to Bancroft, Ont.

U-2-g 4-8-4's 6218 and 6226 have been transferred to the Western Region, probably the first Northern type locomotives to be assigned to this region.

The original diesel-switcher 7700 (now 77) is at Gananoque in place of Thousand Islands Railway 500 which is undergoing heavy repairs at Stratford shops.

In connection with the new Ford-Oakville assembly plant, the C.N.R. has commenced operation of a new way freight train which leaves Mimico yard at 7:50 A.M. daily to switch at this plant. Mogul 82 is presently assigned.

On July 1st, C.N.R. Vice-President A.J. Lomas unveiled a scale model of the engine "TORONTO" (the first locomotive built in Canada, by James Good) at the Huronia House Museum in Midland in a ceremony commemorating the 99th anniversary of the construction of this locomotive.

The Toronto, Hamilton and Buffalo has installed Centralized Traffic Control between Hamilton and Welland, the system beginning operation on July 14th. The Dundurn Street (Hamilton) tower will be demolished forthwith. The T.H. & B. plans to make an installation of continuous welded rail in the vicinity of Aberdeen yard.

The Canadian Pacific has under consideration the double tracking of the Mac Tier Subdivision between West Toronto and Bolton.

The C.N.R. intends to install automatic block signals on the Howmarket subdivision between Parkdale and Downsview. On May 1st, the C.N.R. opened a new interlocking tower at Canpa (just west of Mimico yard). This tower is a modern two storey structure of brick, and replaces the old C.P.R. Canpa tower. It will control all switches from the Humber River to 30th street in Long Branch; plans are being made

to extend its control to include switches at Port Credit. The operating board is one of the most modern on the continent, and it will greatly facilitate the operation of freight trains in the vicinity of Mimico yard.

Recent experiments of the C.N.R. to reroute traffic from Western Ontario points to Winnipeg via Georgetown and Allandale to by-pass Toronto were not considered a success, and have been discontinued.

The program of conversion of T.T.C. two-man Peter Witt cars to make them ready for a quick changeover to one man cars appears to have come to a halt, as no more are currently undergoing this work. Cars completed in this program to date are 2504, 2516, 2518, 2538, 2550, 2556, 2564, 2566, 2568 and 2932.

Yonge cars are now back to normal routing and removal of wooden street docking almost complete. At time of writing, backfilling is still in progress on Queen Street on each side of Yonge Street, over the short section of the future Queen Street subway which was constructed integrally with the Yonge subway. Queen, Kingston Rd. and Danforth Tripper cars are rerouted via Richmond St. during this work. Excavation of the Belt Line Railway embankment just west of Yonge Street is now complete, and the track is supported on a steel bridge. This is to allow passage for the subway main line tracks, and tail tracks to Davisville yard. Extensive alterations to the surface trackage layout at Eglinton Division yard have been made, not only to allow construction of the subway through the property, but also to clear space for the beginning of construction of the future bus loading platforms in connection with Eglinton terminal. The ladder tracks and switches at the North end of the yard had all to be moved southerly for this. Eventually, the division will have to be closed to street cars entirely, and all Yonge cars will operate from an enlarged Harbour Yard.

Despite its announced bus conversion program, the Montreal Transportation Commission continues to effect renewals of track; recently reconstructed was a section in downtown Montreal on St. Catherine Street. This seems to presage continued street car operation on at least some lines for a considerable period in the future. Much opposition to the M.T.C.'s recently outlined free-wheel policy has been expressed in the Montreal press.

The House of Commons passed Bill 308 on June 18th which, if passed by the Senate, will reduce the funded debt of the Canadian National Railways to half of its former amount. The ratio of debt to value of investment will be reduced from 64% to 32%.

NEW C.N.R. BRANCH LINE IN NORTHERN B.C.

Brief mention has already been made of the 46 mile branch planned by the Canadian National Railways from Terrace (on the Prince Rupert line, in the Skeena Valley) to Kitimat, at the head of Douglas Channel, a salt-water inlet from the B.C. coast, south of Prince Rupert. A preliminary survey party has traversed the territory and a detailed location survey is now in progress. The branch will be an expensive project, estimated at \$10,000,000 construction cost, and is expected to develop traffic in aluminum, timber and fish. A large aluminum producing plant is being constructed at Kitimat by the Aluminum Co. of Canada.