Newsletter

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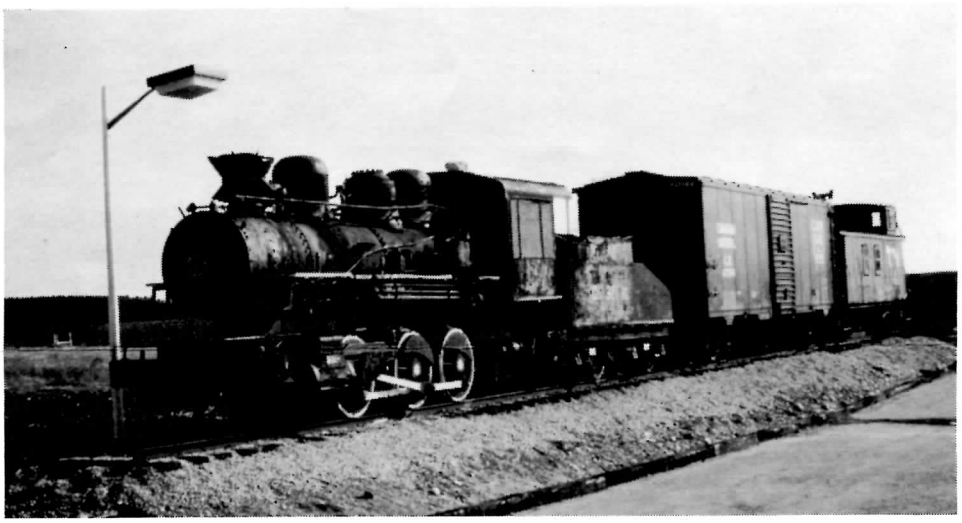
TTC STREETCAR MAP 1927
SUBWAY HISTORY

NUMBER 443 SEPTEMBER 1986

125 YEARS OF TORONTO STREETCARS

UPPER CANADA RAILWAY SOCIETY
BOX 122 STATION "A" TORONTO, ONTARIO

One of the Belgian streetcars which recently began running on a new line at the Grand Cypress Resort near Orlando, Florida. See article 'The End of an Era' in this issue. --John Fleck



Gulf Pulp & Paper Co. 0-6-0 38, on display at Mount Forest, Ont., after being bought by Christian Bell Porcelain. Further details in Feb. 1986 NEWSLETTER. Photo taken April 26, 1986. --Neil McCarten

NFTA LRV 125 has been turned into the world's newest and fanciest 'streetcar diner' outside Hoak's Armor Inn, Hamburg, N.Y. The car was dropped and damaged irreparably while being deliverd to the NFTA shops in Buffalo; a replacement 125 was subsequently built and delivered and the 'lst 125', which never turned a wheel in revenue service, was sold to this restaurant, probably for use as a cocktail lounge. July 28, 1986. --Neil McCarten

125 Years of Urban Rail Transit in Toronto

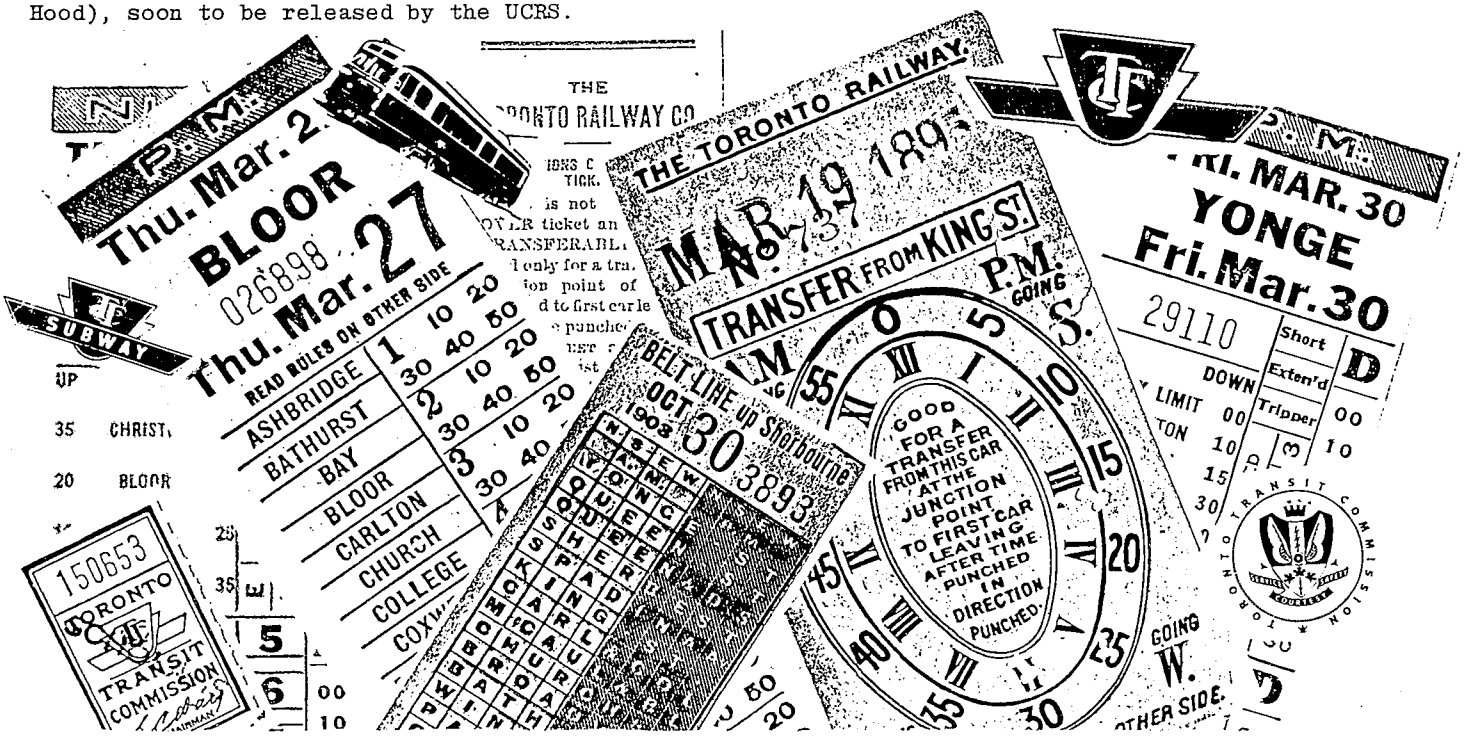
On Sept. 11, 1986 we think back to the equivalent date in 1861, when Canada's first urban rail passenger service commenced operation; a horsecar service provided by the Toronto Street Railway Company. Mr. Alexander Easton of Philadelphia, a public transit entrepreneur of the day, obtained a 30-year franchise to operate animal powered streetcar service from the City of Toronto on March 26, 1861. The TSR was organized in May of that year with A. Easton as President and Alexander Bleekly and Daniel Smith as Directors.

The franchise provided for service on at least a 30-minute headway, with the daily operating period to be 16 hours a day in summer and 14 hours a day in winter (the spring and fall seasons do not appear to have been recognized). Operating speed was not to exceed 6 mph. The franchise from the City provided for operation on the following streets: Yonge St., King to Bloor; King St., Don River to Bathurst St.; Queen St., Yonge St. to the Asylum (Ossington Ave., then a part of Dundas St.). A franchise was also obtained from the Village of Yorkville to run three blocks north of Bloor and Yonge to the Yorkville Municipal Hall. Service began from St. Lawrence Hall (King and Jarvis Sts.) via King and Yonge Sts. to the Yorkville Hall on Sept. 11 (and the franchise had been obtained only in the previous March--they did not fool around with citizens' meetings and environmental impact analyses in those days!).The new rail service soon forced the capitulation of an omnibus service which had been operating on Yonge St. since 1849.

The 12 originally ordered cars, built in Philadelphia, provided service running on 30 lb. strap rail bolted to 6"x8" stringers which were laid on crossties having a 6' spacing. The rails were laid to a 4'10 7/8" gauge; various theories have been advanced as to why this gauge was chosen, but whatever the reason, the odd Imperial measurement converts to an exact 1.5 metres.

A new Toronto Street Ry. Co. was organized in 1873 by William and George W. Kiely as a result of financial difficulty into which the original TSR had fallen, and the new TSR assumed the assets and liabilities of the former and operated the system until expiration of the franchise in May, 1891. Although there had been little growth during the period of existence of the original company, many track extensions were made by its successor during the 1870s and 1880s, and by 1891 there were 68 miles of track, 262 cars, and sizeable fleets of omnibuses and sleighs.

To recount the history of rail transit in Toronto any more deeply is not even remotely possible of adequate achievement in a single NEWSLETTER article. We have elected, therefore, to occupy a few of the succeeding pages with a miscellany of items, drawn from the collection of the Editor, which might whet the appetite of the reader and make him want to look deeper. Finally, in recognition of the dominant role played by the subway system during the last 33 years of the 125 spanned by continuous rail transit operation in Toronto, there are three capsule histories of the construction of the first three segments of the subway system, written by Godfrey Mallion. For those who would want to immerse themselves in Toronto's public transit history, there are several detailed works. Just some of these are the TTC's own WHEELS OF PROGRESS and TRANSIT IN TORONTO, the two legendary Louis H. Pursley volumes together spanning the century from 1861 to 1961, TTC 28 (UCRS), 50 Years of Progressive Transit (Bromley-May, published by the Electric Railroaders' Assoc. as their 1971 Yearbook), and the Toronto Civic Railways (J.W. Hood), soon to be released by the UCRS.



NEWSLETTER

The Newsletter is published monthly by the Upper Canada Railway Society, Box 122, Station "A", Toronto, Ont. M5W 1A2.

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VIA BILEVEL EQUIPMENT ORDER SCRUBBED?--Strong rumours abound to the effect that the 130-car order for new passenger train equipment for VIA Rail (itself a cutback from a previously planned order which was said to be at least 200 cars) will not be proceeded with. Incredibly, the reasons being given include that a "superior" all-Canadian design is wanted by VIA, and that a car of outsize cross-section has already been proposed, but has been rejected by the railways as impractical for reasons of instability. Adding to the confusion and indecision, apparently, is the $3 million price tag quoted by the Canadian carbuilders for one unit of bi-level equipment, which is said to be causing VIA to consider seriously a rebuilding program for old equipment as an alternative. In order for VIA to be able to put on a modernized face and to obtain at least a hard core of reliable equipment, in as short a time as possible, it may be that a combination of rebuilding and a more restrained program of new equipment purchases (of a design that CN and CP will accept on their rails) would be the best course for VIA in present circumstances.

A GOOD START--Perhaps Lavalin Inc., new owners of the Urban Transportation Development Corp. (UTDC) delayed announcing--just for the effect--the good news contained in a report in the Aug. 23, 1986 issue of the Toronto STAR. That news was contained in a joint announcement by Lavalin/UTDC, which confirmed that a contract had been signed with the State of Florida Dept. of Transportation for the purchase of 18 Canadian designed, double decker commuter passenger cars. This is said to be the first such transaction completed with a transportation authority in the United States.

Moreover, and although this design of double decker (bilevel) passenger car (units belonging to GO Transit) has been operated in special summertime trains in Quebec, the Florida double deckers represent the first application of this design outside Ontario. Naturally, the Florida order will provide a "showcase" (read exposure) for other potential customers in the U.S. The cars will be manufactured at UTDC/Lavalin's plants in Kingston and Thunder Bay, Ont. The value of the contract was not yet announced.

Florida's Dept. of Transportation is expected to place the Canadian built cars in service by June 1988, on an existing railroad in the Miami area, to provide an alternative to commuting on Interstate (highway) 1-95, an artery that is very congested already and is said to be unable to absorb any further increase in traffic.

--Sandy Worthen

NOTE TO VIA RAIL RE THE ABOVE--If Canadian designed bilevel commuter cars are good enough to be used in the U.S.A., then let us all have one good reason why proven doubledeck SUPERLINER equipment as operated by Amtrak is not plenty good enough for Canada.

--Ed.

--I believe that I have found the perfect item for the rail archivist who likes to file his copies of the UCRS NEWSLETTER carefully, month after month. Called "the Banker's Box Magazine File 7223", the item is a corrugated fibreboard box (manufactured in Markham, Ont.) which holds issues vertically. Supplied flat and retailing for about $1.60, mine is now full, at Issue 440, up from No. 363, the initial run in the present format Other files hold copies of Rail & Transit and others, as they used to be. When ready for use and "popped" as directed, the file becomes an especially sturdy item, with slanted sides, simulated woodgrain top and white trim on the bottom. A patented technique locks the bottom; there is no fear of things falling through when the file is picked up. Run, don't walk to your nearest stationer (Grand and Toy and Willson recommended) if you're tired of having various issues of the NEWSLETTER lying on the shelf. For just about two bucks, it will be the neatest investment you've made! So much so, you'll probably be tempted to buy the company!

--M.F. Jones

Readers' Exchange

• J.C. Eull, 1411 Fort St., Apt. 1401, Montreal, Que. H3H 2N7, wishes to contact someone in Newfoundland who is willing to trade 35mm slides of Terra Transport (both action and roster shots) for mainland Canadian or U.S. slides.

Cover: A Toronto Street Railway horsecar, and a TTC CLRV, representing Toronto streetcars at opposite ends of the period 1861-1986, an anniversary that was celebrated on Sept. 11, 1986.

--TTC photos

CHANGE OF CAR ROUTES

OCT 3 1921

NOTICE

"STAR"

TO STREET CAR USERS

Broadview-Danforth, Queen, Winchester and Gerrard Routes

Beginning Sunday, Oct. 2

The above named cars will be routed as follows:

BROADVIEW-DANFORTH: From the terminal loop at Luttrell Avenue via Danforth, Broadview, Dundas, Victoria to Richmond Street, returning via Church, Dundas, Broadview and Danforth Avenue.

PLEASE NOTE that the Broadview-Danforth cars will operate along Dundas street, and not on Queen street, and will use Victoria street inbound, and Church street outbound.

QUEEN: From Boustead avenue via Roncesvalles, Queen, Broadview and Gerrard to Coxwell avenue, returning by same route.

PLEASE NOTE, that the Queen cars will operate on Broadview avenue, between Queen and Gerrard streets, instead of on Parliament street. During the hours of heavy traffic morning and evening, to avoid undue congestion at Queen and Broadview, some cars may be routed via Parliament and Gerrard streets, in which case such cars will carry on the fender a sign, "Via Parliament."

WINCHESTER: From Sumach street via Winchester, Parliament, Queen, Church and Richmond streets to Victoria street, returning via Victoria, Queen, Parliament and Winchester streets.

PLEASE NOTE that the Winchester cars will operate via Parliament and Queen streets instead of via Dundas and Victoria streets.

GERRARD: From the Terminal at Main street via Gerrard to Coxwell to Queen, returning by same route.

PLEASE NOTE that Gerrard street route cars (previous Civic route) will continue to give the service to Main street district and will make connection with Queen and King cars.

FIRST DAY OF WITT OPERATION

OCTOBER 2, 1921

NEW ROUTE.

COXWELL: On Coxwell avenue, between Danforth road and Queen streets.

PLEASE NOTE that the Coxwell avenue cross-town route connects with King and Queen cars, and also with the cars of the Broadview route on Danforth avenue.

NEW CARS ON BROADVIEW ROUTE: With this change of routing the Broadview-Danforth line will be operated with new cars, excepting at rush hours, when for a few days some of the old cars will be used to augment the service. Until trailer cars are available in the course of three or four weeks, the route will be operated entirely with motor equipment.

Passengers will board these cars at the front entrance only, and will leave by the centre door only.

Fares will be collected by the conductor stationed at the centre in the car. Passengers passing to the cross seats in the rear portion of the car will pay their fares as they pass the conductor before taking their seats. Passengers remaining in the front portion of the car fitted with longitudinal seats, will pay their fares as they leave the car.

In the interest of safety the entrance and exit doors are interlocked with the controller, so that these cars cannot be started by the motorman until all doors are closed.

CHANGES IN STOPS ON THE BROADVIEW-DANFORTH ROUTE.

With the introduction of new equipment the stops on the Broadview-Danforth route wil be equalized. In every case the cars will stop on the near side of the intersecting street.

Cars will stop to set down or pick up passengers at the following stops along the Broadview-Danforth route:

1. Luttrell Avenue.
2. Dawes Road.
3. Main Street.
4. Westlake Avenue.
5. Gledhill Avenue.
6. Woodbine Avenue.
7. Woodmount Avenue.
8. Basted Avenue.
9. Coxwell Avenue.
10. Monarch Park Avenue.
11. Lamb Avenue (East Bound)
    Linsmore Avenue (West Bound).
12. Greenwood Avenue.
13. Donlands Avenue.
14. Langford Avenue.
15. Pape Avenue.
16. Carlaw Avenue.
17. Logan Avenue.
18. Chester Avenue.
19. Playter Boulevard.
20. Broadview and Danforth.
21. Wolfrey Avenue.
22. Millbrook Crescent
23. Withrow Avenue.
24. Langley Avenue.
25. Gerrard Street.
26. Broadview and Dundas.
27. Munro Street.
28. River Street.
29. Sumach Street.
30. Sackville Street.
31. Parliament Street.
32. Ontario Street.
33. Sherbourne Street.
34. Jarvis Street.
35. Church and Dundas.
36. Victoria & Dundas (South Bound)
37. Victoria & Shuter (South Bound)
38. Victoria & Queen (South Bound)
39. Victoria & Richmond (North Bnd)
40. Church & Richmond (North Bnd)
41. Church & Queen (North Bound)
42. Church & Shuter (North Bound)

IMPROVED SPEED ON BROADVIEW-DANFORTH ROUTE.

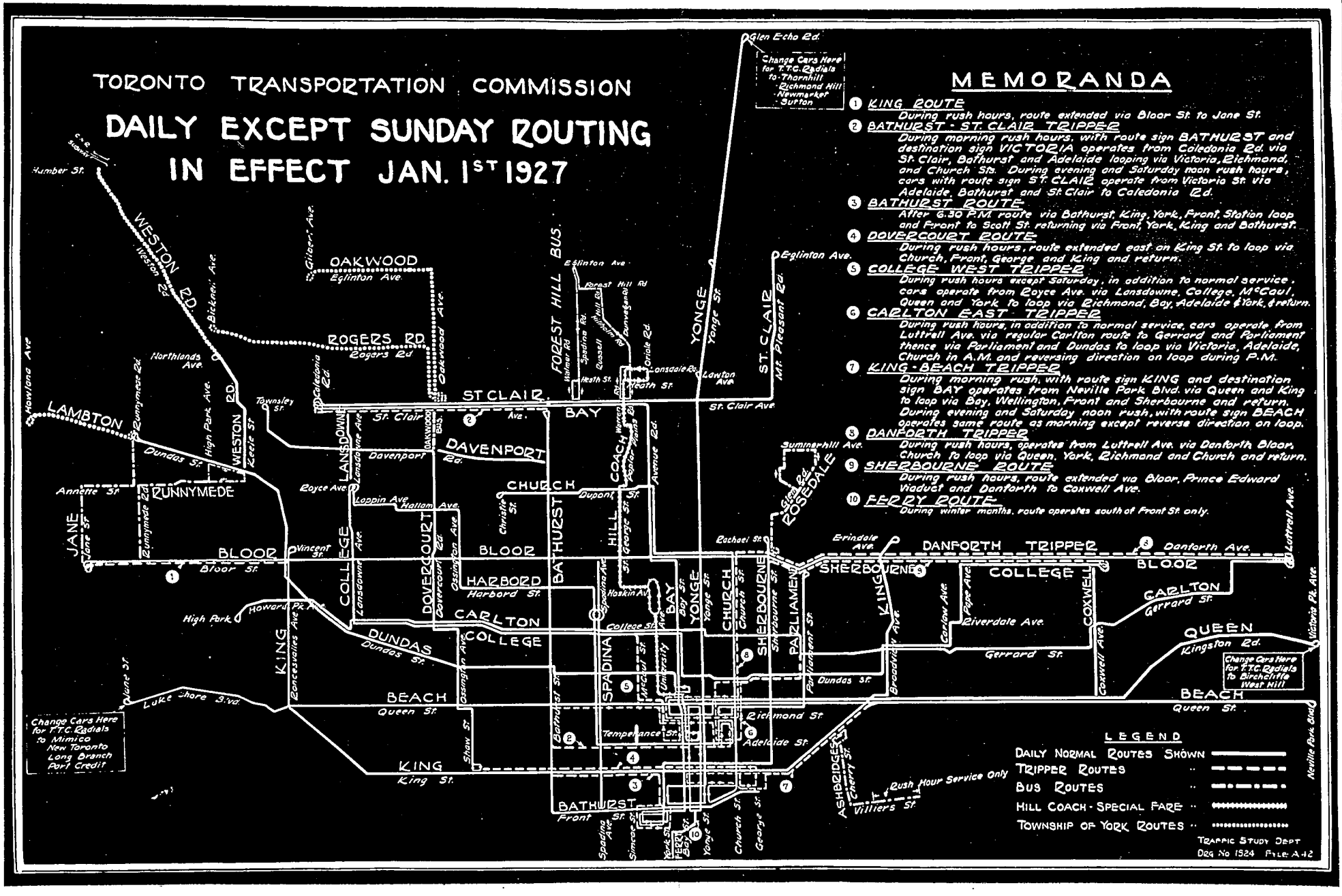
With the better equalizing of the distances between stops, and the saving of time at stops due to the wider entrance and exit doors of the new cars, and by the removal of the necessity of passengers paying their fares when entering the cars, it is expected that the time spent on the car by each passenger on the Broadview-Danforth route will be at once reduced ten per cent.

As the citizens become better acquainted with the operation of the new cars, and with the new routes and the locations of the stops, this saving can be increased fifty per cent.

It is apparent that a decrease in the time taken by a car making a round trip permits a more frequent service on that route with the same number of cars. Thus time saved at stops means increased service for the same cost, or equivalent service at less cost. Car users have it in their power to assist the Commission to lessen the cost of service (and that given by the Transportation Commission is service at cost), as well as to lessen the actual time spent on the cars by every passenger, by their promptitude in boarding and alighting when the car stops.

The new cars are especially designed for rapid loading and unloading. The co-operation of all car users in lessening the time taken at stops is requested.

TORONTO TRANSPORTATION COMMISSION.


TORONTO TRANSPORTATION COMMISSION
DAILY EXCEPT SUNDAY ROUTING
IN EFFECT JAN. 1ST 1927
MEMORANDA
1 KING ROUTE
During rush hours, route extended via Bloor St. to Jane St.
2 BATHURST - ST. CLAIR TRIPPER
During morning rush hours, with route sign BATHURST and destination sign VICTORIA operates from Caledonia Rd. via St. Clair, Bathurst and Adelaide looping via Victoria, Richmond, and Church Sts. During evening and Saturday noon rush hours, cars with route sign ST. CLAIR operate from Victoria St. via Adelaide, Bathurst and St. Clair to Caledonia Rd.
3 BATHURST ROUTE
After 6.30 P.M. route via Bathurst, King, York, Front, Station loop and Front to Scott St. returning via Front, York, King and Bathurst.
4 DOVERCOURT ROUTE
During rush hours, route extended east on King St. to loop via Church, Front, George and King and return.
5 COLLEGE WEST TRIPPER
During rush hours except Saturday, in addition to normal service, cars operate from Royce Ave. via Lansdowne, College, McCaul, Queen and York to loop via Richmond, Bay, Adelaide & York, & return.
6 CARLTON EAST TRIPPER
During rush hours, in addition to normal service, cars operate from Luttrell Ave. via regular Carlton route to Gerrard and Parliament thence via Parliament and Dundas to loop via Victoria, Adelaide, Church in A.M. and reversing direction on loop during P.M.
7 KING - BEACH TRIPPER
During morning rush, with route sign KING and destination sign BAY operates from Neville Park Blvd. via Queen and King to loop via Bay, Wellington, Front and Sherbourne and return. During evening and Saturday noon rush, with route sign BEACH operates same route as morning except reverse direction on loop.
8 DANFORTH TRIPPER
During rush hours, operates from Luttrell Ave. via Danforth Bloor, Church to loop via Queen, York, Richmond and Church and return.
9 SHERBOURNE ROUTE
During rush hours, route extended via Bloor, Prince Edward Viaduct and Danforth to Coxwell Ave.
10 FERRY ROUTE
During winter months, route operates south of Front St. only.
Change Cars Here for T.T.C. Radials to Thornhill Richmond Hill Newmarket Sutton
Change Cars Here for T.T.C. Radials to Mimico New Toronto Long Branch Port Credit
Change Cars Here for T.T.C. Radials to Birchcliffe West Hill
LEGEND
DAILY NORMAL ROUTES SHOWN
TRIPPER ROUTES
BUS ROUTES
HILL COACH - SPECIAL FARE
TOWNSHIP OF YORK ROUTES
Rush Hour Service Only
TRAFFIC STUDY DEPT
DRG No 1524 FILE: A-42
Glen Echo Rd.
Humber St.
WESTON RD.
OAKWOOD
Eglinton Ave.
ROGERS RD
Rogers Rd.
FOREST HILL BUS.
YONGE
ST. CLAIR
Mt. Pleasant Rd.
LAMBTON
ST CLAIR
St. Clair Ave.
BAY
DAVENPORT
CHURCH
BLOOR
Bloor St.
HARBORD
Harbord St.
CARLTON
COLLEGE
DUNDAS
Dundas St.
KING
King St.
BEACH
Queen St.
QUEEN
Kingston Rd.
DANFORTH TRIPPER
SHERBOURNE
PARLIAMENT
SPADINA
RUNNYMEDE
JANE
DOVERCOURT
LANSDOWNE
COLLEGE
COXWELL
CARLTON
Gerrard St.
Riverdale Ave.
Danforth Ave.
Luttrell Ave.
Victoria Pk. Ave.
Neville Park Blvd.
Luke Shore Blvd.
Temperance St.
Richmond St.
Adelaide St.
Front St.
Bathurst St.
Dundas St.
College St.
Queen St.
King St.
Bloor St.
Harbord St.
Davenport Rd.
St. Clair Ave.
Eglinton Ave.
Lawton Ave.
Lonsdale Rd.
Forest Hill Rd.
Spadina Rd.
Russell Hill Rd.
Oriole Rd.
Heath St.
Northcliffe Blvd.
Northlands Ave.
Runnymede Rd.
High Park Ave.
Townsley St.
Caledonia Rd.
Oakwood Ave.
Gilbert Ave.
Bicknell Ave.
Howland Ave.
Weston Rd.
Lansdowne Ave.
Avenue Rd.
Poplar Plains Rd.
Warren Rd.
Sumner Hill Ave.
Rosedale
Bracondale Hill
Erindale Ave.
Rochael St.
Dupont St.
George St.
Christie St.
Ossington Ave.
Dovercourt Rd.
Howard Pk. Ave.
High Park
Roncesvalles Ave.
Shaw St.
Bonnard St.
Spadina Ave.
Simcoe St.
York St.
Wellington St.
Scott St.
Church St.
George St.
Yonge St.
Bay St.
Hoskin Ave.
Sherbourne St.
Broadview Ave.
Pape Ave.
Carlow Ave.
Coxwell Ave.
Ashbridge
Cherry St.
Villiers St.
Annette St.
Royce Ave.
Loppin Ave.
Hallam Ave.
Vincent St.
Jane St.
Runnymede Rd.
Dundas St.
Bloor St.
Davenport
Harbord St.
Dupont
Queen St.
King St.
Front St.
Richmond St.
Adelaide St.
College St.
Dundas St.
Gerrard St.
Riverdale Ave.
Danforth Ave.
Kingston Rd.
Queen St.
Neville Park Blvd.
Victoria Pk. Ave.
Luttrell Ave.
Coxwell Ave.
Broadview Ave.
Pape Ave.
Carlow Ave.
Parliament St.
Sherbourne St.
Church St.
Yonge St.
Bay St.
Spadina Ave.
Hoskin Ave.
Simcoe St.
York St.
Wellington St.
Scott St.
George St.
Church St.
Sherbourne St.
Parliament St.
Broadview Ave.
Coxwell Ave.
Carlton
Gerrard St.
Queen
Kingston Rd.
Beach
Queen St.
Danforth Tripper
Danforth Ave.
Sherbourne
College
Bloor
Carlton
Gerrard St.
Queen
Kingston Rd.
Beach
Queen St.

MAXIMUM TONNAGE IN SERVICE ON JULY 3rd. 1923

ROUTE.	T. R. MOTORS. 892-970.	1034-1562. 1764-2112.	1564-1710.	WITT MOTORS. 2300.	2700.	CIVIC MOTORS 2200-2214.	2216-2264.	2128-2166. 2120-2126.	2168-2192.	WITT TRAILERS. 2300.	2700.	TONS EMPTY.
ASHBRIDGE								2				45.00
B A Y					54							1034.10
BATHURST		57	3									1355.25
BEACH		23		42							38	2077.70
BLOOR				24							24	888.00
BLOOR WEST							6					51.30
CARLTON		19										437.00
CHURCH TRIPP.		19									8	544.20
COLLEGE		61			2							1441.30
COXWELL						2	6					77.10
DOVERCOURT		18	12									591.00
DUNDAS				35						31		1309.55
DUPONT									13			262.60
HARBORD		40										920.00
K I N G		82										1886.00
LANSDOWNE									4			80.80
P A P E							4					34.20
QUEEN				40							39	1512.60
SHERBOURNE	2	7	8									319.50
SPADINA								10				225.00
ST.CLAIR			12									177.00
PARLIAMENT							10					85.50
YONGE				37							31	1331.15
TOTAL =	2	326	35	178	56	2	26	12	17	31	140	16,685.85

BUSES -

HUMBERSIDE Nos.1, 2, 3,4,6,7 & 8
MT.PLEASANT " 20, 21, 22 & 23.
ROSEDALE " 9, 10 & 11.

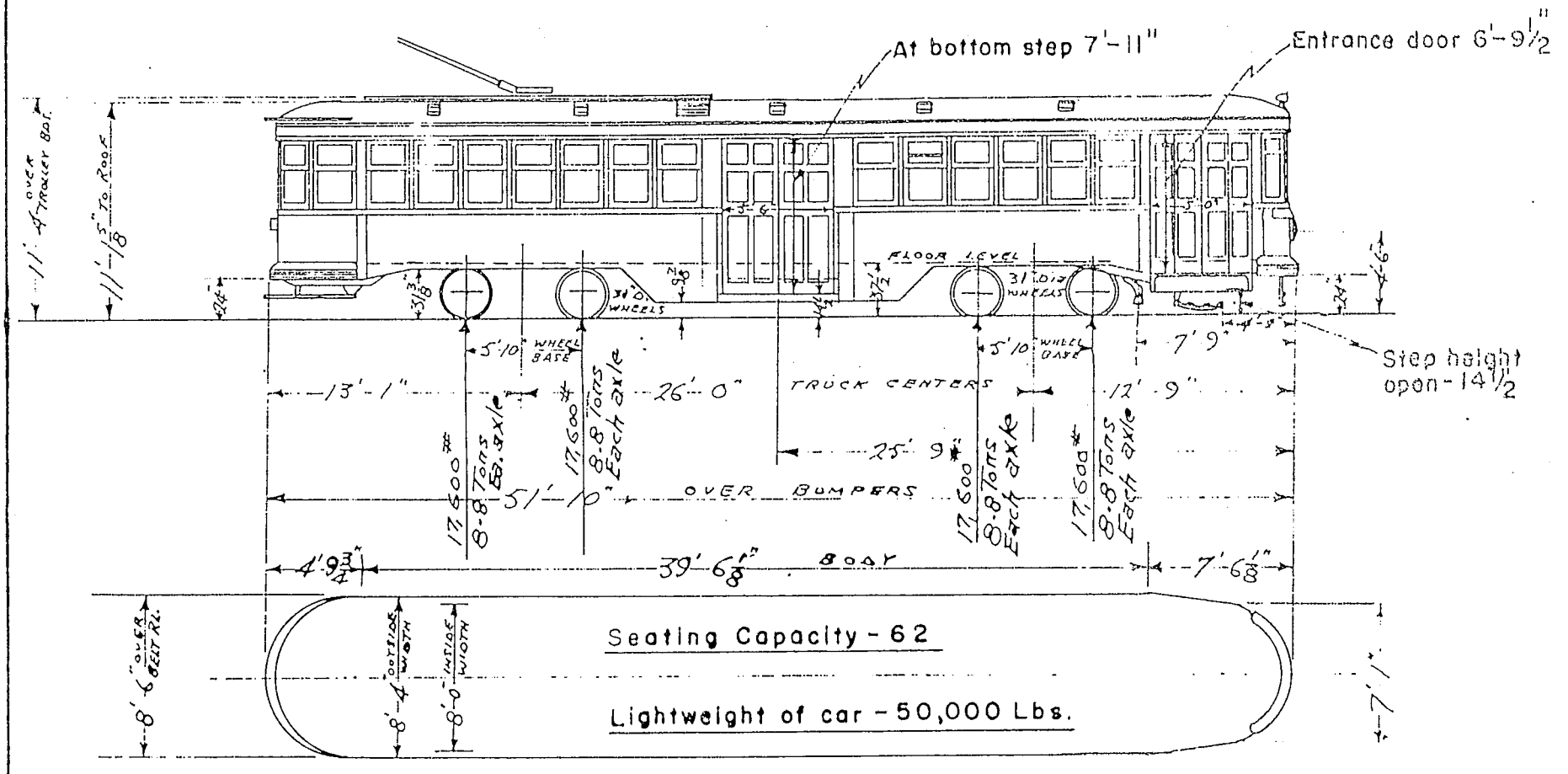
MOTORS = 654
Trailers = 171
TOTAL = 825

TORONTO TRANSPORTATION COMMISSION RAIL SNOW FIGHTING EQUIPMENT

Type of Vehicle	Vehicle No.	Location	Body Length	Overall Length (Front Plow)	Body Width	Height over Trolley Boards	Type of Truck	Wheel Base	Truck Ctrs.	Wheel Dia.	Motor Equipment	Gear & Pinion	Type of Controller	Weight of Car (Pounds)	Description
PLOW	W 1	Russell	41'-4"	47'-4"	8'-3"	12'-2¼"	DIAMOND "A"	5'-0"	26'-0"	33"	GE. 80 40 H.P.	69:17	K6	46,400	FLAT CAR WITH FRONT PLOW AND SIDE WING
"	W 3	Ronc.	47'-6"	53'-8"	8'-4"	12'-2¼"	"	"	"	"	"	"	K35	48,550	"
"	W 5	St. Clair	47'-6¾"	53'-8¾"	8'-3¾"	12'-2⅞"	"	"	"	"	"	"	"	48,230	"
"	W 6	Danforth	48'-1¼"	53'-11¼"	8'-3¾"	12'-2⅞"	"	"	"	"	"	"	"	50,260	"
"	W 9	Lansdowne	48'-1"	53'-10"	8'-3¾"	11'-9"	"	"	"	"	"	—	"	47,700	"
"	TP2	Eglinton	43'-0"	48'-11"	8'-2"	12'-9" Roof Top	BALDWIN 78-30 A	6'-6"	23'-0"	30"	WH. 306 65 H.P.	69:15	"	55,540	"
"	TP10	Ronc.	42'-0"	51'-0"	8'-4"	12'-1"	BALDWIN 75-20K	6'-3"	30'-0"	—	"	—	"	70,000	FLAT CAR WITH FRONT PLOW SIDE WING & SCARIFIER
"	TP 11	Danforth	42'-0"	51'-0"	8'-4"	12'-1"	"	"	"	—	"	—	"	70,000	"
				Overall Length	Overall Width										
SWEEPER	18	Danforth		28'-3"	8'-10"	11'-1½"	McGUIRE CUMMINGS PEDESTAL	6'-6"	—	33"	G.E. 80 40 H.P.	69:17	K10	33,100	Double End
"	19	"		28'-3"	8'-10"	11'-1½"	"	"	—	"	"	"	"		" "
"	20	Russell		28'-3"	8'-10"	11'-2"	"	"	—	"	"	"	1-K28-BR. 2-K10-DR.	33,200	" "
"	21	Eglinton		28'-11"	8'-9"	11'-0½"	"	"	—	"	2-GE67-DR 1-GE80-BR.	67:17 69:17	K10	28,850	Single End
"	22	"		28'-11"	8'-9"	11'-0"	"	"	—	"	"	"	"		" "
"	23	St. Clair		28'-11"	8'-9"	11'-0"	"	"	—	"	"	"	"		" "
"	24	"		28'-11"	8'-9"	11'-0"	"	"	—	"	"	"	"		" "
"	25	Ronc.		28'-11"	8'-9"	11'-0½"	"	"	—	"	"	"	"	28,900	" "
"	26	"		28'-3"	8'-6"	11'-2"	McGUIRE CUMMINGS TTC. PATTERN	"	—	"	GE 80 40 H.P.	69:17	"	28,900	" "
"	27	Lansdowne		28'-3"	8'-6"	11'-2"	"	"	—	"	"	"	K10 on BR. K-10-DR.	28,900	" "
"	28	"		28'-3"	8'-6"	11'-2"	"	"	—	"	"	"	K10 on BR. K11 on DR.	28,900	" "
"	30	Danforth		42'-5½"	8'-7"	11'-9"	BRILL 27 E 1-½	6'-3"	15'-0"	33"	GE 203-DR " " "	70:14	K35-DR K27-BR.	56,700	DOUBLE END " TRUCK
"	31	"		"	"	"	"	"	"	"	"	"	"	"	"
"	32	Russell		"	"	"	"	"	"	"	"	"	"	"	"
"	33	"		"	"	"	"	"	"	"	"	"	"	"	"
"	34	Eglinton		"	"	"	"	"	"	"	"	"	"	57,500	"
"	35	St. Clair		39'-2"	"	"	"	"	"	"	"	"	"	58,360	"
"	36	"		42'-5½"	"	"	"	"	"	"	"	"	"	57,240	"
"	37	"		"	"	"	"	"	"	"	"	"	"	57,100	"
"	38	Ronc.		"	"	"	Baldwin 75-20K	"	"	"	GE80-DR GE203-BR	69:17 70:14	"	60,220	"
"	39	"		39'-2"	"	"	"	"	"	"	"	"	"	59,800	"
"	40	Lansdowne		"	"	"	"	"	"	"	GE80-DR " -BR	69:17 "	"	59,700	"
"	41	"		"	"	"	"	"	"	"	GE80-DR GE203-BR	69:17 70:14	"	59,860	"
SCRAPER	2120	(OUT OF SERVICE)		44'-0"	8'-4"	11'-10"	McGUIRE CUMMINGS MCB-10 A	6'-0"	19'-0"	33"	GE. 80 40 H.P.	69:17	K28-B		D.E.-D.T., SCRAPERS & SIDE WINGS
"	2200	Ronc.		34'-8½"	8'-4½"	11'-8½"	BRILL 21-E	8'-0"		"	"	"	K-10		S.E.-S.T. WITH SCRAPER
"	2202	Lansdowne		"	"	"	"	"	—	"	"	"	"		"
"	2204	St. Clair		"	"	"	"	"	—	"	"	"	"		DOUBLE END-S.T. WITH SCRAPERS
"	2206	Hillcrest		"	"	"	"	"	—	"	"	"	"		"
"	2208	Eglinton		"	"	"	"	"	—	"	"	"	"		SINGLE END-S.T. WITH SCRAPER
"	2210	Danforth		"	"	"	"	"	—	"	"	"	"		"
"	2212	Russell		"	"	"	"	"	—	"	"	"	"		"
"	2214	St. Clair		"	"	"	"	"	—	"	"	"	"		"
CRANE CAR	C 1	Hillcrest	45'-3½"		8'-4½"	11'-0¾"	BALDWIN-FE [illegible]	6'-6" 5'-0"	21'-6"	33"	GE. 80 40 H.P.	69:17	K-6	63,000	EQUIPPED WITH SCARIFIER
"	C 2	"	41'-6"		8'-3⅝"	12'-1½"	"	"	21'-0"	33"	"	"	"	67,840	"

Sweepers Scrapped - Nos. 1 to 17
Plows Scrapped - RP190, TP7

Revised Dec. 1948 - L.V.C.



Note :
Rivet heads project
¼" on car sides.

These cars scrapped in 1954-55

LARGE WITT P.A.Y.E.

CAR NOS. 2300-2578 (1921-1922)
" " 2900-3018 (1923)

Carrying Capacity - 150 Passengers @ 135# ea.

L.V.C. - Jan. 1964

SUBWAY HISTORIES

by GODFREY MALLION

1 CANADA'S FIRST SUBWAY

Proposals to build a subway in Toronto date from 1910. Early proposals envisioned interurban cars reaching the core of the city via a subway system. During World War II the TTC planned two lines: a Bay St. subway running from Union Station northward to Ramsden Park (at the present site of Rosedale Subway Station), and then following Yonge St. to the CNR Belt Line railway south of Davisville Ave; and an Adelaide St. line, running from Trinity Bellwoods Park (near Queen and Ossington) east along Queen to Logan Ave., with a branch to Danforth Ave. up the east side of the Don River. Both routes were designed to incorporate operation with the streetcars of the day. City Council rejected both proposals, but urged TTC officials to continue work on other subway plans.

A January 1, 1946 referendum saw the citizens of Toronto approve a 12 station, 4.6 mile line from Union Station to Eglinton Ave., beneath and parallel to Yonge St. The increased postwar traffic had led to the use of up to 70 trailer-train sets on the Yonge carline in the peak afternoon rush hour. The resultant traffic congestion and delays contributed to the 9 to 1 in favour vote by the electorate.

Preliminary on-site work began in August, 1949, with the actual construction commencing officially on Sept. 8. The first sections begun were on Yonge St., from Wellington to Front, and from Queen to Shuter, including Queen Station. As streetcar operation was to continue on Yonge during construction, a cut and cover construction method was used for the sections on Front and Yonge that were directly above the subway route. This called for the removal of the existing roadway surface and streetcar tracks, the driving of piles along the sides of the roadway, the removal of earth to a depth of 12 feet or more, and the covering of the construction with timber decking carrying the car tracks. This construction method aroused considerable public curiosity; "Sidewalk Superintendents" followed progress with much interest.

Pitfalls in the construction of the subway were few. Soil conditions at the Rosedale Station proved difficult to stabilize. A heavy rainfall on July 24, 1950 caused a temporary sewer to give way. The construction area south of Adelaide St. was flooded to a depth of 20 feet in some places.

Streetcar diversions off Yonge St. continued throughout the early stages of construction. July 16, 1950 saw the first use of tracks laid on top of the surface pavement on Alexander and Maitland Streets to allow the Yonge cars to divert via the Church St. line. These tracks would remain in use until they were removed in October, 1953.

By November, 1950 the concrete floor of the subway was in place from York St. to Dundas Square. The Davisville Yard and Shops were begun in January, 1951. By April, 1951, contracts were awarded for block signals, automatic train stops, terminal interlocking plants, and down-grade speed governors to Siemens General Electric Signal Co. of London, England. The original rolling stock proposals were for 130 cars similar mechanically, but differing in appearance, to cars of the day operated by the Chicago Transit Authority. However, the Gloucester Railway Carriage and Wagon Co. of England was ultimately chosen to supply the initial cars for Canada's first subway. The cars were to be 57 feet long, with seats for 62 passengers. The 500 foot standard length of the platforms would allow for the eventual use of eight-car trains. The four 68 h.p. motors in each car would allow a maximum (empty) speed of 50 MPH.

With the closing of a portion of Eglinton Carhouse to permit the construction of Eglinton Station, the need for a storage facility for Yonge trains was noted. The opening of Harbour Yard on Sept. 5, 1951 solved this problem. Thirty-six Yonge trains were stored facing east on the six-track facility, which extended from York to Bay Streets, until the official subway opening.

By May, 1952 most of the open cut bridges over the subway line between St. Clair Ave. and Davenport Rd. were ready for the final step of paving. Tracks were being laid south of Dundas Station. The final street timber decking was being removed, and replaced with asphalt (with streetcar tracks restored yet again) between Dundas and College Streets.

One of the many examples of foresight displayed during the building of the Yonge Subway was the inclusion of a roughed-in underground streetcar station at Queen St. TTC Chairman W.C. McBrien outlined a proposal to place the Queen, Kingston Road, and a new Bathurst Tripper service underground on Queen St. between Simcoe and Sherbourne Streets. Included in the proposal was the removal of surface trackage from Queen, Richmond and Adelaide Streets. The station, with street car level platforms, remains ready for use to this day.

Canada's first subway cars (5000, 5001) arrived in Montreal on July 26, 1953 (movies of the unloading were shown at the July 1986 Toronto UCRS meeting). Four days later they were received at Hillcrest Shops. On Aug. 25, 1953 the cars were moved on Witt trucks, via the Bathurst street car line, to a display at the Canadian National Exhibition. Peter Witts 2556 and 2564 were used to tow the two subway cars, via the Bathurst, St. Clair, and Yonge streetcar lines, on Sept. 15, to Davisville Yard. The 5001 derailed at the temporary track entrance from the Yonge line to the yard. While the car was rerailed just prior to the start of the morning rush hour, there was insufficient time to complete the move with 5000. It was placed in Lawton Loop for the day and moved to Davisville Yard the following evening; 2556 and 2564 spent two further days in Davisville Yard--the only non-work equipment surface cars ever to do so.

Sept. 20, 1953 saw cars 5004 and 5005 move under their own power from Dayisville Yard to Bloor Station. Snakes (power cables) had to be used to power the cars over sections of rail not already energized. Temporary rails were laid through Rosedale Station as the permanent track had yet to be installed. The 2.2-mile, first ever operation of subway passenger equipment in Canada took two hours and 17 minutes to complete.

The citizens of Toronto were greeted with a "Merry Christmas" wish attached to the sides of two Gloucester cars in Davisville Yard during the 1953 Christmas period. The New Year saw the beginning of training for subway personnel. The use of separate controllers and brake handles was familiar to Motormen of the surface Peter Witt cars.

March 7, 1954 saw the cessation of streetcar service from Eglinton Ave. to Glen Echo Loop (to permit the installation of trolley coach overhead). Train 2958-2951 made the last run at 1:30 a.m., which was well attended by UCRS members.

March 14 saw the beginning of the scrapping of surface cars by the Western Iron and Metal Co. at the TTC's George St. Yard. Thirty of the first cars scrapped had their trucks removed at George St. before they were trucked, intact, to Eastern Ave. and Leslie Sts. Here the cars were burnt, cut up for scrap, and the fragments shipped by boat to the steel mills in Hamilton.

Official ceremonies to open Canada's first subway were conducted at 11 a.m. on March 30, 1954 at what was to become, two years later, the site of the new TTC head office building at Yonge and Davisville. While the subway was officially opened to the public at 1:30 p.m., dramatic changes in surface routes were already beginning to take place. Bay streetcars commenced returning to St. Clair Carhouse, to be replaced by Earlscourt and Dupont cars and the Avenue Road bus. From 2 p.m. onward Yonge trains arriving at Union Station were directed to Harbour Yard. At 2:38 p.m. the UCRS special last Yonge train (2574-2897) left Eglinton Carhouse and proceeded to Harbour Yard. The UCRS operated a "Last Trailer Train Operation in North America" fantrip using 2932 and 2783 on April 4. Joining these cars on the excursion was 2668, the last Brill Witt to be operated in Toronto.

Wednesday, June 9, 1954 saw the departure of the final two trailer trains from Russell Carhouse to George St. Yard. 2526 and 2991 followed a route along Queen St., King, Church, and Front to the yard, arriving at 10:03 a.m. This was the absolutely final, albeit non-revenue, operation of trailer trains on the streets of Toronto.

Thr first streetcar line to have electric operation (Aug. 15, 1892) was converted to bus operation on May 15, 1954. The Church St. line saw the last car depart Asquith Loop (at Bloor St.) at 11:45 p.m., and Scott Loop (at Front St.) at Midnight.

Among the pieces of rolling stock retired by the TTC on Subway Day were: 51 CC&F Witts (2900-3018); Brill Witts 2580-2678; all remaining trailers (2761-3029); all two-man CC&F Witts (2450-2578); four snow scraper cars (2200, 2202, 2208, 2210); four single truck sweepers (S21-S24); three yard shunters (Y-3, Y-5, Y-6); Y-2 was scrapped at Davisville Yard in Oct. 1955.

The initial subway service of 15 six-car trains provided a Monday to Saturday headway of two minutes and 30 seconds in base service. This was increased to three minute base service on Sundays and holidays. The popularity of the Yonge Subway convinced the TTC to tender for 34 additional cars in April, 1955. The Commission wished to increase the subway's capacity by initiating the operation of eight car trains; this became a reality in November, 1955.

In June of 1956 the two-year old Davisville Subway Station (above ground structure) was demolished to permit construction of the new TTC headquarters, the McBrien Building.

As the TTC celebrates 125 years of rail transit operation in Toronto, and as the Gloucester cars begin their 33rd year of operation, it is appropriate to pause and reflect on the many positive aspects that the completion of Canada's first subway have brought to the people of Toronto. Citizens could be whisked to the core of the city from Eglinton Ave. in under 20 minutes. Traffic congestion was greatly relieved. The development of the downtown core and the areas adjacent to stations was stimulated by the subway. To the many construction workers and TTC employees the original Yonge Subway stands as a monument to their skills and a reminder of the beginning of a new epoch in the life of the city. A vital city needs a dependable method of transportation on its main thoroughfare--Canada's First Subway provided this for the citizens of Toronto.

2 THE UNIVERSITY AVENUE SUBWAY

Construction of the six station, $45 million University Avenue Subway began in November, 1959. Over 1,600 construction workers would be employed to build the 2.3 mile long extension of the Yonge Subway from Union Station to St. George St.

Three methods of construction were used to build the University line. Cut-and-cover, a popular method used on the Yonge Subway, was employed from Union Station to Osgoode Station (Queen St.) and from the north end of Queen's Park Station to St. George Station. Vertical boring machines were used to place the steel beams necessary to support the timber street decking and eliminate the noisy pile driving method used on Yonge. Throughout the section of University Ave. and Queen's Park containing the hospitals and the Provincial Legislature Buildings, a system of construction utilizing air pressure, tunnel boring machines, and the placing of pre-cast steel tunnel liners, was employed. A 162-foot test section, to the east of St. George Station, was built using the Icos (Milan) method of construction. This method involved pouring the tunnel walls before excavating for the floor, thus eliminating the need for piles.

The first ever Canadian built subway cars were ordered for use on this line. Montreal Locomotive Works built 36 cars, costing nearly $4 million (which might get you six cars today--Ed.). The 75-foot cars possess aluminum bodies that are 40% lighter than the Gloucester cars. The MLW cars, numbered 5300-5335, permitted six car trains to be used, having the equivalent passenger capacity of eight Gloucester cars, due to the greater length of the MLW cars. The four 124 HP motors in each car provided almost double the motor output of the Gloucesters.The new cars featured 84 seats and incorporated the first use of fluorescent lighting in Canadian subway cars. The greater car length also meant the end of flickering lights as the trains crossed third rail gaps at switches and crossovers.

The travelling public enjoyed the new communications system which allowed the train crew or Transit Control to communicate with the passengers. the new "round" clocks installed on subway platforms were also appreciated. Station names noted adjacent landmarks (Osgoode Station, at Queen St., Osgoode Hall Law School; Queen's Park, at College St., the Provincial Legislature; Museum Station, at Bloor St., the Royal Ontario Museum; St. George Station, St. George St.; and two of Toronto's five original political wards (St. Andrew-King St. and St. Patrick-Dundas St.). Names had to be chosen that did not duplicate those already in use on the Yonge Subway.

One "benefit", noted in the newspapers of the day, with the Feb. 28, 1963 opening of the University Avenue Subway, was the removal of streetcars (the Dupont line) from Bay St. This was hoped "to increase the traffic capacity of this major artery--at no expense to the motorist". Future diesel and trolley coach forms of Bay St. public transit would find themselves limited by the number of private vehicles using the street. The relatively larger size and lack of lateral movement of the streetcars meant that up until this date the public transit vehicles controlled the flow of traffic. This was now reversed. The actual use of streetcar trackage on Bay St., south of City Hall Loop to Ferry Loop, would continue, with Dundas streetcars, on summer weekends and late evenings until Aug. 15, 1965. City Hall Loop, and the trackage between Albert St. and Dundas St., would continue in use until the construction of the Eaton Centre forced its closing, in early 1975. One section of trackage remains on Bay today, between College and Dundas Streets, and is used for short turn and diversion services on the Carlton and Dundas lines.

The official opening of the subway, by Lieutenant-Governor J. Keiller MacKay and Premier John Robarts, took place at St. George Station at 11:45 a.m. on Feb. 28, 1963. The Avenue Road bus route south of Queen's Park to Front St. ceased to operate after the morning rush hour on this date. The Dupont streetcars began running into St. Clair Carhouse, and were replaced by an extension of the Annette trolley coach to St. George Station, and the Bay St. bus. Peter Witt car 2894 (operated in Tour Tram service until 1985, and sent to the Rockwood museum in August, 1986--Ed.), provided transit fans with nostalgic "last day" scenes.

The abandonment of the Dupont line allowed the TTC to retire from regular revenue service the remaining Peter Witts. A few of these cars would operate for the last time on baseball extras for the opening day of the Toronto Maple Leaf baseball season on April 24, 1963. Ten years later car 2766, followed by 2424 and 2894, would again travel the streets of Toronto, in tourist service.

The opening of the University Avenue Subway doubled the capacity of the rapid transit system to transport passengers to and from the downtown core of the city. It provided a link to the soon to be built Bloor-Danforth Subway. In the ensuing 23 years, traffic congestion has continued to worsen. The new Harbourfront LRT Line will see streetcar service restored on Bay St. from Front St. to Queen's Quay (the waterfront).

3 THE BLOOR-DANFORTH SUBWAY

In July of 1956 a proposal was made to construct a 10 mile subway line adjacent to Bloor St. and Danforth Ave. The popularity of the then two year old Yonge Street Subway, combined with increased growth and development near Bloor St. and Danforth Ave., had caused the TTC and politicians of the day to shift their attention away from a Queen Street subway to the now number one surface route carrier, the Bloor line.

Work began on the $160 million initial section of the Bloor-Danforth Subway on Feb. 5, 1962. The route would run parallel to Bloor St. and Danforth Ave. for eight miles between Keele and Woodbine Stations. The western section, from St. George Station to Keele, would be constructed using the popular cut-and-cover method. A short tunnel section underneath the railway tracks east of Dundas St. would be tunnelled. Tunnelling was also used to construct the section from Yonge Station to Sherbourne Station. The remainder of the eastern section was constructed using the cut-and-cover method. The section crossing the Don Valley utilized a deck beneath the main level of the bridge that was incorporated into the 1917 construction of the Prince Edward Viaduct. A new bridge took the line across the Rosedale Valley.

The three main interchange stations of the Bloor line were built with centre platform passenger areas. These three stations--St. George, Bay, and Yonge, were also dual level stations. St. George allowed transfer to the soon to be opened University Avenue Subway. The lower Bay Station was used to permit trains to travel from the Yonge line to the Bloor line. An integrated operation of the Yonge-University and Bloor-Danforth Subways was attempted during the first six months of operation of the Bloor line. However, this proved operationally unsatisfactory and today the lower level of Bay Station sees only shop movements. The Bloor-Yonge Station would become the main interchange point of the two subway lines, as it remains to this day. Seventeen of the Bloor-Danforth stations are side platform design. The B-D Subway contains 18.63 miles of single track. The Keele St. Yard and Greenwood Shops and Yard contain an additional 10 miles. Initially the signal system would be controlled from a central control panel at St. George; this facility was later superseded by an improved, central control at Hillcrest.

The Greenwood Shops were located on an abandoned clay quarry and garbage dump on the west side of Greenwood Ave., south of Danforth. This 31.5 acre property was excavated between January and October, 1962. The shop facilities were built between April, 1963 and May, 1965. The yard itself has storage space for 244 cars.

The Canadian Car (Fort William Division) of Hawker Siddeley Canada was the successful bidder on a 164 car order ($16,200,000) for new cars for the B-D line. These cars (5336-5499) featured back lighting for advertising messages.

Two extensions to the B-D Subway were approved in 1964. A 3.49 mile westward extension from Keele to Islington Ave. would provide subway service to the residents of suburban Etobicoke for the first time. A 2.77 mile extension, from Woodbine to Warden and St. Clair Avenues, was approved simultaneously. Construction of these extensions began in 1965, with opening on May 11, 1968.

The Feb. 26, 1966 opening of the Keele to Woodbine section of the B-D Subway brought the greatest change to the streetcar system in Toronto since the 1954 opening of the Yonge Subway. The Bloor carline, from Luttrell Loop to Jane Loop, was reduced to a shuttle service between Jane Loop and a temporary loop at Keele Station. A similar shuttle operated between Woodbine Station and Luttrell Loop. Through service between Keele and Woodbine was discontinued.

The FORT route name, for cars operating between Vaughan Loop (Bathurst-St. Clair) or Wolseley Loop (Queen-Bathurst) passed into history, as did the Bathurst-CHURCH service, via Adelaide, Church, and King. The northern terminus of the Bathurst streetcar was changed from Vaughan Loop to Bathurst Subway Station.

The Coxwell streetcar, operating between Danforth Carhouse and a loop at Coxwell-Queen, was abandoned. The HARBORD streetcar, with a 16 mile route winding east-west through the core of the city, also disappeared. Extensions of the PAPE and WELLESLEY bus routes and the DUNDAS streetcar replaced portions of this route. The PARLIAMENT streetcar, from Bloor to King, was replaced by buses.

The subway opening saw the retirement of all of the 1938-built air-electric cars (4000-4139). Car 4000 is preserved at the Halton County Radial Railway Museum near Rockwood, Ont. Only 17 of the 1940 to 1945 vintage air cars (4150-4299 and 4575-4601) would remain in service after the subway opening. Some of these cars would see further operation in Alexandria, Egypt and Tampico, Mexico.

Numerous extensions or changes were made to the surface bus routes following the B-D Subway opening. The WESTON ROAD trolley coach route was extended to Keele Station. The KEELE bus was routed to Lansdowne Station. The PAPE bus began operation from Pape Station to the former street car loop at King and Parliament. The GREENWOOD bus provided service between Greenwood Station and Queen St. The QUEEN streetcar began providing alternate car service to Bingham Loop on the KINGSTON ROAD line during evenings, weekends and holidays.

Eight new bus routes were inaugurated with the subway opening. A B-D night bus was launched between Jane and Luttrell Loops. The COXWELL bus, in addition to replacing the COXWELL street car, also replaced the QUEEN car operating on Kingston Road in the small hours of the morning. The GREENWOOD bus outlined above provided service past the new shops and yard. The PAPE bus, outlined above, replaced part of the HARBORD carline. The PARLIAMENT bus replaced the PARLIAMENT streetcar. A unique feature of this carline during its final years of operation had been the dispensing of transfers by means of a machine aboard the car, activated by the Operator. The THORNCLIFFE PARK bus was instituted between Thorncliffe Park and Pape Station.

The residential nature of much of the route of the B-D Subway led to the installation of unmanned secondary entrances at the Keele, Lansdowne, Ossington, Bathurst, Bay and Sherbourne Stations. With the exception of the stations located near the downtown core of the city, the development near the stations on the B-D Subway has been mainly residential rather than totally commercial in nature.

The integration of the B-D and Yonge-University Subways for an initial six month trial period proved to be an operational difficulty. A delay on either line meant that the system was totally backed up. The new platform signs indicating that the trains were going to Keele, Woodbine or Eglinton Stations sometimes confused travellers when they malfunctioned and displayed an improper destination. The mixing of the higher speed Montreal and Hawker Siddeley cars with the slower Gloucester cars meant that both lines had to operate at the slow rate of acceleration. These factors led to the eventual separate operation of the two lines.

The opening of the B-D Subway, like the Yonge line before it, has led to a dramatic change in the ownership of stores and businesses located on the line. With the disappearance of the streetcar passenger from Bloor St. to the subway line, many of the store owners relocated their businesses closer to the subway entrances or to suburban malls. Stores began to reflect a close cultural tie with the adjacent ethnic communities that the subway began more and more to serve. The subway provided these communities with faster access to the downtown core of the city. With the operation of the first east-west subway a reality, the subway builders would turn their attention to extensions of the subway system in the suburban boroughs of Etobicoke, Scarborough and North York. The City of Toronto may be able to look forward to the building of the Downtown Relief Line, from Pape Station to Spadina Ave. via Union Station, as possibly the next heavy rail line within the city and the next one to connect with the B-D line.

CP Rail MOTIVE POWER NEWS

by Bruce Chapman and Ron Lipsett

--M640 4744 returned to revenue service out of St. Luc, Quebec on July 23, 1986 and was sent out west to EXPO 86 for display.
--B&O 3722 was moved to Vanceboro, Maine and placed in storage.
--CP has purchased ex-TH&B 250-ton auxiliary crane X766, as of May 29. It will be repainted and renumbered CP 414651 after work at Weston Shops.
--Due to a high asking price, CP has declined to purchase the SD40s that ACR is offering.
--MUCTC has bought all 10 outstanding CP 1400 series FP7s and FP9s stored at St. Luc and Ogden. They will be moved to Angus for rebuilding and emerge in the 1300 series in MUCTC blue and white.
--CP's rebuilding plans have been altered of late. MLW RS23s will be overhauled and retain their present classification and road numbers. The 8100s will not be rebuilt, but just overhauled. The 17 units still with 65L braking systems will become 26Ls. The 63 remaining GP9s (high hood) will still be rebuilt and chopped for yard service. Thirty-four DRS18s (8700s) will be continued through the rebuilding program as road locomotives. It will take approximately three years to complete all of this activity.
--8701 went into Angus to become 8628 and was sent to Hochelaga Yard, Montreal. 8688 went into Ogden Shops to be rebuilt as 1629.
--CP 5831 had its Harris test probe equipment removed at Alyth Yard Aug. 1.

-----CP decided to place in storage approximately 15 4500 series M630-C630s beginning the week of Aug. 11.
- --No more 1200 series units are to be rebuilt. The remaining engines will retain their 8100 series numbers.
--All MLW/ALCO yard switchers are now retired, with the last unit, 6593, being shut down during the second last week of August. It was placed in the storage line at Toronto(John St.) with five other units, awaiting sale for scrap. CP now has no ALCO switchers in service with the exception of shop switcher 3779 ex-6621 at Winnipeg. 7020 has been kept for preservation at the proposed CP Roundhouse museum at John St. CN GP7 4803, in green and gold, is also stored inside John St.

TORONTO AREA SIGHTINGS by Ben Mills

(five and six digit nos. are cabooses; NIS = Not in Service; L&C = Leslie & Commissioners Sts.; MY = MacMillan Yard; U = Union Station area; DY = Don Yard; CP Rail sightings on North Toronto Sub. unless otherwise specified).

June 9: CP 3122 and two Budd cars wb; CP Steeles Ave., VIA Train 9: 6302-6634; E. from MY: CN 9594-9568-9618; in yd. 9407, 1250-1213; into yd. w.b. 9551-9510-2009-79830; into yd. from north 9562-9627-79600; into yd. w.b. 9529-79297. June 10: Don Valley CP 8132; CN F's 9167-9166 DY, 3704; w.b. York Sub. CN iron ore train 9567-9510-9555-9486-79830. June 11: MY: 3728 NIS; wb in 9546-2327-5281-79686; sb on Newmarket Sub. 9485-5238-9486-79578; work train 4212-4275 (load of rails)-79784; 1250-1321 switching. June 12: CP 1534 L&C. June 13: CP 5950-5961-6017-434612 wb; CN MY 2106-2522-3726-79286 in from west; 5362-2305-2010-77003-77004; wb out 9409-4569-4566-9167; sb in 9556-three cars-79687. June 14:CP 5989-5756-6009; VIA U 6531; CP 4702-4729-434108; wb 5749 (new paint)-5559-4215-434039. June 15: Wb from MY CN 9409-5233-5271 (safety cab)-9598-79657; eb past yd. work train 9402-9440-79435; eb out 9480-9545-4232-79437. June 19: CN MY wb out 4377-78119-79867; wb in 9525-9429-9566-79451; wb out 9539-9529-9582; L&C CN 7948-76678. June 20: CP wb 5557-5525-8736-434102. June 21: CP 5408-5510-4728 eb. June 22: CP eb 5534-8792-434687; eb 6017-B&O 3723-434307. June 23:CP wb 5411-5414-4241-434050; eb 4226-4240-4217-5555-434016; All-wood, Ont.: CN ballast train 9549-2039-2510, c.50 cars; DY CN 2523-9172-9165. June 24: CP eb 5500-5538-5410-5408-Soo 6623-434017; wb 5542-5935-4719-4733-438501-434043. June 25: U CP 1236; Eastern Ave. (Kingston Sub.) CN 9540; VIA 6767 wb to U. June 27: L&C CP 1246-434043. June 26: Soo 6618-CP 5556-5513-434423 eb; 5912-5742-5718-434699; VIA Mimico CN 7948, 9436 idling alone, 1328-1381, 7904, 7701-7169, crane 50413, caboose 76603; work train 2553-3726-79906; VIA eb 6510-6550; Amtrak 315 wb. June 30: CN MY 9422-9476-9431 out; 5043-5362-9536 TOFC eb; in yd., to go 9564-79514-79775; wb out 9432-9458-9575-2553-79786; in from east 3698-3690-79224. July 2: CP 1578 container movement, 522068 flat with power unit for containers; wb 5502-5553-5516-no train-434698; wb 5511-4734-434732; VIA Mimico 6510, 6506, 6763, 6206, 6202, CN 7904, 7942, 7984, 7164. July 3: CN iron ore train 9481-9572-5035-9560-9469-79580. L&C CP 8147. July 4:CP container 5518-5519-5502-434415. July 5: Booth Ave.: CP 8136-434017; CN DY 9189-4414, 7728 all NIS. July 6: VIA 6502-6610-6612-6635 east to U; CP 1246-10 cars-434070 south from Parkdale; VIA west from U 6762 and five cars backing; wb from U VIA 6790-6632; NORTHLANDER 1987 out; Track 11 Amtrak 330; VIA Business Car 94; CN MY 7500-272-268-7508 on hump; eb out 5362-2022-2305. July 7 CP eb from Lambton 5409-1619-434454; 8155 eb; 8142 tank car pickup at Planter's Peanuts; Lambton 5544-4553-4700-4556-4564-6012-Soo 6609-5409=5558-434717 eb; wb to container terminal 5549-5400-434050. July 8: CP Lambton 1534-1614-1610. July 9: VIA U 6205-6147-6127 in; John St. CP 1624; Amtrak 342 eb in; CP 8147-434039 container train, up to Parkdale; VIA wb 6502-6612-6635 and CANADIAN consist, deadhead. CN 7728 eb to U; LRC 6917 wb to Mimico, CN 7701 ditto. July 10:CP wb 4571-5535-434070 backing to Lambton; wb 4726-4566-4502-4208-434371; wb 4509-4722-no cars-434488; eb TOFC 5515-5551-5501-434387; ballast train 4732-5525-434319. July 11: CP Front & Spadina 8155-437105 July 12: VIA Budds wb to Mimico 6211-6005-6127; LRC 6925 eb from Mimico; wb 6929-five cars (coach in front); eb 6788 and three cars; RDC 6129 eb to U; up to Parkdale Budds 6110-6107-6125. July 13: CP wb 6003-5623-434406; eb 5544-5408-434043; CN Pickering eb 9401-9427-9452-79682; Sperry 123 Keating Yd. July 14: East from Mimico VIA 6768; wb to Mimico Amtrak 346; CN eb past U 7729-76602; Budds eb 6115-6102 NIS; up to Parkdale CN 9568-9573-79768; CP 8155 Spadina & Front; L&C CP 8147.

SOCIETY NEWS UPDATE

Toronto Civic Railways book--Printing of the book is somewhat behind schedule due to unforeseen delays at the printer, but it is hoped that the book will be off the press by early October. Copies will be mailed immediately to those who have ordered them, while, hopefully, members will be able to purchase books at the October meeting. Thank you for your patience.
1987 UCRS Calendar--This publication has also been subject to printing delays, but we are expecting it in our hands by the end of September. Again, mail orders will be filled promptly, and it will be on sale at the October meeting.
1986 Banquet--It is hoped to hold our traditional Annual Banquet, probably on a Saturday in mid-November. We have contacted one speaker to date and are awaiting confirmation. Complete details will be announced in the October NEWSLETTER.
Car 13--The people involved with this project have given up on the idea of trying to move the car into the Hydro siding, due to the tightness of the curve; expert advice from railway people is that, because of the car's length and its six-wheel trucks, it would be quite unlikely that it would go in. As an interim measure, Toronto Terminals Ry. has offered to TEMPORARILY store Car 13 at its former location beside John St. Yard on a very short term basis, until the siding is disconnected. We have contacted the City of Toronto to see if the car can be stored inside John St. Roundhouse, where two other pieces of equipment are being held for the proposed railway museum. However, I would stress that we have NOT offered to donate the car to the museum, which at the moment is a long way from fruition. Failing this, we will pursue other alternatives-another siding in the Metro area, or sale or lease of the car.

--John D. Thompson,
PRESIDENT

End of an Era

by JOHN A. FLECK

At precisely 4 p.m. on Friday, Nov. 8, 1985 I left my office in my father's Volvo for my last drive south to Florida. However, before meeting my parents in Tampa at 2 p.m. on Nov. 11, I had two exciting experiences.

The first was in Atlanta, Georgia, where the new Atlanta Marriott Marquis Hotel had opened in August, 1985, with glass elevators and an atrium 500 feet high! The ceiling of the lobby is 47 floors high and you can ride the elevators to the top and look straight down as well. The elevators even announce the floors and say whether they are going up or down.

Then, on the morning of the 11th, I left Gainesville, Florida around 5 a.m. to drive to the spectacular new Hyatt Regency Grand Cypress Hotel near Disney World which has four Belgian trolley cars up to 80 years old running on a 3½-mile single track line connecting the hotel to its award winning Jack Nicklaus designed golf course, similar to St. Andrew's Golf Course in Scotland. This line opened exactly five months earlier, on June 11, 1985.

I arrived before 8 a.m. and toured the hotel with its 19-floor atrium with glass elevators facing inside and outside, and outdoor pools and waterfalls. One swimming pool has a rope pedestrian suspension bridge crossing it! Then I caught the 8:30 trolley, no. 1048, with a plaque inside near the ceiling that reads: "Car 1048 was built by the Ateliers Metallurgiques de Nivelles and was in service in Brussels, Belgium from 1906 to 1975. This car was restored by the Societe des Transports Intercommunaux de Bruxelles in 1984 for Grand Cypress Resort, Orlando, Florida."

The first portion of the line is paved track along the resort roadway and we soon passed the tracks leading into the carhouse. Then we turned onto grassed sleeper track and soon reached the passing loop where we met car 1245 in the siding, as outbound cars pass through on the main line. Spring switches were installed at the passing and turning loops. The operator of 1245 had a Pennsylvania Railroad buckle on his belt, as he ran GG1's, E44's, and E33's! Then we crossed State Route 535 where automatic crossing gates were installed, and soon reached the Golf Station. 1048 rounded the loop and then headed back to the hotel, passing 1245 again. We passed the hotel to turn in the loop near the main entrance to the hotel grounds. The round trip takes almost an hour and two trolleys protect a 30 minute service. The fare is $2 return for non-hotel patrons. After my ride I visited the carhouse where power trolley car 1069 and trailer car 2190 were kept. All are painted in a handsome Pullman green and have wooden interiors and rattan seats. I then drove to Tampa to pick up my father to drive him to Naples (my mother doesn't mind Naples Airlines' Cessna 402's or DC3's!).

The next day, Nov. 12, the fun really started as I drove a rental car north to Tampa to board the SILVER METEOR for Washington and the Northeast Corridor! Its departure was on time at 11:53 and the conductor said that I could board my Slumbercoach at Auburndale immediately after the Tampa and Miami sections were joined. Soon after Auburndale I went to see a new feature on the Florida trains which began just a few months before: buffet dining. A few Heritage cars have been rebuilt into buffet cars, such as car 8711, with 32 seats and the buffet where all of the food is obtained and paid for. This car is placed in front of the diner with its seats at the rear end and the diner has its seats at the front. After paying $4 for breakfast or $7 for supper, a waiter takes your tray to a seat in either car, as the doors between them are always open--a partial throwback to the twin unit diner concept. The diner serves to provide extra seats for passengers--a total of 80 seats between the two cars, and to cook the food which is then displayed and kept warm in the buffet. I enjoyed the chicken dinner and the scrambled eggs I had for breakfast. We passed Sanford about 15 minutes late and I saw one of the full length former Great Northern EMPIRE BUILDER dome cars in the Auto Train Terminal.

We were on time in Jacksonville and, after the usual thrilling high speed run northbound, we stopped in Washington a few seconds before the SILVER METEOR's scheduled 6:45 arrival time. After handing in some film at a one hour processing facility at L'Enfant Plaza, I rode the Yellow Line of Washington's Metro to the unusual Huntington Station which is set into the side of a hill. At the north end of the island platform long escalators run down to the bus platforms which had several Fairfax County Orion buses. Here the tracks and scissors crossover are supported on high round pillars. At the south end of the platform I rode another long escalator to an entrance at the top of the hill. From the bus platform to the south entrance must be at least a 100-foot difference in elevation.

I then rode back to L'Enfant Plaza to meet a friend and pick up the latest annual report on the Northeast Corridor Improvement Project. Then we rode to King St. in Alexandria to meet another friend and the three of us had lunch together. Then I returned downtown to pick up my pictures at CPI Photo Finish, which took six hours instead of one. I had to miss my 1:30 p.m. BANKERS to New York City, but fortunately I didn't have a Club seat on it, and I took the 2:30 SENATOR instead. Although the latter train originated in Washington, it was located on one of the through tracks used by trains to Florida. While awaiting our departure, I saw the SILVER STAR come in two minutes early at 2:24 behind E60 602, This surprised me on two counts: first, the STAR had been carded for two AEM7's since April, 1984, and the E60's were numbered from 950 up. I later learned that the newly numbered E60's were modified to run at 90 mph instead of 80 and that the AEM7's were not being used on the heavy long distance trains any more. Our departure was on time and we covered the nine miles to New Carrollton in eight minutes flat! Despite being stopped at County Interlocking, south of New Brunswick, New Jersey, to allow the 3 p.m. EXPRESS METROLINER to pass us, we arrived in New York City only two minutes late at 5:56 p.m. Apparently Track 2 was closed north of New Brunswick as new track with welded rails and concrete ties was

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THE ITINERANT RAILFAN: 6

text, map and photo by Wendell Lemon

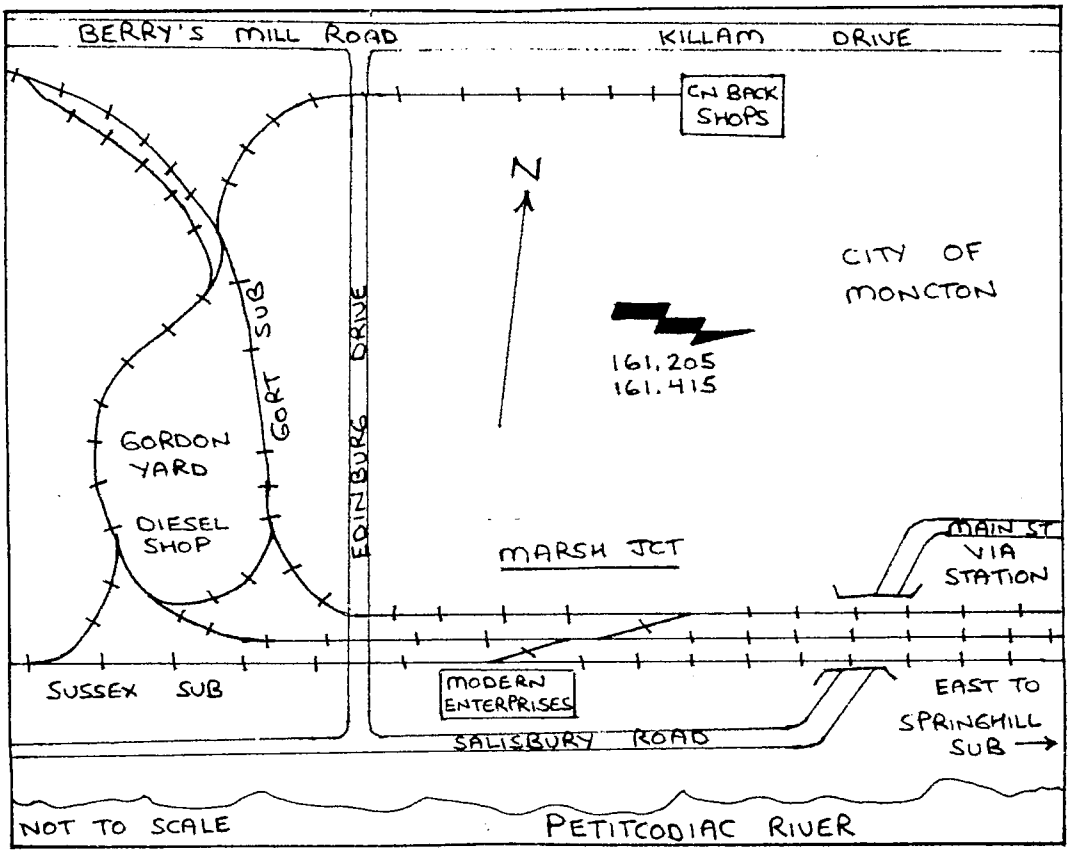
MARSH JUNCTION, NEW BRUNSWICK

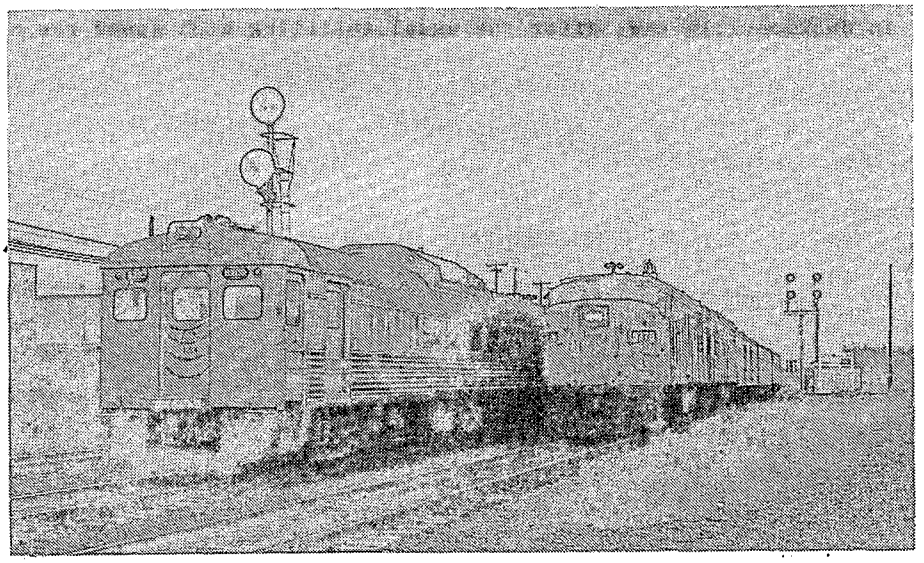
CN Sussex Sub., Mileage 0.0, CN Gort Sub., Mileage 2.1

General Location: Moncton, N.B.

How to Get There: Salisbury Road west from centre of Moncton. Look for Modern Enterprises plant on right side of roadway; turn in and go to rear of plant, park near tracks.

Rail Traffic: This location yields the maximum rail traffic through the Maritimes. Trains going in all directions out of Moncton pass through Marsh Jct. Rail traffic is controlled by the CN Moncton Dispatcher on 161.415 and 161.205 and train movements can be easily detected by signals and radio chatter. Approximately 10 VIA movements and 10 or so CN through freights can be expected, as well as numerous transfer runs from Moncton VIA station to Gordon Yard and the back shops. Visibility is very good and the railfan is afforded a very interesting variety of MLW and GMD power; the best times for shots are in the morning and early evening.





VIA RDC Train 617 and No. 11 with FPA-4 6776 at Marsh Jct., Moncton, N.B. Oct. 18, 1981.

UCRS and other events and activities

by Ed Campbell

As of this writing, Ed Campbell is just out of hospital after a short stay, so this month's column has been prepared by others. We wish Ed a speedy recovery.

The August Toronto meeting program featured movies shown by John Fleck and covering such diverse subjects as the Northeast Corridor, EXPO 86, Vancouver's Skytrain, the British Columbia Ry., a winter cab ride on the Algoma Central, and the new trolley line at Orlando, Florida. Our thanks to John for a memorable evening.

Thanks are extended to the following members who staffed the UCRS "booth" beside CN 6213 during the 20-day period of the Canadian National Exhibition, and/or assisted in booth setup: Russell MacLean, Tom Thomson, Tom Gray, Norm Cardwell, John Walker, Mal Smith, Alf Faber, Millie Sandusky, John Fleck, Ed Misera, Hollie Lowry, Al Maitland, Norm English, John Laraway, Chris Spinney. Other members who performed as 6213 "attendants" were Art Leiper, Ivor Samuel and Dave Stalford.

Friday, September 19--The regular UCRS Toronto meeting in the Education Centre, 6th floor auditorium, College and McCaul Sts., at 7:30 p.m. sharp. The entertainment will consist of a rail transit in Toronto. This is a program which you should not miss. Please bring your newscast slides; visitors welcome as always.
Friday, September 26--The UCRS Hamilton Chapter meeting is at 8 p.m. in the CNR station, Hamilton. The program will consist of members' 35mm slides; please bring yours to show. All members and their guests are always welcome at Hamilton meetings.
Friday, October 17--(45th anniversary of the Society's first regular meeting, as the UCRS)--Regular Toronto meeting to be held at 7:30 p.m. in the Education Centre, 6th floor auditorium, College and McCaul Sts. The entertainment will be announced in the October NEWSLETTER. As usual, bring your EDITED newscast slides, maximum 15, and any guests which you care to bring will be most welcome.
Friday, October 24--UCRS Hamilton Chapter meeting in the CN Station, Hamilton at 8 p.m., with entertainment provided by members' 35mm slides. Do not forget that, if Toronto members enjoyed your newscast slides at the 3rd Friday meeting, the slides would be equally welcome at Hamilton. No less a welcome is extended to visitors, and members from other parts.

END OF AN ERA (cont'd.)

being laid. I then took the usual 6:13 express Long Island R.R. train to Baldwin.

The next morning I took the 6:30 train to Penn Station with the intention of catching the MONTREALER at 7:45 to Trenton. However, Amtrak E60 954 on a work train near New Rochelle on the Metro North New Haven Line had caught fire, and No. 61 was held up for two hours. I therefore boarded the PALMETTO (minus the CAROLINIAN section, which was discontinued about two months earlier) which left five minutes late at 8:35. It made an unscheduled stop at Metropark to cover for the delayed MONTREALER which always stops there. I got off at Trenton for my first time and found that the station has been renovated like many other Corridor stations. It has two wide island platforms with benches provided for passengers and trainwatchers! The waiting room is built right over the four-track main line and clear windows overlook them on both sides. While I was there, New Jersey Transit trains came in from New York City, 58 miles away, and SEPTA trains left for Philadelphia, 32 miles from here. No. 61 came in two hours late behind only one AEM7, just after the northbound SILVER METEOR left, about 35 minutes late. I then boarded the YANKEE CLIPPER at 10:57, which stopped in New York's Penn Station just one minute late at 11:55. I then visited the new Marriott Marquis Hotel in Times Square at 45th and Broadway. It has glass elevators and a 45-floor atrium with its lobby on the 8th floor. About a month later, New York City's first and only revolving restaurant, The View, opened on top of the hotel. After a very enjoyable dinner with El Simon and our fellow member, Howard Dash, I returned to Baldwin.

My last full day in NYC was a long and busy one. As before, I took the 5:56 a.m. LIRR train direct to Flatbush Ave. in Brooklyn and then took the No. 4 IRT Lexington Avenue Express to Grand Central Terminal where I arrived on the stroke of 7. Unfortunately it wasn't one of the new Kawasaki R62 trains. I boarded the 7:20 Hudson Line local to Spuyten Duyvil, where the Hudson and Harlem Rivers join, hoping to catch one of the Metro North FL9's repainted in the famous New Haven McGinnis paint scheme. However, I wasn't lucky this time. I may have better luck when all four repainted engines are running.

The 8:18 train arrived back in Grand Central 10 minutes late but I still had time to catch the 9:05 Cosmopolitan M2 train to New Haven, arriving there seven minutes late at 11. The restored New Haven station was open for service and it is very handsome indeed with a vaulted ceiling

om Boston via the Shore Line and I
Mass. arrived late and its cars were
utes late, and our arrival in Philadel-
handsome new Market East station and
s' Club to attend the traditional pre-
of the NRHS. It was very pleasant, and
terwards. Upon returning to 30th St.
earned that it and several other trains

were delayed by a problem in Baltimore. I therefore took the delayed Metroliner due out of Washington at 6 p.m. and arrived at Penn Station 34 minutes late at 9:29. My Metroliner supplemental fare was refunded as it was at least 30 minutes late. The 9:40 LIRR train returned me to Baldwin, and my host drove me in the following morning to board the MAPLE LEAF for home. A welcome improvement on the latter was a 21800 series coach with just 60 seats and lots of leg room for passengers beyond Albany! It easily kept its schedule--waiting almost 10 minutes for time at Depew, near Buffalo. Despite the fast one pulled by Macmillan Tower in forcing the train to slow for a 30 mph crossover at Mimico East, we arrived two minutes early in Union Station!

Twenty-five hours and 17 minutes later, I left on VIA's NORTHLAND for 1½ weeks in Northern Ontario--the subject of my next article.

Random Notes

by Doug Page and Mike Lindsay

--The CTC panel of the TH&B was to have been moved from Hunter St. Station, Hamilton, to Toronto, but when it came time to move it, the unit was discovered to be so obsolete that it would not be worth the effort. The panel was built in 1927 for the TH&B.
--Ex-CR Canadian units stored in Buffalo, 7432 through 7440, have been leased to Novacor at Joffre, Alta. GP7s 5820-7 (except 5824) have been scrapped at St. Louis Auto Shredding in East St. Louis, Ill.
--The Chesapeake and Ohio Ry. officially closed its St. Thomas, Ont. facilities on Aug. 1, and transferred the Canadian District headquarters to Sarnia. Chessie officials originally denied that the railroad was planning to abandon local interests when a takeover plan of Conrail's Canadian assets was submitted to the CTC in a joint bid by CN and CP in 1984. But throughout the hearings, Chessie admitted that it was considering abandoning its line from St. Thomas to Windsor and moving trains over to the Canada Southern route. As a result of the CTC approving the takeover, Chessie moved its trains to the CN-CP CASO last March. With that move, the railway began reducing its local staff of 125 through transfers and attrition, leaving only 14 administrative employees at the St. Thomas headquarters. On Aug. 1, only one employee (a travelling agent based at Chatham) was retained to look after the railway's St. Thomas property. The 15 acre property in St. Thomas is presently up for sale. The well maintained roundhouse would make an excellent museum.
--According to the Canadian Press, Canadian National Ltd. reported net income of $28.6 million for the first six months of 1986, up $1.7 million from the same period of last year. CN Rail earned a profit of $34.2 million, down $4 million from the same period in 1985. The company said that, while higher freight traffic partially cushioned the effect of decreased revenue from VIA Rail, total revenues were down by $40.2 million; however, expenses dropped $36.3 million.
--The Mayor of London, Ont. is crying the blues over the announcement that CN has approved in principle the sale of its Moncton, N.B. shops to General Electric for use as a locomotive assembly shop. London is afraid of losing jobs to Moncton, but most insiders see the competition as healthy for business. For the railfan, the sound of a GE loco is about as close as one can come today to the sound of an ALCO. With Bombardier's recent exit from the market, the thought of GE "C" series engines breaking the monotony is most welcome.
--According to the Hamilton rumour mill, the TH&B is considering building a connecting track from the Port Maitland Sub. to the CN-CP CASO Sub. at "E&O" interlocking to save the Nanticoke Turn a few extra miles by avoiding Welland. E&O is south of Smithville and the connection would run from south to west. It appears that the washout at the infamous Cainesville fill on the TH&B's Brantford line may never be repaired. Brantford business is presently being serviced by the Lake Erie & Northern.

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