

Upper Canada Railway Society

NEWSLETTER

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The Society meets on the third Friday of each month in Room 486, Toronto Union Station at 8:30 P.M. The next meeting will be held on April 18th.

ANNOUNCEMENTS OF INTEREST TO U.C.R.S. MEMBERS IN TORONTO AND NEARBY AREA:

- Over the weekend of May 17th and 18th, the Niagara Frontier Region of the National Model Railroad Association is planning a regional meeting in Toronto. As a part of the activities of this meeting, the modellers are planning an excursion on the T.T.C. to cover approximately four hours. However, responsibility for the planning and execution of this excursion had been given to the Upper Canada Railway Society. It is planned to use four cars on the trip: a Kingston Road train (2480 series car plus trailer), a 4400 series M.U. P.C.C., and a Brill Peter Witt (2580-2678 series). U.C.R.S. members will act as guides on this trip, which will travel a general belt line affording participants a view of Yonge St. subway construction, a tour of Hillcrest shops, a panoramic view of Toronto's main railroad yards and numerous photographic opportunities. This interesting excursion will cover the approximate period 1:00 to 5:00 P.M. on Saturday afternoon, May 17th, and will cost in the neighbourhood of \$1.25 a ticket. More exact details will follow.

- On the following morning, May 18th, the U.C.R.S. plans to operate a photographic excursion of its own using one of the Brill Peter Witts, primarily because these cars will not last longer than the period from now until the completion of subway construction. This will be a trip of about four hours' duration also, and will feature a run to the Long Branch loop, the western outpost of the system, where a Brill car has not been seen for many years, and never was in regular service at any time. This excursion will be primarily for photographic purposes and many stops will be made for this. Please note that accommodation on this second trip will be strictly limited, and the deadline for ticket sales will be May 1st. Price per ticket will be \$1.00; in case of inclement weather the excursion will be cancelled until the first following Sunday of good weather. Tickets are available from trip manager W.C. Bailey, 2006 Queen St. East, Toronto 8.

The U.C.R.S. May meeting will be held on Friday evening, May 16th. This meeting, together with the excursions of May 17th and May 18th, plus open house at the model railroad clubs on Saturday evening will make this the greatest weekend of railfan interest that Toronto has yet seen. It is expected that many associate members will come to Toronto to take advantage of this. For this reason, it was decided to hold the U.C.R.S. photographic excursion on the Brill car on this same weekend.

This latter trip will be the first of what is hoped will develop into a series of T.T.C. photographic excursions operated by the Society.

- The annual C.O.T.T.C. excursion for 1952 will be held on June 21st/14 and will, in broad terms, be a trip to Goderich via London and Clinton

on the C.N.R. A lengthy stopover will be made at London, where excursionists will have the alternative of a trip through the locomotive building plant of General Motors Diesel Ltd. or a side trip on the London & Port Stanley Railway. Several features of interest will be seen also at the Goderich stopover. Further details of this all-day excursion will be presented later.

- As most members are aware, the name of Sir Sandford Fleming is one of the greatest in Canadian Railway history. Among many other things, he invented standard time and was chief engineer in the surveys for the Intercolonial Railway and the C.P.R. government construction. An illustrated lecture on Sir Sandford Fleming will be given on the evening of May 13th by a Dr. Williams in the Prince Arthur Loyalist House, on Prince Arthur Avenue just west of Avenue Road. This should be of interest to those of our members who have a historical bent.

THE OTTAWA TRANSPORTATION COMMISSION

1948 - 1951

by W.T. Sharp and T.B. Weston

On August 13, 1948 the municipally owned Ottawa Transportation Commission took over the transportation system of the Ottawa Electric Railway, including 130 street cars and 61 buses. Service at that time was provided on six car lines and four bus routes. Their relative importance is indicated by the following figures (taken from the Greber report) for the number of round trips operated daily on each:

Car lines: Bank (B) 245, Somerset (S) 234, Hull (H) 223, Bronson (E) 189, Preston (R) 155, Britannia (A) 146.

Bus lines: Riverdale 318, Carling 209, Templeton 195, Merivale Rd. 69.

Of the bus lines, only Riverdale was a street car replacement - the E car ran down Elgin Street until 1939 - and the importance of the Riverdale and Carling routes was mainly a consequence of wartime developments. Although three routes (A, H and R) ran beyond the city limits, service outside the municipality of Ottawa was mainly provided by a number of independent bus companies. The basic fare on the O.E.R. was four tickets for a quarter (or 17 for a dollar) with zone fares outside the city limits on route A.

Mainly because of downtown traffic congestion, the service provided by the O.E.R. in its last days had not been entirely satisfactory and much of the equipment was obsolescent although in good condition. The O.T.C. soon made it clear, however, that major capital improvements could not be expected until the city's investment had been paid off. Accordingly, there was little change in the general pattern of operations. The four new cars delivered by Ottawa Car and Aircraft in 1948 cost much more than anticipated (much more indeed than P.C.C.'s) and the remainder of the order for 20 was wisely cancelled. Some badly needed bus replacements were ordered in the first few months of the O.T.C. regime. In the fall of 1948, Mr. Norman D. Wilson was engaged to make a study of the system. His report was never made public in full, but was believed to call for replacement of street cars by free-wheeling vehicles over a fifteen year period. At his suggestion some additional switches were added to the track network to expedite the running of cars to Champagne barn. An important change

made on November 11, 1949 was the extension of the crosstown Carling bus from Pretoria Bridge to the Post Office, thus augmenting service on Elgin and providing a direct route downtown in competition with several of the car lines.

On January 1, 1950, large portions of neighbouring townships were annexed to the City of Ottawa, and it fell to the O.T.C. to provide service over an area three times as large as before. In anticipation of this change, Nepean Bus Lines, operating west to Britannia, had been acquired in August, 1949. Subsequently service on the outer portion of the A line was curtailed by short-turning half of the regular runs at McKellar, under the designation M, which loop had previously been in use only at rush hours. During 1950, the Uplands, Cyrville and Eastview bus lines were purchased and their services integrated with those of the O.T.C. Purchase of the last named company was thought wise in the interest of operating efficiency, for although Eastview is still an independent municipality, it is entirely surrounded by the city. In general, suburban services formerly running downtown at all hours were converted into feeder routes for the car lines, except at rush hours. Basic city services were undisturbed.

Under strong political pressure, the uniform fare territory was extended beyond the original boundaries of the city, although zone fares were retained on a few light-traffic lines within the new city limits. Since much of the equipment of the acquired bus lines was dilapidated and service had to be improved, a large investment was made in new equipment. By April of 1951, the bus fleet had grown to more than 130 vehicles, while the number of street cars dropped to 127 with the scrapping of ex-T.T.C. cars 955, 959 and 960.

The severe financial strain on the O.T.C. following annexation, together with an increase in wages, forced an increase in the flat fare to three for a quarter on January 2, 1951. Later in the year it was announced that trolley buses would take over the Bronson (E) line. Bronson had long been the weakest of the car routes with a circuitous path and two bottleneck stretches of gauntlet track. On December 21, 1951, Brill trolleybuses 2001-2010, supplemented by gas buses at rush hours, entered service on a more direct route, which avoids the congested Bank-Sparks area. The seven remaining ex-T.T.C. cars could then be withdrawn from service, and were scrapped shortly after at Champagne barn. A wage increase forced a further increase in the fare to ten cents straight on January 1, 1952. A few days later the car routes were redistributed between Sparks and Queen Streets in an effort to reduce congestion.

The present outlook is obscure. The fare increases have caused further dissatisfaction in City Council with the efforts of the commissioners who have little prior knowledge of transportation. At the request of Council, Mr. Wilson is currently preparing a second report on the O.T.C. There are hints that he will reiterate his long-term car replacement policy, and suggest a fare of ten cents flat within two miles of Confederation Square. In a city like Ottawa where there is much short haul riding, further flat fare increases seem unlikely to bring much additional revenue.

The future development of the system will be influenced by the Greber master plan for the National Capital area, which was released late in 1949. As expected, it called for the gradual elimination of tracks and overhead wires in favour of buses. In the broad sweep of its noble vision, the Greber plan is generally admitted to have gone astray in some of its details. Any informed person reading its sections on public transportation will realize their superficiality. Progressive realization of the plans for the decentralization of government departments will make it more difficult to provide good service at reasonable fares. Action does not seem imminent on proposals for new express highways. The effect of these plans on the O.T.C. is hard to assess.

In conclusion, it is of interest to review the status of the present car lines. Hull (H) and Bank (B) are the strongest of the routes, although there is some political pressure from Hull for buses on H. The long Britannia (A) line with much private right-of-way at its outer end suffers from much street running. Summer excursion business to Britannia Beach remains good. The R route is the most vulnerable route of all, and the highly uneconomic Rockcliffe end will almost certainly be cut back to the Rideau River when the bridges at that point are rebuilt. Despite these dismal omens, work is still being done on the 650 series cars, surely the next to be retired. The street car tradition of Ottawa is perhaps the best hope for the future.

U.S. LINES IN CANADA - NOTES

- Effective January 7, 1952, the Delaware and Hudson slow night passenger trains 7 and 8 ceased operation over the Napierville Junction Railway between Rouses Point and Montreal. They now operate south of Rouse's Point only. Local service on the Napierville Junction is now provided by trains 9 and 10 ("The Montreal Limited") which formerly made no stops between Rouse's Point and Montreal West. Steam power is still used on the Montreal Limited, but during the winter diesels haul "The Laurentian" (the day train).
- Last year the Board of Transport Commissioners gave the New York Central Railroad permission to abandon passenger service between Helena and Ottawa during the summer months only. Service is still provided for the period November 1 - April 30. Steam power was still used last fall, although complete dieselization of the Adirondack and St. Lawrence Divisions is impending.
- The Chesapeake and Ohio Railway has 24 diesels in service on the Canadian Division, all of G.M.D. manufacture, as follows:

- Nineteen GP-7 1500 H.P. road-switchers, nos. 5720-5738
- Five 1200 H.P. switchers, nos. 5240-5244.

T.H. & B. RY. - NOTES ON OPERATION OF TORONTO-BUFFALO THROUGH PASSENGER SERVICE WITH C.P.R. AND N.Y.C.

Trains--There are four through trains in each direction daily:
 Toronto to Buffalo: 831-372, 741-374, 801-380 and 821-382.
 Buffalo to Toronto: 371-712, 377-772, 379-792 and 383-832.

Trackage--Between Toronto and Hamilton, trains operate over CNR tracks (Bathurst St., Toronto to Bayview Junction, Hamilton); the CPR has running rights over this line, approximately 39.3 miles. Between Hamilton and Welland, trains run over T.H. & B. trackage, approximately 37.8 miles. Between Welland and Buffalo, trains run over New York Central trackage, approximately 25.3 miles.

Motive Power--The four locomotives per day which are required to handle these trains are obtained from a pool of CPR, TH&B and NYC locomotives. All locomotives must be equipped with automatic train control (for NYC operation and must be "international" engines (so classified as to operate across the border).

Approximately six CFR Pacific type locomotives are assigned for this work, three TH&B locomotives (Pacific 15 and ex-NYC Hudsons 501 and 502), and any number of the available 5200 and 5300 series NYC Hudsons at Buffalo.

All locomotives work through from Toronto to Buffalo or vice versa without change. Each company in the pool is responsible for a certain percentage of the total locomotive mileage in this service. The percentage is based on the route miles of track owned by each of the three companies involved in the operation of these trains. The CPR motive power must handle 39.06% of the locomotive mileage, that of the TH&B, 36.46%, and that of the NYC 24.48%.

Records are kept of the mileages of each locomotive used in this service and the scheduling of motive power is handled to follow this percentage plan. In practice, the percentage is never attained for any period; one company may obtain a "credit" or "debit" on mileage for a given month, and this governs motive power allocation for the next month, when a balance is attempted.

In normal practice, CPR engines handle trains 372 and 383. NYC engines handle trains 379 and 382, while either TH&B or CPR engines are used on trains 374, 380, 371 and 377.

Passenger Equipment--Cars of all three railroads (and those of the Pullman Company) are assigned to all eight trains and work through Toronto to Buffalo. Each train may consist of any combination of cars from the three railroads. Car records are kept and are regulated in a fashion similar to that for the locomotives.

Train Crews--Between Buffalo and Hamilton, (over NYC and TH&B trackage) trains are handled by either NYC or TH&B crews. Between Hamilton and Toronto, only CPR crews handle the trains. Thus a passenger may be riding in an NYC coach, pulled by a TH&B locomotive on CNR tracks, and have a CPR conductor take his ticket.

THE PRESERVATION OF N.S. & T. 135

by Ross G. Snetsinger

(Editor's Note: A fact not known by a majority of UCRS members is that Ross G. Snetsinger, an associate member of London, Ontario, has preserved the body of Niagara, St. Catharines and Toronto Railway car 135 on a farm near London).

While I was attending high school, I first travelled to St. Catharines to ride and inspect the city and interurban cars of the N.S. & T. I fell in love with the 130 series cars as soon as I saw them.

I first approached Mr. J.R. Empringham, Superintendent of the Railway on November 23, 1948 concerning the possibility of purchasing one of

these cars. I had been advised earlier that they were soon to be scrapped. Mr. Empringham kindly kept me informed of the status of the cars, and later Mr. Victor Snell, Assistant Superintendent, suggested that I select the car I wanted of the three then to be dismantled, nos. 131, 132 and 135. From the first, 135 was the car I wanted largely because it still possessed its original layout and varnish finish. I began negotiations with the parent C.N.R., and found the situation most discouraging. But with Mr. Empringham's support, and that of Mr. Arnold Dean, District CNR storekeeper in London, I succeeded in saving 135 from the torch.

The car was loaded on a flat car at St. Catharines, and with sheets of galvanized iron protecting its stained glass windows (which could be removed), it embarked on its trip to the London reclamation yard. Here, much of the steelwork was removed, and the car was lifted from its trucks by two yard cranes and placed carefully on the ground. The CNR nailed strips of metal sheeting over the clerestory windows to protect them. However, I noted to my dismay that all but three of the regular inner stained glass windows had been stolen and many of the outer ones had been damaged despite railway precautions. The double windows in the roof happily remain intact. The rest of the plate glass windows were crated and shipped by freight. Several were missing, and this is indicated to-day by sheets of painted masonite fitted in the window spaces.

The car body was loaded on a huge house mover's rig after it passed into our hands on June 14th, 1949, and moved to the fruit farm of Mr. G.S. Cornell. I replaced the broken sections of stained glass with coloured cathedral glass, which does not match but keeps the rain out. I managed to purchase enough seat cushions from three N.S. & T. Cincinnati lightweights to replace those stolen from 135 before it reached London. I did extensive canvas patching on the roof and have replaced some wood sheathing that had deteriorated. I have painted the exterior twice and plan to paint it again this coming summer. Except for repairs to the exterior, the car body has not been altered. At the present time, with the patches, dabs of paint and dark split varnish inside, the car has a somewhat decrepit appearance. Nevertheless, I truly love the old car and enjoy puttering around it. I do all repair work myself, and would have it no other way. I have painted over the name "Canadian National Railways", but the six numbers "135" have been painted around and varnished over.

Despite deterioration, no. 135 is still a beauty with its shiny black clerestory roof, deep red sides, gracious arched windows, stained glass, green ceiling with goldleaf trim, and mahogany stained panelling. From the black leatherette seats one can still look out the windows and imagine a passing panorama of streets and bright pastures.

Correction: C.N.R. 1224 was erroneously reported as scrapped in the last issue; the locomotive scrapped with 1227 on November 28th, 1951 was 1244.

PROGRAM FOR APRIL MEETING: A TRIP TO MEXICO: - MEMBER JAMES ROACH WILL SHOW HIS COLOUR SLIDES OF THE RAILROAD AND STREET RAILWAY EQUIPMENT HE FOUND IN THE LAND SOUTH OF TWO BORDERS.