

# Upper Canada Railway Society

## NEWSLETTER

STUART I. WESTLAND,  
EDITOR  
4 BINGHAM AVENUE  
TORONTO

June 1952

Number 77

The Society has decided to hold informal excursion-meetings for the three coming summer months. The first of these will be held on Friday, June 20th, and will consist of a tour of the Canadian Pacific Railway's West Toronto shop (at Dods and West Toronto Streets, south of St. Clair Avenue). Members will meet at this location at 7:30 P.M. on the date mentioned. Members are cautioned, however, not to park their cars on narrow West Toronto Street. After the shop tour, the evening will be rounded out with a period of train observation in the nearby vicinity.

The July meeting will be featured by an automobile excursion to Bayview Junction near Hamilton, perhaps the most interesting spot in Ontario to observe train operation. In order that several early evening movements may be seen, the cars will be starting early from downtown Toronto, with a group leaving at 6:00 P.M. and another at 7:00 P.M. All members who are interested in this excursion-meeting are urged to contact Mr. Jack Bost, Program Committee Chairman, by phone or mail for the purpose of informing him whether they intend to leave with 6:00 P.M. group or the one at 7:00 P.M. This is very important, and is required for the purpose of distributing automobile accommodation according to the number of members leaving at each time.

All three of the summer excursion-meetings will be held on the third Friday, the regular meeting date. All members who are in town on these dates will attend, it is hoped, to make these activities a success numerically.

### TORONTO'S "RAILFAN WEEKEND"

Although not officially designated as such, the railfan activities of May 16th to 18th made this quite a successful "railfan Weekend" in Toronto. The spark for this weekend was provided by the fact that the Niagara Frontier Region of the National Model Railroad Association held a regional meeting here over the three days, and planned as part of their activities a street car excursion on the T.T.C. on the afternoon of May 17th. The Upper Canada Railway Society was approached regarding the undertaking of the arrangements for this, and the Society gladly co-operated. Four cars were chartered, train 2508-2269, M.U. P.C.C. 4496 and Brill 2666, and loaded with about 150 model railroaders and railfans they made the promised belt tour of the city with a visit to Hillcrest shops. U.C.R.S. members announced points of interest, distributed T.T.C. publicity material and sold U.C.R.S. bulletins.

On the morning of May 18th, about 15 members of the U.C.R.S. had a most enjoyable photographic excursion in Brill car 2666, travelled directly from Long Branch to the Birchmount loop (the extremities of the system, about 16 miles apart) and stopped for photos at several appropriate points. The Brill series was well recorded for posterity on this occasion.

The U.C.R.S. May meeting started the weekend, of course, on the Friday evening. Two very interesting films produced by General Motors

were projected at the meeting through the courtesy of members James Beveridge and Fred Sankoff. The audience also had a chance to match wits on a 100 question quiz on railroad subjects.

Finally, open house at the model clubs on Saturday evening and Sunday afternoon rounded out an enjoyable weekend.

### PASSENGER TRAIN SERVICE COMPARISON 1951-1952

By W.T. Sharp

The new timetables effective April 27, 1952 show a number of interesting changes in passenger service. Although there are a few improvements in facilities, the general tendency is toward elimination of little-used locals. In the following lists are summarized the changes in the public timetables for the summer of 1952 as compared with that of 1951, minor changes in timing being left out. (x) denotes changes which became effective with the September 1951 timetable. The territory covered includes only the Eastern Region of the C.P.R. and that portion of the Central Region of the C.N.R. lying generally west of Montreal.

#### CANADIAN NATIONAL RY.

##### Toronto-Algonquin Park:

Trains 55-140 and 139-56 named "The Algonquin", but operate twice weekly only (Friday and Saturday northbound, Saturday and Monday southbound, instead of daily except Sunday). Sunday only trains 143 and 144 between Scotia and Algonquin Park are cancelled outright. In partial replacement, mixed trains 263 and 264 will operate three times weekly (instead of twice weekly) during the season between Barry Sound and Algonquin Park.

##### Toronto-Hamilton:

(x) Trains 74 and 85 cancelled on Saturdays (see Newsletter 68).

##### Toronto-London:

(x) Thirty minutes added to the running time of train 10 London to Toronto via Stratford.

Trains 620, 621, 600 and 601 are no longer listed as motors.

##### Hamilton-Niagara Falls:

Train 84 no longer carries passengers. 86, 95, 102, 107, 186 now originate or terminate at Niagara Falls, Ont., instead of Suspension Bridge, N.Y., leaving 90 and 93 ("The Maple Leaf") as the only passenger trains to cross the C.N.R. bridge over the Niagara River.

##### Durand-Greenville (GTW):

Mixed trains now operate daily except Sunday in each direction instead of thrice weekly.

##### Peterborough-Fort Hope:

Passenger service abandoned (see Newsletter 65)

##### Montreal-Ottawa:

A new daily except Sunday train, no. 103, has been added as a relief to number 1 between Montreal and Ottawa. It is understood that 103 operates west of Ottawa for express traffic only.

##### Montreal-Granby-Waterloo (see Newsletter 72)

##### Montreal-Rouse's Point:

The Rutland day passenger train now operates south of Burlington only. Accordingly C.N.R. trains 64 and 65 run daily except Sunday

Montreal to Cantic instead of daily Montreal to Rouse's Point, and there are no through connections.

Montreal-Rawdon:

Friday only passenger train 208 Montreal to Rawdon cancelled, mixed train 202 now operates on Fridays in substitution.

Montreal-Lac Remi:

Seasonal trains 97 (Saturdays only) and 90 (Mondays only) cancelled.

Montreal Suburban service:

With the growth of the five-day week, the following trains are cancelled on Saturdays:

Montreal-Vaudreuil - 236, 249, 251, 256, 257, 272

Montreal-Cartierville - 313, 314

Montreal-Montreal Nord - 162, 163

In addition, one late-evening daily except Sunday round trip between Montreal and Montreal Nord (trains 176 and 177) is cancelled outright.

NIAGARA, ST. CATHARINES & TORONTO RY.

Late evening trip Thorold to Port Colborne and return in early morning cancelled.

CANADIAN PACIFIC RY.

Toronto-Winnipeg:

Train 5 is now shown daily except Sunday between Toronto and Sudbury only (last season it ran to Winnipeg), and train 6 is removed completely from the public timetable. It is understood that 5 runs west of Sudbury for express only.

Toronto-London:

Five to 10 minutes have been added to the running times of the "flyers" 629, 630, 631.

London-Windsor:

Train 634 (daily except Sunday) is now shown in the public timetable between Walkerville and London.

Toronto-Peterborough:

Local leaves Toronto at 5:40 P.M. on Saturdays instead of at 1:00 P.M.

Smith's Falls-Trenton:

Mixed trains 85 and 86 cancelled. There is now no local passenger service.

Montreal-Glen Tay:

Trains 29 and 30 no longer operate west of Smith's Falls.

De Beaujeu-Cornwall:

Now freight only (mixed trains 592 and 593 are out of the public timetable).

Ottawa-Waltham:

On Saturdays the local leaves Ottawa at 1:30 P.M. instead of at 3:35 P.M. as on weekdays.

Chalk River-Ottawa:

The noon train 558 operates on Sundays in place of the morning train 556.

Montreal-Newport:

Locals 213 and 214 cancelled between Sutton and Newport.

**Montreal;**

All trains previously using Place Viger Station now use Windsor Station. Place Viger was closed on June 1, 1951, but for a time there after certain trains terminated at Park Avenue.

**Montreal-St. Liu:**

Sunday trains 471 and 472 cancelled.

**Montreal-Ste. Agathe-Labelle:**

Sunday train 453 to Labelle replaced by 461 to Ste. Agathe only. Trains 447 (Saturday only) and 458 (Sunday only) between Montreal and Labelle cancelled. Late night train 463 (Fridays and Saturdays only) Montreal to Ste. Agathe is cancelled completely and the corresponding morning train 464 (daily except Sunday) runs only from Ste. Therese to Montreal instead of Ste. Agathe to Montreal.

**Montreal-Montreal West:**

New evening rush shuttle train Monday to Friday from Montreal to Montreal West and return, (575-576).

**Fredericton Junction-Fredericton:**

New Sunday round trip between Fredericton and Fredericton Junction (trains 107-110) (see Newsletter 71) cancelled after May 25th.

**LONDON & PORT STANLEY RY.**

Substantial curtailment of rail service.

1951: Seventeen round trips on weekdays London to Port Stanley (15 on Sundays) with an extra round trip London to St. Thomas on weekdays.

1952: Ten round trips on weekdays London to Port Stanley (seven on Sundays) with additional weekend service during summer season.

**ALGOMA CENTRAL & HUDSON BAY RY.**

The passenger train now runs daily except Sunday between Hearst and Sault Ste. Marie. Last year it ran thrice weekly south of Hawk Junction.

None of these changes seems to indicate any real desire to improve passenger travel facilities. However, in the west the Canadian Pacific has shown real imagination in a major overhaul of the Kettle Valley passenger service. The through train now runs between Vancouver and Penticton over Coquihalla Pass by daylight for the first time, and convenient connections are made with "The Dominion" at Medicine Hat. Additional overnight service is provided between Vancouver and Penticton and between Nelson and Calgary.

### C.N.R. ORDERS DIESELS FOR SHERRIDON-LYNN LAKE EXTENSION

The four 1200 H.P. road-switchers on order from Canadian Locomotive Company (reported in the last issue) are to be assigned to ore train service on the new Sherridon to Lynn Lake line in Northern Manitoba. This extension will serve the nickel, cobalt and copper deposits at Lynn Lake, 147 rail miles north of Sherridon.

The new locomotives are scheduled for delivery in August and will be put into service immediately on construction trains. Special features will make the locomotives particularly adaptable to conditions in this territory: they will be equipped with specially designed heaters to keep fuel oil from freezing, and to heat the cabs and water

circulating systems. As the locomotives will refuel from barrels along the right-of-way, they will also be fitted with fuel filling pumps.

#### BUS SUBSTITUTION PROPOSAL IN P.E.I.

The Canadian National Railways contemplates replacing all passenger train service in Prince Edward Island with bus service except on the Charlottetown-Borden Ferry service. (However, sufficient equipment would have to be maintained on the island to give service on all lines when winter storms prohibit bus operation). The provincial government plans to oppose the proposal actively, and a committee of the provincial legislature will conduct hearings on the matter during June.

#### M.T.C. ABANDONS STUB CAR LINE

Friday, May 9th was the final day of operation of the Lachine Extension line of the Montreal Transportation Commission. This was a short one or single track extension of the through semi-rapid transit Lachine route which operates between Place d'Armes and the western suburb. The Lachine Extension until recently was open track in the middle of a street allowance; however, during 1951, this street was paved and opened and the grading brought several inches above the level of the car track. In order to complete the paving job, the track had to be removed, and the trench in which the cars ran latterly filled in. For many years the Lachine Extension was operated with a 200 series Birney, but more recently a one man D.E. D.T. car was used.

#### T.T.C. QUEEN STREET SUBWAY PROPOSAL

On May 12th, Chairman W.C. Mc Brien of the Toronto Transportation Commission made a public statement to the effect that a second subway project is urgently needed in Toronto for downtown traffic relief. The proposal is for a comparatively short length of street car subway beneath Queen Street, with portals to connect with surface track in the vicinity of Simcoe Street and Sherbourne Street. There would be three stations on this route, and use would be made of the partially completed facilities for a Queen subway at Yonge Street, which have been constructed as part of the Yonge subway project. The street car subway at this point would dip under the north-south third-rail subway.

The Queen, Kingston Rd. and Bathurst routes would use this new facility, and the combination of the three routes would feed approximately 120 cars per hour through the tunnel, about the same number as use the Market St. surface car subway in Philadelphia. The Bathurst route would turn east on Queen Street from Bathurst, and travel through the subway to a new surface loop which could be located in the vicinity of Queen and Sherbourne Streets. The Kingston Rd. route would continue to utilize the present loop on McCaul Street. All street cars would be removed from Adelaide and Richmond Streets which could then be developed as major traffic arteries, and which in turn would take traffic away from the adjacent King and Queen Streets and improve street car operation there.

The T.T.C., however, is not willing to undertake this project alone; its justifiable contention is that, since major benefits would accrue to the city as a whole by reason of improved traffic conditions, the city should be willing to finance the major portion of the construction.

## HISTORIC TORONTO LANDMARK DESTROYED

At about 6:15 A.M. on Saturday, May 17th, a fire broke out in the Toronto Wholesale Fruit Market, and within a matter of minutes the venerable structure was doomed. This building was originally the passenger station of the Great Western Railway of Canada, and was in use when this railway ran its own trains into Toronto prior to amalgamation with the Grand Trunk in 1882.

The Great Western system extended from Niagara Falls and Toronto through Hamilton and London to Sarnia and Windsor. It constructed a direct route from Fort Erie to connect with the London-Windsor line at Glencoe. This route was known as the "Air Line" and was specifically designed to compete with the Canada Southern Railway in the "bridge" haul between Buffalo and Detroit. For many years the Great Western and the Grand Trunk were arch-rivals in South-Western Ontario, but the larger G.T.R. eventually won the struggle and completely absorbed its competitor.

Perhaps the last tangible momento of the Great Western was its old Toronto passenger station, which had managed to survive the great Toronto fire of 1904 (just west of its site), the viaduct project of the 1920's (which nearly resulted in its demolition), and all other plans and suggestions for its removal. Located at the north-east corner of Yonge St. and the Esplanade, the former station provided a curious link with the past; when observing its distinctive architecture, one could with no effort imagine diamond stacked 4-4-0's passing through the great arched train shed.

For many years past, the station had been used as a fruit market, and the ends of the train shed were walled in; however, the site is still owned by the Canadian National Railways. The building was almost totally destroyed in the fire. The great arched roof of the train shed disappeared entirely, and the only section remaining undamaged was a portion at the north-west corner which had been part of the station waiting room. Clean-up operations are now in progress, and the site will probably be levelled for a parking lot.

## TRANSIT MISCELLANY

- The Montreal Transportation Commission has set June 22 as the conversion day for the Frontenac-Iberville and the east end of the St. Catherine Street car lines. Boulevard St. Laurent will follow next, probably in September.

- Consulting Engineer N.D. Wilson has presented his second report on the Ottawa transit picture, and recommends that there be no further street car abandonments for several years, for financial reasons. The City of Hull continues to protest vigorously, however, about the congestion caused by the H line loop in Hull and wants bus substitution on this route.

President Bailey wishes to register his thanks to those members who supported the excursions of May 17th and 18th.