

Upper Canada Railway Society

BOX 122, TERMINAL "A"
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NEWSLETTER

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NOVEMBER MEETING TO COMMENCE AT 7:00 P.M. - - Entertainment at the November meeting of the Society will consist of two parts, one to be held before the 8:30 business meeting and one afterwards. The first portion will consist of an inspection visit to the C.P.R.'s John Street roundhouse. Members will convene at the central clock in the main (upper) concourse of the Union Station at 7:00 P.M., and from there will proceed to the roundhouse. After the roundhouse tour, the party will return to the Union Station and room 486 at 8:30 P.M. for the business meeting in the normal fashion. Following the meeting, and to round out an interesting evening, the Society will be treated to an authoritative address on the proposed interurban electric railway network of the Hydro-Electric Power Commission of Ontario throughout the southern portion of the province. Of the spiderweb of projected lines, only the London and Port Stanley came to fruition, as the electrification of a former steam road.

This meeting will take place on Friday, November 21st.

INCORPORATION COMPLETED

Since the last issue of this publication was mailed, the old Upper Canada Railway Society ceased to exist and a new incorporated Upper Canada Railway Society has taken its place. The planning and procedure toward this final step which occurred at the October 17th meeting, had been in progress for many months past. The Society's former president, Mr. John W. Griffin, with generous assistance from Mr. David Menzel, Barrister-at-law, was the guiding spirit behind the incorporation, and the Society certainly owes him a debt of gratitude for the hours of work that went into framing the By-laws and Regulations.

The Society now is a corporate body in law, and as such can own and inherit property; liability is limited to the assets of the Society, and no individual within the organization is liable for any indebtedness incurred by the Society.

Members are reminded that dues for 1953 are payable on or before December 31st, 1952. No extension of membership will be granted beyond this date, contrary to practice in former years, and the mailing of publications will not continue to delinquents in the new year. Several members have, unfortunately, taken advantage of this in the past.

FIRST CLEVELAND CARS ARRIVE; FURTHER DETAILS

The Cleveland Transit System shipped the first two of its 75 P.C.C. cars for Toronto on October 14th, followed by a third on October 15th. These cars were C.T.S. 4232, 4251 and 4268 (one Pullman and two St. Louis cars); they arrived at Hillcrest shops on Monday, October 27th, and car 4232, the first Pullman-Standard P.C.C. that Toronto has seen, was unloaded that afternoon and pushed into the shop building over special track segments laid to standard gauge. (The ex-Cincinnati cars received

two years ago were moved on similar portable trackage of the Cincinnati gauge of 5'-2 $\frac{1}{2}$ ".

The body condition of the three cars appeared to be very good, except for the window sash on the Pullman car which is badly tarnished. Several interesting differences were noted between the two St. Louis cars, even though they are of the same series. The cars were shipped to Toronto with roller linens in place displaying such things as "East 55th" and "Clark-West 65th".

Since announcement of the purchase in the October issue, dates of shipment of the cars have been clarified, and are rather different from original plans. Except for car 4232 already received, the 25 St. Louis built (ex Louisville) cars will be received in Toronto first, to be followed by the 48 Birmingham cars, with the 49 other Cleveland-Pullman cars to come last. C.T.S. is able to give up only 26 of the cars in the near future, and the other 49 must be retained in service in Cleveland until substitution arrangements are completed.

Birmingham Transit Co., on the other hand, has been able to provide for trolley coach substitution sooner than had been previously expected and wishes to have its cars on the way to Toronto by the end of the year.

A tentative schedule for the completion of rehabilitation of the 123 cars in Toronto follows:

| | <u>FIRST CAR</u> | <u>LAST CAR</u> |
|--|--------------------|------------------------|
| 1. Cleveland-St. Louis cars plus car 4232 | Mid-November 1952 | Mid-January 1953 |
| 2. Birmingham cars | Mid-January 1953 | End of May 1953 |
| 3. Cleveland-Pullman cars | First of June 1953 | End of October 1953 |

Deliveries of the cars will match the output of the shop, as only a limited number of cars can be stored around the Hillcrest property awaiting admission. As the 123 P.C.C.'s gradually enter service, trailers and Brill Peter Witts will be withdrawn and scrapped. Some time in the latter half of 1953, disposal of Canadian Car-built Peter Witts will follow, although 50 of these are to be held for emergency use after subway operation begins.

Two Peter Witts have probably carried their last passengers already; these are cars 2934 and 2968 which were badly damaged in collisions early this year, and have been recommended for scrapping.

It has been decided that the proposed six hour excursion of the Society will use C.T.S. car 4232 when it has been made ready for T.T.C. service. This car was chosen because it will be the first Pullman P.C.C. to roll on Toronto rails, and because it will be in an intermediate non-M.U. stage. (It has been decided to leave converting the Cleveland cars for multiple unit operation until a later date). This excursion will probably have to be arranged at short notice, depending upon the date of availability of the car. Ontario members of the Society will be notified by a special mailing of the details when these are finalized.

CONSTRUCTION PROGRESS ON QUEBEC, NORTH SHORE AND LABRADOR

As of midsummer 1952, the Quebec, North Shore and Labrador Railway contractors had cleared half of the 360 miles of right-of-way between Seven Islands and Burnt Creek. Grading was one third complete, and track had been laid from Seven Islands to Mile 41. It is expected that 160 miles of track will have been laid by the end of 1952.

Tracklaying has been speeded up recently with the adoption of a new technique - that of employing prefabricated track panels. Lengths of rail are spiked to ties to form a complete panel, then are moved ahead on special take-apart flat cars to the end of steel. Upon being dropped into place, the panel is bolted to that one previously laid. As a flat car is relieved of all of its panels, it is taken apart and the components placed at the side of the right-of-way; then a new carload is pushed up to rail's end. The components of the flat cars are re-assembled for the next day's loads. This method of track laying is permitting up to two miles a day to be placed.

The most difficult piece of construction of the railway has been the stretch of shelf cut between Miles 12 and 16 in the Moisie River gorge. Here, four miles of right-of-way have been hewn out of solid rock.

The second-hand rolling stock of the railway, much of which was obtained through Andrew Merrilees Limited, and which was stored in Montreal, was recently shipped to Seven Islands.

PASSENGER TIMETABLE CHANGES - SEPT. 28, 1952

by W.T. Sharp

Despite changes in colour or design of the covers, the new local railway public timetables show few train service changes of any significance apart from the usual seasonal adjustments.

C.N.R. - Montreal-Ottawa train 103, added last April, no longer appears in the timetable. Summer season pool trains between Montreal and Toronto ran until October 13th this year. Between Montreal and St. Eustache a new early morning daily except Sunday round trip has been added (trains 345 and 346; 346 previously operated for the summer only).

All service between Brockville and Westport has been suspended (see Newsletter 80).

Presumably consequent upon completion of work at Mimico, five minutes has been cut from the time of nine trains entering Toronto via the Oakville subdivision, thus reverting to 1950 times. In particular, train 82 (now named "The Forest City" with 75 westbound) is again allowed only 125 minutes for the 115 miles to London. The C.P.R. eased its competitive schedule of 125 minutes for train 630 last April. On the other hand, 10 minutes has been added to the schedules of Toronto-Belleville locals 10, 93 and 94.

Between Toronto and Capreol, trains 51 and 52 now run all winter instead of until January 2nd only.

On the Grand Trunk Western, trains 34 and 35 between Detroit and Port Huron are no longer shown as motor trains, and mixed trains 41 and 42 revert to thrice weekly operation.

C.P.R. - Several of the faster trains out of Montreal have been slowed by five or 10 minutes. Train 7 consumes an extra half hour between Montreal and Sudbury (most of this is recovered by Vancouver) and train 22 an extra 20 minutes between Toronto and Montreal. On the other

hand, one hour has been cut from the schedules of the slow overnight trains 357 and 358 between Toronto and Quebec, and the "Red Wing" between Montreal and Boston has also been accelerated (by 25 minutes northbound and 10 minutes southbound). Local 213 leaves Sutton $2\frac{1}{4}$ hours later than last year (when it ran from Newport) but reaches Montreal only $1\frac{3}{4}$ hours later.

Between Ottawa and Montreal train 10 (from Sudbury) now makes local stops on substantially the old schedule of train 502, while train 502 (which originates at Ottawa) runs express on the old schedule of 10. This means that the heavy Ottawa-Montreal traffic need not be inconvenienced when transcontinental trains are late: through passengers on 10 are rare, and can use train 8.

Train 5 is now completely eliminated from the public timetable. In substitution, train 7 now runs daily instead of daily except Sunday between Toronto and Sudbury.

Between Fredericton Jct. and Fredericton, Sunday-only trains 107 and 110 have been restored from November 2, 1952 to March 29, 1953 (see Newsletter 71 and 77).

MONTREAL TRANSPORTATION COMMISSION NEWS

Route 55 (St. Laurent) of the Montreal Transportation Commission saw its last street car in the early hours of the morning on Sunday, October 26th. Car 1811 was the last to cover the rails, and on its final run was forced to detour via St. Denis between Craig and Rachel because tracks on St. Laurent had already been made impassable. Thus ended rail service on this street, which had enjoyed continuous car service since 1864. Sixty-odd large capacity Brill and Mack buses took over later on October 26th.

Two other tram routes also operated on Boulevard St. Laurent: #52 (Mount Royal-Atwater) and #9 (Rachel-Windsor). #9 has become a stub operation on Rachel only, while #52 has been eliminated, but compensating additional service is being operated on the #7 (Mount Royal)(proper) route.

More cars are scheduled since the change-over on the paralleling Bleury, Van Horne and Park Avenue-Atwater car routes which operate on nearby Park Avenue. Railfans can probably read between the lines in this statement.

LOCOMOTIVE AND OTHER MISCELLANY

Canadian National Railways' historical 4-4-0 type no. 40 added another celebration to its growing list recently. With G.M.D. "A" and "B" units 9044 and 9045, it visited Massena, New York to participate in the 150th anniversary of this town.

Toronto, Hamilton and Buffalo Railway Pacific 16 was scrapped by the Steel Company of Canada during August. Napierville Junction Railway 914 (2-3-0) which was held as a spare unit after diesel road-switchers took over service in February, 1950, was scrapped by the Steel Company during September.

Grand River Railway service cars 26 and 28 (former wood passenger interurbans 826 and 828) are out of service, presumably awaiting scrap. During September, locomotives 234 and 333 exchanged motors, and the same is being done with locomotives 232 and 335. This will give the 330 series locomotives the higher horsepower motors. All wooden cars on the G.R.R.-L.E.& N. system are now out of service except express cars 795 and 797.

The Grand River Railway has completed a new freight yard near Victoria Avenue in Kitchener. The present freight shed will henceforth be used for freight and express.

Delivery is continuing on the latest series of General Motors road locomotives for the C.N.R. These locomotives are numbered 9064-9142 (even numbers only, as all are "A" units), and are classified V-1-A-d, with a haulage rating of 40%. Those numbered between 9064 and 9106 are being assigned to the Western Region.

The C.N.R. has received the four special road-switchers for use on the Lynn Lake line in Northern Manitoba. These were constructed by Canadian Locomotive Company, and are numbered 7618-7621.

C.N.R. locomotives 3399 and 5100 were scrapped on August 1st. These two met head-on in a collision at Severn Bridge, Ontario.

C.N.R. 0-6-0 7439 has been retired at Windsor. Ten-wheeler 1338 is out of service at Richmond, P.Q.

Four 6300 series 4-8-4's in use on the C.N.R. in recent years were recently returned to the subsidiary Grand Trunk Western, on which road they originated. The St. Clair Tunnel between Sarnia and Fort Huron was recently enlarged, and this enabled the locomotives to return via this route. The engines came to the C.N.R. by the way of the Wabash car ferry across the Detroit River.

The C.N.R. has purchased the 11 miles of track of the Vancouver Harbour Board Railway, which includes track across the Second Narrows Bridge (over Burrard Inlet) and three miles of industrial trackage serving the dockside area of North Vancouver.

The C.N.R. is currently building a diesel locomotive repair shop at Fort Erie, Ontario; the railway is also installing 106 miles of Centralized Traffic Control between Atikokan and Conmee, Ontario (west of Fort William) to expedite the movement of ore traffic in the vicinity.

With the installation of an oil pipe line in the Don Valley during September, C.N.R. train 49 (The Northland) was rerouted via C.P.R. trackage between Don Station and Donlands, Ont., on three consecutive Sundays. On September 14th, C.N.R. 4-8-2 6032 was handling the train, but was assisted up the grade by C.P.R. 2-8-0 3725.

A SPECTACULAR RUNAWAY - On the night of September 29th, two freight cars in a siding at Aurora rolled on to the main line of the C.N.R., and started northward, gaining speed on the downgrade. The speed of the cars as they passed through Newmarket was estimated at 50 m.p.h. The cars continued through Holland Landing and on to Bradford, where the gradual upgrade out of the Holland Marsh slowed them. A train crew at Bradford managed to bring the cars to a halt. Fortunately, the two cars made their unscheduled 12-mile trip without accident or damage.

The heaviest shipment ever made on a single freight car in Canada was a 167-ton stator core which was shipped on a 16-wheel C.N.R. flat car from Sorel, Quebec to Toronto on September 18th.

The Algoma Central and Hudson Bay Railway is planning to use two way cab-to-caboose radio communication on freight trains. "Walkie-talkie" sets will also be purchased which will allow (e.g.) conversations between a flagman protecting the rear of the train and other members of the crew on the train.

T.T.C. SUBWAY CONSTRUCTION CONTRACT SUMMARY

Many references have been made to the various individual construction contracts on the Toronto subway, and the work in connection therewith. There follows now a table recapitulating the major facts of each contract.

| <u>Contractor</u> | <u>Section</u> | <u>Value of Contract</u> | <u>Started</u> | <u>Finished</u> |
|--------------------------------------|--|--------------------------|----------------|------------------------|
| Pitts, Johnson, Drake & Perini | S-1, S-2, S-2A (all subway, Union Sta. to Alexander St.) | \$10m. | Sept. 1949 | Oct. 1952 |
| | S-6 (open cut & subway, Imperial St. to Eglinton | \$3,200,000 | Jan. 1952 | Oct. 1953 [*] |
| Rayner Construction Ltd. | S-3, S-4, S-5 (Alexander to Mount Pleasant Cemetery. S-3 & S-5 subway, S-4 mostly open cut. | \$7m. | June 1950 | Oct. 1952 |
| Mennix-Mc Namara Construction Co. | S-5A (open cut, includes storage yard & shops: cemetery to Imperial St. | \$3m. | Jan. 1951 | Oct. 1953 [*] |
| Foundation Co. of Canada Ltd. | 11 of 12 sta- tions (12th on S-6) | \$4m. | Nov. 1951 | Dec. 1953 [*] |

* - Expected

The Quebec, North Shore and Labrador Railway recently purchased C.N.R. ten-wheeler 1113, which is being converted to burn oil. This is the first steam locomotive purchased by the new road.

TORONTO STILL HAS HORSE CAR RAILS

A section of track over which horse cars once rolled is still to be seen in Toronto streets. This is the disconnected remnant of trackage on Scollard Street just west of Yonge, which was laid in 1891, one year before the first electric cars entered operation in Toronto.

At this time, this piece of track formed the lead to the Yorkville car barn on the south side of Scollard, west of Yonge. This track had a switch^{*} located near its present west end which led into an ancient corrugated iron wing of the carhouse, while the main track continued further west on the street to curve into a newer brick portion of the building constructed in 1892 for the use of electric cars.

This track continued as a carhouse lead until 1922, when Eglinton carhouse replaced the old Yorkville structure. When the carhouse trackage was torn up, a portion of the lead was left to serve as a wye for the Yonge line, although it saw little use. The switches on Yonge Street were removed on July 15th, 1948, and the overhead shortly afterwards.

* - See T.T.C. "Wheels of Progress" booklet, P. 18.