

Upper Canada Railway Society

Number 220 May 1964



newsletter

25 c per copy



The Yonge Subway

ITS 10th ANNIVERSARY



by S. I. Westland

As the day operations of the T.T.C. commenced during the early hours of March 30, 1954, a casual visitor to the city would never have expected how profoundly different would be the pattern of operations by the time that day's operations were concluding some 18 hours later. Although some preliminary routing changes had been made in North Toronto earlier in the month (including the cutback of the YONGE carline from Glen Echo Loop to Eglinton Traffic Office early on March 7th), transit services in the downtown area on the morning of March 30th were as they had been for a long period of time.

A stir of excitement was in the air, however, and was pervasive of the general populace in addition to T.T.C. personnel and Toronto's railway enthusiasts, as the long awaited day of opening of the Yonge Street Subway had finally arrived. The 4.6 mile line, first seriously proposed by the T.T.C. early in 1945, the subject of a civic referendum on January 1, 1946, and on which construction had commenced on September 8, 1949, was finally ready for public use. All had been in physical readiness for some weeks past while final testing of equipment and training of operating and supervisory personnel was in progress. The March 30th opening date had been selected in lieu of the beginning of the year 1954 some time previously, owing to delays in certain phases of construction.

A platform was set up on the north side of Chaplin Crescent opposite Davisville Station as the site of the official opening ceremonies. These commenced at 11:00 a.m. and lasted some 25 minutes, with various municipal and provincial and T.T.C. representatives on board. The key figure in the ceremonies was the Chairman of the Commission, Mr. William C. McBrien, who had guided the Commission throughout the entire period of planning and construction of the Yonge Subway, and who had been a dominant force in the execution of the project. In view of the passing of Mr. McBrien less than three months later it was most fortunate that the subway was completed during his lifetime so that he was offered the satisfaction of being a part of the March 30th ceremonies.

Following conclusion of the ceremonies, invited guests boarded a special inaugural run from Davisville Station southerly to Union Station, while a build-up of trains from Davisville yard commenced immediately following its departure in order that full regular service could be operative on the subway at the time that the station gates were opened to the public for the first time at 1:30 p.m.

As the first floodtide of curious Torontonians swept through the turnstiles and into the waiting trains of bright red Gloucester built cars, the big changes in surface routings began. The BAY and YONGE surface (Witt) cars disappeared into St. Clair Carhouse and Harbour Yard respectively, the latter concluding with a ceremonial last run from Eglinton to Harbour, involving the decorated train 2574-2897, occupied by U.C.R.S. members as the official (and exclusive) party. Appearing on the streets at the same time were additional PCC cars to extend the Dupont route to the docks and to inaugurate the new EARLSCOURT service, which at that time operated on St. Clair Avenue, from Lansdowne to St. Clair subway station only. With the onset of the PM rush hour, many thousands of Torontonians who had travelled to work that morning on Peter Witt trains (on Yonge) or single cars (on Bay) descended to the subway station for their first ride on Canada's first subway, and despite the crush loadings resulting from the extensive curiosity riding, found their northbound trip times, at least to Eglinton Avenue, substantially reduced from that of their morning southbound trip. In the meantime, on the surface system further changes became evident in the rush hour as a greatly increased service was evident on the BLOOR route (including the service of MU PCC trains on the DANFORTH Tripper), the CHURCH tripper failed to reappear, and the CARLTON tripper was re-routed so that all CARLTON cars passed College and Yonge.

Service on the subway was inaugurated as follows:

<u>Initial Headways</u>		<u>Headways as later amended</u>	
Daily	2' 30"	Daily	2' 30"
Saturday	2' 30"	Saturday	3' 00"
Sundays, Holidays	2' 30"	Sundays, Holidays	4' 00"

<u>Running Times</u>	<u>Northbound</u>	<u>Southbound</u>
Normal	17'	15'
Rush	18'	16'

<u>Turnaround Times</u>	<u>Eglinton</u>	<u>Union</u>
Normal	3' 30"	2' 30"
Rush	3' 00"	3' 00"

<u>Equipment</u>	
Normal:	15 6-car trains.
Rush:	16 6-car trains. (Spare cars - 8)

<u>Period of Operation</u>			
Daily	6:00 a.m. - 1:45 a.m.	Sunday	9:00 a.m. - 1:45 a.m.
Saturday	6:00 a.m. - 1:45 a.m.	Holidays	6:00 a.m. - 1:45 a.m.

Rush Period (16 trains in operation)

a.m. - 7:15 - 10:00

p.m. - 3:00 - 7:00

It was originally contemplated that normal operation could be carried out with 4-car trains following the end of the initial period of "experimental" and curiosity riding. Passenger volumes were of such magnitude, however, that 6-car operation was continued and eventual additional equipment purchased to enable 8-car train operation in rush periods.

Over the ten year period that the Yonge subway has been in operation changes have continued to be made in equipment, operations and physical features. The chronology which follows lists some of the more significant of these.

May 16, 1954 - Last day of operation of the CHURCH carline, which was discontinued in order to improve the situation with respect to peak power load in the central portion of the city following inception of subway operation.

August 16, 1954(p.m. rush) - Accident on subway at scissors crossover just east of Union station. Car 5036 split switch on southbound and derailed, striking steel support column west of crossover. During period of emergency operation, trains reversed at College crossover, with a single train operating a shuttle service between College and Queen. Later in the evening service was restored to Union, with northbound track used both ways south of King crossover. (Cars 5042 and 5097 had been damaged earlier in the year in a collision in Davisville yard.)

September 1954 - Two additional cars ordered from Gloucester (5104, 5105) to make a complete 6-car aluminum train for testing purposes; delivery expected prior to end of 1954.

September 1954 - Work began on Melinda Street exit from S.B. platform at King Station; this additional facility to assist in clearing heavy off-movement at this station at the a.m. rush.

September 1954 - Decision to construct second (south) passageway under tracks connecting N.B. and S.B. platforms at Queen Station, to relieve overcrowding in existing (north) passageway. (One new escalator involved in each of the King and Queen projects).

September 10, 1954 - HILL and MOUNT PLEASANT extra fare motor coach routes to North Toronto abandoned; sharp reduction in patronage on these routes attributed to reduced travelling time from this portion of the city afforded by the Yonge subway.

October 1954 - Plan announced to install comprehensive public address system in subway for supervision of personnel and passenger information.

December 1954 - Cars 5100 - 5103 (last units of original 104 - car order arrive on system - first cars constructed primarily of aluminum).

January 1955 - New power substation planned on Granby Street to augment central area supply - required essentially for subway operation.

January 6, 1955 - Cars 5100 - 5103 enter revenue service.

February 26, 1955 - T.T.C. announced plans for Bloor-Danforth Subway (Jane Street to Warden with branch under University Avenue to relieve load on Yonge Subway and connect with same at Union Station).

February 1955 - Tenders called for 34 additional cars to enable 8-car train operation during rush hour; builders asked to quote on steel cars, aluminum cars and equipment with and without control cabs.

March 1955 - Green safety lighting installed near ends of 14 subway escalators to draw attention to changing step heights, in effort to combat record of escalator accidents.

March 1955 - "Drop-back" system of terminal turnaround inaugurated; faster turnaround permitted by use of two extra motormen, with each motorman to drop

back one train at the terminals (time saved in eliminating necessity for personnel to walk the length of the train to change ends).

June 1, 1955 - Park-ride lot opened at Pleasant Boulevard, adjacent to St. Clair Station.

June 1955 - Cars 5104, 5105 arrive.

June 1955 - T.T.C. announced that 34 new cars have been ordered from the Gloucester Railway Carriage and Wagon Company of England.

April 1956 - Section of open cut from Rosehill Avenue to Pleasant Boulevard roofed over to provide enlargement of adjacent parking lot.

May 1956 - Announcement that delivery of 34 cars on order expected to commence in June.

May - June 1956 - Upper portion of Davisville Station demolished to prepare ground for construction of new T.T.C. Head Office Building - certain unfavourable press comment over method of demolition in which little material was apparently salvaged. Temporary wooden station attached to south side of Chaplin Crescent bridge, over S.B. platform, with paper transfers required as connecting buses now stopping on bridge.

Late June 1956 - Cars 5200 - 5203 arrive.

September 1956 - Additional escalator installed at St. Clair Station to street-car loading platform to handle increased short time loadings expected from 8-car subway train operation.

September 1956 - Park-ride lot opened at S.E. corner of Duplex and Eglinton Avenue adjacent to Eglinton Station.

October 1956 - Reported gain of 220,000 riders during September 1956 on subway as compared with September 1955.

Late 1956 - Third track west of Union Station installed for purposes of storing defective equipment or for special dispatching from this point.

December 1956 - Additional rectifier unit installed in Pleasant Boulevard substation to increase traction power to subway.

Late 1956 - Four new entrance turnstiles installed in Union Station.

January 1957 - 5200 - 5227 all on property and in revenue service, coupled between like numbered pairs in the 5000 series (e.g. 5020-5221-5220-5021).

January 1957 - Announcement that six remaining cars of 1955 order not to be delivered for some months because of special equipment to be installed, and that they are to be driving motors numbered 5110-5115.

April 1957 - Decision made to standardize on moulded composition ("COBRA") brake shoes on all subway cars.

Spring 1957 - Ratepayers' Association in areas adjacent to portions of subway between Rosedale and Summerhill Stations and north of Chaplin Crescent register opposition to plans to roof over open cut in these sections for high rise apartment and office building construction.

May 1957 - Additional token vending machines ordered for College, Bloor, St. Clair and Davisville Stations.

August 1957 - Tender call for additional pedestrian entrance at west end of Eglinton Station.

September 1957 - Delivery of cars 5110 - 5115 reported as last quarter of 1957.

October 16, 1957 - Use of varying colors of ink for validation of subway transfer (at College, Queen and King Stations only).

November 1957 - Delivery of 5110 - 5115 now scheduled for early 1958.

December 15, 1957 - New above-ground facilities for Davisville Station in McBrien Building (1900 Yonge Street) placed in service; off street bus loading re-

- introduced and paper transfers discontinued. (Remainder of building not occupied until February, 1958).
- January 31, 1958 - Experimental transfer issuing machine placed in service using yellow paper stock, with printing and validation performed in one operation.
- July 2, 1958 - Cars 5110 - 5115 arrive.
- Mid 1958 - Subway car truck overhaul program in progress--trucks taken from Davisville to Hillcrest by automotive float.
- September 1958 - Construction of fourth escalator between platform and concourse at Eglinton Station owing to increased traffic.
- September 17, 1958 - 5110, 5115 placed in revenue operation with conventional cars during rush hours only.
- September 1958 - Plan to study flange squeal in subway announced, using closed circuit TV camera mounted under train.
- January 1959 - Shaftesbury-Summerhill section of open cut decked over for addition to hotel parking lot.
- March 10, 1959 - Cars 5111 - 5114 arrive.
- May 6, 1959 - Experimental train 5110 - 5115 placed in first revenue service (this train later nicknamed "SPUTNIK").
- Spring 1959 - Spray paint booth constructed in south-west corner of Davisville Shop building on Track 11; north end of track (isolated) used henceforth for truck and wheel storage only.
- October 16, 1959 - Coloured paper stock introduced on subway transfers, including T.T.C. monogram overprint and transfer regulations printed on back.
- November 3, 1959 - Construction commenced on the University Avenue Subway, to function initially as an extension of the Yonge Subway (ceremonial commencement of construction occurred on November 16th.)
- April 1960 - New exit opened from SB platform at Queen Station directly into basement of Eaton's store.
- June 1960 - Announcement that tenders called for "40 to 50" new subway cars, the exact number to depend on the length of car decided upon.
- June 6, 1960 - Subway Grinder RT-5 taken to Hillcrest for general body overhaul, returned July 5th - first unit of rolling stock to return from Davisville to Hillcrest.
- September 1960 - Metropolitan Council budgets \$20,000 for study relative to extension of Yonge Subway to Steeles Avenue in three stages.
- November 1960 - Experimental "token only" entrance in use at Duplex and Eglinton primarily as test operation in connection with possible use of these entrances on Bloor Subway.
- December 1960 - Announcement that negotiations underway for construction of major office building and parking deck over Eglinton Station.
- December 1960 - 36 new cars ordered from Montreal Locomotive Works.
- Late 1960 - Glass windbreak partitions installed on platforms at Davisville Station.
- Late 1960 - Braille route maps installed at Eglinton and Davisville Stations.
- February 1961 - Announcement of planned construction of 12-storey tower building over Eglinton Station.
- April 1961 - Three alternative proposals received by T.T.C. for use of air space over Davisville Yard and Carshop Building - apartments and shopping centre proposed.
- August 4-5, 1961 - Emergency single track operation at Davisville Station (on

- build-up track) as both main line tracks undermined by burst watermain. Normal service restored on afternoon of 5th.
- November 1961 - Announcement that new cars 5300, 5301 expected to arrive in January, 1962.
- April 1962 - "Tokestrips" (cardboard token holders) introduced on Yonge Subway in effort to encourage token (and automatic turnstile) use at stations.
- April 15-17, 1962 - Cars 5300 and 5301 arrive respectively. (See Newsletter 196 for complete review of cars.
- April 29, 1962 - Special round trip made using cars 5300-5301 for Commissioners, officials and press.
- May 1, 1962 - 5300 - 5301 operated for members of American Transit Association visiting Toronto - announcement that cars not to enter regular service until more units of same type have arrived.
- Early 1962 - Tests of closed circuit TV for station entrance control made on Yonge Subway, reportedly successful.
- August 13, 1962 - Cars 5304, 5305 (direct from builders) moved into C.N.E. grounds for display
- September 30, 1962 - 5300 series cars enter revenue operation (three 2-car trains)
- Fall 1962 - Delivery of 5300 series cars proceeds, enabling all Sunday service on Yonge Subway to be given by MLW equipment in 2-car trains, and (starting on October 16th) daily 6-car train operation, increasing with the progress of deliveries; Gloucester cars placed in temporary storage as MLW cars enter service.
- Late 1962 - Proposal of Consultant W.E.P. Duncan to T.T.C. to extend Yonge Subway to Steeles Avenue using cut and cover subway construction to Glen Echo and substantial open cut beyond - 13 stations recommended, car storage yards at Sheppard and Steeles Avenue.
- Late 1962 - Four-month test period undertaken of sale of tokens only (no tickets) in the subway.
- February 28, 1963 - University Avenue Subway opens as extension of Yonge Subway. (See complete details in Newsletter 206).
- March 27, 1963 - Six cars (5004, 5005, 5058, 5059, 5204, 5205) destroyed by fire at Union Station (see complete details in Newsletter 207).
- October 1963 - Three new transfer platforms constructed at Eglinton Station; park-ride lot moved to S.W. corner of Eglinton and Duplex Avenues.
- Late 1963 - Additional entrance to Bloor Station from North side of Bloor Street under construction in connection with work on the Bloor-Danforth Subway in the vicinity.

STATISTICS

- Total fare paying and transfer passengers during first ten years of operation (est.) - 701,000,000.
- Number of passengers, sample weekday, fall 1963 - 260,000
- Number of passengers, sample Saturday, fall 1963 - 170,000
- Number of passengers, sample Sunday, fall 1963 - 52,000
- Annual car miles, 1955 (first full calendar year of operation) - 5,597,000
- Level of annual car miles operated immediately prior to introduction of MLW equipment - 7,000,000
- Maximum passenger volume carried during 10 year period (Southbound at Wellesley Station in a.m. rush) -- Maximum hour - 35,000
 -- Maximum half hour - 20,000
 (latter is full rated design capacity of subway)

SERVICE SUMMARY

Length of run, round trip (Eglinton - St. George - Eglinton) -- 13.06 miles.

Round trip times -- Normal 49' including layover
 -- " 45' excluding layover
 -- Rush 51' including layover
 -- " 47' excluding layover

Schedule speed -- Normal 15.99 m.p.h. including layover
 -- " 17.41 m.p.h. excluding layover
 -- Rush 15.36 m.p.h. including layover
 -- " 16.67 m.p.h. excluding layover

Headways -- a.m. rush -- 2' 26"
 -- day normal -- 3' 45"
 -- p.m. rush -- 2' 26"

Equipment in service -- a.m. rush -- 156 cars
 -- day normal -- 102 cars
 -- p.m. rush -- 158 cars

(Statistics and Service Summary supplied by courtesy of Toronto Transit Commission)

WESTERN NOTES

The British Columbia Electric has recently relettered its equipment in keeping with its British Columbia Hydro ownership. Gone is the bright red "thunderbird" emblem and in its place is the double cross insignia of the B.C.H., although the red and yellow paint scheme will continue to be used. The same road will take delivery of one new SW-900RS unit from General Motors Diesel this month, to bring its roster up to ten SW-900's, four G.E. 70-tonners and two electrics.

The Pacific Great Eastern has ordered five more model RS-36, 1800 horsepower, low nosed road switchers from Montreal Locomotive Works for July or August delivery. These units will be similar to the engines numbered 595 to 599 now on the roster. Business car Caribou, severely damaged in a wreck last fall, has now been scrapped, and a replacement car purchased second-hand from the Missouri Pacific. Also damaged in the same wreck, Northern Summit, the road's other business car, is currently undergoing repairs.

Another Shay will be coming to Vancouver! Western Forest Industries no. 5, stored for some time at Honeymoon Bay (see Newsletter 197, page 68) has been purchased by Bob Swanson (proprietor of Railway Appliance Research Limited) and will be moved to North Vancouver to supplement the activities of his other Shay, no. 115. The locomotive will be numbered 114, but will carry W.F.I.'s name as well as R.A.R.L. for two years. Western Forest Industries are aware of the great numbers of people (railfans and others) who have trekked to Honeymoon Bay to see this Shay, and wish to have their name visible to the countless hundreds more who will see it at North Vancouver. If one Shay at Vancouver was a newsmaker, two should really put this town on the steam fan's map! (Peter Cox and John Rushton)

* The first loads have moved over the 7.8 mile branch line to Stall Lake in northern Manitoba. The line, which is an extension of the 52 mile branch from Optic Lake to Chisel Lake, brings to a total of over 230 miles of post-war built trackage in Manitoba, most of it to serve mines. The first train was an 18-car ore train from the Hudson Bay Mining and Smelting Company destined for the company's smelter at Flin Flon. Future carloadings will be about 100 cars per week.

Miscellany

* C.N. - U.N. train 46 made its last run on Saturday, April 26th with a half-dozen retired railway men aboard for one sentimental last ride. Its southbound run was not easy as it encountered high water over the tracks near South Porcupine and considerable northbound C.N.R. freight traffic diverted because of a wreck at Foleyet. No. 46, with engine 1515, met Extra C.N. 4245 North at Dane, no. 411 with engine C.N. 4407 at Coleman and First 415 with engine C.N. 4499 at Tomiko.

(J.E. Montgomery)

A WORD FROM THE PRESIDENT

This month's news is mainly about excursions, and the first, unfortunately is about one that didn't happen. As everyone probably knows by now, the Oshawa Railway has finally succumbed to dieselization. In fact, as this is being written, some O.R. locomotives are en route to London for scrapping. Naturally, we had planned to mark the sad event with a final excursion over the line, but circumstances beyond the O.R.'s control made this impossible. Thus, we will have to satisfy ourselves with memories of our three excursions on the Oshawa in past years. At a recent meeting of the Directors, it was unanimously decided that the Society should make a presentation to Mr. J. Smyth, Superintendent at Oshawa, in grateful appreciation for all the assistance he has given us in past years, and arrangements for this are now under way.

Elsewhere on the excursion front, it might be wise to mention a few of the difficulties confronting the Excursion Committee, in order that you will be better able to appreciate the goings-on behind the scenes. In the past, we have been most fortunate in obtaining first line equipment for our excursion trains. Recently, however, you may have noticed that those deluxe coaches are now missing. The reason for this, of course, is the tremendous increase in passenger travel within the past six months, for which the railways are to be congratulated. Since our organization is dedicated to the advancement of railways and railway travel in general, it is hoped that the use of older equipment on our trains will be taken in stride by our passengers as tangible evidence of the growing popularity of Canadian rail travel.

The older equipment poses a financial problem to the Excursion Committee, however. Our ticket fares are based on a certain minimum guarantee set by the railway, computed from the actual out-of-pocket operating expenses. The cost of operating a ten-car train of deluxe 80-seat coaches is essentially the same as the cost of operating a ten-car train of older 60-seaters; however, in our new hypothetical train, we have two hundred fewer seats contributing towards our guarantee and thus the "per seat" fare must be higher. Moreover, operating costs have risen in the past couple of years. In other words, to ensure that our steam specials will continue to be the successes they have been in the past, some fare hikes are inevitable. Rest assured, however, that they will be minimized as far as possible, and the rate reduction allowed to members will be preserved. As a matter of fact, with your continued support and appreciation of the problems involved, it may well be that you won't notice fare increases at all!

The final details of our June 20th excursion to Lindsay and Belleville are still a little sketchy, since we're trying to arrange a few unusual alternatives. Advertising should be ready by mid-May, and all members will automatically receive copies when it's issued. It might be an idea to make a note of the date now, if you haven't already done so.

Just one more word on excursions. Preliminary plans are well under way for the 1964 weekend steam excursion. Questionnaires have been mailed to all passengers on last year's trip, asking for comments and suggestions, and the replies are currently being analyzed with rather interesting results. If space permits, it would be interesting to have a look at some of these results next month. And we hope to have some definite word on routing, schedule and fares in time for the June 20th excursion. See you then?

In case anyone is still in the dark on regular meetings, it has been decided that these will continue to be held in Room 64 of the Royal Ontario Museum for the rest of the year. Meetings are held on the third Friday of each month, except July and August. One final word, though. If anyone happens to know of a meeting-place cum library that would be suitable for our activities and which would, perhaps, be available at less than \$50.00 per month, he would be doing the Society a favour by notifying one of the Directors.

J. A. Brown

newsletter

Published by the Upper Canada Railway Society, Box 122 Terminal A, Toronto, Ontario on or about the 8th day of each month. Opinions expressed are those of the Editor only.

All contributions, literary or photographic, should be made directly to the Editor at the

stated address. All materials submitted will be returned if requested.

Authorized as Second Class Mail by the Post Office Department, Ottawa, Ontario, and for Payment of Postage in Cash.



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Incorporated 1952

U.C.R.S. Private Car

NOVA SCOTIA



ABOVE:

U.C.R.S. car "Nova Scotia", seen here at Blackwater, Ontario, performed well on its first revenue trip for the Society on the March 7th children's train to Blackwater.

Photo by J.A. Brown

At a recent Directors' meeting, ways and means of making the benefits of the Society's Private Car available to all members were discussed. As a result of this meeting, the Equipment Committee has suggested that the car be used for the following purposes:

- 1) As part of the consist on U.C.R.S. excursions, where economically feasible.
- 2) As a reading room and place of regular informal meeting (i.e., the car would be open at certain regular hours each month for members to meet, read current publications and perhaps work on various restoration projects, and
- 3) As a meeting room for any members who wish to hold their own gatherings pertaining to railroad subjects.

Unfortunately, to accomplish adequately these aims, the Equipment Committee needs help. The car must be maintained in top condition if it is to be operated on our special trains; moreover, volunteers who are familiar with the mechanical and electrical details of the car will be required to be on hand for the informal gatherings outlined in (2) and (3) above.

If you would like to play an active part in the restoration and operation of "Nova Scotia", we suggest you forward an application in writing to the Society's Equipment Committee, Box 122, Terminal "A", Toronto, for the post of "Marshal". Since from time to time you will have sole responsibility for the car and its contents, the Committee must be convinced that your intentions are sincere before your application will be accepted. As Marshal, you will be provided with keys for the car, and will be instructed in the use of the heating and lighting systems and other mechanical features; you will assist in the maintenance and restoration of the car, and when necessary will take charge of the car for the aforementioned informal meetings.

By employing this "Marshal System", we hope to protect the interests of all members in the car, and to maintain the good reputation held us by the Railway. If a favourable response is received to this plea, we hope next month to be able to establish a regular schedule for informal meetings in "Nova Scotia".

Summer

Timetable Changes

by A.G. Careless

With the annual spring changeover to Daylight Saving Time comes another set of revised passenger train timetables, once again with many interesting additions and revisions. For the railway enthusiast, at least, and not to mention the patron the changes made by the Canadian Pacific will be disappointing. The C.P. has continued its policy of deleting various passenger services across the country. If as all indications seem to show, the C.P.R. wishes to leave the passenger business, they are wasting little time in pruning out the unprofitable runs, although such action cannot be criticised from the financial standpoint. A cursory glance through the C.P. folder reveals surprisingly few coach-carrying trains (and even fewer with sleeping cars), but a surfeit of RDC runs. Cuts made by the C.P. have the unfortunate habit of being not necessarily complete abandonment of service on any route, but rather the deletion of the most popular of several trains, such as on the Toronto to Windsor line, thus effectively frustrating public acceptance of train services.

Proceeding from east to west, apart from slight time changes and the occasional acceleration of certain trains, no major cuts have been made in the Maritime Provinces. A new pool train, nos. 23 and 24, between Montreal and Quebec, named the "Champlain", has been added. Significant changes in Ontario have been made on the Toronto to Windsor runs, as previously mentioned. Standard trains 21 and 22 have been replaced by RDC's 339 and 340, the latter making the same run in shorter time, but offering no checked baggage service. This acceleration has been made at the cost of the popular trains 359 and 360, which have been cancelled. The Friday and Sunday only "Bala Special" has failed to reappear in this summer's timetables, although 303 and 304, the boat trains connecting with the C.P. Great Lakes steamer service, have. Out west, the only change is the deletion of the Lethbridge to Nelson, B.C., RDC runs 45 and 46.

On the other hand, several increases in service have been made by the C.N.R., although their service in some areas, notably Prince Edward Island, still leaves much to be desired. Most spectacular of the changes, perhaps, is the addition of three new named trains, the transcontinental "Panorama", the Montreal to Quebec "Champlain", and the Montreal to Campbellton "Chaleur". The "Panorama" and the "Champlain" are all-reserved space trains, the former essentially a twin of the very popular "Super Continental" and similar to nos. 81 and 82 which last year ran only from Winnipeg to Vancouver. The "Chaleur" is similar to the Advance and Second nos. 1 and 2 which also ran last summer. The "Champlain" is a fast (3 hours 15 minutes, 165 miles), conveniently scheduled train replacing no. 16/644 of last year, and using the recently purchased and refurbished equipment of the Reading Railroad's "Crusader". The train consist includes two coaches, two round end parlour-observation cars and a diner, all of stainless steel construction.

While the new C.N. timetable bears a full-page mention of the P.E.I. centennial celebrations in Charlottetown this year, the new P.E.I. train services seem incongruous with the desire to attract passengers to the island's railway system. To begin, trains M251 and M252 have been deleted from the Charlottetown to Emerald Junction, making it difficult to connect with trains to other points on the island. Mixeds 259 and 260 have been added from Emerald Junction to Summerside, but the new M241 and M220 run from Tignish to Summerside only, and not to Charlottetown as previously. Nor does mixed 217 and 218 from Summerside reach the capital, as it terminates at Emerald Junction, effectively isolating the intending rail tourist. Otherwise, the usual winter mixed train services on the island have been replaced by buses for the summer.

Elsewhere, no. 103 and 104 have been added to Levis to Montreal service (Sunday only), and trains M203 and M204 on Newfoundland run only on Tuesdays, as opposed to daily last year. The Edmundston to Levis mixed service now terminates at Joffre while the Montreal to Portland, Maine Saturday-only service has been speeded up from 8½ to 7 hours running time. The time of the RDC run no. 644 from Richmond to Quebec has been shifted to early morning, perhaps to be of greater service to Quebec area commuters.

In southern Ontario, the Niagara Falls to Toronto runs have had their biennial facelifting. Train 651, Sunday only, has been cancelled and trains 89/189 are

replaced by 649 and 690 after June 20th, thus leaving only six trains in service as compared with the previous seven. Considerable change on the northern Ontario runs have resulted as the result of the cancellation of nos. 46 and 47. Extensive bus service between North Bay and Timmins has been added by the Ontario Northland. Train 58, Sunday only, has been deleted between Swastika and Noranda, to be replaced by O.N.R. no. 54 daily. Trains 146 and 147 went with 46 and 47, of course, and are replaced by no. 151 between Porquis and Timmins, while nos. 49 and 50 now run daily. Unfortunately, no. 41 will not run on the fast summer schedule as it did last year.

In the Toronto to Montreal service, nos. 7 and 8 have again returned, but on a more convenient schedule, which allows a 14 hour, daylight Montreal to Windsor trip possible in either direction. Most significant are the changes west of Toronto which seem to be an attempt to pick up passengers left stranded by the C.P. deletions, such as trains 81 and 82 between Sarnia and Toronto. Summer-only trains 75 and 76 have returned, but on a faster (2 hours, 10 minutes) timing. Similarly, nos. 106 and 37 help to give increased frequency of service to Detroit while train 35 to Stratford improves service over that line.

Mixeds 215 and 216 between Redditt and Winnipeg, and M293 and 294 between Blue River and Kamloops have been cancelled, while new RDC runs 625 and 626 have been added between Regina and Saskatoon. The Flin Flon to Chisel Lake service has been extended eight miles to Stall Lake and a new RDC service provided on the Saskatoon to Hudson's Bay run, shortening the trip by two hours. As announced, the Prince George to Prince Rupert service has been considerably improved. Two mixed trains, nos. 289 and 290, between McBride and Prince George and two RDC runs, nos. 695 and 696, have been replaced by four regular trains, nos. 5, 6, 11 and 12, between Prince George and Prince Rupert.

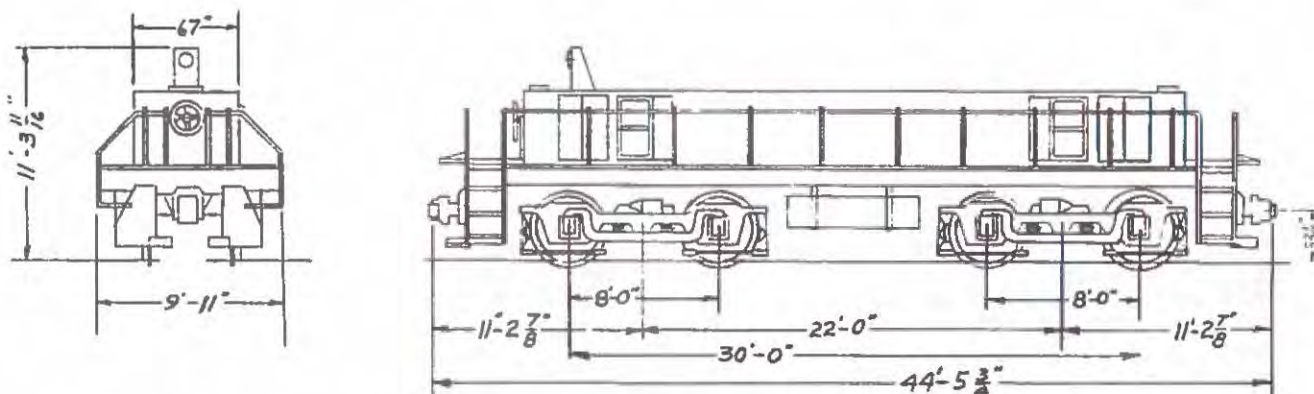
DIESEL DIAGRAM

B-1 to B-12

Total Weight:	247,000 pounds	Maximum Curvature:	15°
Maximum Speed:	40 ,.p.h.	Journals:	6½" x 12" friction
Gear Ratio:	75:16	Traction Motors:	four G.E. 731
Tractive Effort:	61,750 pounds	Blowers:	two G.E. GY-29

Note: These units are engineless "slugs" or booster units which draw their traction current from the diesel switch engine to which they are semi-permanently coupled.

Photo by W. Linley



CN Passenger Improvements

Starting May 20th, the C.N.R.'s Red, White and Blue fares will be available coast to coast in Canada. On that date, the reduced rates will come into effect in the pooled fare zones between Toronto and Montreal and between Montreal and Quebec City, although the tariff for the latter run will not adhere strictly to the previous Red, White and Blue scheme. On this section, reduced rates apply, but all meals are on a cash basis, rather than complimentary with the purchase of parlour or sleeping car space, and apply only to trains operating over C.P. rails via Three Rivers or C.N. via St. Hyacinthe. Also, the calendar showing Red, White and Blue days does not conform with the already published calendar for the rest of the system. Sample fares include the Red Toronto to Montreal rate of \$7.40 or the Red rate Toronto to Ottawa of \$5.20!

What is perhaps more startling is the fact that, with the inauguration of the new named train, the "Panorama", the C.N. will have dome cars in service through the Rockies! Four 68-seat full length dome cars (purchased second-hand, it is believed, from the Milwaukee Road in the U.S.A.) and six "Sky-top" lounge-observation cars will be included in the consists of the "Panorama" and the "Super Continental" between Vancouver and Jasper. The dome cars have a 28-seat lounge on the lower level, while the round-end observations have eight double bedrooms and a refreshment lounge. It is anticipated that the latter cars will see service on the "Ocean Limited" and the "Scotian" during the next winter season.

Fantrips !

Summertime is excursion time! Here, in chronological order, are details of all the excursions of which we have received official notice recently:

- May 24th - Ottawa to Whitney, Ontario, over the soon-to-be-abandoned C.N.R. line. Diesel power will be used and consist will include cafe car and open baggage car. Tickets, \$7 each, are available from Ottawa Railfan Excursions, 93 O'Connor St., Ottawa 4. Train leaves Ottawa Union at 8:00 a.m. Daylight Saving Time.
- May 31st - The U.C.R.S. will operate a six-hour trolley tour of the T.T.C. using a small Witt car. Fare will be \$2.00, and the car will leave from the corner of Yonge and Adelaide Streets at 10:00 a.m. D.S.T.
- June 6,7 - Special week-end in Chicago train will be sponsored by the Michigan Railroad Club, 8537 Melville, Detroit, Mich. The special G.T.W. train will leave Brush Street at 8:00 a.m. E.S.T. and return at 11:00 p.m. next evening. Return fare - \$15.95.
- June 7th - The Buffalo Chapter of the N.R.H.S. will sponsor a steam excursion from Fort Erie to Oshawa, Ontario and a Peter Witt trolley trip in Toronto. Fares \$9:00 from Fort Erie, \$8:00 from Hamilton, and tickets are available from the Trip Secretary, 55 Meadow Road, Buffalo, N.Y.
- June 20th - The Society's summer steam excursion will run from Toronto to Lindsay, Peterborough and Belleville, with an interesting train consist. Tickets, \$8.50 for members, available from Excursion Committee, Box 122, Terminal "A", Toronto. Train will leave Toronto at 8:40 a.m. E.D.T.

READERS' EXCHANGE

Fred V. Stephens, Box 263, Moncton, N.B., wishes to trade photos or negatives (116 or 120 sizes) of C.N., C.V., G.T.W., D.W. & P., and C.P. diesels in black & white only, no colour slides.

Photos of Toronto and York Metropolitan Division carbarns, stations, substations, bridges, etc., are needed for modelling purposes by W. Flatt, Apt. 805, 85 Lowther Avenue, Toronto 5.

Data on urban transit in Canada, especially concerning municipal or private ownership, subsidies, fare structures and suburban service, independent or municipal management is requested by P.J. Spencer, 26 Brookfield Road, Willowdale, Ont.

U.C.R.S. Announcements

MAY MEETING

The May meeting of the Society, to be held on Friday, May 15th in the regular meeting place, will feature an extremely interesting and informative address by Mr. Alan Howard on the marine operations of Toronto's transportation system. Mr. Howard, who is Curator of the Marine Museum of Upper Canada at Exhibition Park, is a member and keen supporter of the Society. His past dealings with ships in this area well qualify him as an expert on these matters. Those attending this meeting are assured of entertainment of the highest quality.

HAMILTON CHAPTER MEETING

The May meeting of the Hamilton Chapter of the Society will be held in the Board Room of the Hamilton C.N. station on Friday, May 22nd.

JUNE OUTDOOR MEETING

The June outdoor meeting will consist of a Transit Rally beginning at Wellesley subway station from 7:30 p.m. to 8:30 p.m. This event, similar to a sports car rally, depends not on the contestants' speed around the course, but their skill at navigating. Teams of two persons each will start from the above place at the time shown. All that is necessary for entry is a supply of T.T.C. tokens or tickets and some knowledge of the T.T.C. system. The date: Friday, June 5th.

JUNE MEETING

The June meeting of the Society, to be held on Friday, June 19th, will feature an illustrated talk by Mr. Robert McMann on the present-day transit systems of the eastern United States.

Worth a Laugh

Courtesy Norris and the Vancouver Sun



"ONE SHORT???"

June 9, 1956