

May, 1950 - Number 52

The Society meets on the third Friday of each month in Room 486, Toronto Union Station, at 8.30 p.m. The next meeting, and the last for 1949-50, will be held on May 19th; it is hoped that every member in the near-Toronto area will make a concerted effort to be present that the season may finish in good style.

FOURTH ANNUAL FAN

The fourth annual Fan Trip of the Central Ontario Train Trip Committee (of which this Society is a member) will be held on Saturday, June 17th, 1950. The route (covered by special train) will be Toronto to Cobocok, Lindsay, Peterborough, Port Hope, Oshawa and return to Toronto, covering some of the CNR's most picturesque Ontario branch lines, including the Port Hope - Peterborough line, of which abandonment rumours have been recently heard. The special will leave Toronto Union at 8:10 A.M. (Standard Time) and arrive back at 7:15 P.M. The fare will be \$6.50 for adults and includes pop and ice cream for lunch and a full course evening dinner in the dining car (Passengers will provide their own lunch). The success of previous trips points to another excellent excursion — let there be a generous representation of U.C.R.S. members on this, Toronto's major rail-fan gathering of the year.

Please send remittances to:

John W. Griffin, 226 Bay Street, Toronto 1, Ontario.

Certain members may also be interested in attending the Convention of the Niagara Frontier Region of the National Model Railroad Association. This is being held on May 20th and 21st at London, Ontario, and includes visits to the CNR and CPR roundhouses, the CNR car shops, a fan trip on the London & Port Stanley Railway and open house at the London

Model Railroad Club.

MEMBERSHIP NEWS

The Society welcomes as member number 153, Mr. R. Bruce of 9 Bloomfield Avenue, Alphington N.20, Victoria, Australia, undoubtedly our most distant associate member.

Also welcomed to the Resident group is Mr. R. G. Bell, now in Toronto, who was formerly an associate member resident in Lakeburn, N.B.

TORONTO RAILWAY COMPANY 1897-1898 STREET CAR

ROUTES

Contributed By John H. Walker

BELT LINE — one red light

Via King, Spadina, Sherbourne and Bloor (both directions).

YONGE STREET — one blue light

From North Toronto Station via Yonge and Front Streets to Union Station and return.

KING — TO KINGSTON ROAD — one white light
L TO BALSAM AVENUE — two white lights

From Roncesvalles and King via King and Queen Streets to Balsam Avenue and return.

QUEEN STREET — one green light

From High Park via Queen, Yonge, Front, George, King, Yonge to Queen, and return.

CHURCH STREET — two red lights

From Union Station via Front, Church, Bloor, North Sherbourne to Glen Road and return.

COLLEGE AND YONGE — blue and yellow lights
From Yonge and Front via Front, Church, King, Yonge, College to Lansdowne, returning via College and Yonge to Front.

CARLTON AND COLLEGE — one yellow light

From College and Lansdowne via College, Carlton, Parliament, Gerrard

to Sumach Street and return.

WINCHESTER — blue and red lights
 From Sumach and Winchester via
 Winchester, Parliament, Carlton,
 Yonge, King, York, Front to Union
 Station, returning via Front to Yonge
 then north to Carlton and return.

PARLIAMENT — white and yellow lights
 From Pape and Gerrard via Gerrard,
 Parliament, Queen, Sherbourne, King,
 Church, Front to Union Station,

BLOOR AND McCAUL — yellow and white lights
 From Bloor and Lansdowne via Bloor,
 Spadina, College, McCaul, Queen, York
 to Front, returning via Front, Yonge,
 Queen, and then same route.

AVENUE ROAD — two white lights
 From Bloor and Yonge via Bloor and
 Avenue Road to Davenport Road and
 return.

BATHURST — red and white lights
 From Dupont and Bathurst via Bathurst,
 King, York to Front, returning via
 Front, Church, King and Bathurst.

QUEEN AND DUNDAS — two green lights
 From Toronto Junction via Dundas,
 Queen, Yonge to Front, returning via
 Front, George, King, Yonge, Queen and
 Dundas.

A few street names have changed which
 should be noted. In the BROADVIEW route,
 Don Mills Road is the section of Broadview
 Avenue north of Danforth Avenue. In the
 DOVERCOURT and QUEEN AND DUNDAS routes, Dundas
 Street starts at the present corner of
 Ossington and Queen, runs north to the present
 Dundas Street, and then west. Ossington
 Avenue then commenced at this intersection.
 The sections of the present Dundas Street
 east of Ossington were not completely
 connected and had several names, viz.: (west
 to east) Arthur, St. Patrick, Anderson, Agnes,
 Wilton and Elliott, but there were no tracks
 thereon.

EXPANSION OF VAPOR CAR PLANT Contributed By John Griffin

returning via York, King to Sherbourne
 then via same route.

BROADVIEW — red and green lights
 From Don Mills Road and Danforth via
 Broadview, Queen, Yonge and Front to
 Church, returning via Church to Queen
 and then same route.

DOVERCOURT — two white lights
 From Bloor via Dovercourt, College,
 Ossington and Dundas to Queen and
 return.

Vapor Car Heating Company has purchased a
 second plant in Montreal, which will double
 its present manufacturing facilities for
 Vapor steam generators. These are the
 generators installed in diesel locomotives
 to supply steam heat for passenger trains.
 The company also manufactures train-heat
 controls used in passenger coaches.

The Vapor generators develop over 200
 pounds of steam pressure from cold water in
 two minutes and enough steam to heat a good
 sized train. Water is pumped through a steel
 coil several hundred feet long, while hot
 gases from atomised diesel fuel fire wipe over
 the coil, turning almost ten gallons of water
 into high pressure steam every minute.
 Increased use of diesel locomotives, as
 expected in the near future, is the reason
 for the plant expansion.

SUBWAY CONSTRUCTION PROGRESS REPORT — MAY 1, 1950 - By John M. Mills

In the month since the last report was written,
 construction of the Yonge Street subway has
 progressed without delay. Top lift
 excavation and decking are now complete from
 the end of the line at Front and York Streets
 as far as Adelaide and Yonge Streets, and
 should be completed to Richmond Street by the
 time this is read. Intermediate and lower
 lift is under way below the decking in this
 section. Concrete pouring has continued
 north of Queen Street and was started south
 of Dundas Square upon completion of excavation
 in this area. Underpinning crews are at work
 on the section north of Dundas Street.

On the off-street right-of-way north

of Alexander Street, demolition of buildings in the line is proceeding rapidly and will be further speeded up by the many buildings vacated April 30th. Date for calling tenders on this section has been extended to May 18th from May 10th. In this connection, the Alexander Muir Memorial Gardens, presently situated at Yonge Street and Lawton Boulevard, will be moved to a new site near Lawrence Avenue and Yonge Street to clear the way for construction.

The intersection at Queen and Yonge Streets was closed May 1st to permit construction of Queen station and the short section of the projected Queen Street subway lying directly beneath the Yonge Street line.

This closing should be in effect until approximately June 15th. Commencement date of work north from Dundas Square is uncertain at this time.

Note for Associate Members: Mr. Mills will be happy to answer, as far as possible, questions regarding the Rapid Transit System.

His address is: 11 Highgate Road, Toronto 18, Ontario.

C.N.R. BUYS TANK CARS

During the past winter the Canadian National Railways has received from the builder, Canadian Car and Foundry Company Limited, a group of new tank cars. These cars are noteworthy in that they are the first cars of this type to have been purchased by the C.N.R. since 1930.

Each car has a capacity of 8000 Imperial gallons and the tanks are fitted with a coil heating system for heavier grades of oil during the winter months. The new cars are two dome tanks and are designed to haul fuel oil for locomotive use in Western Canada, where many C.N.R. coal burners are being converted to oil.