

UCRS NEWSLETTER - 1951

April, 1951 - Number 63

The Society meets on the third Friday of each month in Room 486 of Toronto Union Station at 8:30 p.m. The next meeting will be held on April 20th.

It is believed that most, if not all, members will be pleased with the recently mailed *Bulletin No. 29*, on the Ontario Northland Railway. A special appeal is made to all members to try to boost the sale of this and previous bulletins of the Society in order to make more of a similar nature possible; as it stands, the Society's membership is insufficient to make frequent publication of the Society's bulletins economically feasible. Thus much depends on the sale of copies to non-members. For the benefit of those interested, the following is a list of bulletins available, with prices:

<u>No.</u>	<u>Brief Description of Contents</u>	<u>Price</u>
21	Gas Turbine Locomotive article, - 1946 CPR Locomotive roster	25 cents
22	Kitchener-Waterloo Street Railway, - history, roster, photos, map	25 cents
23	TH&B Railway locomotive history, - article on systems of Railroad Electrification	25 cents
24	Toronto Civic Railways, - single truck cars - data sheet	10 cents
25	CNR locomotives 8417-8422, (ex-Buffalo Creek Railway) - data sheet	10 cents
26	Toronto Civic Railways, - history and map; data sheets on double truck cars	25 cents
27	CPR Hudson locomotives, - data sheet	10 cents
28	TTC cars 1170-1308 (6-motor trains) - data sheet	10 cents
29	Ontario Northland Railway, - history, roster, photos, map	25 cents
30	TTC PCC cars 4550-4601 (ex-Cincinnati Street Railway) - data sheet	10 cents

All bulletins are printed by the photo-offset process, with photographs. Nos. 21 to 23 are partially mimeographed; the others are completely offset. Copies may be obtained from W. C. Bailey, 2006 Queen Street East, Toronto 8, Ontario.

THE ROYAL COMMISSION ON TRANSPORTATION'S REPORT

In mid-March, the report on the recommendations and findings of the Turgeon Commission on Transportation was made public. The three-man commission began work in 1948 as the result of the dissatisfaction of seven provinces with freight rate increases made in that year, but expanded its enquiries to practically all aspects of national transportation under federal jurisdiction. Space precludes anything like even a full summary of the many conclusions and recommendations made in the report, but a brief review of some of the most significant, as far as the railways are concerned, is as follows:

The Turgeon Royal Commission on Transportation recommends:

— The equalization of rail rates across Canada with uniform class rates and a commodity mileage scale. The report states: "Canada has reached a stage in its development when former methods of making rates must give way to a uniform rate structure so that as far as possible all citizens, localities and districts will be treated alike".

— The merging of the Board of Transport Commissioners with the Air Transport Board and the Canadian Maritime Commission in order to provide uniform control over all interprovincial agencies of transport - also, an extension of the powers of the Board of Transport Commissioners is recommended.

— Because of the vital character of the transcontinental lines through Northern Ontario between the longitude of Sudbury and that of Port Arthur, and yet the fact that this mileage in itself originates very little traffic, that a federal grant of \$7 million a year be made to the railways to assist in the maintenance of those stretches of track.

— The establishment of a ceiling on east-west rail rates of the transcontinental rate plus 33 1/3 per cent (the transcontinental rate has always been lower than that for shorter distances in order to make it competitive with Panama Canal competition).

— That the present Crow's Nest Pass rate system should be continued as well as the Maritime Freight Rates Act.

— That there be no unification of the CNR and CPR; the report reaffirms the desirability of maintaining the CPR as "a strong private venture under capable and efficient management".

— That the railways be allowed more freedom in managing themselves, particularly as regards the abandonment of unprofitable branch lines and the construction of new lines of promise; also that the railways be allowed to continue with their operation of trucking subsidiaries.

— A recapitalization of the CNR to put the railway on a sounder financial basis by requiring the payment of interest on debt charges only if it had been earned, and the establishment of an accumulating reserve fund.

One of the most interesting statements made in the Turgeon Report is to the effect that there is still room for the expansion of railway facilities in Canada. It says that most of this expansion would be done by the government-owned Canadian National Railways. Although specific recommendations were not made, the Commission considered the following proposals during the course of its enquiry: A thorough test of the usefulness of the Hudson Bay Railway to Churchill, Manitoba; construction of a 160-mile line by the CNR from Sheridan, Manitoba, to Lynn Lake, Manitoba (the CNR has this line under contemplation); completion of the CPR line between Valmarie and Nankota, Sask.; operation of the CNR line from Neidpath to Swift Current, Sask. (this line was completed in 1931); completion of both CNR and CPR branch lines to Swift Current and further extension of the CNR's new Barranté, Quebec, line northerly to Lake Chibougamau.

PACIFIC GREAT EASTERN RAILWAY EXTENSIONS

If present plans are carried to completion, the Pacific Great Eastern Railway will cease to be the physically isolated stretch of track that it has been for so long. The extension from Quesnel, BC, the present northern terminus, to Prince George, on the CNR's Prince Rupert line, is well on the road toward completion, while an extension at the south end from Squamish into Vancouver is under consideration.

The Quesnel-Prince George extension has been in the projected stage for many years,

and a considerable amount of grading work north of Quesnel was already complete. However, construction got under way in earnest last year with the impetus of a Dominion Government grant of \$15,000 a mile for the extension. This new line consists of 82.5 miles of track and is being built from both ends, with track to meet at a point 50 miles south of Prince George. Track laying northerly out of Quesnel was started in the latter part of 1950 and is to be started southerly from Prince George this spring. Rails and fastenings for the extension were purchased in England. Three steel bridges are included in the line, one of 1,026 feet in length over the Cottonwood River, one of 900 feet over Ahban Creek and one of 150 feet over Canyon Creek.

The hope of British Columbia is that the line will eventually be extended further north beyond Prince George into the rich and growing Peace River Country in the north-eastern part of the province.

The southerly extension of the railway to Vancouver may be started this year if materials are available. This new portion would be 40 miles in length and would run along the cliffs of Howe Sound and through West Vancouver to reach connections with the transcontinental railways. There have already been strong protests from property owners in residential West Vancouver.

This would be an expensive piece of railway construction - the cost would probably exceed \$8 million and the work would take two years.

Connected with the PGE expansion plans is a hydro development on the north fork of the Quesnel River, on which work is expected to start this year.

SUBWAY CONSTRUCTION PROGRESS REPORT - MARCH 15, 1951

By John M. Mills

At the beginning of March, the Governor-General of Canada was conducted on an inspection tour of the Yonge Street Subway. What he saw was a scene of continuous activity extending from the Union Station to north of Davisville Avenue. In fact, the subway has been described as the greatest construction project in Toronto's history.

The contract for Section S-5A of the subway was awarded in December to a syndicate composed of Fred Mannix & Company of Calgary and the MacNamara Construction Company of Toronto. This contract, unlike the others now under way, includes the construction of several buildings, in this case Davisville Station and the buildings associated with the shops and storage yards to be situated south of Chaplin Crescent and called Davisville Division.

The remaining Section 6, between Imperial Street and the Eglinton terminal, is expected to be started this summer. The Eglinton Division office building is being considerably enlarged to enable it to take over similar duties for the rapid transit line. Since most of the construction of Eglinton Terminal will take place on the site of the present Eglinton Division, a temporary car storage yard for Yonge surface cars will be installed this summer on land rented from the Harbour Commission south of Fleet Street between Bay and York Streets.

The contract for the signal system was awarded at the beginning of March to Siemens General Electric Signal Company of London, England. This includes all signals and train control devices, such as block signals, automatic train stops, terminal interlocking plants and speed governors, which stop trains from exceeding the safe speed limit on downgrades. The necessary escalators for installation in stations have also been contracted for.

Rolling stock is presently out on tender, and this contract will probably be awarded in the early summer. Equipment will consist of 130 cars somewhat similar mechanically, but

not in appearance, to the latest cars acquired by the Chicago Transit Authority. They will be semi-permanently coupled in pairs, and the basic operating unit will be the two-car train.

The largest single contract on the subway, that under Yonge Street between the Union Station and Alexander Street, is now more than 65% complete, and concreting is going ahead rapidly. There remain only three blocks at the north end of this contract, where no excavation has as yet taken place.

On the off-street sections, excavation is almost continuous to north of St. Clair Avenue, except for small sections scattered along this distance. Some concreting has been started here also (at the south end) and the first bridge over the open cut has been installed at Ramsden Park. On the new section, clearing of trees and buildings from the yard area is now complete, and grading for the yards and main line has been started.

There has been no serious shortage of any construction materials as yet, but the supply of structural steel is expected to be very uncertain, and the availability of the correct type of rail is also causing concern.

THE LAST RUN OF TORONTO RAILWAY CARS

The last day of operation for wooden Toronto Railway cars in regular TTC passenger service was Wednesday, March 14th, on the Kingston Road tripper route. However, one last fling at glory was enjoyed by one of the old cars on Friday, March 30th, as car 1326, decorated for the event, carried a group of TTC officials for a ceremonial "last ride". This trip officially wrote "finis" to the long and chequered career of the Toronto Railway's home-built cars. At time of writing, a mere handful of the cars remains at Danforth Division, and these will soon make the one-way trip to the George Street rail yard where they are turned over to the scrap company. However, it is likely that car 1326 will be preserved by the TTC as an historical relic.

The last few Toronto Railway cars were moved from Russell to Danforth because of an influx of high 2300's and low 2400's to the former carhouse to take care of several changes which occurred on March 26th.

On this date, the Carlton tripper route started running out of Russell Division; the Kingston Road tripper was extended westerly on King Street to loop via Dufferin, Queen and Shaw Streets to King; and the Danforth tripper (which previously did this west end service) was shortened to loop at McCaul Street. These changes make for a better balance in space utilization between the two east end carhouses.

PCC car 4300 was recently equipped with Crompton-Parkinson (English) motors, the first such installation on this continent.

PROJECTED EXCURSION

The Society has tentative plans for another excursion on the TTC, using this time probably one of the Brill (2580-2678) series cars. The trip would be held likely on a Sunday in May. All those interested are asked to contact the Editor so that an idea of the amount of interest in the trip may be gained.