

September, 1953 - Number 92

The Society meets on the third Friday of every month in Room 486, Toronto Union Station. The September meeting, the opening one for the season 1953-54, will be held at 8:30 P.M. on Friday the 18th.

AUGUST EXCURSION MEETING - A total of thirteen members attended the gathering at Port Credit station on the evening of August 21st and witnessed a steady parade of trains. Among the many types of motive power which were noted during the evening were TH&B Pacific 15, still handling passenger, and CNR F-M road-switcher 7628, only one of its class in Southern Ontario.

ONTARIO NORTHLAND HIT BY FIRE: ANNOUNCES LINE ABANDONMENT

On the night of August 25th, a \$100,000 fire destroyed the car shop of the Ontario Northland Railway at North Bay. The frame structure was practically doomed from the start of the blaze as the flames raced through the building with great speed. Most shop equipment was lost, and several box cars and cabooses which were undergoing repairs in the shop were also destroyed.

A major car repair program had been slated for commencement during September, but this has necessarily been postponed indefinitely. Plans for a new freight car repair shop are already on the drawing boards.

The Ontario Northland recently announce a that it intends to abandon its 10-mile Englehart - Charlton branch during 1954, and has set May 31st as a tentative date. The Elk Lake and Gowganda gold mines, which provided the original reason for the construction of the branch have been largely worked out, and the operations of the branch now causes a \$17,000 annual deficit.

ONR Combination car 704 has been converted to an X-ray car for service in Northern Ontario. This car will provide citizens of more inaccessible areas with chest X-rays as do the mobile motor truck units in Southern Ontario. The conversion work was done on this car while it was parked on the short siding which leads off of the CPR North Toronto line to the gate of Lambert Lodge (formerly Christie Street Hospital).

NEW CPR SPUR - Offsetting the abandonment note above is the application of the Canadian Pacific Railway for permission to construct a spur line from a point west of Oshawa station southerly to the site of the new General Motors plant in south-west Oshawa. This line would be carried by means of an overpass across the CNR Main Line and Provincial highway 401. Operation of this spur would deprive the Oshawa Railway of considerable traffic which would otherwise fall to it.

HISTORY OF TORONTO'S WINCHESTER STREET CAR LINE

Newsletter 84 carried the story of one of Toronto's long abandoned street car routes, the Ashbridges line. Another route which is rapidly falling into the limbo of forgotten things (except for rail fan historian) is the once important Winchester route. The Parliament route is the modern counterpart of this old line but the Winchester portion of the operation has long been abandoned, and Winchester Street now is a rather unimpressive residential thoroughfare in east-central Toronto, giving no hint that both horse and electric cars rolled along it for many years.

Street railway operation to the vicinity of Winchester Street began as early as November of 1874 with the inception of the Sherbourne horse car route. This route began from downtown and followed King, Sherbourne, Carlton and Parliament Streets to terminate at Parliament and Winchester. The operation with which this article is concerned actually began sometime during 1881, when the tracks of what was by this time the Parliament branch of the Sherbourne route (the

other branch continuing north on Sherbourne to Bloor) were extended easterly along Winchester Street from Parliament for three long blocks to Sumach Street. The one way mileage of this extension on Winchester Street was 0.21.

In July, 1883, the Winchester route as such same into being, as the Winchester branch of the Sherbourne route was so renamed. The routing was unchanged at this time, and remained fixed until after the assumption of street railway services in the city by the Toronto Railway Company in 1891.

On September 26th, 1892, the downtown routing of the Winchester route was changed from Sherbourne to Church Street. Electrification came to Winchester Street on September 28th, 1893, and at the same time, the routing was completely changed: Cars ran from Sumach via Winchester, Parliament, Carlton and Yonge to Front Street. For a time during 1894, the Winchester route was combined with Parliament, but was separated after a few months operation and returned to Church Street.

During this year a wye was installed at Winchester and Sumach Streets, the outer terminus of the route. The stem of the wye extended north on Sumach from the intersection.

The next major change in routing came on December 24th, 1906 when Yonge Street Was used in place of Church. On December 18th, 1911, cars were routed from Winchester via Parliament Street, newly constructed track on Wilton Avenue. (now Dundas Street) and Victoria to Adelaide, for another basic alteration in downtown routing. This routing saw out the remainder of the period of existence of the Toronto Railway Company.

With a major shift in routing made on October 2nd, 1921 by the then new Toronto Transportation Commission, the Winchester line was routed via Parliament and Queen to Victoria. During rehabilitation of the aged trackwork on Parliament Street south of Winchester in 1922, a shuttle service operated on Winchester only.

The name "Winchester" was discontinued on July 1, 1923 as the route was renamed "Parliament". However, the Winchester Street trackage remained in use.

In 1924, the TTC extended double track on Parliament Street north from the point where rails had previously stub-ended (Wellesley Street) to the Prince Edward viaduct, and constructed the Viaduct loop at this point. (Unused track had previously been in place from Winchester to Wellesley). On August 3rd, 1924, Parliament cars were routed over this new trackage, and the Winchester Street rails were vacated. A shuttle bus route took over service on Winchester Street on the same date, but as might be expected, patronage was very light, and the route was abandoned on April 1st, 1926. Since that date this street has never figured in any transit routings.

During the latter period of its operation, the Toronto Railway Company used a mixture of Class D single truck and Class L double truck cars on Winchester Street; as the TTC retired these classes, single truck cars of class F (1564-1710) were assigned Winchester runs. In mid-1923, ex-Civic Railways Birney cars displaced the Toronto Railway cars, and the Sumach wye was, of course, no longer required. Thus the Birney was the last type of car to serve the trackage under discussion.

Stops on Winchester were located at Parliament (westbound), Metcalfe, Sackville and Sumach. The trackage in use during the Toronto Railway and TTC periods of operation was light 69 lb. rail laid in 1893, the year of electrification. The arrangement was rather unusual in that the segment from Parliament to Sackville was double tracked while the last block, from Sackville to Sumach, was single — one of the few stretches of two-way single track ever to have existed in the city. The shuttle bus route which succeeded car operation was forced to operate over the rough paving of this old trackwork, as the latter was not removed until well after the end of bus service. The wye at Sumach Street was removed in 1927, while the tangent track on Winchester was removed the following year.

The cessation of car service on Winchester Street constituted a relocation rather than

an abandonment; however, it destroyed the features of the line which made it unusual in Toronto, principally the picturesque operation along a narrow residential street, suggestive of many small town trolley routes.

MOTIVE POWER NOTES

By G. W. Horner

Herewith is a list of CNR motive power currently stored out of service at Stratford, Ontario:

<u>2-6-0</u>	<u>2-8-0</u>	<u>2-8-2</u>	<u>0-6-0</u>	<u>4-6-2</u>
845	2117	3402	7215	5065
	2341	3426	7221	5101#
<u>4-6-0</u>	2354	3478	7223	5599
1136	2363	3508	7227*	
1208	2393	3512	7241	<u>Self-</u>
1224	2423		7300	
<u>Propelled</u>				
1236	2445	<u>2-10-2</u>	7389	<u>Car</u>
1238	2488	4015	7432	15842
1303	2541		7440	
		<u>0-8-0</u>	7445	
		8367	7500	

- Sideswipe damage

* - Fire damage

Six-wheel switchers 7061, 7216 and 7266, recently stored at Stratford, have subsequently been scrapped at London reclamation yard.

Other CNR locomotive currently in storage at various points in the Central Region are as follows:

745, 1315, 1356, 1388, 2186, 2196, 2199, 2365, 2535, 2686, 3465, 3713, 3725, 5291, 7202, 7230, 7357, 7452, 15830.

The remains of diesels 9048 and 9049 were scrapped at Val Royal on May 29th, and Mikado 3485 was scrapped on June 10th. Diesel "A" unit 9110 passed through Toronto on July 92th in a badly wrecked condition. It was being shipped to General Motor Diesel Limited plant for rebuilding.

Dates of receipt of MLW-CGE 660 H.P. switchers by the CNR are: 8469 - May 1, 8470 - May 21, 8471 - June 11, 8472 - June 26th.

New road "A" units for the Ontario Northland Railway passed through Toronto from the GMD plant to the railway as following:

1514, 1515 - July 29th.

1516, 1517 - August 1st.

T.T.C. NOTES

The cutoff for Dundas route trackage laid in the new street diversion at Bathurst Street went into regular service with the first day car on Monday, August 24th. The old trackage, now disused, was disconnected at the corner of Dundas and Ryerson, where the cutoff begins, but has not been removed.

Subway ballast car RT.3 was moved from Hillcrest shops to Davisville yard on August 19th, pulled by a differential dump car.

Kingston Road Exhibition routing has been somewhat altered this year: Normal day routing is the same as in previous years (Exhibition-Birchmount), with a 7'30" headway of Exhibition-Church Street cars superimposed on the regular service. However, on weekday evenings and Saturdays,

the Kingston Road Exhibition service is out short at Woodbine Loop, and the regular Kingston Road-Coxwell (Danforth-Birchmount) service is operated. Ex-Cleveland PCC's 4675-4699 are being used on the Queen route during the Exhibition period due to lack of the appropriate destination indication on their temporary sign curtains.

C.P.R. PURCHASES R.D.C. CARS

The Canadian Pacific Railway will shortly take delivery of four of the streamlined rail diesel cars (R.D.C. cars) built by the Budd Company of Philadelphia. These cars, first of their type in Canada, form part of the recent large order for new passenger equipment placed with this company.

One car will be an R.D.C.-3 for use on the Mattawa - Angliers branch from North Bay. It is expected to enter service on December 14th. The other cars are R.D.C.-1's, and will commence operation on November 30th. One car will be assigned to the Montreal - Mont Laurier service, while the other two will serve the Toronto - Detroit run as coupled unit, replacing steam locomotives on trains 629, 630 and 631.

SPECIAL NOTE: - The Society plans to organize a trip for members on a regular run when these cars go into service. Members are requested to notify the Society of their intention to participate in this excursion — it is hoped that a party rate can be obtained on fares.