

December, 1953 - Number 95

The Society meets on the third Friday of every month in Room 486, Toronto Union Station at 8:30 P.M. The next meeting will be held on December 18th. At this meeting, UCRS member Robert Wharry will present an illustrated address on British Railway Signalling, a subject on which he is an expert. As most other members are not at all familiar with this topic, it should prove to be a worthwhile evening.

➤ The Society would like to express its appreciation to Mr. Jack Maclean, who made arrangements for members to secure good seats in the RDC cars on the CPR Dayliner excursion of November 21st, and who looked after the detail of selling tickets to members beforehand.

➤ Members are reminded that the January meeting of the Society is the Annual Meeting at which the reports of the Officers for 1953 will be presented, and the election of Directors for 1954 will take place. Any resident member may be elected or re-elected as a Director of the Society provided that a written nomination signed by a nominator and seconder is in the hands of the Directors by the date of the annual meeting, and the nominee has signified his willingness to stand for office.

➤ A reminder is also given at this time that the annual dues for 1954 are now payable. The final year of the Society ends on December 31st, and any unpaid members after that date automatically become delinquent in dues. For convenience in mailing remittances, a self-addressed envelope has been enclosed in this mailing.

➤ President William Bailey announces a new address: 44 Meighen Avenue, Toronto 13.

➤ AN EXCELLENT CHRISTMAS CARD FOR FRIENDS — A COPY OF "FOUR WHISTLES TO WOOD UP!" ORDER FROM UCRS BOOK CIRCULATION, BOX 122, TERMINAL "A", TORONTO. FIFTY CENTS PER BOOK.

NOVEMBER 21ST. RDC EXCURSION

On November 21st, about 25 members of the UCRS travelled to London on the CPR's new Dayliner RDC train. Those who had no previous experience with this type of equipment were most impressed by the excellent riding qualities and by the exceptional smoothness of starting. It was noted that it was necessary to slow down considerably for the last few miles before each stop in order to keep down to the schedule speed; it is evident that the RDC's are capable of maintaining a considerably faster schedule than they are now doing. As a result of this situation, speeds attained for at least the first part of the trip were disappointing. From Toronto to Woodstock the highest speed clocked between mileposts was 80 mph, attained only once west of Puslinch. Higher speeds were no doubt attained momentarily, but speed restrictions in almost every case reduced the average. Departure from Woodstock was three minutes late, and in an effort to regain this loss, the potentialities of the new equipment were admirably demonstrated over the straight and level track of this section. Speeds rose quickly to 90 mph and remained there for mile after mile; speed between mileposts on several occasions reached 91 mph. As a result of this successful time-gaining effort, it was again necessary to reduce speed near London, which was reached exactly "on the advertised".

Before returning to Toronto, several members of the group travelled to St. Thomas via the London & Port Stanley Railway in a two-car M.U. train which was filled almost to seating capacity on leaving London. The usual L&PS efficiency and speed was noted.

C.T.C. ON T.H.& B. MAIN LINE

Several weeks ago, the Toronto, Hamilton and Buffalo Railway completed a General Railway Signal Company installation of Centralized Traffic Control between Aberdeen Yard and Coyle (near Welland).

The Dundurn Wye interlocking in Hamilton was included in the new C.T.C. layout, and the old interlocking was retired. The amount of double track in the main line was reduced, with removal of the second track between Ottawa Street, Hamilton, and Stoney Creek, and between Fenwick and Coyle. Long passing sidings were left at Stoney Creek and Fenwick.

A new freight thoroughfare track around the Hamilton passenger station has been made available with the C.T.C. installation, and freights no longer have to wait on passenger trains which are stopped in the station. Trains may now be operated in either direction on this track, and on either track in double track portions. The dispatcher at the C.T.C. board also has control over the interlocked crossing with the CNR's Hamilton - Jarvis line.

The C.T.C. board is located on the second floor of the Hamilton passenger station building. The machine has the standard arrangement of control levers and indication lamps, and also has an automatic graphic train recorder. The installation has already proven to be a time-economizer, as meets can be made more closely, and stopping for ground throw switches has been eliminated. The extent of the TH&B's C.T.C. territory is 39 miles.

THE T.T.C. "FERRY" CARLINE

In previous issues, the *Newsletter* has reviewed the histories of two of Toronto's most unusual street car lines, i.e., the Ashbridges and Winchester routes. A third defunct line, which definitely belonged in the "unusual" category, was the short-lived Ferry route, the operation of which was confined to the years 1926 and 1927.

The Toronto Viaduct project, in which the main line railway trackage across the city's waterfront was raised on an embankment, and the Toronto Harbour Commission's program of extensive land reclamation completely changed the face of Toronto's "front door" in the decade from 1916 to 1926. Whereas the bay shore and docks had originally been at the Esplanade, the Viaduct obliterated the old docks, and a new waterfront developed along Queen's Quay (on the reclaimed land) fully 1600 feet south of the Esplanade.

The remoteness of the new docks from the downtown area made an extension of street railway service southerly from Front Street a necessity. For many years prior to the Viaduct and new Union Station project, a bridge which carried street car tracks, had existed on York Street Crossing the surface level railway trackage. However, construction necessitated the demolition of this structure, and the car tracks vanished without ever having seen use. The new underpasses for York, Bay and Yonge Streets were not ready for use, so a new temporary bridge was the only means of access to the docks for a car line.

Accordingly, early in 1926, when the need for this line materialized with the establishment of the Island Ferry docks in their present location, a temporary trestle bridge was built across the railway tracks between Yonge and Bay Streets. The car tracks were connected to those on Front Street through the site of the present Customs Building. At the south side of the railway embankment, the trestle veered diagonally south-west in its descent, and the tracks of the temporary line crossed Bay Street on surface level just north of Fleet Street. They proceeded westerly parallel to Fleet Street to a point midway between Bay and York Streets, where they turned abruptly south and continued straight to the Ferry docks. (This north-south segment passed right across the site of the temporary Harbour Yard, which is being used to store Yonge cars until the commencement of subway operation).

In a sense, the old Ferry route was more convenient for island-bound passengers than the present car line, as the cars literally delivered them "to the door". The tracks crossed Queen's Quay and ended in a large rectangular loop, with storage siding, which occupied the space now

used as a parking lot, directly in front of the Ferry payment gates. The cars stopped facing east only a few feet from these gates.

All of the newly constructed track was open, and built to light temporary standards. Service began on May 22nd, 1926 using two-man Toronto Railway cars with a routing as follows: From the docks, over the temporary line to Front Street, then a long loop through the downtown area via Front, Bay, Queen, Yonge and Front Streets. It would be quite impossible for a car to follow this looping today, as three of the four necessary curves have been removed. Head ways on the Ferry route as thus inaugurated were generally six minutes, although this varied with conditions. Three cars were in service with this headway.

This routing continued through the summer of 1926, but with the drop in island traffic, service was curtailed during the winter of 1926-27. Commencing November 1, 1926, a shuttle car operated from Front Street south only, and a two-man double-end car of series 2120-2126 was used.

A crossover was installed just south of Front Street. The mileage of the Ferry route from Queen Street to the docks was 2.18 (round trip), while that of the winter stub route was 1.11.

On June 3rd, 1927, the loop through downtown was resumed, as was the use of single-end Toronto Railway cars; however, at this time the temporary trackage was vacated except for the bridge portion. The Ferry cars swung onto new permanent paved trackage on Bay Street at Fleet, then travelled south on Bay and west on Queen's Quay to the new Ferry loop at York Street.

On August 2nd, 1927, the Ferry route was discontinued, and service to the docks was taken over by the Small Witts of the Bay route. The routing was the same as that followed by Bay cars today, except that, between Bay and Fleet, and Bay and Front, cars travelled via Front Street and the temporary trestle. The Bay Street underpass had not been constructed at this time. Bay cars did not operate south of Front Street between December 15, 1928 and April 10, 1929 and between November 12, 1929 and May 1, 1930. During these two winters there was no service to the docks.

At midnight, November 11, 1929, the Bay Street trestle bridge was officially closed, and it was torn down immediately afterwards. When operation to the docks resumed the following May 1st, Bay cars ran through the new underpass beneath the railway tracks on the Toronto Viaduct for the first time, and they continue to do so to this day.

All of the temporary trackage of this original routing we removed as soon as service had ceased on the portion involved (in 1927 and 1929), except for the east-west segment north of Fleet Street leading west from Bay. Although this was used for only one year in the original routing, the rails remained partly submerged in mud, until 1938, when they were finally lifted to make way for the new Postal Building. These tracks presented a puzzling sight to anyone not knowing their origin. The last trace of the old Ferry car line vanished with their removal.

MOTIVE POWER NOTES

By G. W. Horner and others

General Motors Diesel Limited has announced through President E. V. Rippingille Jr. that it will shortly unveil a completely new line of six locomotive types featuring increased horsepower over previously produced designs. The new road freight unit, successor to the F-7, will be rated at 1750 H.P. (The original E.M.D. road freight locomotive, the FT, was rated at 1350 H.P., and the intermediate F-3 and F-7 deigns at 1500 H.P.).

- The first locomotives of the new line are expected to be ready for delivery in January.
- Recent CNR locomotive deliveries are listed herewith:

MONTREAL LOCOMOTIVE WORKS 660 H.P. SWITCHERS	
8476 August 28	8477 September 10
GENERAL MOTORS DIESEL 1500 H.P. ROAD-SWITCHERS	

(Class Y-5-a, Haulage Rating 40%)

7555	August 31	7561	September 28	7567	October 19
7556	August 31	7562	September 30	7568	October 29
7557	August 31	7563	September 30	7569	October 29
7558	September 22	7564	October 8	7570	November 3
7559	September 22	7565	October 8	7571	November 3
7560	September 22	7566	October 19	7572	November 11

➤ The CNR scrapped Consolidations 2196 and 2535 on August 7th, 0-6-0 7215 on September 14th, and former Quebec Railway Mogul 429 (still carrying old number 22) on September 25th. The latter locomotive had not been under steam for many years, and although officially taken into the CNR roster and renumbered into to the CN's class Mogul series, it never turned a wheel for the big system.

➤ Northern 6213, 6223, 6224 and 6226 are now performing in the Western Region. Pacific 5101 has been repaired and returned to service.

➤ The wrecked CNR "A" unit diesel 9110 (see *Newsletter 92*, Page 4), was rebuilt at the G.M.D. London plant and returned to the railway on September 28th. On September 29th it left for the west, working M.U. with GP-7 7561. Locomotive 9108, in a worse wrecked condition than 9110 had been, passed through Toronto loaded on a flat car bound for London on September 5th. This unit, as rebuilt, was returned on November 11th, and departed for the Western Region working M.U. with 7572.

➤ Diesel rail car D-1, with its trailers C-1 and C-2, have returned to their regular Hamilton - Allandale - Meaford run, after having been sent to Montreal in September.

➤ The CNR has been testing pairs of road freight units in passenger service out of Toronto. Steam heating unit 15615 was brought to the Central Region from the dieselized Gaspé line for the purpose.

➤ The Canadian Pacific Railway has received the following groups of locomotives, all for the Kettle Valley (B.C.) dieselization program:

<u>Class</u>	<u>Nos.</u>	<u>Builder & Type</u>
DS-6c	6518-6522	MLW 660 H.P. switchers
DFA-16e	4082-4093	MLW 1600 H.P. "A" units
DFB-16c	4463-4470	MLW 1600 H.P. "B" units

Of these locomotives, Nos. 4082, 4083, 4463 and 4464 only are equipped with train heat boilers.

➤ The three road-switchers ordered early this year by the Pacific Great Eastern Railway have been delivered. These are Nos. 569-571, 1600 H.P. 6-axle, 4-motor locomotives built by Montreal Locomotive Works.

➤ The New York Central now handles all through freight and passenger service on the Canada Southern line with diesel locomotives operating from Syracuse to Chicago. However, steam switching is still performed at St. Thomas, Welland, etc. Motive Power overhauls have been eliminated at St. Thomas, and the main shop is practically closed down; only operating and car departments remain there.

➤ The Canadian Johns-Manville Company has ordered a 1000 H.P. switcher (No. 48) from Montreal Locomotive Works.

C.N.R. MISCELLANY

The CNR plans to construct a new four million dollar classification yard at Sarnia over the next three years. The new yard is to be located east of the Plank Road, and away from the present

location near the depot. Upon completion, the yard will be a mile in length and 25 tracks wide.

➤ The CNR is also building a small five-track yard in Toronto on the north side of the Brampton Subdivision, and extending from Brock Avenue to Lansdowne Avenue. These tracks are being laid on the existing right-of-way property.

➤ The bursting of a water main on Front Street, west of Simcoe Street, in Toronto on December 4th, badly flooded the low area in which Canadian National Express performs its truck-rail interchange. Operations were paralysed on December 4th, and, although most of the water had been pumped out of the flooded area by nightfall, normal operations for CN Express were not expected to be resumed for several days, probably because of the inability of trucks to operate on the muddy flats.

➤ The "Bell Estates" line which serves Scarborough Township's "Golden Mile", and which has been mentioned in the *Newsletter* on previous occasions, has been extended across Kennedy Road, and curved south-east to join the Uxbridge Subdivision. It forms thus a large loop.

ELECTRIC RAILWAY NOTES

TORONTO - TTC car 4282, one of the 1945-built PCC's, which are currently undergoing a body overhaul and paint program, has appeared as the first street car to carry the new "Keystone with Wing" insignia of the future (1954) Toronto Transit Commission. Several trolley coaches have already had this crest applied to them, including some of the 40 new units which came from the builder without any insignia.

The third rail of the subway was energized early in December to facilitate test runs. Warning signs have been attached to the wire fences which parallel the open cut sections of right-of-way.

Ex-Cleveland Pullman PCC's 4625-4674 are now being equipped with permanent sign linens, and this has resulted in these cars being used rather frequently of late on the Danforth and Church Tripper routes.

OTTAWA - The Ottawa Transportation Commission has announced that it intends to abandon all street car operation on Sussex Street (the Rockcliffe end of the Preston - Rockcliffe route, recently shortened to Sussex and John). Tenders will be called on ten 44-passenger buses to replace the cars on this section of track. The line is currently hampered by worn trackwork and awkward single track operation across the Rideau Canal bridges.

On the other hand, the O.T.C. has just completed the construction of a new track loop for Britannia and McKellar cars. By the laying of single track on George and Cumberland Streets, the Commission has enabled these cars to loop around the Dalhousie-George-Cumberland-Rideau block.

The old George loop (three blocks west), although no longer regularly used, is to be left intact for emergency use.

MONTREAL - In what seems to be completely illogical transit economics, The Montreal Transportation Commission has recently stated publicly that the 30 million dollars which it has promised toward the cost of construction of the planned subway will be used to expedite bus conversion of the remaining street car lines if the subway project comes to naught.

LONDON - The proposal to sell the passenger business of the municipally-owned London & Port Stanley Railway to Eastern Canadian Greyhound Lines was defeated at the polls on December 7th by a vote of 4544 to 3770.