

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

STUART I. WESTLAND,
EDITOR
4 BINGHAM AVENUE
TORONTO

January 1953

Number 14

The Society meets on the third Friday of every month in Room 480, Toronto Union Station at 8:30 P.M. The next meeting will be held on January 16th and will be the annual meeting of the Society. At this meeting, the reports of the officers of the Society for 1952 will be presented, and the election of Directors for 1953 will take place. The members present elect not more than nine directors, who meet at their earliest convenience and select from among themselves the officers for the coming year. Every Toronto area member should make an effort to attend this important meeting.

FURTHER P.C.C. CAR EXCURSION PLANNED --- The Society plans to charter Pullman-built ex-Cleveland Transit System P.C.C. car 4232, as soon as this car is released from Hillcrest as T.T.C. 4657; it will be the first Pullman-built car ever to have traversed Toronto streets. The excursion will be four hours in length and will cost one dollar. It is expected that the car will be ready some time in early February, and a special notification of final details will be mailed to Ontario members.

HISTORY OF THE T.T.C. ASHBRIDGES CAR LINE

One of the curiosities of street railway history in Toronto is the little-known Ashbridges route. Although one of the shortest and shortest-lived lines ever to operate in the Toronto vicinity, its span of life covered two ownerships: that of the privately-owned Toronto Railway Company (operating the line for the city), followed by the city's own Toronto Transportation Commission.

When a large area of land was reclaimed from the old Ashbridges Bay marsh at the mouth of the Don River during the First World War, a number of industries were established in the Cherry-Villiers-Commissioners area. As this new industrial complex was rather remote from any existing street railway line, the City of Toronto laid track for a new street car route to serve the district directly. It was not convenient to operate this line as another detached segment of the Toronto Civic Railways, and the city induced the Toronto Railway Co. to take over operation and provide rolling stock.

The line was double tracked, with short lengths of single track at each terminus, where cars changed ends. Mileage between termini was 1.17. The track was constructed essentially to temporary standards, using 80 lb. T-rail on wood ties; almost all track was open. As subsidence was likely to occur on the newly reclaimed Eastern Harbour Terminal lands, paved permanent trackage would have proved to be expensive to repair, whereas light open track was easily kept in good horizontal alignment. The overhead system had centre suspension wood poles, with bracket arms.

The north end terminus was alongside the two C.P.R. sidings which parallel the Don's east bank, and was on their level, below the Queen

Street bridge. A single connecting spur ran up the grade on East Don Roadway to join Queen Street trackage by means of a trailing switch on the eastbound line, with a facing crossover east of this switch.

Double tracks of the Ashbridges line ran south from the Queen Street terminus parallel to the C.P.R. sidings, continued beyond the end of these sidings across Eastern Avenue, and then rose to cross the Grand Trunk main line by means of a shaky timber trestle. Beyond this trestle, the route continued across Keating Street and traversed the barren flats to Commissioners Street, where a 90 degree turn to the right was made. Level crossings took the street car tracks across two or three steam road industrial spurs in this vicinity. The rails continued westerly along Commissioners Street to the end of the line at Cherry Street; on Commissioners, they were laid in an open boulevard strip in the middle of the street.

The Toronto Railway Company began operation of the route on November 5th, 1917. The regular car on the line was no. 350, which was one of a handful of old home-built double end double truck cars constructed during the 1890's by splicing together two single truck car bodies. 350 was peculiar in that it had doors on one side only, but this proved no particular handicap on a line such as Ashbridges. The route was operated from Russell Division.

After the T.T.C. took over the physical property and operations of the Toronto Railway Company after the expiration of the latter's franchise in 1921, single truck Toronto Railway cars of class D (504-654-772) type were assigned to operate the Ashbridges service. From mid-1923 until the end of the route's existence, former Civic Railway wood single truck cars of series 2200-2214 were used. One car was operated on a 15-minute headway during basic hours, with a second car added during rush hours to give a $7\frac{1}{2}$ minute service. Car stops on the route were located at Cherry Street (terminus), Munition Street, A.B.C. Briquette Co., Commissioners and Don Roadway, Keating Street, Eastern Ave. and Queen Street (terminus).

Early in 1924, serious consideration was given to laying a single track branch of the line easterly on Commissioners Street, and southerly to Simcoe Beach east of the turning basin. The extension was to have been constructed to very light standards, and to have been used for summer beach traffic only. A through run of two miles from Queen Street to Simcoe Beach at times of heavy traffic was contemplated, while at certain other times the whole T-shaped route would have been served by each car.

However, the unexpected structural failure in September of 1924, of the trestle over the Grand Trunk (by then C.N.R.) tracks permanently shelved plans for the beach extension and indeed caused the permanent abandonment of the whole route.

Car service ceased on September 19th, 1924, and a replacement bus service on Cherry Street began operation the following day. The entire operating history thus embraces a period of less than seven years.

Eventual provision of a street car line on Cherry Street, which would probably have replaced the Ashbridges Line, was contemplated at the time that development of the Eastern Harbour Terminals began. Cherry Street was laid with an unpaved "soft centre" south of Fleet Street, and rails were laid on the two bascule bridges which carry this street across navigable ship channels, Although the boulevard strips

have been paved over in recent years, these rails are still to be seen on the bridges. However, by 1924, when the Ashbridges route was necessarily abandoned, it was realized that the volume of traffic from this area was such that it could easily be handled by buses, and all thought of a Cherry car line ceased.

The C.N.R.'s Toronto Viaduct project would have condemned the trestle bridge by 1926 in any event, and it is doubtful that the Ashbridges car line would have survived beyond this date. Some of the trackage on the route was removed immediately following abandonment, while other portions remained in place for several years. The rails were lifted from Commissioners Street in 1930, from the portion north of Eastern Avenue in 1932, and from the crossing of Eastern Avenue near Lever Brothers' plant in 1933; the open track allowance in Commissioners Street was paved in 1949. To-day not a trace remains of this interesting old line, which was certainly unique among those in the Toronto district.

MISCELLANY

In contrast to the rather optimistic note in last month's issue regarding the C.N.R.'s abandoned Lyn Junction - Westport (Ont.) branch, the temporary halt called last month to the process of track removal by certain local Members of Parliament has been waived. It is now definite that the entire subdivision will be dismantled, the work probably will not be completed until sometime in the spring.

The C.N.R. has received new diesel locomotives as follows:

9124, 9126	G.M.D.	Nov. 25
9128, 9130	G.M.D.	Dec. 3
8706, 8703, 8710	C.L.C.-F.M.	Dec. 2
8020 - 8023	M.L.W.	Oct. 1, 15 21 & 24

The 1000 H.P. switchers 8020-8023 have been sent to the Western Region.

9048 and 9049 were the diesels involved in the disastrous wreck at Hydro Glen, Ont., in December.

The U-3-b Northern returned to the Grand Trunk Western in November were nos. 6315, 6316, 6323 and 6331.

C.N.R. locomotives stored as unserviceable are 3725 at Limoilou and 7202 at Joffré. Removed from service are 1208 at Lindsay, 2335, 3465 and 3713 at Joffré, and 2541 at Allandale. O-9-a switcher 7233 (old 7144) is in use as a stationary boiler.

C.P.R. locomotives scrapped during the first seven months of 1952 were nos. 447, 463, 471, 478, 560, 644, 653, 686, 706, 723, 725, 810, 906, 932, 3051, 3412, 3450, 5773, 5774, 6247, 6252.

Wabash Mikado 2273 is in dead storage at Windsor, its disposal probably awaiting only the delivery of two 1500 H.P. "A" units which were recently ordered from G.M.D.

The C.N.R.'s subsidiary Grand Trunk Western recently ordered an Alco 1000 H.P. switcher (8026) and two E.M.D. 1000 H.P. switchers (7015 and 7016). Central Vermont ordered a 1000 H.P. switcher (8027) from Alco.

6300 series Northerns on the C.N.R. have had their haulage rating dropped from 60% to 59%.

The Canadian National Railways has bought back its old 0-8-a 0-6-0 type no. 7105 from the Standard Paving Co. The railway intends to restore it to its original condition as Grand Trunk Railway 2598, and to have it form one unit in a series of locomotive historical relics. This locomotive was built in 1894 by the Grand Trunk Railway, became C.N.R. 7105 in 1923, was sold to the Standard Paving Co. as 7105 in 1928, who used it in a plant near Paris, Ont. After being overhauled by the C.N.R. during the war and renumbered 101, it was used for a time in Western Canada, and later returned to Paris. In 1946 it was transferred to Fuller, Ont; in 1950 it was placed in storage.

The London Labour Council has successfully challenged the planned December 1952 vote on the discontinuance of passenger service on the London and Port Stanley Railway. The by-law authorizing the vote was quashed by Justice H.A. Ayles. He said that the question to be put to the voters included "vague considerations apparently intended to guide the electorate". City council had decided that only ratepayers would be allowed to vote, while the L.L.C. contends that the future of the railway's passenger service affects all Londoners.

The L. & P.S. is seeking refunds on part of the 1952 taxes paid to the municipalities of St. Thomas and Port Stanley.

A metropolitan transportation commission for the greater Winnipeg area is being considered by that city and its several satellites. This commission would buy the transit system, (which now includes only the Portage-North Main route as a rail operation), from the Winnipeg Electric Company.

Former Cleveland cars of the series 4250-4274 (now T.T.C. 4675-4699) are being released from Hillcrest at the rate of two or three per week to Russell Division for use on the Kingston Road route where they are being used as rush hour extras only thus far; they are replacing the Kingston Road trailers, which are going for scrap to the Western Iron and Metal Company. To time of writing, 19 trailers have been retired. Also junked at the end of December was Peter Witt 2538 (one of the cars partially converted for one man operation) which suffered a broken underframe.

All of the series 4675-4699 are now in Toronto, and Cleveland have begun delivery of the Pullman cars. 4238 and 4212 followed 4270 (4695), which was the last of the St. Louis cars to arrive.

Seventeen tank cars were recently built to 3'-6" gauge for use on the C.N.R.'s Newfoundland lines. They were shipped to Imperial Oil Co. by Canadian Car and Foundry in October.

The last spike on the Pacific Great Eastern's Quesnel-Prince George extension was driven on November 1st at Ahbu Canyon Bridge (22 miles north of Quesnel). A seventeen car train ran through to Prince George following the spike ceremony, pulled by road-switchers 567 and 568, to open the extension for the long awaited regular service.

NEXT MONTH: Details on the new truck trailer-on flat car service inaugurated by both major railways in December between Toronto and Montreal.

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NEWSLETTER

STUART I. WESTLAND,
EDITOR
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Number 85

February 1953

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 February 20th.

ANNUAL MEETING

At the January Annual Meeting for the election of Directors of the Society for 1953, the Nominating Committee nominated the following slate of nine candidates for this office: William C. Bailey, R. John Bost, Raymond F. Corley, John W. Griffin, John A. Kelley, John D. Knowles, John M. Mills, Albert S. Olver and Stuart I. Westland. As no further nominations were made at the meeting, the above nine men were declared Directors of the Society for 1953 by acclamation.

At the Directors' Meeting held on January 23rd, the Officers and Committee Chairmen for 1953 were chosen. There is no change from the 1952 Officers and the Committee Chairmen for 1953 form practically the same list as those for 1952.

The list of officers for 1953 is as follows:

President:	William C. Bailey
Vice-President:	Raymond F. Corley
Recording Sec'y:	Stuart I. Westland
Corresponding Sec'y:	John M. Mills
Treasurer:	Albert S. Olver

Chairmen of Standing Committees and other posts are as follows:

Programme and Excursion:	R. John Bost
Membership:	John M. Mills
Publications:	William C. Bailey
Public Relations:	Raymond F. Corley
House:	John A. Kelley
C.O.T.T.C. Representative:	John W. Griffin
C.N.R.-Upper Canada	
Centennial Committee:	John W. Griffin
Curator:	Stuart I. Westland
Bulletin Editor:	John D. Knowles
Newsletter Editor:	Stuart I. Westland

U.C.R.S. EXHIBITS IN HOBBY SHOW

The Society is operating a booth in the Model Railroad Section of the Canadian International Hobby and Homecraft Show being held in the Coliseum building in the Canadian National Exhibition grounds.

This show commences on Friday, February 6th and is continuous throughout each day, including evenings, until Saturday, February 14th, with the exception of Sunday the 8th. Due to staffing difficulties, attendants for the Society's booth will be on hand during evenings only. The display will consist entirely of "paper" material such as photographs, maps, timetables, bulletins, etc. shown in such a fashion as to

inform visitors of the existence of the railfan hobby. The model railroad hobby, which will be well displayed nearby, is well known to the average person; however, in the Society's booth, it is hoped, the majority of visitors will find something a little different from anything they had expected to see. Society members, of course, will be particularly welcome at the display.

The booth is located on the ground floor of the Coliseum building in the east wing, against the back (north) wall of the building. The two major railways and the T.T.C. are operating booths adjacent to that of the U.C.R.S.

C.N.R. ROAD DIESEL RETIRED

As mentioned briefly last month, G.M.D. "A" and "B" road diesels 9048 and 9049 were involved in the widely publicized wreck at Hydro Glen, near Southwood, Ontario in December. This spot is on the Washago - Capreol line, the main line to Western Canada from Toronto, and is about 10 miles north of Washago Jct. 9048-9049 were pulling southbound train 404 towards Toronto. Failure to receive a meet order caused this train to collide head-on with a northbound freight extra hauled by Mikado 3483.

The resultant wreck was one of the worst in Ontario for some years. It caused the death of five crew members, the total loss of two locomotives, and possible loss of a third, as well as loss or severe damage to many freight cars. Engine 3483 cleaned everything off the deck of engine 9048, reducing the cab of the diesel and all it contained to twisted wreckage. The impact also wrenched the boiler of the Mikado from the frame and wheels, and the tangled locomotives fell into the muskeg adjacent to the right-of-way. The collision also severely damaged "B" unit 9049.

It took several days to retrieve all of the wreckage of the locomotives from the trackside swamp. The boiler of 3483 was last extracted, as it was on the bottom of the pile. The decision was almost immediately made to scrap Mikado 3483, and not to attempt a rebuilding of diesel 9048. The demolition of the latter was so nearly complete that such a project would have meant virtually the construction of a new locomotive. The remains of 3483 and 9048 passed through Toronto in gondola cars early in January enroute the reclamation yard. "B" unit 9049 at this writing is parked under the Spadina Avenue bridge in Toronto, awaiting authority to rebuild or scrap.

Diesel-electric "A" unit 9048 was turned over to the C.N.R. by General Motors Diesel Limited in the summer of 1951, and had thus a life history of about a year and a half, possibly the shortest career ever enjoyed by a C.N.R. locomotive.

MOTIVE POWER NOTES

New diesels received by the Canadian National Railways recently are as follows:

9132, 9134	-	G.M.D.	-	Dec. 15th
9136, 9138	-	G.M.D.	-	Dec. 26th
9140, 9142	-	G.M.D.	-	Dec. 31st

This completes the delivery of the order for forty "A" units ordered in May of 1952 from General Motors Diesel Ltd., and numbered 9064 - 9142 (even numbers).

From Canadian Locomotive Co. were received the following 1600 H.P. "A" units:

<u>Number</u>	<u>Date of first trip Montreal-Toronto</u>
8712	December 27
8714	December 18
8716	December 26
8718	December 27
8720	January 3
8722	January 3

These locomotives are a part of the order for 20 such locomotives (road nos. 8706-8744) placed also in May, 1952.

The first three special 1200 H.P. 3'-6" gauge road-switchers for Newfoundland service were released to the C.N.R. by G.M.D. in December (they passed through Truro, N.S. enroute to the island on December 28th). These unique locomotives are numbered 900-902, class Y-4-a, with a weight of 105 tons, Haulage Rating of 40% and builder's numbers A-303 to A-305. They will be followed by six more of similar design (nos. 903-908, class Y-4-b), which are still under construction at London. It was for these locomotives that the E-10-a Moguls were renumbered some months ago.

C.N.R. Light Pacific 5505 is being used as a stationary boiler at Stellarton, N.S.

In similar fashion, C.P.R. 4-6-0 no. 813 has been used to supply steam to the Silverwoods Dairy building on Dupont Street in Toronto for some weeks past. It is parked on a siding directly behind the plant (on the North Toronto Line of the C.P.R.), with a live steam line, connected to the boiler, feeding the building. Water is obtained by the locomotive by means of a flexible hose connected to a nearby hydrant.

The following is the distribution of the 159 C.P.R. road diesel-electric units in November, 1952:

QUEBEC DISTRICT - Montreal-Wells River service: 1800-1802, 4000-4007, 4400-4403, 8400-8404. Montreal-Toronto service: 4070-4075.

ALGOMA DISTRICT - 4008-4027, 4042-4051, 4404-4423, 8405-8408.

MANITOBA DISTRICT - (Fort William - Winnipeg service) - 4066-4069.

ALBERTA DISTRICT - 4028-4041, 4052-4057, 4058-4063, 4064, 4065, 4424-4448, 4449-4454, 8409-8411.

BRITISH COLUMBIA DISTRICT - (Esquimalt & Nanaimo) - 8000-8012.

The Quebec, North Shore & Labrador Railway has purchased a second used steam locomotive. (The first was C.N.R. ten wheeler 1112). The new acquisition is Ontario Northland Railway Pacific 701, which was overhauled by the O.N.R. at North Bay early in January, before leaving for its new home terminal of Seven Islands, P.Q.

CORRECTION - In Newsletter 78 it was stated that the Sydney and Louisbourg Railway had purchased Detroit and Toledo Shore Line locomotive 113. Actually the purchaser was the Old Sydney Collieries, on whose roster it is now no. 30. D. & T.S.L. 26 was purchased by the Sydney & Louisbourg as stated, on which road it is now no. 103.

The C.N.R. is equipping the coaches used on Hamilton - Toronto commuter trains 74, 76, 79 and 81 with electric lights. The coaches heretofore were lit with Pintsch gas, and were the subject of much derogatory comment on the part of the daily users.

T.T.C. NOTES

The stockpile of unused transfers resulting from the strike of January 4th to 23rd, 1952 were used on the corresponding weekday of a like period in January, 1953. This resulted, however in the date of the transfer being two days out: (e.g.) transfers from Tuesday, January 8th, 1952 were used on Tuesday, January 6th, 1953.

In the spring of this year, a system-wide repainting of stop poles will be carried out, in which a reversion will be made to the old (until 1947) system of designations, i.e. car stop, bus stop and coach stop. Since 1947, the confusing designation "T.T.C. Stop" has been employed on all routes.

The nine partially converted two man Peter Witt cars which were to have been the forerunners of a mass changeover of 2500 and 2600 series Peter Witts to one man operation (until the advent of the second hand P.C.C.'s) were recently all moved to the Kingston Road route. This move was made because of the elimination of trailers from this route, and the fact that these cars have proven to brake poorly in Yonge train operation since conversion.

Trailers were last used on Kingston Road during the a.m. rush on January 23rd. Only three trains were in operation.

Track rearrangement is being carried out at Russell Division yard because of the removal of trailers from this location.

RAILWAYS INAUGURATE TORONTO-MONTREAL TRUCK TRAILER HAULAGE

As seems to be usual when something is new on Canada's two major railways, a radical innovation in freight haulage was inaugurated during the same month (December 1952) on both companies' lines. This consists in the haulage of truck trailer units on special flat cars between Montreal and Toronto, so that consignees with off-rail locations can enjoy the door-to-door convenience of truck transport and the speed of rail service at the same time.

Shipments are picked up during the day by tractor trailer trucks of railway ownership, which proceed to the freight yard and back onto special flat cars spotted at a loading ramp. The truck trailer having been secured, the tractor pulls away, and another trailer can be placed on the same flat car. The flat car is placed in a fast overnight merchandise train, and the trailers are picked up by tractor units in the freight yard at the opposite terminal for next-morning direct delivery.

The C.P.R. began this service on December 1st, when two trailers were loaded at Montreal's Place Viger terminal. The railway has six specially converted flat cars with jacks to take the load off of the trailer wheels when in transit, anchoring chains and three-foot hinged steel loading aprons at the car ends. Two cars are used in each direction overnight, with the remaining two as spares.

The C.N.R. began service on December 12th, also with six special flat cars which are equipped with roller bearings, automatic brake cylinder slack adjusters and rolled steel wheels. The C.P.R. has eight truck trailers in this service, the C.N.R. twelve.

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NEWSLETTER

ADDRESS NEWSLETTER CORRESPONDENCE:
STUART I. WESTLAND, EDITOR
16 SONORA TERRACE, TORONTO 13

March 1953

Number 86

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 March 20th.

Program for March Meeting - Dr. L.B. Williams, an authority on one of the greatest names in Canadian railway history, that of Sir Sandford Fleming, will deliver an address on the famous engineer before the Society. The talk will be illustrated by means of colour slides. All Toronto area members are urged to attend this meeting to enjoy what promises to be a very interesting and educational programme.

Membership Pins - For a limited time only, the Society plans again to make membership pins available for purchase by members. These pins are one half inch in diameter and contain an embossed and enamelled reproduction of the U.C.R.S. insignia. The price to members is \$1.25 postpaid. Orders for pins will be taken up to April 30th only, and the number to be made up will match the number of orders received to that date. Please make remittances to the Society at its box address, and include exchange on out-of-town cheques.

Several Ontario Excursions Planned - The spring season promises to be a busy one for Ontario railfans this year with several fantrips now in the planning stage.

The Society will hold the third in the series of photographic excursions on second hand P.C.C. cars of the Toronto Transportation Commission some time during the next two or three months, with the probability being that it will fall in April. This date of course depends entirely upon the date of release of the first former Birmingham Transit Co. car (T.T.C. 4729) for which the excursion is primarily being operated. However, it is probable that a second car will be chartered on this occasion, this being one of the Pullman-built Cleveland cars, as the poor weather during the February 15th excursion did not afford a good opportunity for recording the car of this type which was then operated.

The Buffalo Chapter of the National Railway Historical Society will hold an excursion on the Grand River - Lake Erie & Northern Rys. sometime during May.

Also during May, the Michigan Railroad Club of Detroit will have a fantrip on the T.T.C.

The 1953 excursion of the Central Ontario Train Trip Committee will be operated on June 20th. This trip will follow a circuit of C.N.R. rails via Georgetown, Beeton, Collingwood and Allandale, including a segment of soon-to-be abandoned trackage. This trip will feature the use of only air-conditioned cars, something lacking in past years.

Further details on all of these trips will be printed when they are available.

C.P.R. TESTS RDC-1

Between February 2nd and 28th, the Canadian Pacific railway tested a demonstrator Budd RDC-1 self-propelled car in revenue service between Montreal and Mont Laurier, P.Q. The car operated as a new train superimposed upon the present service with the following schedule (running express to Ste. Agathe and local beyond):

	NORTHEBOUND			SOUTHBOUND	
	DAILY	SUNDAY		DAILY	SUNDAY
LV Montreal	8:40 AM	7:55 AM	ARR	9:50 PM	11:00 PM
LV Westmount	8:45 AM	8:00 AM	ARR	9:43 PM	10:53 PM
LV Montreal West	8:50 AM	8:05 AM	ARR	9:35 PM	10:45 PM
LV Park Ave.	9:02 AM	8:17 AM	ARR	9:20 PM	10:30 PM
LV Ste. Agathe	10:35 AM	-	LV	7:55 PM	-
ARR Mont Laurier	1:05 PM	12:20 PM	LV	5:35 PM	6:45 PM

The car operated for passengers only during this experimental period, and no baggage or skis were carried. This unit was the same car as that tested by the C.N.R. in the Montreal district some months ago.

NEW C.P.R. FREIGHT TRAIN - - The Canadian Pacific Railway is operating a new fast freight to Western Canada from Toronto, which takes only six hours more than the fastest passenger trains to make the Toronto-Winnipeg trip. This unprecedented speed is accomplished only by giving the train a 25% reduction in tonnage. At present, the train operates as a second section of #935 out of Parkdale yard, but will probably receive a number of its own when a new timetable is issued.

MOTIVE POWER NEWS

Locomotives received from Canadian Locomotive Company by the C.N.R. with date of first Montreal-Toronto trip are as follows:

8724	Jan. 24	8730	Jan. 31
8726	Jan. 24	8732	Feb. 7
8728	Jan. 31	8734	Feb. 7

Grand Trunk Western six-wheel switcher 7522 has been transferred to the C.N.R.

About 20 units of the recently built G.M.D. series 9064-9142 of the C.N.R. have been transferred back to Montreal from the Western Region.

New 1200 H.P. road-switchers 903-905 were shipped from London on January 31st on standard gauge trucks, bound for the C.N.R.'s narrow gauge Newfoundland lines.

Ontario Northland Mikados 300 and 301 passed through Toronto on February 18th enroute to Hamilton, probably for scrap.

Detroit and Toledo Shore Line Railroad locomotives 25, 100, 111 and 114 passed through Toronto on February 14th, bound for the Dominion Steel and Coal Company at Sydney, N.S.

The Canadian National Railways recently purchased as fully completed locomotives, eight 1200 H.P. road switchers from Canadian Locomotive Company. (They were not ordered for construction by the railway). These units are nos. 7622-7629. The C.N.R.'s previous C.L.C. road-switchers (7600-7621), which were rated 1000 H.P. locomotives, have

had the rating changed to 1200 H.P.

Deliveries are currently being made on the following C.P.R. locomotives:

7400-7405 (DS-12a) - G.M.D. 1200 H.P. switchers (The first locomotives of this type on the C.P.R.).

4459-4461 (DFB-15e) - G.M.D. 1500 H.P. road "B" units.

8412-8425 (DRS-15d) G.M.D. 1500 H.P. GP-7 road-switchers.

GRAND RIVER - LAKE ERIE & NORTHERN RY. EQUIPMENT CHANGES

As reported previously, the motors on locomotives 333 and 234 were interchanged on Sept. 15th, 1952; the former locomotive was ballasted to give a 71-ton weight. 333 now has 200 H.P. motors, while 234 has 125 H.P. A similar interchange of motors will be effected on locomotives 335 and 232 during the coming year. Also planned for this year is the addition of ballast to two other locomotives: 230 will have its weight increased from 63 to 70 tons, while 337 will be increased from 82 to 100 tons.

Dual air horns were mounted on all locomotives during the past year, and the bell location was changed from the hood to a roof mounting in order to increase audibility. It is the intention to modify the window arrangement in the locomotive cabs to provide three equal-sized windows on each end (plus door) in place of the present two. This is expected to make for improved visibility.

Following the removal from service of all wood passenger cars last year, it is expected that cars 933 and 955 will be scrapped during 1953. The management is also considering the conversion of steel passenger cars 862 and 864 to combination cars.

Service cars 26 and 28 (former wood passenger cars 826 and 828) are ready to be scrapped. If they are not purchased for bodies, they will be disposed of by burning in the near future. (A data sheet on these interesting cars, along with already-scrapped 824, is under preparation by the Society)

MOTIVE POWER OBSERVATIONS ON A C.P.R. CALGARY-VANCOUVER TRIP

by W.T. Sharp

(Editor's Note: These notes made by Associate Member William Sharp during a 1952 Trans-Canada journey are especially interesting because they were taken during the "interregnum" between steam and diesel supremacy in the Rockies and show the transition in full swing).

Sun. Aug. 31: Entered Alberta at night on 2nd 3 with 15 cars and a caboose hauled by Hudson 2843. Leaving Medicine Hat at 5:30 A.M., the first Selkirk was sighted (5906). 5261 helped the train to Bowell and was here cut off. Steam was not yet dead in the mountains: at Alyth, 2843 was replaced by 5951. 3402, 5803 and 733 were noted switching at Alyth and 3503, 6516 and 6905 at Calgary.

To gain the benefit of an observation car, we waited at Calgary for no. 7 which arrived at 11:00 A.M. behind diesels 4040-4454-4438. Leaving Calgary, an eastbound freight pulled by 5913 was encountered. At Cochrane, no. 2 was passed with 4058-4428-4442. At Banff, GP-7 8409 was in the yard and at Temple 4028-4451-4436 on a freight. Leaving Lake Louise, we waited for no. 14 "The Mountaineer" on its

last trip of the season behind FM units 4052-4449. At Stephen on the summit, a westbound freight was noted with 4070-4432-4446. Descending to Field through the Sprial Tunnels, we met passenger trains 8 at Yoho (4059-4441-4448), 4 at Cathedral (4037-4439-4041) and 6 at Field with 8410.

5024 and 5031 were in the Field roundhouse with 4039-4426-4029 and 4063-4460 outside, while 7109 performed switching chores. Golden was still a steam centre with 914 (from Cranbrook), 5760, 5904 and 5935 in the yard. At Beavermouth a long eastbound freight was waiting with diesel units 4060-4427-4429, and three helpers including 5903 and 5921 were in the shed. No helper was needed for the stiff climb to Connaught. Upon emerging from the Connaught Tunnel, a glimpse was caught of 5900 at Glacier.

We left the train at Revelstoke which was reached at 8:30 P.M. 2860 replaced the diesels on no. 7, with 5930 as helper. Switchers 7110 and 7111 were seen here, and 5932-5465 on a freight west.

Mon. Sept. 1: At 6:30 A.M., 5462 and 5930 were noted on an eastbound freight. We continued our journey on no. 1 which arrived on time behind diesels, which were replaced by 2385 with 5465 as helper. No. 954 was met upon leaving Revelstoke with 5467, and a few minutes later no. 8 with 5932 and 2864. At Clanwilliam, near the summit of Eagle Pass, helper 5463 was cut off, and during the descent to Taft we passed 1st 4 (2861), 2nd 4 (2863) and 6 (2703). At Taft, 5806 was noted on a short westbound freight. At Sicamous, D-10 985 was waiting with train 708 to Kelowna. While we skirted Shuswap Lake, 5468, with green flags, was passed. At Tappen, 5807 was added for the short climb to Notch Hill, and 5801 was waiting. At Notch Hill, 5807 went off, 5800 and 5804 were on the wye, and 5808 had an extra east. No. 950 with 5465 was met at Neskean.

The important divisional point of Kamloops was reached at 12:55, revealing 5315, 5322, 5324, 5326, 5469 and 5736 in the yard. Many 5300 series Mikados work west from Kamloops, while 5462-5469 work to Revelstoke over the Shuswap subdivision. Little traffic was seen as we descended the Thompson Canyon. 5336 was noted with an eastbound freight at Walkachin, and 3734 (from Penticton) was switching at Spence's Bridge. At Thompson, we met no. 2 behind Pacific 2390.

North Bend in the Fraser Canyon is the next division point. Here 2704, 2706 and 5360 were seen. At Spuzzum, we passed 5387 on a westbound freight, and at Haig, 5326 with a caboose. At Ruby Creek, effectively the end of the Kettle Valley line, Penticton Consolidations 3721 and 2639 were waiting. On the double track between Ruby Creek and Coquitlam we met the evening convoy of passenger trains - 8 (2860) 1st 4 (2389), 2nd 4 (2862), 6 (2709) and 46 (Kettle Valley) (5258). Several switchers of group 7065-7075 were noted upon entering Vancouver.

Mon. Sept. 8: Eager to see something of the Kettle Valley line, we left Vancouver on no. 12 (six cars behind rebuilt Mikado 5224). This was the first summer of daylight service over Coquihalla Pass: complete dieselization is expected in 1953. Leaving Vancouver, 7065, 7072 and 6511 were noted as well as N.H.B. 1 (a diesel) and 202 (an O-6-0). At Barnet, 3443 was seen on a day freight. Soon we passed transcontinentals 4 (2864) and 8 (2863). At Coquitlam, 5770 and 7069 were working the yard and at Mission we passed 3611 with mixed train

810 to Huntingdon. A short distance beyond Ruby Creek (where 3629 and 5757 were waiting) we left the main line and began the spectacular ascent of Coquihalla Pass. At Romeo we met no. 11 (5 cars) behind 3658 and 5212 and at Coquihalla near the summit, 3731 was seen on a work train. Brookmere, the next divisional point, was reached at 1:30 P.M. and Consolidations 3678 and 3721 were seen in the yard. Beyond Princeton, where 3602 was seen, there was another hard climb as the track zigzags up the hill, followed by a descent to the Okanagan Valley. At Penticton, engines were changed and 5241 and 5261 were added for the harsh climb out of the Okanagan. 5630 and 6940 were shunting in the yard. At Chute Lake, 5241 was cut off as the worst of the climb was over. Another helper, 3617, was required from Grand Forks to Farron. The train was left at Robson West for a steamer trip on Arrow Lake.

Tues. Sept. 9: From the S.S. "Minto", 3506 was noted on the weekly mixed at Naskup. This section of line is disconnected from the rest of the C.P.R. or any other rail line, and the train is ferried from Slocan City to Roseberry.

Wed. Sept. 10: The Minto was left at Arrowhead, where 575 provided a mixed train connection to Revelstoke. 2:40 was required for the 27 miles.

From Revelstoke eastwards, the main line via Glacier and Field was followed, which has already been reviewed. The year 1952 thus provided tastes of old and new on the C.P.R. in British Columbia and Alberta.

T.T.C. NOTES

The Hillcrest shops of the Toronto Transportation Commission continues to turn out revamped and reconditioned P.C.C. cars which were formerly the property of the Cleveland Transit System. The last of the 25 St. Louis cars (4695) was sent to Russell Division toward the end of January, and all of these cars are now seeing tripper service on the regular Kingston Road routing from Mc Caul to Birchmount. Car 4693, the first car of the series to be released, is the only one fitted thus far with standard T.T.C. double front linen signs, and the other 31 cars carry temporary single linens with a combined route-destination aspect. These temporary linens carry Kingston Rd. signs only. Two man Witts continue to give service on the base runs, and A-1 and A-10 (ex Cincinnati) group P.C.C.'s give the evening and Sunday Kingston Road-Coxwell service.

Pullman-built cars are now being released, with about five in service at time of writing. They are being assigned to Danforth car-house and have been operating on Harbord extras; the cars are also provided with Carlton signs on their temporary linens. The interior of the St. Louis cars required only a touch-up paint job, but the Pullmans, which carried a badly-scratched grey interior paint scheme in Cleveland, are receiving a standard T.T.C. green and cream interior treatment; they are also being upholstered. The characteristic double bullseye markers on the fronts of these cars are being removed.

Further Birmingham cars are now being delivered, and some with the

blue (older) colour scheme have arrived here. The current Hillcrest plan is to release 25 Cleveland Pullmans, and then begin on Birmingham cars. The first of the latter will be 829 (T.T.C. 4729) which arrived as a lone representative last November. Cleveland will probably be able to send along the last 25 Pullmans in the near future, as their East 55th St. Carline was converted to bus on March 8th.

The T.T.C. scrapped 32 trailers during December and January, as 4675-4699 released them from Kingston Road. The numbers of these cars follow:

2763	2821	2861	2951
2775	2829	2869	2955
2789	2831	2877	2963
2795	2839	2883	2967
2799	2851	2891	2979
2803	2853	2893	3007
2807	2855	2921	3017
2813	2857	2925	3025

Western Iron & Metal Co. purchased this group, and after de-trucking the cars and burning out some interior fittings at George St. yard, hauled them to Mill Street where they were fired, and the metal hulks cut up for scrap. However, no. 2763 was resold as an intact body to the Ontario Metal Co. at Dundas and Jane Sts., in whose yard it is now in use as a shed.

After a period of quiescence at George St. during February, the slightly damaged Witt motor 2952 arrived on February 23rd, to meet the same fate as the trailers. With the arrival at the yard of Brill 2664 on the following day, the long-threatened scrapping of series 2530-2678 was begun. This series of 50 cars had remained intact since construction in 1922. Thirty-eight of the Brills are to be scrapped in this latest program, leaving 12 of them to enjoy a few more months of life.

Differential dump car W-18 is currently being converted into a snow loader for use on the subway in open sections. In this conversion, it is being converted to a double end car, with another identical cab being constructed on what was formerly the back end. A total of six service cars of various types for the subway are to be built in Hillcrest this year.

Three decrepit trailer shunters, nos. Y-4, Y-10 and Y-12, still await scrapping at time of writing in Russell yard.

The latest word on the completion of the subway from the T.T.C. Head Office places the date of inauguration of regular service in February of 1954. A training and breaking-in period will cause this two-month extension.

The T.T.C. plans to enlarge and redesign the Jane loop at the west end of the Bloor route. The new arrangement will provide a street car loop inside and a loop for free-wheel vehicles on the outside - the reverse of the present arrangement. The last alteration to Jane loop was made as late as 1949, when a storage track was added inside the main line track to replace the spur on Bloor Street.

A final note: The Society's booth in the Hobby Show was a distinct success. Several new members were obtained as a result of the display, and many bulletins were sold.

INCORPORATED 1952

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

ADDRESS NEWSLETTER CORRESPONDENCE:
STUART I. WESTLAND, EDITOR
16 SONORA TERRACE, TORONTO 13

April 1953

Number 87

The Society meets on the third Friday of every month in Room 480, Toronto Union Station. The next meeting will commence at 8:30 P.M. on Friday, April 17th. All resident members are urged to attend.

Coming Excursions -- A definite date still cannot be given at time of writing for the U.C.R.S. two car P.C.C. excursion on the T.T.C., which will inaugurate the use of former Birmingham, Alabama cars in this city. However, it is expected to take place during April or early May, and a special mailing will advise nearby members of the final details. The second car used on the excursion will be one of Cleveland series 4625-4674. Trackage in the east and north ends of the city will be traversed.

The Buffalo Chapter of the National Railway Historical Society is operating an excursion on the Grand River - Lake Erie and Northern System on Sunday, May 10th. The special car will leave Waterford, Ont. (N.Y.C. connection) at 10:30 A.M.; fare will be in the neighbourhood of \$3.50.

Members are reminded that the deadline on the receipt of orders for Society membership pins is April 30th.

As was announced at the March meeting, some form of celebration will be conducted by the Canadian National Railways in Toronto on Saturday, the 16th of May. This date is the centenary of the operation of the first passenger train from the City of Toronto; this train ran on the Ontario, Simcoe and Huron Union Railway to the village of Aurora on May 16th, 1853, and ushered in the railway age for the City of Toronto. The O.S. & H.U. line to-day is included in the Allandale subdivision of the Canadian National railways. A bronze plaque which commemorates the event is affixed to the stonework on the east side of the entrance to Toronto Union Station, and is well known.

The exact nature of the celebration planned by the C.N.R. to mark this centenary is as yet not known, but details are expected to be forthcoming shortly, and a full announcement will be made in the May Newsletter. The Society has a "C.N.R.- Upper Canada Centennial" Committee which is investigating the railway's plans, and also to what extent the U.C.R.S. can take part in the proceedings of May 16th.

FURTHER CONSTRUCTION IN SCARBOROUGH TWP.

There are few things in which the railfan can take greater satisfaction than in witnessing the renaissance of an abandoned railway right-of-way, and it is a very rare occurrence. However, this is taking place slowly in Toronto's eastern suburb of Scarborough Township, where the C.N.R. is pushing a "railhead" gradually eastward along the Canadian Northern's abandoned grade. This abandoned line was built by the C.N.R. predecessor as late as 1913, and carried track

over its full length (Tadmorden - Ottawa) for only 13 years, as some track, including the Toronto end, was pulled up in 1926.

The C.N.R. constructed a two-mile industrial spur in 1949 to serve Scarborough's "Golden Mile" of industries, one half-mile of which was located on the old grade. The new extension continues from the point where this spur leaves the old grade, near Birchmount Road, easterly across Birchmount and on toward Kennedy Road, with the evident expectation of further industrial development east of the "Golden Mile". A five-track yard is in process of construction just east of Birchmount Road. The C.N.R. has owned this right-of-way continuously since the rails were previously lifted in 1926.

A BIBLIOGRAPHY OF CANADIAN STEAM AND ELECTRIC RAILWAYS

Herewith is presented a list of the standard works on Canadian railways, together with a considerable selection of lesser known books and articles. This bibliography makes no claim as to completeness but probably includes a majority of the monographs on Canadian railways which could interest the researcher or general reader. Listed as well are a few of the most valuable articles which have appeared in certain periodicals.

A. GENERAL

- THE RAILWAYS OF CANADA (J.M. and Edward Trout)
-- Toronto, 1870-1.
- THE RAILWAY BUILDERS (Oscar Douglas Skelton). A concise but complete account of the history of Canadian railways up to the time of the first World War.
-- Toronto, 1916
- THE RAILWAYS OF ONTARIO (W.H. Breithaupt)
Ontario Historical Society Papers and Records, Vol. XXV, Toronto, 1929
- CONSTRUCTION OF RAILWAYS IN CANADA (M.L. Bladen)
A chronological tabulation, with dates, mileages and company names, of the construction of all rail lines in Canada to the year 1932; a valuable reference work.
-- Contributions to Canadian Economics, vols. 5 and 7
- University of Toronto Press, 1932 and 1934.
- 1832 - THE CANADIAN RAILWAY CENTENARY - 1932 (John Loye)
-- Railway and Locomotive Historical Society (Boston) Bulletin 28.
- REPORT OF THE ROYAL COMMISSION TO INQUIRE INTO RAILWAYS AND TRANSPORTATION IN CANADA -- Ottawa, 1931-32.
- CANADIAN RAILWAY DEVELOPMENT FROM THE EARLIEST TIMES (Norman Thompson and J.H. Edgar). An entertaining, although in places disjointed, account of Canadian rail history; it is particularly recommended to the casual reader.
-- Toronto (Macmillan) 1933.
- A HISTORY OF TRANSPORTATION IN CANADA (George P. deT. Glazebrook). The standard work on the subject of Canadian transport history; about two-thirds of the book is devoted to railways.
-- Toronto (Ryerson), 1938

THE RAILWAY INTERRELATIONS OF THE UNITED STATES AND CANADA (W.J. Wilgus). An excellent book dealing with the interchange of traffic between the two countries and the history of the U.S. lines which operate in Canada, as well as that of the Canadian lines in the States.

-- Toronto (Ryerson), 1937.

A STATUTORY HISTORY OF THE STEAM AND ELECTRIC RAILWAYS OF CANADA, 1836-1937 (Robert Dorman). A tabulation, under company names, of legislation dealing with all Canadian railway projects, including the many which never advanced beyond the paper stage. With supplemental maps.

-- Ottawa (Department of Transport), 1938.

THE RAILWAYS OF BRITISH NORTH AMERICA (Terry Ferris)

-- Ontario Historical Society Papers and Records, Vol. XXVIII, Toronto, 1946.

B. INDIVIDUAL COMPANIES

1. CANADIAN PACIFIC RAILWAY:

REPORT AND DOCUMENTS IN REFERENCE TO THE CANADIAN PACIFIC RAILWAY (Sandford Fleming). -- Ottawa, 1880.

SANDFORD FLEMING - EMPIRE BUILDER (L.J. Burpee)

-- Oxford, 1915

THE LIFE AND TIMES OF LORD STRATHCONA (W.T.R. Preston)

-- Toronto, 1915

THE LIFE AND WORK OF SIR WILLIAM VAN HORNE (Walter Vaughan)

-- New York, 1920.

THE CANADIAN PACIFIC RAILWAY (F.A. Talbot)- London, 1922.

HISTORY OF THE CANADIAN PACIFIC RAILWAY (Harold A. Innis).

A work by one of Canada's leading economists, treating C.P.R. history with emphasis on the financial aspects.

-- Toronto, 1923

THE STORY OF THE CANADIAN PACIFIC RAILWAY (R.G. MacBeth)

A good general history of the C.P.R. -- Toronto, 1924

STEEL OF EMPIRE (John Murray Gibbon). A lengthy

history of the C.P.R. with stress on the political and geographical factors; very readable.

-- Toronto (McClelland & Stewart), 1935

WHEN THE STEEL WENT THROUGH (P. Turner Bone). "Reminiscences of a Railroad Pioneer"

-- Toronto (Macmillan), 1947

BEATY OF THE C.P.R. (D.H. Miller-Barstow). A biography of Sir Edward Beatty.

-- Toronto (McClelland & Stewart), 1951

TOWARDS THE LAST SPIKE (E.J. Pratt) A verse-panorama of the construction of the C.P.R.

-- Toronto (Macmillan), 1952

2. INTERCOLONIAL RY.

REPORT ON THE INTERCOLONIAL RAILWAY (Sandford Fleming).

-- Quebec, 1866

THE INTERCOLONIAL, A HISTORY 1832-1876 (Sandford Fleming)

-- Montreal, 1876

THE INTERCOLONIAL RAILWAY, 1832-1876 (Leonard A. Seton)
 -- Canadian Railroad Historical Association Bulletin 14 and 15, Montreal, 1940.

3. NOVA SCOTIA RYS.

THE NOVA SCOTIA RAILWAYS, 1854-1872 (Robert R. Brown)
 -- R. & L.H.S. (Boston) Bulletin 25

4. GREAT WESTERN RY.

THE GREAT WESTERN RAILWAY OF CANADA (W.M. Spriggs)
 -- R. & L.H.S. (Boston) Bulletin 51

5. GRAND TRUNK RY.

OUTLINE OF THE HISTORY OF THE GRAND TRUNK RAILWAY OF CANADA
 (W.C. Breithaupt) -- R. & L.H.S. (Boston) Bulletin 23
 CANADA AND THE GRAND TRUNK (H.A. Lovett) -- 1924
 CANADA AND THE STATES (Edward M. Watkin).

6. CARILLON AND GRENVILLE RY.

THE CARILLON AND GRENVILLE RY. (Robert R. Brown)
 -- R. & L.H.S. (Boston) Bulletin 23

7. CANADIAN NORTHERN RY.

TRAINS OF RECOLLECTION (David Blyth Hanna). An interesting book (which was published originally as a series of articles in the Toronto Star Weekly) by the first president of the Canadian National Railways, telling of the mushroom growth of the Mackenzie and Mann rail empire.
 -- Toronto, 1924

8. NATIONAL TRANSCONTINENTAL RY.

REPORT OF THE NATIONAL TRANSCONTINENTAL RAILWAY INVESTIGATING COMMISSION. Ottawa, 1914

THE MAKING OF A GREAT CANADIAN RAILWAY (F.A. Talbot)
 Toronto, 1912

9. CANADIAN NATIONAL RAILWAYS

IMPORTANT FACTS RELATING TO THE HUDSON BAY RAILWAY
 (Andrew J. Norquay) Winnipeg, 1925

THE TRAGEDY OF HENRY THORNTON (D'Arcy Marsh) Toronto, 1925

10. ONTARIO NORTHLAND RAILWAY

THE ONTARIO NORTHLAND RAILWAY (A.A. Merrilees)
 -- U.C.R.S. Bulletin 29, Toronto, 1951

11. DOMINION ATLANTIC RAILWAY

HISTORY OF THE DOMINION ATLANTIC RAILWAY (Marguerite Woodworth).

-- Published by D.A.Ry., Kentville, N.S., 1936

12. TORONTO HAMILTON AND BUFFALO RY.

THE TORONTO, HAMILTON AND BUFFALO RY. (Orin P. Maus).
 -- R. & L.H.S. (Boston) Bulletin 56

C. ELECTRIC RAILWAYS

THE TORONTO CIVIC RAILWAYS. History and equipment data on the T.T.C.'s city-operated predecessor.

-- U.C.R.S. Bulletins 24 & 26, Toronto, 1949-50

WHEELS OF PROGRESS. The Toronto Transportation Commission's historical publicity booklet.

-- Toronto, 1940, with subsequent editions

- LIGHTED JOURNEY (Cecil Maiden). The historical publicity booklet of the British Columbia Electric Company, a good portion of which is devoted to the subsidiary British Columbia Electric Railway. -- Vancouver, 1948
- BRITISH COLUMBIA ELECTRIC RAILWAY (Robert S. Wilson). (Electric Railroads no. 16). -- Electric Railroaders' Association, Hoboken, N.J., 1949
- CORNWALL STREET RAILWAY (Wm. Houston and Chas. De Rochie). Offset bulletin. Cornwall, 1946
- KITCHENER-WATERLOO STREET RY. (O.P. Maus and S.I. Westland) -- U.C.R.S. Bulletin 22, Toronto, 1947
- SUDBURY - COPPER CLIFF SUBURBAN ELECTRIC RAILWAY CO. (John D. Knowles) -- U.C.R.S. Bulletin 34, Toronto, 1948
- MONTREAL & SOUTHERN COUNTIES RY. (George Krambles) (Trolley Sparks - Central Electric Railfans' Association Bulletin 75) Chicago, 1947
- CALAIS ST. RY. (International electric line which served St. Stephen, N.B.) ("Transportation", Vol. 3). -- Connecticut Valley Chapter, N.R.H.S. Warehouse Point, Conn., 1949
- NIAGARA, ST. CATHARINES & TORONTO RY. History and equipment roster. -- U.C.R.S. Bulletins 19 & 20, 1946.

D. EQUIPMENT

- CANADIAN LOCOMOTIVES OF THE FIFTIES (John Loye) R. & L.H.S. (Boston) Bulletin 18
- LOCOMOTIVES OF THE GRAND TRUNK RAILWAY (John Loye) R. & L.H.S. (Boston) Bulletins 25 and 28
- THE BATTLE OF GAUGES IN CANADA (Robt. R. Brown). R. & L.H.S. (Boston) Bulletin 34
- BRITISH AND FOREIGN LOCOMOTIVES IN CANADA AND NEWFOUNDLAND (Robt. R. Brown). R. & L.H.S. (Boston) Bulletin 43
- EARLY CANADIAN ROLLING STOCK (Robt. R. Brown) R. & L.H.S. (Boston) Bulletin 56
- LOCOMOTIVE HISTORY OF THE TORONTO, HAMILTON AND BUFFALO RY. (A.A. Merrilees) -- U.C.R.S. Bulletin 23, 1948
- LOCOMOTIVES OF THE CANADIAN PACIFIC RAILWAY (Robert R. Brown and O.S.A. Lavallee). R. & L.H.S. (Boston) Bulletin 83

PERIODICALS DEALING WITH CANADIAN RAILWAYS

- UPPER CANADA RAILWAY SOCIETY BULLETIN AND NEWSLETTER
- BULLETIN OF THE CANADIAN RAILROAD HISTORICAL ASSOCIATION, MONTREAL. This was a record publication produced from 1937 to 1940 and contained several valuable historical articles.
- CANADIAN RAILROAD HISTORICAL ASSOCIATION NEWS-REPORT. The current publication of the Montreal organization is its mimeographed News-Report, which contains, in addition to news, historical and other feature articles on Canadian steam and electric railways.

CANADIAN TRANSPORTATION MAGAZINE (PREDECESSOR: CANADIAN RAILWAY AND MARINE WORLD). This is the standard trade magazine of Canada's transportation industry; about half of the contents are devoted to steam and electric railways. The predecessor Canadian Railway and Marine World magazine, which dates back to 1898, is a source of much valuable information for Canadian railway researchers, particularly as regards equipment.

It must be stressed that most of the books and other publications listed in this bibliography are out of print to-day and cannot be purchased new. However, many of them may be found in public libraries, and copies of even the oldest of the books are discovered occasionally in second hand book stores.

In conclusion, it could be said that the subject of Canadian Railways still has been only lightly touched upon in the literary field. The only possible exception to this statement is the construction of the Canadian Pacific Railway, which certainly appears to have inspired its share of literature. A good comprehensive textbook on Canadian railways, past and present, has yet to appear. The various railfan publications thus far have only scratched the surface of the vast field of Canadian railway equipment. However, it may be expected that the publications of the Toronto and Montreal groups will do much to fill this void over future years.

T.T.C. NOTES

Unfortunately, two minor errors crept into the "T.T.C. Notes" of the March issue; in the list of 32 scrapped trailers, delete 2921 and substitute therefor 2989. Differential dump car W-18 is in process of conversion to a ballast spreader car for the subway, rather than a snowloader as stated. It is expected that another car will be converted to a snowloader later this year.

The latest scrapping program, the commencement of which was noted in the last issue, was cut short at ten passenger cars and three trailer shunters. The retirement of the equipment has stopped again temporarily, but is expected to resume in May, when more Brill (2580-2678) cars will be disposed of. Cars eliminated in February and March are listed hereunder:

<u>Car No.</u>	<u>Date Into George St.</u>	<u>Remarks</u>
2952	Feb. 23	Collision damage
2664	Feb. 24	First Brill scrapped
2632	Feb. 26	
2650	Mar. 3	
2978	Mar. 5	Buckled floor
Y-12	Mar. 10	Russell trailer shunter
Y-10	Mar. 10	" " "
Y-4	Mar. 10	" " "
2584	Mar. 12	Collision damage
2672	Mar. 16	
2580	Mar. 17	
2468	Mar. 19	First 2400 scrapped
2600	Mar. 23	

All passenger cars were steel two man Peter Witt motors; 2468, 2952 and 2978 were Canadian Car and Foundry built.

T.T.C. 4656, Pullman built ex Cleveland P.C.C., has been completely equipped for multiple unit operation, including couplers. Although it is intended to convert all 75 ex Cleveland P.C.C.'s for multiple unit operation eventually, only this one car is being done at present for experimental purposes.

The City of Toronto intends to carry out a street improvement project this year which will alter the T.T.C.'s track layout in west-central Toronto. The jog at Bathurst and Dundas Streets is to be eliminated by the construction of a new roadway, with car tracks, from the present north intersection of these two streets in a south-easterly direction to join the present Dundas Street near Carlyle Avenue. The new trackage will allow Dundas cars to cross Bathurst Street directly, eliminating the present short section of common usage of track with the Bathurst route. Building demolition at this location is under way.

NEW C.N.R. MOTIVE POWER

- Received on January 22nd, 1953 from the Canadian Locomotive Company's Kingston plant were 1200 H.P. road-switchers 7623, 7624, 7625 and 7628.
- 1600 H.P. C.L.C.- F.M. road "A" units 8736 and 8738 made their first Montreal to Toronto trip on February 24th, followed by 8740 on February 27th.
- Montreal Locomotive Works delivered 660 H.P. switcher 8462 on January 29th, and 8463 and 8464 on January 31st.
- General Motors Diesel Ltd. delivered Newfoundland diesels 906-908 on March 2nd.

FREIGHT SCHEDULES CUT

To compete with the Canadian Pacific Railway's new fast freight train to the west, the Canadian National has been operating train 409 on a new fast schedule, with a limit of 45 cars. This train leaves Mimico yard at 10:00 P.M.

The C.P.R.'s new "Flying Saucer" is now making the Toronto - Calgary run in 51 hours, which betters the 62-hour truck schedule by a considerable amount. The C.P. has also introduced a fast freight schedule from Moose Jaw to Toronto.

WINNIPEG VOTERS ENDORSE METROPOLITAN TRANSIT COMMISSION

In a recent referendum, Winnipeg voters by a five-to-one majority empowered City Council to negotiate with surrounding suburban municipalities with a view to setting up a Metropolitan Transit Commission to acquire and operate the transit assets of the Greater Winnipeg Transit Co., interim successor to the transit assets of Winnipeg Electric Co. Twenty-two per cent of the eligible voters participated in the balloting.

City authorities already have prepared a bill for presentation to the Manitoba Legislature, now in session, which provides for the setting up of a five-man commission. Four of the commissioners would serve in a part-time capacity while the chairman would have a full-time job.

The bill also provides that present tax obligations of the private company, including a five per cent gross earnings tax, be retained. Any losses sustained by the system under public control and operation would be made up by the municipalities on a pro rata basis calculated on use.

INCORPORATED 1952

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

ADDRESS NEWSLETTER CORRESPONDENCE:
STUART I. WESTLAND, EDITOR
16 SONORA TERRACE, TORONTO 13

May 1953

Number 88

ONE HUNDRED YEARS OF
RAILWAY PASSENGER SERVICE TO
THE CITY OF TORONTO
1853 - - - - - MAY 16TH - - - - - 1953

The Society meets on the third Friday of each month in room 486, Toronto Union Station at 8:30 P.M. The next meeting will be held on May 15th. This meeting will take place on the eve of Toronto's railway centenary, and it is believed that there may be some activity of interest in connection with this event in the Station at that time.

"FOUR WHISTLES TO WOOD UP" - - -

With this issue is mailed the official centenary booklet "Four Whistles to Wood Up". (The title indicates a standard whistle signal used on the Northern Railway). This booklet, while published by the Society, represents many hours of patient research and writing on the part of Dr. Frank Walker, a well known Toronto historian, and father of U.C.R.S. member John Walker. Dr. Walker's researches concerned with Frederick Cumberland, a leading Toronto citizen of the 1850's, suggested to him the writing of a monograph on the beginnings of the Northern Railway, with which Mr. Cumberland was intimately associated. Dr. Walker tackled the Northern Railway with the zeal and thoroughness of the true historian some years ago, and in the course of his researches has interviewed many people and delved into many libraries and private collections. He has assembled an unbroken file of Northern Railway annual reports (undoubtedly the only one in existence), for the completion of which he had to search as far afield as the British Museum. He is undoubtedly the authority on the subject of Toronto's first railway, and the twelve interesting chapters of "Four Whistles To Wood Up" provide ample evidence of his complete familiarity with his subject.

Dr. Walker timed the completion of his booklet to coincide with the centenary of the first operation of public passenger service on the railway on May 16th, 1853. This date, although it is not the earliest that the City of Toronto saw a railway train, deserves recognition more than any other as marking the beginning of railway service to and from the city, and has always been so considered.

The booklet is distributed to Society members as Bulletin 37, but as a separate monograph, it will enjoy a much larger circulation than any preceding bulletin. It is expected that copies will be placed on

sale at many of the towns served originally by the Northern Railway, as well as in several Toronto bookstores. Members are asked to publicize the publication of Four Whistles to Wood Up among other railfans - additional copies should be ordered from:

Book Circulation,
Upper Canada Railway Society,
Box 122, Terminal "A", Toronto.

Price per copy is fifty cents.

Michigan Railroad Club fan trip -- The Michigan Railroad Club of Detroit plans to operate a five hour excursion on the T.T.C. on May 30th. A Peter Witt train will be used, and possibly a P.C.C. car; the tour will include a visit to Hillcrest Shops. Announcement as to price and times will be made at the May 15th meeting.

THE C.N.R.'S HISTORICAL TRAIN AND THE AURORA CENTENARY CELEBRATION

The May 16th centenary of the first public passenger run from Toronto to Aurora will be celebrated chiefly in the latter town. A prime attraction at the festivities will be the exhibition of the Canadian National Railways' recently completed historical train at the Aurora Station. This train will probably be on view, although not for the general public, at Toronto Union Station on the evening of Friday, May 15th. It will then leave Toronto and traverse the Allandale Division (the old Northern) as far as Concord or King, where it will spend the night, and refuel. On the morning of the 16th, it will leave its overnight station, and proceed to Aurora to arrive (about) 10:45 E.S.T.

In the meantime, the C.N.R. will operate a special train, composed of first string equipment and hauled by road diesels, from Toronto to Aurora on the morning of the 16th; this train will run on the schedule of regular train #41, leaving Toronto at 9:20 E.S.T. and arriving at Aurora at 10:29 E.S.T. This train will carry railway officials and other persons of official importance.

Train #41 will run 15 minutes behind this special train, and will carry extra coaches Toronto to Aurora to handle regular passengers bound for the celebration. On train #41, Society members can traverse the historic original route 100 years after Mr. Maher, as the first paying passenger, covered it in a coach of the Ontario, Simcoe and Huron Union Railway. These trains will pass the historical train enroute, so that the passengers disembarking at Aurora may watch it pull in shortly afterwards.

The historical train will, of course, be of great interest to railfans, and will be comprised of the following equipment:

E-7-a MOGUL 674 (until recently in way freight service in the Montreal area, but since converted to an historical relic).

4-4-0 no. 40 (This is the C.N.R.'s historical locomotive which has participated in numerous other celebrations over the past two years).

0-6-0-T no. 247 (C.N.R. 7105) (An original Grand Trunk tank locomotive, subsequently sold to the Standard Paving Company,

and recently retrieved by the C.N.R. and rehabilitated as an historical locomotive).

- 15825 (One of the C.N.R.'s original self-propelled rail cars).
- 7108, 8018; 8029 (former Canadian Government Railways baggage cars, which contain unit exhibits of an historic type).
- 59262 (an original Grand Trunk coach, latterly a C.N.R. non-revenue car; subsequently restored to original appearance).
- 2541 (a sleeping car of the Canadian Government Rys. restored to original condition).
- 4006 (a dining car of the Canadian Government Rys. restored to original condition).

The train will actually be powered by locomotive 674 only, and this consist will probably tax its 25% haulage rating to the utmost where the old Northern Railway crosses the morainic hills north of Toronto. In any event, safe arrival at Aurora will provide Society members with a splendid display of refurbished rolling stock and motive power of yesteryear, if they do not manage to see the train in Toronto the previous evening.

The train has a heavy schedule of engagements up to November. In connection with centenary festivities it will be exhibited as follows:

On display at Aurora	May 16th (2:30 - 8:00)
" " " "	May 17th (12:00 - 6:00)
" " " Barrie	May 18th - 20th
" " " Collingwood	May 21st, 22nd
" " " Orillia	May 23rd - 25th
" " " Midland	May 26th - 30th.

Following this, it will return to the Province of Quebec to take part in the celebration of the 100th Anniversary of the completion of the St. Lawrence and Atlantic - Atlantic and St. Lawrence rail route from Montreal to Portland, Maine. The train will return to Toronto to be put on display at the Canadian National Exhibition. Following this it will engage in its third centenary celebration of the year, that of the Great Western Railway of Canada. It will be on display at various Great Western towns in this order: Sarnia, Stratford, London, Woodstock, Brantford, Hamilton, St. Catharines, Niagara Falls, Welland, Buffalo and Fort Erie, ending this tour on November 3rd.

The Society expects to take an extensive part in the Aurora celebration, including the placing of a decorated automobile in the parade. The principal activity of U.C.R.S. members, however, will be the sale of copies of "Four Whistles to Wood Up" to the general public in the exhibition grounds. Permission for this has been kindly granted by the Aurora authorities in charge of the celebration.

APRIL 26TH - A THIRD SECOND HAND P.C.C. EXCURSION

The Society operated the third and final fantrip in a series which saw members become the first revenue passengers on each of the three types of second hand P.C.C. cars recently purchased by the Toronto Transportation Commission. On November 30th, the first of the 121 Cleveland and Birmingham cars was operated on a six-hour west end jaunt which included a Hillcrest visit. This car was T.T.C. 4693, formerly Cleveland Transit System 4268. On February 15th, the first

of the Pullman series from Cleveland; T.T.C. 4657 (C.T.S. 4232) made a four hour tour which featured a fast run to Long Branch. Unfortunately this excursion was marred by rainy weather, and most of the photographs taken that day were of the greyish variety.

Finally, on April 26th, the Society chartered T.T.C. cars 4653 and 4703 (Cleveland Transit System 4228 and Birmingham Transit Co. 803 respectively) and covered most of the T.T.C.'s east and north end trackage. Car 4729 (the first Birmingham car to arrive here) had been planned for the trip, but it was found to be "buried" among other cars in the Roncesvalles yard, while its mate, 4703, which was released from Hillcrest on the heels of 4729, was more accessible. Hence 4703 was substituted at the last moment, but Society members still were Toronto's first paying passengers in a Birmingham car.

Again, this was not a day of fine weather, but the rain which came later held off until after the excursion. The weather did not dampen the enthusiasm of the 30-odd participants, nevertheless, all of whom agreed that it was a most interesting trip.

T.T.C. NOTES

As may be deduced from the foregoing excursion report, the 4700 - 4747 (ex Birmingham) series cars are being assigned to Roncesvalles Division, the last of the five carhouses (apart from the dying Eglinton Division) to receive all-electric P.C.C. cars. They are being placed in service on the Long Branch route, although the temporary linen signs also carry Dundas route markings.

Both Cleveland and Birmingham recently ended P.C.C. car operation, and presumably both properties are anxious to ship their remaining cars to Toronto. This is resulting in probably the worst backlog that Hillcrest shops have ever experienced, and newly-arrived P.C.C. cars are being stored in every available spot. Some cars are sitting on steam road sidings in the south portion of the yard, something without precedent. It is not expected that the last of the 123 cars can be turned out of the shop until the late fall.

The Kingston Road route will have two man operation for the last time on Saturday May 16th. A number of 2800 series Small Witts were moved into Russell Division on May 3rd. Presumably, this shift is preliminary to the moving away of all two man cars from Russell after the sixteenth. Car 2494, at time of writing, is stored on one of the former trailer yard stub tracks, having suffered collision damage. It has undoubtedly run up Kingston Road for the last time, and may very well have run its last revenue mile.

Effective May 19th, the hours of multiple unit operation on the Bloor route are to be increased. The A.M. rush period will remain unchanged, but the P.M. rush is to be extended in both directions. Bloor cars will begin coupling up at 2:28 P.M., and the last train will not be uncoupled until 7:50 P.M. This move follows the settlement of the dispute with the T.T.C. employees' union concerning extra pay for the operators of multiple unit trains. The arbitrator finally ruled that platform personnel engaged in the operation of MU trains should not receive a special rate as their operation is no more arduous or involved than that of a single car.

The former wheel car RS-3, which was built using the trucks and underframe of burned Toronto Civic Ry. passenger car 109, and which

was well known because of its Witt-like operating cab, has been dismantled. Some of the components are to be used in the construction of a flat general service car for the Yonge Street subway. The various subway non-revenue cars are to be standardized with 31-inch rolled steel wheels, Brill 77-E trucks and G.E. 241-B motors.

MOTIVE POWER NOTES

- The delivery of C.L.C.- F.M. road locomotives of series 8706-8744 to the C.N.R. has been completed. The last units were delivered as follows: 8752, 8734-8742, 8744 - Mar. 20th. Also in service is series 9438-9456.
- The Algoma Central and Hudson Bay Ry. has recieved G.M.D. GP-7 units 169 and 170.
- The C.N.R. sold 0-6-0 switcher 7260 to the Intercolonial Coal Co. of Westville, N.S. in January.
- The C.P.R. ordered rec. tly the following locomotives:
 - Five 1600 H.P. "A" units from M.L.W. (4094-4098), class DFA-16g
 - Five 1500 H.P. "A" units from G.M.D. (4099-4103), class DFA-15g
- The Toronto, Hamilton and Buffalo Railway has on order with G.M.D. three further GP-7 road-switchers, to carry numbers 75-77.
- The C.N.R. is currently taking delivery of 22 660 H.P. M.L.W. switchers, of series 8462-8483.
- General Motors locomotive 521 has been making frequent trial trips from London to Mimico on the C.N.R. main line testing diesel engines which are to be installed in an order of locomotives for Brazil. The Brazilian locomotives cannot be tested as a unit here because of the 5'-3" track gauge in the South American country.

1953 JOINT FANTRIP

The 1953 annual joint excursion, sponsored this year by the "Toronto Train Trip Association", (incorporated successor to the Central Ontario Train Trip Committee) will be held on Saturday, June 20th. Unfortunately, some changes in the original plans have been necessitated: (1) The Beeton - Collingwood branch is not deemed to be in fit condition for a train of this weight to operate on it, and the trip has been diverted to run via Allandale between Beeton and Collingwood; (2) contrary to a previous report, air-conditioned cars will not be available for use on the train. It should be a very worthwhile excursion nevertheless - the price per ticket is \$6.00 up to June 1st. and \$6.50 after June 1st. An abbreviated schedule follows:

LV	Toronto	8:25	A.M.	E.S.T.
LV	Georgetown	9:35	A.M.	
ARR	Collingwood	12:30	P.M.	
LV	Collingwood	4:00	P.M.	
ARR	Toronto	8:30	P.M.	

As usual, the ticket price includes an evening meal on one of the two dining cars.

Tickets will be available at the May 15th meeting, or for out-of-town members, from the Society at its box address.

INCORPORATED 1952

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

ADDRESS NEWSLETTER CORRESPONDENCE-
STUART I. WESTLAND, EDITOR
16 SONORA TERRACE, TORONTO 13

June 1953

Number 89

SUMMER MEETINGS TO BE REPEATED -- The series of three summer meetings held in 1952 will be repeated this year, with an outdoor meeting to be held on the third Friday of June, July and August. The June meeting will be held at the C.P.R. West Toronto Station (Dupont and Dundas Sts.) at 8:00 P.M. on Friday the nineteenth, where members will enjoy the evening parade of trains.

For July, it is hoped to arrange a tour of a local roundhouse.

THE MAY 16TH CENTENARY CELEBRATION

The elaborate celebration conducted by the Canadian National Railways and the town of Aurora on the Sixteenth of May marked an important milestone in the railway history of this province. The town of Aurora was in a festive mood all day, and many stores had decorations or displays concerned with the railway centenary. The civic officials of the town are to be congratulated upon the very fine spirit in which they planned and executed the day's festivities. While it would have seemed more natural for the focal point of the centenary celebration to have been at Toronto, the Aurora activities, for those Torontonians who attended, certainly were adequate to mark the occasion. The event seemed to pass generally unnoticed in the City of Toronto, although the newspapers did have a few articles and editorials concerning the event. The special issue of the AURORA BANNER for May 16th, however, was devoted almost exclusively to the centenary theme, and contained many articles and pictures of railway interest, including a sizeable article on the Upper Canada Railway Society.

The foraml part of the activity centred around the C.N.R. Aurora Station where hundreds of people lined the track to see the special train, carrying invited guests only, arrive behind G.M.D. "A" units 9096 and 9098. The feature attraction was the C.N.R.'s historical museum train which followed the special into Aurora, hauled by Mogul 674 and driven by Ontario's Premier Leslie Frost.

After speeches and other formalities had been executed at the station, the museum train was opened for public inspection. A parade, in which everybody was invited to participate, assembled at the south end of town and traversed the main street, then proceeded to a local park, where a centenary carnival was held. The Society's entry in the parade was provided by Mr. Dave Ross, in the form of a Model A Ford decorated with a locomotive headlight, markers, stack, a cleverly executed pilot and other appertenances. It carried the legend "U.C.R.S. No. 1". Society members sold copies of the centenary booklet "Four Whistles to Wood Up" at the park.

Several U.C.R.S. members converged on King Station as the museum train arrived here on the northbound trip. It had been assisted to this point by Pacific 5155, which was cut off at King. This stop provided members with the best photographic opportunities as compar-

atively few bystanders were at this point.

However, the general feeling expressed in the Society was one of dissatisfaction with the small part which the organization actually played in the official portion of the centenary. Actually, the lone concession made to the Society by the C.N.R. was the invitation extended to the President to ride on the special train for invited guests, and the other members certainly derived no benefit from this. When inquiries were made as to the possibility of the Society having a tour through the museum train on the evening of Friday, May 15th, the Society's representative was told that the train would be leaving Toronto Union Station at 5:00 P.M. for the run to Concord, where it was to spend the night. Actually, the train remained at Union Station until some time around midnight, and the most Society members could do was view it at very long range from Front Street. A few hours previous to this, parties had been conducted through the train, most of the members of which, though persons of importance to be sure, have no knowledge of or interest in railways or railway history.

Some members of the Upper Canada Railway Society had the 1953 Northern Railway centenary in mind many years ago, and it was their expectation that the Society should and would play a very important part in arranging the ceremonies surrounding the observance of this event. It is a source of great disappointment to these members after years of anticipation, to observe the Society receiving such short shrift at the hands of the Canadian National Railways. Railway officials in this country are still obviously unaware of the fact that the railroad fan is the Number One publicity agent for the cause of the railway, and by no means should he be treated or regarded as just another member of the general public.

The role played by the Society in the event, which role was generally of an unofficial nature, nevertheless bespeaks the enthusiasm and ingenuity of many of the members in making the best of a situation which was discouraging at the outset.

ENCLOSURE -- With this issue is mailed the fourth issue of the "Side-walk Superintendents' Manual" on the Toronto Subway issued by the Toronto Transportation Commission. Members will note that the interior view of a subway car is an actual photograph; this picture was not taken inside a car under construction but rather inside the much-rebuilt full scale wood and masonite model of a subway car, which stands truckless on the floor at Hillcrest Shops.

OBSERVATIONS ON A WINNIPEG TRIP, MAY 1953

by J. Ralph Oakley

Electric railway operation in Winnipeg is conducted on two routes: North Main - Portage and East Kildonan - Portage. The carlines have been progressively abandoned, and only the inability to finance new equipment of the free-wheeling type prevents the abandonment of the remaining routes.

Equipment in use varies from forty to forty-five years of age, and this fact renders the system an interesting one to those who have a liking for equipment constructed in the period from 1908 to 1913. Despite their age, the cars appear to operate well, although one oper-

ator stated that a large number of road failures occur. At least one type of car has completely longitudinal seating arrangement with the thick seat cushions of the type used in Toronto in pre-T.T.C. days. A few of the cars retain the net type of life guard.

The severe cold experienced in Winnipeg gives rise to some interesting variations from the usual arrangement of apparatus in the cars. Compressor governors and triple valves are located adjacent to the motorman where their operation is facilitated by the electric cab heater. The body of all cars on which the writer rode were warmed by stoves of the type in use on the trailers operated in Toronto. Coaling of cars on the Portage - North Main route is performed at the North Main terminus. Presumably the large consumption of coal renders this arrangement imperative. The car boarded for the return trip from this terminus did not have a fire kindled in the stove, and a considerable delay occurred while the conductoress secured coal and built a fire in the stove to the accompaniment of much dust and smoke.

One-man (or one-woman) operation is maintained in base service and, for peak periods, a number of two-man rear entrance cars are added. Objection to the presence of these cars was voiced by one operator because of the hesitation factor caused by the rear entrance.

The climate and moisture conditions in Winnipeg cause the frequent formation of a treacherous film on the rails. Large, easily accessible sand containers are provided on each car to assist in meeting this hazard. Fortunately, the lack of grades on the system (except for a slight one at an underpass) render the formation of this film less hazardous than would otherwise be the case.

Trackage appears to be in good condition. Much of it is laid in boulevard reservations in the centre of the wide streets. Even with this boulevard, there is room for three, and in some cases, four lanes of automobiles to operate on each side of the tracks. Crossovers are placed at frequent intervals, but their usefulness is much reduced with the single end equipment now prevailing.

A grand union, now entirely disused, is still in place at the intersection of Broadway and Osborne, and there was at least one other similar installation in the city.

Time clocks and time cards, installed at termini and at North Main carhouse, are used by operators to record passing times.

THE FUTURE -- As noted above, complete abandonment of street cars awaits only the ability to purchase more trolley coaches and buses. Even if the present level of riding renders the use of rubber tired vehicles desirable, an effort should be made to preserve the boulevards. Winnipeg is experiencing considerable growth, and in the event that rapid transit or semi-rapid transit becomes a consideration in the future, these boulevards would prove a great asset.

EDITOR'S NOTE - The Greater Winnipeg Transit Commission, a metropolitan municipal body, took over operation of the Winnipeg Transit system on May 28th. Previous operator was the Greater Winnipeg Transit Company, an interim body which controlled the system for a few months after it had been divorced from the Winnipeg Electric Co.

PASSENGER TIMETABLE CHANGES - APRIL 26TH, 1953

by W.T. Sharp

The summer local passenger timetables of the transcontinental railways which became effective on April 26th show none of the enterprise that has marked freight train schedules in recent months. Indeed, apart from the usual seasonal adjustments, changes are few.

On the Canadian Pacific the mixed trains between Farnham and Stanbridge and between Farnham and St. Guillaume, P.Q. have been eliminated, leaving these branches freight only. In the Montreal commuter zone an additional Monday to Friday rush hour trip (trains 584 and 585) between Montreal and Vaudriol added on December 15, 1952 continues to run, but the two shuttles in each direction between Montreal and Montreal West have been eliminated. Between Windsor and London train 634, operated mainly for express, is no longer shown in the public timetables.

The Canadian National has restored train 103 daily except Sunday from Montreal to Toronto. Between Cochrane and Hearst the trains have been renumbered and the afternoon local is shown as running Sundays only instead of Daily except Sunday. The writer imagines that this is a typographical error only.

TRANSIT CONVERSIONS PLANNED

The British Columbia Electric Railway will abandon the Main St. carline during 1953, with trolley coaches as substitute vehicles. This will leave only the Hastings East and Grandview routes as local street car lines in Vancouver, both operated with units of the B.C.E.R. fleet of 36 wartime and pre-war P.C.C. cars. 28 other cars will be retired during this year, and some five miles of trackage will be lifted from the streets.

The St. Denis group of car routes of the Montreal Transportation Commission has been chosen for the 1953 conversion plan. 100 motor buses have been ordered to replace the two-car six motor trains on St. Denis, some of which have been operating on Ontario Street since the St. Laurent abandonment. St. Denis is the last carline operating out of the east side of Craig Terminus in normal hours. It has been hinted however, that the long section of private right-of-way at the northern end of the line may be retained for future rapid transit use.

The Ottawa Transportation Commission plans to increase its use of trolley coaches during 1953, but a carline will not be victimized; instead the Templeton motor bus route will be changed over.

T.T.C. NOTES

Two man operation on the Kingston Road route ended on Saturday, May 16th. Service is now provided by the ex-Cleveland-Louisville cars in base service, with a fleet of Small Witts added in rush hours. Kingston Road service to downtown is no longer given on Saturdays.

Scrapping of Peter Witts has resumed at George Street yard. The cars which have been eliminated to date are as follows:

(1) 3002	May 25th	(6) 2652	June 3rd	(11) 2588	June 10th
(2) 2674	May 25th	(7) 2606	June 3rd	(12) 2610	June 10th
(3) 2924	★ May 27th	(8) 2648	June 4th	(13) 3004	Ⓜ June 11th
(4) 2946	★ May 28th	(9) 2630	June 5th	(14) 2592	June 12th
(5) 2644	May 29th	(10) 2658	June 8th		

★ - Collision damage

Ⓜ - Heaved floor

INCORPORATED 1952

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TORONTO, CANADA

NEWSLETTER

ADDRESS NEWSLETTER CORRESPONDENCE:
STUART I. WESTLAND, EDITOR
16 SONORA TERRACE, TORONTO 15

July 1953

Number 90

JULY MEETING -- The July outdoor meeting will take the form of a tour of the Mimico roundhouse of the Canadian National Railways. Members will meet at the corner of Lake Shore Road and Eighth St. in New Toronto at 7:45 P.M. and proceed north on foot to the roundhouse. This will provide an excellent opportunity for Toronto railfans to inspect one of the district's more out-of-the-way roundhouses, and to see the many changes (diesel servicing facilities, etc.) that have occurred since the Society's previous tour of this C.N.R. nerve centre in August of 1946. This meeting, at which guests or members of the model clubs will be most welcome, will be held on Friday, July 17th.

The June outdoor meeting at C.P.R.'s West Toronto Station was highly successful, with 21 members in attendance; much activity was observed on both C.N.R. and C.P.R. lines during the course of the evening.

NEW EXCHANGE PUBLICATIONS -- The Society has completed arrangements with two more railfan organizations for the mutual exchange of publications; the Society is to receive "The Headway Recorder", monthly publication of the Washington Division of the Electric Railroaders' Association, and "The Michigan Railfan", monthly publication of the Michigan Railroad Club of Detroit. Copies of these bulletins will be on the table at all General Meetings of the Society in Room 486.

CANADA TO LOSE ITS ONLY 2-8-4'S; TO RECEIVE ITS

FIRST VISTA DOMES

Time has run out for the two Berkshire type locomotives, 201 and 202, of the Toronto, Hamilton and Buffalo Railway. These two units were due for retirement by the sixth of July, with the heavy road freight work which they performed between Hamilton and Montrose to be taken over by 70 series GP-7 diesel road-switchers. Three units of this type are being added by the railway to its fleet of four (71-74) which has been in service since the fall of 1950.

Numbers 201 and 202 would still have been in the prime of life had it not been for the diesel; they were turned out by the Montreal Locomotive Works in 1928, at a time when the Berkshire (or Lima) type of locomotive was new to the world of railroad motive power, having found early favour on such roads as the Boston and Albany and Illinois Central. The two T.H.&B. 2-8-4's were Canada's first locomotives of this wheel arrangement, and have also turned out to be the last, barring the possibility that the second hand purchases of the Sydney and Louisbourg Railway eventually extend to locomotives of this type.

Through the depression and war years, the T.H.&B.'s Berkshires were the bullwarks of the freight power fleet, and were used in heavy freight service on the main line east of Hamilton, on runs now handled by paired GP-7's running multiple unit. Nos. 201 and 202 have 63-inch drivers, 240 lbs. boiler pressure and 28 x 30 inch cylinders. It

is reported that both locomotives will be sold for scrap locally.

The two Hudson types of the T.H. & B., nos. 501 and 502, which were obtained in 1948 from the New York Central railroad, where they were nos. 5311 and 5313, are earmarked for the rip track also. It is expected that their Toronto-Buffalo passenger runs will cease about December of this year, after which time the New York Central will be completely dieselized east of Cleveland, and will handle T.H. & B. passenger runs from Buffalo to Hamilton. The Canadian Pacific will still provide steam power for the Hamilton-Toronto segment.

While a locomotive type vanishes from the Canadian scene, a new type of passenger car has been ordered by the Canadian Pacific Railway, which will bring the "Vista Dome", now widely used on Western U.S. roads, to Canada for the first time. Thirty-six observation cars (half of which are to be sleeper-lounge-observation), are to be equipped with the glass sightseeing domes. These 36 cars are but a small part of a large order for 155 all-stainless steel passenger cars recently placed by the C.P.R. and destined for 1954 delivery. The balance of the order comprises 30 coaches, 18 dining cars and 71 sleeping cars.

T.T.C. RELIC TO AMERICAN TROLLEY MUSEUM; OTHER NOTES

On Thursday, July 2nd, the home-built imitation single truck open trailer no. 11 of the Toronto Transportation Commission was pushed up the loading ramp at Hillcrest shops' north-west corner and on to a C.P.R. flat car, complete with covering tarpaulin. This finely preserved little car, an unmotored twin of the better known car 327, has been donated to the Branford Electric Railway Association of Short Beach, Conn., the famous American traction museum currently headed by Edwin Jay Quinby.

The program of relic-thinning which was revealed to the Society by the T.T.C. some months ago has proceeded in rather slow gear; no. 11 is the third unit to have been disposed of, and the first rail vehicle. Open S.T. motor 327 had originally been planned for elimination, while no. 11 was to have been retained. Through the efforts of a U.C.R.S. member, the T.T.C. was induced to substitute 11 for 327, thus retaining for the Toronto collection a more versatile motored vehicle.

It is reported that B.E.R.A. plans to use no. 11 as a horse car on its mile-and-a-quarter line, with the equines supplying a novel touch for the many railfans and other visitors who make pilgrimages to the property on weekends and holidays.

The only other rail vehicle which the T.T.C. wishes to dispose of is car 1326, the last specimen of a once mighty tribe - the Toronto Railway Company's Class O and P double truck home built "box" cars. Evidently none of the American railfan museums are interested in the acquisition of this car because of its excessive size, and the fact that they already have cars of a similar type.

However, to the Toronto railfans who knew these cars inside and out, there has never anywhere else been a group of cars quite like the T.R.'s. For many years their squarish form and the solid rumble of

Curtis D-2 trucks were almost a Toronto institution. In their declining years, the T.R.'s were subjected to much in the way of jibes and abuse from public, press and U.C.R.S. members alike, not all of which was entirely justified. Despite this, many members of the Society received the news that the future of 1326 was in peril with great dismay, and there are many of them who honestly wish that some way could be found to guarantee the preservation of the old car permanently in local spot. The chances for this appear to be very small, nevertheless, and it seems that 1326 will soon go the way of the scrapper's torch.

P.C.C. CONVERSIONS CONTINUE -- As of the end of June approximately 35 of the 48 former Birmingham 800-847 series P.C.C. cars had been released from Hillcrest Shops and sent to Roncesvalles carhouse for service. The Long Branch route is fully equipped with cars of this series and many are now finding their way to the Dundas line. On occasion, they have been seen on rush hour runs on the Queen and King Routes.

Twenty-five ex-Cleveland cars of series 4200-4249 remain at Hillcrest shops on standard gauge trackage awaiting admission. Work on these will commence when all of the Birmingham cars have been cleared. Car 4656 has been in regular M.U. service with 4400 series cars of recent weeks. It is the only Cleveland car thus far fitted with couplers.

WITT SCRAPPIINGS AGAIN HALTED -- The retirement of Brill built Peter Witts of series 2580-2678 has stopped, leaving eighteen of the cars a few more weeks of service on the Bay route. The cars which were scrapped, continuing from the end of last month's list, are as follows:

(15)	2678	June 15	(22)	2656	June 23
(16)	2624	June 15	(23)	2654	June 24
(17)	2604	June 16	(24)	2636	June 24
(18)	2618	June 17	(25)	2634	June 25
(19)	2602	June 17	(26)	2612	June 25
(20)	2660	June 19	(27)	2616	June 26
(21)	2676	June 22	(28)	2642	June 29
			(29)	2608	June 29

Cars 2660, 2676 and 2656 were lifted from their Brill 77-E-1 trucks at Hillcrest, as these trucks are to be used on service cars now under construction for the Yonge Street subway; the three cars were towed to George St. on spare sets of TS 3266 (trailer), Curtis D-2, and Baldwin 75-20K trucks respectively, presenting a peculiar sight in each case.

The First subway car was shipped from Gloucester, England on June 21st.

REPRIEVE FOR HUNTSVILLE & LAKE OF BAYS RAILWAY

The proprietors have reversed their decision to discontinue scheduled boat and rail services, and to use the motor launch "Iroquois II" only for charter trips from Huntsville. The 96-passenger launch is being moved from Lake of Bays, where service will no longer be operated, to the Huntsville - North Portage run, replacing the steamer "Algonquin" which is now being offered for sale. The railway will be operated in conjunction with the daily-except-Sundays trips of "Iroquois II".

The motor launch was loaded onto a float at South Portage on July 4th, ready for the road trip to Huntsville. As of that date much work remained to be done on the railway; the track was in need of attention

and the usual fresh paint was not in evidence. It is expected that the launch service and the railway will commence operation about the time this appears in print.

Remaining equipment consists of two Montreal-built four-wheel saddle tanks purchased second hand in 1948 (only the lighter one has ever been used), two open bench passenger cars, an express box car and a flat car. Another disused flat car is rotting away on an isolated section of track on the South Portage dock. A number of other cars have been scrapped over a period of years. Only two side tracks now remain on the railway; the engine house spur and the siding on the west side of the South Portage dock. The other sidings have gradually been ripped up to provide replacement rail and material for the marine railway for "Iroquois II" at South Portage.

The freight shed and passenger shelter at North Portage were dismantled a year ago. The hull of the old steamer "Iroquois" which sank after its retirement, still lies mostly submerged beside the South Portage dock.

The present boat and rail operation is a sightseeing service rather than a true transportation facility, the motor launch is quite unsuited for handling the mail, express and freight once hauled on the steamers. It is probable that operation will not continue for many more seasons; railfans planning to visit this small railway should act promptly.

NEW T.T.C. TRACK CONSTRUCTION

The T.T.C. has currently under way three trackwork projects, all of which involve laying steel in locations previously without rails. Two of them are new loops, while the third is a relocation of main line trackwork.

The latter project has been mentioned previously - most steel is now laid on the Dundas & Bathurst cutoff, including the full new intersection at that corner. Overhead is not yet in evidence, and cars continue via the old jog routing.

The track loop at St. Clair Subway Station is currently under construction. This large loop will provide off-street transfer facilities from through St. Clair cars (eastbound) and the short turn Yonge-Lansdowne cars to subway trains. There is provision for eventual double tracking of this loop.

The T.T.C. has also begun construction of a new loop on the Bloor route at the north west corner of Bloor and Bedford Road. This loop will provide a turnback point for the replacement service for the present Church and Danforth trippers, and will also hold several cars awaiting crowds leaving Varsity Arena or Stadium. This loop is partly on Bedford Road, and will have a full set of four curves so that cars may be turned back from either direction.

MISCELLANY

- Newly delivered 660 H.P. switcher 8470 of the C.N.R. (one of series 8462-8483) was loaned to the Oshawa Railway for several days in June for test purposes. The significance of this on the future of electric operation is as yet unknown.
- The former car barn of the Peterborough Radial Railway on King Street in Peterborough was demolished some weeks ago. This was one of the last traces of the long abandoned street railway system.

- - Norman Tutt

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

ADDRESS NEWSLETTER CORRESPONDENCE:
STUART I. WESTLAND, EDITOR
16 SONORA TERRACE, TORONTO 13

AUGUST 1953

Number 91

August Meeting - The August meeting of the Society will consist of a short excursion by rail to Port Credit Station, where an evening of train observation will be spent by participants. It is necessary that members travel on one of the P.M. commuter trains, as there are no later trains which stop at Port Credit. This train is C.N.R. #81, which leaves Toronto Union Station at 5:20 P.M. E.S.T. (or 6:20 P.M. D.S.T.). Society members should have their tickets purchased and meet at the upper concourse clock by 6:10 P.M.

The return trip to Toronto will be via T.T.C. services, and will feature a fast ride on an ex-Birmingham P.C.C. car on the Long Branch route.

This meeting will take place on Friday, August 21st. It is hoped that every Resident Member in the Toronto area will attend to make the evening's activity a success.

SLOW MAILS TEMPER SUCCESS OF JULY MEETING - The July excursion-meeting which consisted of a guided tour of the Mimico roundhouse and shop facilities, and the nearby Canpa interlocking tower, was attended by a total of twelve members. The attendance at this interesting meeting would no doubt have been greater had local members received their copy of the July Newsletter in time.

Despite the fact that the Newsletter was in the mails two days prior to the date of the July meeting, it did not reach the hands of members until the following Tuesday. The Publications Committee will endeavour in the future to ensure that the monthly mailing is made sufficiently early that, inefficient handling of local mail notwithstanding, members will receive notification of meetings in time.

The Society has received delivery from the manufacturer of the recent order for new membership pins. Accordingly, those members who ordered pins should be in receipt of them shortly, if they have not already so been by the time they read this.

This year's Canadian National Exhibition at Toronto will be unusually interesting for railfans by virtue of the placing on display of (1) The C.N.R. Historical Museum Train, mentioned in recent issues, and (2) T.T.C. subway cars 5000 and 5001 (the first two to be received - more details below). For the benefit of out-of-town readers who may be planning to visit, the period of the Exhibition is Friday, August 28th to Saturday, September 12th.

C.N.R. ALSO SAYS "DUNGAREES FOR THE DIESEL"

The Fifth Annual Motive Power Survey of Trains and Travel Magazine (May 1953) drew attention to the pronounced swing in U.S. diesel locomotive orders toward the 1500 or 1600 H.P. hood type road-switcher unit, and away from the hitherto standard cab-and-booster streamlined road unit.

The Canadian National Railways is following this recent trend in

its orders for new power for 1953. Eight 1200 H.P. C.L.C. - F.M. road-switchers were purchased ready-made earlier this year (7622-7629). Forty-two other recently-ordered locomotives will complete the railway's purchases for this year, and all of them are of the road-switcher type. Twenty-four 1500 H.P. GP-7 type locomotives will come from General Motors Diesel Ltd., while eighteen 1600 H.P. units are slated for delivery from Montreal Locomotive Works. These orders are also significant in that they are for the first locomotives of either type on the C.N.R. system.

The absence of road unit orders this year, of course, does not mean that further purchases of road locomotives will not be made, but it does seem to augur the fact that the workaday road-switcher will occupy an increasingly great position in the diesel fleet. It would also indicate that many of the system's hundreds of Consolidations and Mikados are much closer to retirement than they were while cab and booster units predominated in orders for new motive power.

Of the first mentioned series, 7622-7629, four locomotives have been assigned to Campbellton-Gaspe service, releasing four Y-2-a locomotives to South Devon. 7628 has been assigned locally, and is used on the Oakville day switcher, while hauling Mimico-Don transfer drags at night.

OTHER MOTIVE POWER NOTES

The Toronto, Hamilton and Buffalo Railway received GP-7's nos. 75-77 in early July, in time to takeover from the retired Berkshires 201 and 202. The T.H. & B. has sold a seventh six-wheel switcher for Hamilton industrial use. No. 42 was recently purchased by Hamilton By-Product Coke Ovens Ltd.

A "thumbnail" T.H. & B. roster now includes:

<u>Numbers</u>	<u>Type</u>
15	4-6-2
40, 41, 44	0-6-0
102, 103	2-8-0
501, 502	4-6-4
51-54	1000 H.P. switcher
55-58	1 00 H.P. switcher
71-77	1500 H.P. road-switcher

The Quebec, North Shore and Labrador is currently receiving 22 GP-7 road-switchers from General Motors Diesel Ltd. These are of group 112-133. The GP-7 is to be the standard locomotive on the new ore road, although the roster already includes one 550 H.P. G.E. industrial type switcher (from the East Erie Commercial Railroad), two M.L.W.-C.G.E. 1600 H.P. road-switchers, two G.E. 600 H.P. switchers, and 4-6-0 type steam locomotive (formerly C.N.R. 1112) and one 4-6-2 type locomotive (formerly Ontario Northland Railway 702, not 701, as erroneously reported previously).

The Ontario Northland Railway has ordered eight 1500 H.P. road "A" units, to be numbered 1514-1521, from G.M.D.

The Pacific Great Eastern has ordered three 1600 H.P. road-switchers from Montreal Locomotive Works.

The now all dieselized Canadian roster of the Wabash Railroad (used on C.N.R. trackage between Detroit and Buffalo - Suspension Bridge) is as follows:

<u>Road Numbers</u>	<u>Type</u>	<u>Purchased</u>
51	G.E. 43-ton 300 H.P.	1939
102, 103	E.M.D. 600 H.P.	1939-40
121	E.M.D. 800 H.P.	1950
122-124	G.M.D. 800 H.P.	1951
127	G.M.D. 800 H.P.	1951
453	G.M.D. 1500 H.P. (GP-7)	1951
1155, 1155A -	G.M.D. 1500 H.P. (F-7A)	1950-1951
1164, 1164A		
1189, 1189A	G.M.C. 1500 H.P. (F-7A)	1953

(Road units are paired "A" units with identical numbers, one of which has the suffix A).

C.N.R. switcher 8470 was not considered successful in its test on the Oshawa Railway owing to its failure to negotiate several of the sharp curves on industrial sidings. On July 7th, a G.M.D. demonstrator switcher numbered 700 was sent to Oshawa for similar test purposes.

After 8470 was received by the C.N.R. from its Oshawa tests, it was equipped with combination pilot-footboards for use on the day Clarkson switcher; 8471 is to be similarly equipped so that it can substitute for 8470 when necessary.

The C.N.R. has renumbered the three locomotives which it obtained with the purchase of the National Harbours Board Railway at Vancouver. The two six wheel switchers 202 and 204, have become 7542 and 7543, class O-19-b, with a haulage rating of 39%. These engines were numbered following the old Grand Trunk Pacific class O-20-a (7532-7541) and are the first O-6-0's added to the C.N.R. roster since 1925. G.E. 80-ton 500 H.P. industrial type switcher no. 1 of the N.H.B. has been renumbered C.N.R. 74, class Q-2-b, with a haulage rating of 20%. C.N.R. 4015 (2-10-2) has been taken out of service and is stored at Stratford, while 7311 (O-6-0) is stored out of service at Capreol, Ont. The badly damaged "B" road unit 9049 (see Newsletter 85) is to be scrapped as a result of the December 23, 1952 wreck at Hydro Glen, Ont. As reported previously, the "A" unit involved, 9048, was virtually demolished in the accident, and its status as "scrapped" was in large measure automatic.

The C.N.R. has received all of series W-1-A-d (9438-9456) 1600 H.P. "A" units, from Montreal Locomotive Works.

The Canadian Pacific has received all of the following locomotive groups, most of which are for the Kettle Valley dieselization program:

4099-4103	Class DFA-15g	GMD 1500 H.P. road "A" units
4076-4081	Class DFA-16d	CLC-FM 1600 H.P. road "A" units
4455-4458	Class DFB-16b	CLC-FM 1600 H.P. road "B" units
7115-7118	Class DS-10m	MLW-GE 1000 H.P. switchers
7400-7405	Class DS-12a	GMD 1200 H.P. switchers
8412-8425	Class DRS-15d	GMD 1500 H.P. road-switchers

NEW MONTREAL PUBLICATION

Our contemporary Canadian railfan organization, the Canadian Railroad Historical Association, Inc. of Montreal has resumed its series of historical Bulletins, which had been interrupted since 1940. Bulletin 16 has just been published, and is entitled "The Road to the Sea". This is a 14-page mimeographed issue devoted to the history of the St. Lawrence & Atlantic - Atlantic & St. Lawrence Railway, and expertly written by Robert R. Brown.

The St. Lawrence & Atlantic was completed at Island Pond, Vermont, on July 16, 1853, thus the C.R.H.A. bulletin has been issued in observance of the centenary. This railway was the nucleus around which the great Grand Trunk system developed. It was the Province of Canada's outlet to the sea prior to the advent of the Intercolonial Railway, and formed the eastern extremity of the Grand Trunk's main line, which carried Canada's overseas commerce to and from the American port of Portland, Maine.

Copies of "The Road to the Sea" may be purchased for 35 cents postpaid from the Association's editorial office at 6959 De l'Epee Ave., Montreal 15, P.Q.

FIRST T.T.C. SUBWAY CARS ARRIVE

Cars 5000 and 5001, the first two units of the 104 cars ordered by the Toronto Transportation Commission for the Yonge Street Subway, arrived at Hillcrest shops on Thursday, July 30th. The production of these two cars was accelerated by the Gloucester Railway Carriage and Wagon Co. so as to allow their inspection by Toronto's future subway-riding public at the Canadian National Exhibition.

The two cars made a safe Trans-Atlantic crossing on the forward deck of the freighter "New York City" of the Bristol Line and arrived at Montreal on July 26th. The windows had protective wooden coverings for the boat and rail journey and carried signs proclaiming "TO TORONTO for Canada's first subway". The Montreal press, out in full force to witness the unloading of the cars from the ships, considered these signs a means of "rubbing it in" for the subwayless city of Montreal. Representatives of the T.T.C., the manufacturers, and the steamship company and railway involved in transporting the cars were also on hand to supervise the transfer from ship to C.N.R. flat cars.

The National Harbours Board's large Montreal floating crane hoisted the cars from the ship to a barge near the foot of Frontenac Street; the latter was pushed up river by a tug to Allan's Siding at the foot of Mc Gill Street. Here the subway cars were placed on four specially equipped C.N.R. flat cars for the trip to Toronto.

The car bodies, which had crossed the ocean detached from the trucks, were reunited with them aboard the flat cars, on which 80-pound rails had been laid. Special chocks were placed on each side of the subway car wheels and were secured to the rails. The C.N.R. moved the cars to Toronto in a gingerly fashion; at a rate not exceeding 25 m.p.h., and they travelled during daylight hours only.

Upon arrival at T.T.C.'s Hillcrest shops, the cars were unloaded at the usual ramp, but were subsequently pushed around the north side of the shop building to the east door on a special temporary track with wide-radius curves laid through the bus parking lot. The track was

immediately removed after the two cars had been pushed over it.

At the time of writing the cars are still in Hillcrest shop building, receiving a thorough inspection from the T.T.C. Equipment Department. Their next move will be a most unusual one: they will be moved (motive power as yet unknown) right through the centre of Toronto on surface street car trackage (via Bathurst and Fleet Streets) to the Exhibition grounds where they will be on public display in a specially-constructed mock-up of a subway station. This spectacular operation will of necessity be conducted in the dead of night owing to the fact that the great width of the cars will probably foul clearances on the opposing track, and they will of necessity be moved very slowly. This will also involve moving the car bodies on street car trucks, as the long wheelbase of the rapid transit trucks precludes their passage around curves of street railway radius.

OTHER T.T.C. NOTES - A change in car assignments on the Bay route made on August 10th will soon cause the retirement of all 18 remaining Brill Peter Witts of series 2580-2678. Most of these cars were removed from the St. Clair Division after the operation of Saturday, August 8th and moved to dead storage at Russell Division on Sunday the 9th. A few remain in operation at the time of writing (August 11th). For the first time in nearly 22 years, the Bay route soon will be without Brill cars (excluding the recent all-PCC Sunday operation), and the first complete group of Peter Witts will be retired.

Coincident with retirement of the Brills, PCC operation has been extended on the Bay route. Twenty-six two-man rush hour runs were replaced with one-man PCC cars commencing Monday, August 10th, and all-PCC service has been introduced on weekday evenings and Saturdays. Day normal service will continue to be given completely by two man C.C. & F. Peter Witts.

- It seems likely that the first Small Witt car will also soon be scrapped. Car 2866 was badly warped when struck by a truck at Fleet St. and Strachan Ave. while on a training run on May 22nd. The car has been in dead storage since that time and stripped of several parts. This would also be the first Pay-Enter Witt to disappear from the roster.

- Two non-revenue cars for use on the Toronto subway are virtually completed and two more are well under way. Units RT.3 and RT.5 have already reached the paint and lettering stage and are undergoing final adjustments. RT.3 is a two cab dump car to be used for the transportation and spreading of ballast in the open portions of the rapid transit right-of-way. It was built using the body and underframe of differential dump car W-18, on Brill 77-E1 trucks with G.E. 241B motors, K-35 control, and a 7½ H.P. dumping motor. There is also provided a 16 volt battery for emergency lighting. The twin cabs were built up in Hillcrest and feature rubber mounted windows.

Grinder RT.5 will be the least altered of the six subway cars. It was formerly snow scraper 2206 and previously Toronto Civic Railway single truck DE wood passenger car 53. It retains its original street car outline, although now a canary yellow colour. Alterations consist principally of removal of the scraper blades and equipment, and application of an air brake system (which the car has never had previously

during its long career] and the mechanism associated with raising and lowering the abrasive grinding shoes. Both RT.3 and RT.5 have been equipped with sealed-beam headlights and double red and green markers on both ends.

Former Eglinton snow plough TP-2 is being converted to a "rail maintenance" car with a centrally-mounted large cab, and cranes at each end of the body. Former Rolling Stock Dept. wheel car RS-3 is becoming a flat general service car with twin cabs and a single centrally mounted crane. Neither car will have any semblance of its previous appearance. Still to be constructed for the subway are a rotary snow blower car and a "staff maintenance" or garbage car.

MISCELLANY

by G.W. Horner and others

The Imperial "Esso" road map of Ontario is unusual among road maps in that it shows all railway lines in addition to roads.

Tenders are being asked by the Canadian National Railways for the following construction projects: Clearing and grading and the installation of bridges and culverts on the new 14-mile diversion from Linwood, N.S. to the new Canso Strait causeway; rehabilitation of the Inverness subdivision on Cape Breton Island from Hastings to Inverness Junction, a distance of four miles; clearing and grading and installation of bridges and culverts for the extension of the Pictou subdivision south from Pictou to Lake Ontario.

The Ottawa Transportation Commission has had to drop plans for the Templeton trolley coach route due to aldermanic pressure. There has also been great pressure from the City of Hull recently for bus substitution on the heavily travelled H car line; however, the Federal District Commission has recently made public a plan to repave the Chaudiere Bridge and relocate the O.T.C. H line tracks in the centre of the road. This should assure the existence of the Hull-St. Patrick carline for some years to come.

The bus for tram substitution policy of the Montreal Transportation Commission will proceed one step further on August 29th, on which date the outer ends of the two Notre Dame routes (25 - Notre Dame - Cote St. Paul and 36 - Notre Dame - Ville Emard) will see the last of car operation. The two routes run from Place D'Armes westerly via Notre Dame Street and cross the Lachine Canal via Cote St. Paul St. where they split; 25 runs via Church St. To Wellington, while 36 traverses Monk and Allard to De Monts Street. These outer split segments are in the suburban community of Verdun. A single Notre Dame car route will continue to run from Place D'Armes to the vicinity of the canal crossing, while extensions of bus routes will cover the abandoned portions. Cote St. Paul carhouse will be stranded, no longer situated on an operating car line.

Oshawa Railway construction flat motor 44 was recently equipped with a new long steel cab of entirely different design from the former short end cab.

LATE NEWS ITEM - Toronto Transportation Commission trailer shunter Y-2 was moved to Davisville subway yard on August 14th to supply motive power for unloading subway cars. Minor modifications were made to Y-2 for its unusual new use. Four additional subway cars arrived at Davisville on August 13th.

INCORPORATED 1952

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

ADDRESS NEWSLETTER CORRESPONDENCE
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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 T.H. & B. Pacific 15, still handling passenger, and C.N.R. 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 announced 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.

O.N.R. 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 C.P.R. North Toronto line to the gate of Lambert Lodge (formerly Christie Street Hospital).

NEW C.P.R. 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 C.N.R. 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 ST. CARLINE

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 railfan historians) 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 came 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 St. 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 St., newly constructed track on Wilton Ave. (now Dundas St.) 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 track-age remained in use.

In 1924, the T.T.C. extended double track on Parliament Street north from the point where rails had previously stub-ended (Wellesley St.) 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 T.T.C. 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 T.T.C. 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 C.N.R. 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	Self-
1224	2423		7300	Propelled
1236	2445	<u>2-10-2</u>	7389	<u>Car</u>
1238	2488	4015	7432	
1303	2541		7440	15842
		<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 C.N.R. locomotives 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 3483 was scrapped on June 10th. Diesel "A" unit 9110 passed through Toronto on July 29th in a badly wrecked condition. It was being shipped to General Motors Diesel Ltd. plant for rebuilding.

Dates of receipt of MLW-CGE 660 H.P. switchers by the C.N.R. 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 follows:

1514, 1515 - July 29th

1516, 1517 - Aug. 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 St. cars superimposed on the regular service. However, on weekday evenings and Saturdays, the Kingston Rd. Exhibition service is cut short at Woodbine Loop, and the regular Kingston Rd.-Coxwell (Danforth-Birchmount) service is operated. Ex-Cleveland P.C.C.'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 a 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.

INCORPORATED 1952

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

ADDRESS NEWSLETTER CORRESPONDENCE:
STUART I. WESTLAND, EDITOR
16 SONORA TERRACE, TORONTO 13

OCTOBER 1953

NUMBER 93

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 October 16th. The program for this meeting will consist of a showing of slides.

Mention must be made here of the very unusual and cleverly produced film "Steal of Empire" which was projected at the September meeting by John Mills. Messrs. Mills, Cooper, Sandusky, Kelley, Knowles and Naylor of the U.C.R.S. and Lavallo and Ritchie of the C.R.H.A. of Montreal, are to be congratulated upon the imagination and skill, to say nothing of the hours of time that went into the preparation of this film. For the benefit of members who were not in attendance at the meeting, the picture took the form of a humorous parody on Canadian railway history in which the above-named men took the principal parts. The showing of the picture was purposely not announced previously, so that other members were surprised and delighted at being provided with such an unusual evening's entertainment.

SOCIETY RECEIVES SUBSTANTIAL DONATION

Mr. William Forsyth, Superintendent of Equipment of the Toronto Transportation Commission, has donated an extensive collection of bound volumes of electric railway periodicals to the library of the Upper Canada Railway Society. Included are the "Electric Railway Journal" and its successor, "Transit Journal", from 1919 through 1942, several recent years of "Mass Transportation" magazine, and the "Proceedings of the American Electric Railway Association" covering a goodly span of years during the heyday of the electric railway.

The Society would like here to express its thanks to Mr. Forsyth for this generous gift, which increases the value of the Society's library by a very great amount, and which will doubtless facilitate the research of Society members in the future.

Ontario's second important railway centenary of the year will occur next month. On November 10th, 1853, the first section of the Great Western Railway was opened, from Hamilton to Niagara Falls. The November issue of the Newsletter will elaborate upon this event.

TWO LAKE ERIE & NORTHERN CARS SCRAPPED

After some months of retirement, wood cars 933 and 955 of the Lake Erie & Northern - Grand River electric line were scrapped during September. These cars, with their mates 935, 937, 939 and 953, had 38 years of service behind them, as they were constructed for the railway by the Preston Car and Coach Company in 1915. Car 933 was originally L.E. & N. 225, while car 955, originally a trailer, was no. 275.

Only two wooden passenger cars are in service on the G.R.R. - L.E. & N. system, these being 937 and 953. The other two wood cars, 935

and 939, are currently stored out of service, and in view of the declining passenger traffic on the railway, it hardly seems likely that they will ever carry passengers again.

At last reports, the frame and trucks of the two scrapped cars were still to be seen at Freston shop; although stripping of the cars progressed gradually through the summer, the body of 933 was demolished during the week of September 6th, and that of 955 during the week of September 13th.

C.P.R. "DAYLINER" SCHEDULE

These runs have been speeded up considerably (2 hours even for the Toronto-London segment as against 2 hours and 20 minutes previously), and they have been extended to Windsor and Detroit. The Toronto-Detroit running time is four hours and 20 minutes. The trains have been named "The Dayliners", a move to add to the popularity of the RDC cars.

The schedule for the trains in question is as follows:

629 ex Sat., Sun.	631 Sat. only		630 ex Sun.
3:55 PM	1:30 PM	LV Toronto ARR	10:20 AM
4:05	1:42	West Toronto	10:09
4:43	2:25	Guelph Jct.	-
5:00	2:45	Galt	9:14
5:32	3:18	Woodstock	8:43
6:00	3:45	ARR London LV	8:15
6:15	4:00	LV London ARR	8:05
7:15	4:58	Chatham	7:06
7:31	5:20	Tilbury	6:44
8:00	6:00	ARR Windsor LV	6:15
8:05	6:05	LV Windsor ARR	6:10
8:15 PM	6:15 PM	ARR Detroit LV	6:00 AM

The numbers that will be assigned to the RDC units by the C.P.R. have been made known; the RDC-3 car, which will operate in North Bay-Angliers service will be 9020, while the three RDC-1 cars, two of which will form the "Dayliner", and the other of which will operate between Montreal and Mont Laurier will be nos. 9050-9052.

Details of the proposed U.C.R.S. excursion on a Saturday trip of the "Dayliner" will be printed in the November Newsletter.

MOTIVE POWER NOTES

The twenty-four GP-7 GMD road-switchers ordered by the C.N.R. recently (see Newsletter 91) have been assigned the number group 7555-7578. Several of these locomotives, built for stock, have already been delivered to the railway, and have been running for brief periods in the Toronto area, before being sent to the Western Region.

The eighteen 1600 HP road-switchers ordered from Montreal Locomotive Works will carry numbers 7830-7847. No units on this order have as yet been delivered.

AN AMERICAN RAILFAN LOOKS AT CANADA

(Editor's Note: An associate member of the Society, Mr. William C. Kessel of Buffalo N.Y., the author of this piece, made a recent trip to Toronto, and upon returning wrote out his impressions. These he contributed to the Newsletter in the following article. It should serve to make Toronto railfans realize that they are indeed fortunate in having an environment that is becoming increasingly the envy of enthusiasts from other parts.

Each trip to Canada (and we'll be making more and more as U.S. steam engines are killed in the prime of life) reveals a greater amount of railroadians available for the fan. Take August 12th, for instance.

At Niagara Falls, I found a round trip excursion fare of \$3.20 to Toronto. That's 165 round trip miles. The long brick station has a series of doors labelled "Conductors", etc. in old division point fashion; and the roundhouse (displaying mostly steam power) is across the tracks.

A Pacific pulled seven cars. At each station to Hamilton, a line-up of reefers was spotted for the fruit rush. Some trains were met, all steam powered. At Hamilton, our two coaches were pulled back by a steam switcher, and finally attached to train 6 for the run to Toronto. We left on time.

There were meets aplenty; but of principal interest was the fact that each small town station enroute had a number of house tracks and at least three of these had short freights, pulled by Consolidations. Only Mimico Yard seemed to have diesels. Canada, you know, has built light engines such as Pacifics as recently as five years ago! Canada is dieselizing the proper way, and not scrapping 12-year-old artics.

At Toronto were connecting trains. Canadian roads have connections from and to about every principal train, and they respect them. Also at Toronto was the fine trolley system, which also operates ferries with roller-curtain destination signs. There were checkers every mile, it seemed, planning headways.

Returning to the magnificent station, we saw an oddity which had never been called to our attention: The station, says the "builder's plate" serves the Canadian Pacific and Grand Trunk railways. With a fine sense of historical propriety, this name has been preserved.

The Maple Leaf returning had a 4-8-2, a deadhead sleeper, a baggage car, a recliner, a Lehigh Valley and a Pullman sleeper, a Lehigh coach, and a buffet parlour.

T.T.C. NOTES

Subway Cars traverse Toronto streets - One of the most unusual moves in Toronto electric railway history occurred on September 15, 1953, when rapid transit cars 5000 and 5001 were taken from the Canadian National Exhibition grounds to Davisville Yard over surface street car trackage. True, the two cars had made an extensive trip on surface trackage in the early hours of August 25th, when they were hauled from Hillcrest shops to the C.N.E. However, the September 15th trip was longer in point of mileage, and involved a mishap which resulted in the most unusual feature of all.

Two 2500 series 2 man Peter Witts from St. Clair Division were run onto the temporary shoofly at the C.N.E. grounds to pick up 5000 and

5001 - the first car was removed from the exhibit site by 1:35 A.M. and both cars had passed Fleet Loop by 2:35 A.M. While the Bathurst line was blocked by the operation west of Fleet Loop, T.T.C. supervisors' cabs carried passengers from that point to the exhibition grounds. The cars proceeded via Fleet, Bathurst, St. Clair and Yonge Streets, clearing the Yonge-St. Clair intersection at 3:12 A.M.

However, subway car 5001 was derailed while it was being towed into Davisville Yard at 4:50 A.M., and the decision was made to store car 5000 in the Lawton Loop until the following night. Car 5001 finally cleared Yonge St. at 5:48 A.M. after being rerailed, and the temporary track leading into Davisville Yard was lifted from Yonge St. Yonge night cars had been diverted via Mount Pleasant Road from 3:10 to 5:48 and supervisors' cabs gave service on the vacated section of Yonge St.

Car 5000 remained in Lawton loop carrying red lanterns all the following day, and caused much comment. It was moved into Davisville yard early on September 16th. Peter Witts 2556 and 2564 were parked in Davisville Yard on subway trackage for two days following until a path of egress had been made.

Another Historic Subway Move - On Sunday, September 20th, cars 5004-5005 ran under their own power via subway trackage from Davisville Yard to Bloor Station, this constituting the first run of any distance made on Toronto rapid transit trackage. The train moved very slowly, taking two hours and 17 minutes for the 2.2 mile run. It had to be snaked across several dead sections, including a temporary track laid through Rosedale station, where permanent tracks have still not been laid. The train is still at Bloor Station, and it is expected that it will be used for testing in the southerly portion of the route below Bloor St.

- Ex Cleveland-Louisville PCC car 4687 has had MU wiring finished, but still awaits couplers. Quantity conversion of Cleveland cars for MU operation is expected to start very soon. Rehabilitation of the last dozen of the 75 is being finished by Hillcrest currently.

- Simcoe Loop (at Front and Simcoe Streets) was vacated by the Yonge line effective with the first day car on Monday, September 28th. Yonge cars now loop via Front, York and Wellington Streets, and the eastbound track in front of the Union Station is used by Bathurst Trippers only. The C.N.R. owns the land on which the loop was situated, and requires it for the construction of the new express building. The rail and overhead were removed from the loop promptly on the 28th. The loop was opened originally on September 22nd, 1930, on land leased from the Canadian National Railways. It replaced the earlier Station Loop (via Front, Simcoe, Station and York Sts.) which had been used for many years. However, there was an interval of something over two years between the closing of Station Loop and the opening of Simcoe Loop, during which time Yonge cars looped as they are presently doing, although in the reverse direction.

- It has been decided not to enlarge the temporary Harbour Yard, as had been previously planned, for the last few months of Yonge surface operation. Eglinton carhouse will continue to service a few trains right up to the start of subway operation, while more of them will be stored in Harbour Yard than have been up to the present time.

- Toronto railfans can derive a certain amount of satisfaction from the fact that the 55 trolley coaches currently being added to the T.T.C. roster will replace considerably more mileage of motor bus routes than street car routes. Although the portion of the Yonge car line which is not being covered by the subway (from Eglinton to Glen Echo) will be served by trolley coaches (and by gas buses during rush hours) in the post-subway era, this type of vehicle will also enter service on a considerably extended Eglinton route and the present Eglinton West route. These two routes are currently served by gas buses, but it is expected that both will experience a pronounced increase in traffic with the subway in operation. The 55 trolley coaches are all 48-passenger vehicles, consisting of 40 built new by Canadian Car and Foundry Co. (9085-9124) and 15 purchased second hand from the Cincinnati Transit Co. (9125-9139, formerly 1345-1359). The latter were built in 1948 by the Marmon-Herrington Co. of Indianapolis. A few of the new vehicles will be used on the four west end routes.

C.N.R. NOTES

- The Canadian National Railways has extended the truck trailer-on-flat car service to cover Montreal-Hamilton shipments. Twelve additional Trailmobile trailers have been purchased and six more flat cars have had the equipment required in this service applied to them.

- The C.N.R. announced recently that it intended to lay off 300 locomotive shop employees due to a general drop in traffic experienced on the system.

- During the summer the Canadian National Railways inaugurated a six-week course for the training of future executives, and which may prove to be the forerunner of a permanent C.N.R. Staff College. The course, given in three parts to 47 hand-picked men, was designed to allow them to climb out of departmental grooves and to examine and understand wider corporate problems.

- The consolidation of all of the various C.N.R. highway services (with the exception of C.N. Express) under one road transport department was recently effected. The new department is headed by Mr. F.A. Gaffney of Montreal as General Manager. It will be responsible for the administration of all C.N.R. road transport lines including schedules, maintenance, tariffs and extensions of service for both bus and cartage operations.

OTTAWA ABANDONMENT

Ottawa's Rockcliffe route is to be cut back to Sussex and John Streets effective October 19th. The lightly patronized outer end of the route, which winds through Rockcliffe Park on private right of way, is one of the most scenic sections of the Ottawa system.

ENCLOSURE - With this issue is enclosed a "Souvenir" transfer of the type issued at the T.T.C. rapid transit exhibit at the recent Canadian National Exhibition. Note that the new T.T.C. crest is shown on the transfer, and that it carries the name "Toronto Transit Commission" - the name of the five-man commission which will take over the responsibility of providing transit service in all 13 federated Toronto municipalities after January 1st next.

Upper Canada Railway Society

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TORONTO, CANADA

NEWSLETTER

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NOVEMBER 1953

NUMBER 94

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 November 20th, at which time, it is hoped, the entertainment will consist of a showing of one or more films produced by the Pennsylvania Railroad.

RDC TRIP - The Canadian Pacific Railway will place the two RDC cars on trains 629, 630 and 631 on November 9th, rather earlier than previously announced. Accordingly it has been decided that the U.C.R.S. Dayliner excursion will be moved forward to November 21st. With ten or more participants, it is expected that a party rate on fares may be obtained. Members will ride the RDC cars (train 631) to London, and return on either train 22 or 632. Further details of the excursion appear on page 9.

A word of thanks is given here to the many members of the Society who supplied 35 mm. slides for the October meeting program, and particularly to Mr. Dave Ross, of the Delaware and Rutland Model Railroad Club, who showed an interesting collection of old glass slides which featured principally heavy railroad electrifications of 35 to 40 years ago.

GREAT WESTERN RAILWAY CENTENARY MONTH

On November 10th of this year, the attention of all Ontario rail enthusiasts should be focussed upon the C.N.R. line from Hamilton to Suspension Bridge (Niagara Falls), as 100 years ago that date, the first regular train operated on the Great Western Railway, original owner of this stretch of track, between the named terminals. The operation of this train marked the beginning of a colourful history for the railway which probably did more than any other to open up and develop South-western Ontario.

It was recognized quite early in the 19th century that long distance railways (beyond the primitive portage roads) would prove a great boon in Upper and Lower Canada. Seven railway charters of considerable magnitude had been issued by 1841, but none of these had been acted upon up to that time, while railway construction was proceeding apace in the United States. One of these seven unfilled charters was granted in 1834 to the London and Gore Rail Road Company "for the purpose of constructing a single or double track wooden or iron railway from London to Burlington Bay; and also the navigable waters of the Thames and Lake Huron; and to employ thereon the force of steam or the power of animals, or any mechanical or other power". In 1836 a survey for the route was made from Hamilton to the Detroit River.

The original 1834 charter was renewed in 1845, and the name changed at this time to the Great Western Railroad. The power to

build was also extended. Still the promoters, who by this time included Sir Allan MacNab, Hamilton's leading citizen of the day, could not raise sufficient funds to begin construction of this important future link in the Canadian economy. By 1851, the only lengthy stretch of railroad in Canada was the unfinished St. Lawrence and Atlantic, which was being built to give Montreal connection to an all-year port (Portland, Maine). Only 60 miles of track existed in Canada at this time, as contrasted with 9021 miles in the United States.

However, a variety of political and economic factors combined to produce the railway building boom of the 1850's, the first of three such "booms" in Canadian history, spaced at approximately thirty year intervals. Several railway projects began in earnest at this time, given new life in some cases by promises of government assistance. Two of these lines were major undertakings, the Grand Trunk and Great Western Railways. The Grand Trunk project was intended as a main line of communication for British North America. This it eventually became, although not as completely so in later years as its original builders had hoped.

The Great Western, by contrast, was designed more as a link route, bridging the gap between Detroit and Buffalo, and securing thus a great proportion of the growing and lucrative traffic of the American Middle West. The south-western portion of Ontario, or then Canada West, resembles an arrow pointed at the heart of the continent, a deep southerly penetration of Canadian territory surrounded by American soil. As the greatest towns of the United States were growing up in the latitude of this projection, the promoters of the Great Western hoped to be able to tap the lion's share of the traffic. As construction finally got underway in 1851 (ground had been broken at London in 1849 at a great public ceremony, but nothing further done), the railway's backers had the through American traffic in mind. They realized, nevertheless, that the intervening country was potentially a source of valuable on-line traffic.

The Provincial Gauge of 5 feet 6 inches was forced upon the railway by the governmental legislature, and dampened somewhat its effectiveness as a bridge route; nevertheless, the Hamilton group headed by Allan MacNab, with English financial backing, pushed the road forward with a speed in peculiar contrast to the years of inaction and indecision which had plagued the project since the original charter of 1834 and survey of 1836. The years 1852 and 1853 were ones of busy activity all along the proposed route, with construction proceeding not in a direct continuous line, but usually from those points where supplies could be assembled most easily and leaving the most difficult segments until the last. Supplies had to be hauled over the uncertain roads of the day with all of the attendant difficulties and increased expense (over rail shipment).

The name of the company was changed to the Great Western railway in 1853. The Hamilton-Niagara Falls segment was the first to be opened to regular traffic. This occurred on November 10, 1853, when a celebration train composed of six cars of merrymakers left Hamilton heading for dinner at Niagara's Clifton Hotel. The train broke down some miles short of its destination, and "the first run" had to be completed by road. Nevertheless the road was open, and Hamilton had obtained a very significant connection to the Niagara Frontier.

Construction of this first link was relatively simple, with the ascent of the escarpment posing the only major problem. This was accomplished at Merritton, on much the easiest of the four railway grades up the escarpment east of Hamilton. The route selected was virtually straight from the foot of this grade to the point where the railway came up against Burlington Heights. The servicing and terminal yards at Hamilton were located on a marshy section on the south side of Burlington Bay west of James Street; the passenger station was located at Caroline and Stuart Streets, a location which it maintained until 1930.

Shortly afterwards (Dec. 17th) the line to London was opened, the originally planned course of the London and Gore Rail Road. Construction here proved a much more difficult task. In the first place, the railway was located away from navigable water for the most part, so supplies had to be hauled in by road. Moreover, some of the most difficult of the morainic hills in Southern Ontario intervened in the path of construction. The crossing of the north-eastern corner of Coote's Paradise (a marshy area at the western end of Burlington Bay) required two years of incessant work of filling before a permanent track could be laid across it.

Immediately west of the Hamilton terminal, the line was forced to abandon the straight course it had followed through the Niagara Peninsula, and to skirt Burlington Heights, then cross this ridge by means of a deep gravel cutting and bridge the neck of water which at that time connected Coote's Paradise to Burlington Bay. This expensive routing was the whim of Sir Allan MacNab who wished to make sure that the railway passed by his estate (now Dundurn Castle on York St., Hamilton). In an attempt to bridge the neck of water draining Coote's Paradise, great oaken piles were driven into the soft material at the bottom without striking solid rock. The expedient of filling the marshy stretch with loads of gravel was then undertaken. For two years, continuously 24 hours a day, gravel and rock were poured into the hole; but as this material disappeared and spread out on the bottom, the appetite of the marsh seemed insatiable. Finally the gravel remained above water level, but even so it settled and threw the grade out of alignment. Trestling was undertaken at this point; this also sank, but finally, after more dumping, the roadbed remained stable and the permanent track could be laid across this difficult segment.

The Desjardins canal also proved troublesome. In order that a railway swing bridge might be built, the course of the canal through Burlington Heights had to be changed. While this work was in progress and the canal blocked, the Great Western paid the town of Dundas an indemnity for the inconvenience which it suffered. Nevertheless, by this date, the canal had largely outlived its usefulness. The half-mile embracing the crossing of Coote's Paradise and the canal was undoubtedly the most difficult stretch of construction on the entire railway, and probably has been the most difficult piece of railway construction in Southern Ontario.

The G.W. main line had to climb from Lake Ontario level (about 275 feet north of Coote's Paradise) to the Lake Erie level (one of 800 feet) in a few miles west from Dundas. This necessitated a long

steady grade, one which has been an operating problem right to the present day, and which can never be rectified. A familiar sight today are the pusher Mikados waiting at Bayview Junction to assist the next freight train up the Dundas "hill".

In making this ascent, the Great Western could not serve Dundas on the town's own level, but secured a right-of-way two hundred feet up the escarpment face. This provided the turning point in the struggle for supremacy between Hamilton and Dundas which had been very real up until that time.

The G.W.R. ignored the town of Brantford in its westward passage, and this fact gave rise to a rather peculiar layout of rail lines in the vicinity in later years as Brantford grew. The most peculiar feature is the fact that a segment of the 1853 Great Western main line north of the town is now totally abandoned. The railway did construct a branch, also now abandoned, into Brantford some 18 years later. West of the Grand River crossing (at Paris) G.W. locating engineers had an easier time of it, and west of London, the table-top countryside of this part of Ontario made for long stretches of tangent.

The Hamilton to London opening was closely followed in January by the opening of the London-Windsor portion, and the main line was complete.

Later in 1854, construction began of a branch line, under the charter of the Galt and Guelph Railway from Harrisburg (east of Paris) northerly to Galt, and this line was extended to Guelph, on the G.T.R. main line, in 1857.

The Great Western was quite prosperous for the first few years, and the expected through American traffic arrived, but only because of the fact that an alternate route did not exist at this time - the necessity of changing freight car bodies to wide gauge trucks for the haul over the Great Western was onerous and expensive. Early traffic consisted primarily of agricultural produce from the recently opened Middle West and supplies for the growing towns of this region. The great Niagara Suspension Bridge was opened in May of 1855, greatly facilitating through traffic. The G.W.R. also transferred freight to ships for a time at Hamilton, for water transport to Oswego, Cape Vincent and Ogdensburg, in competition with the Grand Trunk.

A 68% increase in traffic was registered in the second year's operation of the railway - the industrialization of the city of Hamilton was given its start with the arrival of the Great Western, which made possible the importing of Pennsylvania coal.

Early rolling stock and rails were purchased in Great Britain and the United States. The first G.W. locomotives were brought piecemeal to the property by shops on Lake Ontario. After being unloaded, they were assembled by mechanics brought from England for this purpose. The first locomotives purchased came from Bristol, England and Lowell, Mass.

Although the Great Western desired primarily to make its bid for through traffic as a bridge route, the management began to think of attracting more local traffic by constructing a number of feeder lines. In 1855, the company secured control of an enterprise which had had a separate incorporation as the Hamilton and Toronto Railway (see U.C.R.S. Bulletin no. 11), but had not yet completed its line for

traffic. The Great Western, in taking over this line as a subsidiary, thought of it as a branch line. Originally, during the time that the railway east from Toronto was under a separate ownership (Grand Trunk) this no doubt was true. But eventually this 40 miles of track became as busy, if not more so, than any other line in the Dominion. Yet even to-day, railroad men refer to this as the "Toronto Branch".

The line was actually opened to traffic in December and was accordingly merged with the G.W.R. to form a major feeder for the company. Also completed soon thereafter was a railway from Komoka to Sarnia. The railway now provided a short cut across the circuitous navigation route between Lake Huron and Lake Ontario.

The railway became a major industry for the city of Hamilton. In addition to possessing the company's local head office (aside from the British control), the principal car and locomotive repair shops and a rail rolling mill were located here. The principal shop building was erected in 1849, and became no small factor in the city's growing industrial economy, and Hamilton's renown as a railway centre grew apace. The shops began to build engines for the road and thereby reduced the dependence upon foreign sources for new motive power. A number of famous locomotives of the day were turned out for the system's own use in 1860 and 1861. In another respect the shops created a "first". Although it is a very little known fact, particularly in the United States, the world's first sleeping car was manufactured in Hamilton in the Great Western shops by Master Car Builder Samuel Sharpe, in 1857. This was two years before the Pullman and Wagner concerns in the United States brought out their pioneer vehicles. Another Great Western innovation was the practice of sorting letters enroute in order to speed mail delivery.

Complicating factors entered to disturb the early traffic pattern so well established by the railway. The Grand Trunk cut deeply into Great Western territory with its lines westward from Toronto to London and Sarnia. The attractions of an all-Canadian route from the Lower Lakes to Montreal and Quebec was beginning to take its toll of the Great Western traffic. Then too, the Grand Trunk absorbed the Buffalo and Lake Huron Railway, which with its line between Fort Erie and Goderich, cut a diagonal swath through the Great Western's domain. Although this line was never very profitable, it had some effect.

From 1866, the G.W.R. was permitted to lay a third rail to standard gauge on its main line, and no break of bulk or truck interchange was thereafter necessary. The "provincial" gauge was generally abandoned by Canadian railways in the early 1870's, and the Great Western had removed all of its outside rail by 1873.

However, more trouble loomed for the Great Western as rival lines were constructed. The Lake Shore and Michigan Southern line south of Lake Erie was formed by the consolidation of a number of early short roads and this took away much of the American traffic. On top of this was the incorporation in 1868 of the Erie and Niagara Extension Railway (renamed Canada Southern in 1869). This company had as its purpose the construction of a direct route between Fort Erie and Amherstburg, handling traffic between the two American frontiers.

Construction proceeded quickly on this new trunk line, and the excellence of the resulting piece of railway was a further blow to the

Great Western's position. The Canada Southern was laid out with very few curves and mild grades, and to this day remains perhaps the best stretch of railway line, physically, in Canada. The route was opened in November, 1873, and the Michigan Central Railroad soon acquired a controlling interest in the Canada Southern (diverted to Windsor) - by 1883 the Canada Southern was completely swallowed up by American interests. The Great Western lost a great part of the through interchange traffic when the N.Y.C.-M.C. connection became the Canada Southern line.

In an attempt to combat the new company more effectively, the Great Western constructed its "air line", a direct connection between Fort Erie and Glencoe, and one which generally paralleled the Canada Southern. This was effective to some extent, and in 1897 the Wabash Railway negotiated trackage rights over the air line to connect Detroit and Buffalo. The agreement is still in force, and virtually all of the trains using the route are those of this American road at the present time. Except for the construction of a short cutoff from Niagara Falls to Allanburg, the Great Western Railway did not indulge in further construction. However, control was acquired, through bond purchase, of the Wellington, Grey and Bruce Railway (Guelph-Southampton and Palmerston-Kincardine), the London, Huron and Bruce Railway (London-Wingham) and the Brantford, Norfolk and Port Burwell Railway (Brantford-Tillsonburg). The London and Port Stanley Railway was leased in 1872 for a period of 20 years.

The competition between the Great Western and the Grand Trunk's rival lines in South-western Ontario became so intense that both companies were suffering greatly therefrom. Then too, the Hamilton directors of the Great Western began to realize that through traffic for their road had better possibilities from their exploiting the all-Canadian route north of Lake Ontario via Toronto, than did any further hope of American traffic. The rival Canada Southern with its magnificent route had forever ended the Great Western chances of having a great share of this. Thus came about the bold decision which was manifested August 12th, 1882, whereby the Great Western ceased to exist as a separate entity. The lines which had comprised Hamilton's railway were completely taken into the Grand Trunk fold.

With the merger, the G.W.R. departments were taken over by Grand Trunk departments located in various cities other than Hamilton. The offices went to Montreal, the locomotive shops to Stratford and the car shop to London. The local operating headquarters went to Toronto, a more convenient location for the Ontario portion of the Grand Trunk. The locomotive shop at Stratford was greatly enlarged in 1888, this enlargement necessitated by the removal there of the Hamilton facilities, including much of the machinery that had been employed in the Great Western shop.

Traffic on the Great Western lines did not suffer from the change in management. Rather it increased as the Grand Trunk had less occasion to route its through freight via Stratford and Berlin with the better route through Hamilton available. With the exception of the Lynden-Paris portion, all of the Great Western's Toronto-Sarnia line now forms a vital link in the C.N.R. main line. The Grand Trunk diverted the main line via Brantford in 1906 when it constructed a

cutoff to the city from Lynden, on the old G.W.R. main line, and used the Brantford-Paris segment of the old Buffalo and Lake Huron.

Tangible traces and relics of the old Great Western are very few to-day. The Toronto passenger station lasted through various subsequent uses until early on May 17th, 1952 when it was destroyed in a spectacular fire (see Newsletter 77). However, many miles of C.N.R. right-of-way remain as a testimonial to Great Western locating and construction engineers.

There follows a list of the operating divisions of the Great Western Railway on August 11th, 1882, at the time of the G.T.R. merger:

<u>DIVISION</u>	<u>EXTENT</u>	<u>MILEAGE</u>
Main Line	Niagara Falls - Windsor via Hamilton and London	229.5
Air Line ("Loop Line")	Fort Erie - Glencoe	145.0
Toronto Branch	Hamilton - Toronto	39.0
Wellington, Grey & Bruce	Harrisburg - Southampton via Galt, Guelph, Palmerston	129.0
W. G. & B. (Southern Extension)	Palmerston - Kincardine	67.0
London, Huron & Bruce	Hyde Park Jct. - Wingham	68.8
Sarnia Division	Komoka - Sarnia	51.0
Petrolia Branch	Wyoming - Petrolia	0.5
L. & P. S. Branch	London - Port Stanley	28.9
Brantford, Norfolk & Port Burwell	Harrisburg - Tillsonburg Jct.	42.7
TOTAL MILEAGE	(ALL LINES IN ONTARIO)	801.4

C.P.R. RDC CARS ARRIVE

The Canadian Pacific Railway's two RDC-1 cars 9050 and 9051, assigned to the Toronto-Detroit "Dayliner", arrived at Toronto's John St. roundhouse on October 24th from Montreal. The cars made a two-hour trial run out of Toronto with press representatives on October 24th, and then were placed on public display at North Toronto Station on October 28th and 29th, coupled to a pair of immaculate express refrigerator cars (nos. 5856 and 5857). The cars will enter service on the Toronto-London portion of the Dayliner run on November 9th, and will be extended to Detroit on November 30th.

Few modifications appear to have been made from the standard RDC-1; the principal variation consists in a rather liberal use of paint on the exterior - there is a broad maroon band on the letterboard, a narrower one at belt rail level, and the ends are completely covered by diagonal yellow and black striping. (This is similar to the markings now being applied to the ends of Lake Erie and Northern-Grand River interurban cars, in an effort to increase visibility at grade crossings).

A folder giving details of service is enclosed with this mailing.

ELECTRIC RAILWAY NOTES

TORONTO - The Hillcrest shops of the Toronto Transportation Commission are now engaged in the conversion of two man 1922-built Peter Witt car 2528 into a "staff maintenance" or garbage collection car for use on the Yonge St. subway. Because of this conversion, the car was used with trailer 2909, on the Michigan Railroad Club's T.T.C. excursion last May 30th. It appears that the present ends will remain on the car despite double-end conversion; one of the present two front doors has been blocked up while an opposing door has been cut into the back end between two body posts. The centre step well has been removed, leaving a door at subway platform height.

Old Toronto & York Radial Railway differential dump trailer 850, used for many years at Hillcrest by the T.T.C. as a scrap metal car, will become the sixth subway service car, a snow loader. Work is now under way on this unit.

Brill cars still in service on the Bay route are nos. 2582, 2586, 2590, 2594, 2596, 2598, 2668 and 2670. The other ten cars still on the roster remain in storage at Russell.

The temporary tracks laid in 1950 on Maitland and ~~Alexander~~ Streets, which were used by Yonge cars during subway construction on the Alexander-Dundas portion, were removed during October.

MONTREAL - A New Subway Plan - On October 23rd, the Montreal Transportation Commission made public its initial and second stage plans for the provision of rapid transit electric railway service for the City of Montreal. The first-constructed route would be 7.78 miles in extent, embracing 16 stations and costing an estimated 117 million dollars. In general terms the line would be laid out as follows: From a terminal at Atwater and St. Catherine, under St. Catherine, then diagonally south-east to Victoria Square, under St. James Street easterly through Place D'Armes and Champ De Mars, to swing north under St. Denis to a point just north of Cremazie Blvd.

The Commission states in its report that 87 million dollars of the subway cost should be divided among all the municipalities of the Metropolitan area, while the remaining 30 million dollars would be obtained from fares. It is estimated that a five-year construction period would be required for this first route. 3.39 miles of the route would be actually tunnelled through earth and rock, while the remainder would be constructed using cut-and-cover and open cut sections. Downtown stations would necessarily be located close to ground level with no mezzanines.

Further legislative authorization is needed before construction begins. One of the five M.T.C. commissioners dissented in the report, believing that a subway is not necessary in Montreal.

Future routes, on which no detailed cost estimates were made, were suggested as follows:

(1) An extension from Atwater north-westerly to Sherbrooke, then along the line of Sherbrooke northerly near Girouard through Snowdon terminus, and along Decarie Blvd. (probably on existing car tracks) to Church Ave. in Ville St. Laurent.

(2) An extension easterly under St. Catherine from Dominion Square to the vicinity of Papineau, then north-easterly to Delorimier and Ontario, then easterly under or near Ontario to Viau, then south to St. Catherine.

(3) A branch from #2 at Frontenac following the general line of Frontenac and Iberville Sts. to Jean Talon, then east to Pie IX Blvd. These additional routes would build the system to one of twenty-three miles.

St. Denis Abandonment - Seventy five buses took over the St. Denis car service from Craig Terminus to Cremazie on November 8th. The open track section north from Cremazie will continue as an isolated car line designated route 24.

OTTAWA - The last car to Rockcliffe on the O.T.C. "R" line was 804, leaving Buena Vista loop at 1:08 A.M., October 19th. Rush hours only bus service replaces the outer portion of the car line which now terminates at Sussex and John loop.

VANCOUVER - The British Columbia Electric Railway abandoned the Burnaby Lake interurban line on October 23rd, and on the same date shortened the Central Park line to Park Ave. (city limits), so that this route now operates wholly within the city of Vancouver. The Marpole-Steveston and Marpole-New Westminster interurbans continue in service.

N.S. & T. - An N.S. & T. Railway official has stated that the proposed Welland-Port Colborne highway link does not constitute a threat to continued passenger operation on the Welland subdivision. The four remaining interurban cars have been rehabilitated to a degree in recent months, and have had "cat's-eye" stop lights placed on the ends because of the street operation through Humberstone.

L. & P.S. - The C.N.R. has informed the City of London, owners of the London and Port Stanley Railway, that it is interested in purchasing the electric line if the city can dispose of the passenger business.

U.C.R.S. RDC TRIP

Tickets for the RDC trip of November 21st will be on sale at the U.C.R.S. meeting of November 20th at the reduced party rate of \$5.00. Members who are planning to attend the meeting are urged to purchase their tickets at that time and thereby avoid delay. A U.C.R.S. representative will be on duty at the clock in the main concourse of the Union Station on Saturday before train time to provide tickets for those not attending the meeting.

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

ADDRESS NEWSLETTER CORRESPONDENCE:
STUART I. WESTLAND, EDITOR
16 SONORA TERRACE, TORONTO 13

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, U.C.R.S. 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 C.P.R. 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 fiscal 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.

NOVEMBER 21ST RDC EXCURSION

On November 21st, about 25 members of the U.C.R.S. travelled to London on the C.P.R.'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 m.p.h., attained only once west

AN EXCELLENT CHRISTMAS CARD FOR FRIENDS - A COPY OF "FOUR WHISTLES TO WOOD UP!" ORDER FROM U.C.R.S. BOOK CIRCULATION, BOX 122, TERMINAL "A", TORONTO. FIFTY CENTS PER BOOK.

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 m.p.h. and remained there for mile after mile; speed between mileposts on several occasions reached 91 m.p.h. 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 MU train which was filled almost to seating capacity on leaving London. The usual L. & P.S. 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 Co. installation of Centralized Traffic Control between Aberdeen Yard and Coyle (near Welland). The Dundurn Yye 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 St., 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 C.N.R.'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 T.H. & 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 St. 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 to-day, as three of the four necessary curves have been removed. Headways 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 to-day, 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 St. 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 was 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 designs at 1500 H.P.).

The first locomotives of the new line are expected to be ready for delivery in January.

- Recent C.N.R. locomotive deliveries are listed herewith:

MONTREAL LOCOMOTIVE WORKS 60 H.P. SWITCHERS

8476	Aug. 28	8477	Sept. 10
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GENERAL MOTORS DIESEL 1500 H.P. ROAD-SWITCHERS

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

7555	Aug. 31	7561	Sept. 28	7567	Oct. 19
7556	Aug. 31	7562	Sept. 30	7568	Oct. 29
7557	Aug. 31	7563	Sept. 30	7569	Oct. 29
7558	Sept. 22	7564	Oct. 8	7570	Nov. 3
7559	Sept. 22	7565	Oct. 8	7571	Nov. 3
7560	Sept. 22	7566	Oct. 19	7572	Nov. 11

The C.N.R. scrapped Consolidations 2196 and 2535 on August 7th, 0-6-0 7215 on Sept. 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 C.N.R. roster and renumbered into the C.N.'s C class Mogul series, it never turned a wheel for the big system.

Northerns 6215, 6223, 6224 and 6226 are now performing in the Western Region. Pacific 5101 has been repaired and returned to service.

The wrecked C.N.R. "A" unit diesel 9110 (see Newsletter 92, P.4), was rebuilt at the G.M.D. London plant and returned to the railway on Sept. 28th. On Sept. 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 C.N.R. 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
DWR-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 Co. has ordered a 1000 H.P. switcher (no. 48) from Montreal Locomotive Works.

C.N.R. MISCELLANY

The C.N.R. 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 C.N.R. is also building a small five-track yard in Toronto on the north side of the Brampton Subdivision, and extending from

Brook 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 C.N. 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 Estate" 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 - T.T.C. 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 Wings" 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.