

January, 1954 - Number 96

The Society meets on the third Friday of every month at 8:30 P.M. in Room 486, Toronto Union Station.

The next meeting will be held on January 15th; this will be the Annual Meeting of the Society, at which the reports of the Officers for 1953 will be presented, and at which the election of Directors for 1954 will take place. The members present elect a total of nine Directors, who meet at their earliest convenience and select from among themselves the Officers for the coming year. It is urged that every Resident Member make an effort to attend this the Society's most important meeting of the year.

The UCRS plans again this year to construct and staff an exhibit of railway material at the Canadian International Hobby and Homecraft Show in the Coliseum Building in Exhibition Park.

Further details on this exhibit will be made known at the January Meeting, and in the February *Newsletter*.

Another periodical has been added to the list of publications received by the curator of the Society — the TTC Employees Magazine, "The Coupler" has just been placed on the list and copies will be on the table at future general meetings.

➤ PLEASE REMIT 1954 DUES NOW, IF YOU HAVE NOT ALREADY DONE SO — THIS WILL BE THE LAST *NEWSLETTER* MAILED TO DELINQUENT MEMBERS.

TORONTO TRANSIT COMMISSION TAKES OFFICE

At midnight, December 31st, 1953, the Toronto Transportation Commission, operator of Toronto's transit system since September 1st, 1921, ceased to exist. Its place was taken by the new five-man Toronto Transit Commission, which, in addition to the three men of the old Commission as city representatives, has two suburban appointees, one from Etobicoke and one from Forest Hill. The new Commission takes over all property, services and personnel of the old TTC, and immediately becomes responsible for the provision of services in all parts of the 12 satellite municipalities where the four independent bus operators do not have prior rights. The various services operated under agreements with suburban municipalities are all automatically taken into the fold of TTC services, with one minor exception — the portion of the now bus-operated North Yonge Railways north of Steeles Avenue. As far as rail operations are concerned, this affects the Rogers and Oakwood carlines, the erstwhile "Township of York Railways", which have heretofore been regarded as a poor step-child to the central area street car system.

One of the first pronouncements of the new Commission was that a zone system of fares will be inevitable during 1954. It is not possible to conceive of an area of 240 square miles being served by a transit system at a single flat fare; the central zone will be enlarged somewhat over its present area and there will be a mild increase in central zone fares. While no further elaboration was made in the announcement, it is practically obvious that enlargement of this zone will consist of "filling in" the T-shape to give a boundary with a generally consistent radius from the city centre.

Major changes in suburban routings are not expected until July 1st, 1954, by which time the four independent bus operators must either sell out completely to the TTC, or sell those portions of their services which lie completely inside the 13 municipalities of the federated area.

OTHER TTC NOTES - The damaged Small Witt 2866 (see *Newsletter 91*, Page 5) is currently being scrapped at Hillcrest.

- A summary of subway service car conversions follows herewith:

<u>Rapid Transit No.</u>	<u>Converted From</u>	<u>Type</u>
RT.1	TP-2 (Snow Plough)	Rail Maintenance Car, large centre steel cab, jib crane at each end.
RT.2	RS-3 (Wheel Car)	Flat Work Car, two end cabs, centrally mounted jib crane.
RT.3	W-18 (Differential)	Ballast Dump Car, two cabs, dump control from one end only.
RT.4	2528 (Peter Witt)	Platform Maintenance Car, double end control, offset sliding centre doors.
RT.5	2206 (Scraper Car)	Rail Grinding Car. Old double doors removed, vestibule closed.
RT.6	W-850 (Diff. Trailer)	Snow Blower Car, two cabs, rotary blower at each end.

- All cars are painted yellow and are equipped with whistles. RT.1, RT.4 and RT.6 are still at Hillcrest in various stages of completion.

- Rapid transit minded members of the Society will find the December 1953 issue of "*Canadian Transportation*" magazine one of unusual interest. Designated a "Toronto Subway Issue", it contains an excellent 30-page article describing the entire subway project, in all aspects, in great detail, and with liberal illustration.

- The American trade magazine "Mass Transportation" has an extensive illustrated article on Toronto transit in general in its December 1953 issue. Unfortunately, aside from the section devoted to the subway this article appears to "soft pedal" somewhat the TTC's extensive rail operations, while emphasizing free-wheel transit in the area. However, this magazine has been criticized by rail fans for this tendency more than once previously.

EQUIPMENT DATA SECTION

NO. 1. - CNR MULTIPLE UNIT CARS

(Editor's Note: This month the *Newsletter* introduces a new feature, which will become a standard portion of this publication. In order to disseminate data on locomotives and rolling stock of Canadian railways more frequently than is possible with the Society's *Bulletins* alone, this section will present much the same type of material, somewhat condensed, as do the data sheet *Bulletins*, on subjects which are not scheduled for treatment in that publication).

Car Nos.	- Motors: M-1 to M-6	
	- Trailers: T-1 to T-12	
Length Overall:	- 70'-6"	Width: 10'-0"
		Height: 13'-0"
Weight Empty:	- Motors: 150,000 Lbs.	Seat Capy. - Motors 88
	- Trailers: 92,000 Lbs.	- Trailers; 84
Truck Wheelbase	- Motors: 8'-8"	Wheel Diameter: 36"
	- Trailers: 7'-6'	
Control:	G.E. PCM (17KC74 Master)	
Maximum Speed:	69 M.P.H.	
Air Brakes:	Westinghouse HSC (M-40-A Engineer's Valve)	
Builder & Date:	Canadian Car and Foundry Company, 1952	

Motors: 4 - G.E. 754B1
Gear Ratio: 66:17
Compressor: G.E. Type CP-32F1

These 2400 volt D.C. pantograph-equipped electric cars are used in suburban service from Montreal's Central Station to northern suburbs, as outlined in the accompanying article on Montreal commuter services. These 18 cars are the only ones of their type in Canada. They operate in M-T-T combinations, usually six cars to a train. Control positions are provided at one end only of each motor and trailer car. Motor cars only carry air compressors and pantographs, while lavatories are restricted to the trailers, reducing capacity by four seats.

MONTREAL COMMUTER SERVICES — A BRIEF REVIEW

The City of Montreal is the only Canadian community to which the steam railways give any extensive suburban commuter service. These services are generally operated to the west of the city on the Canadian Pacific Railway, and both to the west and north on the Canadian National. The Montreal district is also the only area in the country where one will find equipment which has been specially designed for this type of service. On the CPR one finds modern large capacity commuter coaches, while the CNR boasts a complete suburban-electrification with multiple unit coaches, and tank style steam locomotives designed for suburban service.

The CPR operates commuter trains as far west as Rigaud, 40 miles distant from Windsor station on the Ottawa line. Until last year, these services were characterized by the old CPR wooden coach hauled by light Pacific locomotives. However, a fleet of forty new 103-seat commuter coaches, with small windows, transit type seats and wide aisles, have transformed this suburban service into something with a definitely modern flavour. Important intermediate stops are Westmount, Montreal West, Dorval, Valois, Point Claire, St. Anne and Vaudreuil. In the morning inbound rush, there are four trains originating at Rigaud between 7:35 and 9:15 A.M., and three other trains which start at Vaudreuil, 24 miles out. Between 5:15 P.M. and 7:00 P.M., there are two trains from Windsor to Rigaud and four to Vaudreuil. There is one mid-day train in each direction, while there are two trains operating "against the grain", i.e., one westbound in the A.M., and one eastbound in the P.M. Evening service consists of an inbound train from Vaudreuil at 8:10 P.M., and two later trains outbound to Rigaud. There are two trains each way in the P.M. rush which operate only from Windsor to Montreal West. All of the CPR commuter trains are given 500 series numbers.

The CNR operates a commuter service to west end suburbs on the main line — the communities served are generally those touched by the CPR line described above. This route is steam operated west of Turcot, and is the home of the CNR's X-10-a class 4-6-4-T locomotives 45-50, which are employed only on this service. These 1914-built ex GTR engines have performance characteristics akin to a Pacific type, but are not tendered because their short operating range does not necessitate a large reserve of coal or water.

Most of these trains operate to and from Vaudreuil, 26 miles out from Central Station, although one outbound train in the P.M. rush and one inbound evening train operate to Coteau, 13 miles beyond Vaudreuil. There are five inbound trains from Vaudreuil and three outbound in the A.M. rush; three P.M. rush trains operate outbound to the same point. During evening hours, there are three inbound trains from Vaudreuil and two outbound.

The most intensified commuter operation is that of the Canadian National north from Central Station through Mount Royal tunnel. This service branches to operate to three separate termini: St. Eustache-sur-le-Lac (17 miles), Cartierville (8 miles) and Montreal North (11 miles). The lines involved in this operation are electrified with a 2400 volt D.C. catenary suspension system, and are serviced principally with the eighteen M.U. cars which are the subject of the "Equipment

Data Section" in this issue. These are supplemented as necessary by electric locomotives hauling standard coaches refurbished for suburban service including one or two 15700 series unit car trailers.

The Montreal North branch is the most lightly travelled of the three forks; two trains operate both ways in both rush hours from Central Station to the north terminal. Service to the other two outer termini is heavier, as shown in the following chart:

NUMBER OF TRAINS

	<u>St. Eustache</u>		<u>Cartierville</u>	
	<u>Inbound</u>	<u>Outbound</u>	<u>Inbound</u>	<u>Outbound</u>
A.M.	5	6	2	3
Mid.	3	2	5	5
P.M.	1	5	3	2
Eve.	5	3	-	-

Evening service to Cartierville is given by St. Eustache trains, which detour at Val Royal to run into Cartierville - a few day trains do this also. There are in addition two shuttle trains each way in each rush hour which operate to and from Mount Royal only (four miles out).

It is hoped that this quick review will give Ontario railfans, many of whom are not overly familiar with operations in the Province of Quebec, an idea of the type and extent of commuter service offers in the Montreal area. It must be added that there are additional trains to those tabulated here, of course, which operate through commuter territory to more distant points. These are generally main line trains, although some of them do handle commuter area traffic, as do some trains entering Toronto.

MOTIVE POWER NEWS

The new line of diesel-electric locomotives offered by General Motors Diesel Limited includes the following types, all of which have a rating of 1750 H.P. The model F-9 freight locomotive, the model FP-7 dual service locomotive, and the GP-9 road-switcher. The 600 and 1200 H.P. switchers have been retained, while the 800 H.P. switcher had its horsepower raised to 900. The 1750 H.P. locomotives feature an entirely new diesel engine known as the 567C model, which features a number of improvements over its old counterpart in the 1500 H.P. units. The traction motor is also an entirely new model which embodies certain features to permit a reduction in necessary maintenance.

➤ Several locomotives of the new G.M.D. line are already on order for three railways: the CNR has ordered 25 900 H.P. switchers; the CPR has called for eleven 1750 H.P. road "A" units and eight "B" units; and the Toronto, Hamilton and Buffalo Railway will accept 1954 delivery of three GP-9 road switchers equipped with steam generators. The latter locomotives will allow all Hamilton - Buffalo passenger service on the TH&B to be dieselized. These engines will work here in a pool with New York Central diesels. CPR steam locomotives only will handle the Toronto - Hamilton segment. At this point it is difficult to resist the editorial comment that coming after NYC and TH&B Hudsons on passenger trains, the sight of a road-switcher will be just about the ugliest spectacle imaginable.

➤ The CNR has also ordered fifteen 660 H.P. switchers (8484-8498) from Montreal Locomotive Works, and six 1000 H.P. switchers (8028-8033) from the same builder. The former group will be classified Q-8-c, and the latter Q-6-e.

➤ In addition to the GMD locomotives, the CPR has also ordered two 1600 H.P. "A" and two "B" units from Canadian Locomotive Company, and 21 1600 H.P. "A" units 4094-4098, were recently delivered to the railway.

➤ The CNR's first group of MLW 1600 H.P. road switchers, 7830-7847, have been delivered.

➤ The Ontario Northland now has twenty-two GMD 1500 H.P. "A" units in service, Nos. 1500-1521.

- CPR Mogul 3011, which is the last locomotive of this type on the system, has been taken to Angus Shops from Smith's Falls, where it was in storage.
- TH&B Berkshires 201 and 202, retired in July of last year, were delivered to the Steel Company of Canada's Hamilton plant for scrap in November.
- An error in last month's issue must be corrected: Pacific Great Eastern Railway locomotives 569-571 are standard four-axle locomotives, not six-axle as stated. 561-568 are six-axle locomotives, however.
- The CNR has joined the trend to Budd RDC cars with the ordering of a lone RDC-3 unit (48 passenger capacity). This car is expected to see use in New Brunswick.
- 4-4-4 No. 3002 of the CPR, displaced from its Toronto - London run by the RDC cars, is no longer on the board at John Street roundhouse, having been moved elsewhere.

MISCELLANY

The Ontario Department of Highways has announced a major program wherein 258 level railway crossings in the province will be eliminated, in a \$4,700,000 outlay. This is 25% of all the railway crossings on Provincial highways.

- The CNR's new Sherridon - Lynn Lake, Manitoba extension was officially completed on November 11th in a spike driving ceremony, the principal of which was system president Donald Gordon. CLC-FM road switcher 7620 hauled the first train into the new northern terminal.
- The Ottawa Transportation Commission recently scrapped car 650, which unit was rather different from the other 600's. The OTC endeavoured to sell the body of the car for use as a dwelling, but this came to naught when it was discovered that local zoning restrictions would not permit of this. The Commission has altered the seating arrangement in car 839 in an effort to combat the tendency for standing passengers to bunch in the front vestibule — the first three cross seats on the closed side have been moved to behind the last such seat, with an extension of the longitudinal seat taking their place. If the arrangement has the desired effect all cars will be so altered.
- A firm of New York City traffic consultants retained by the City of Montreal has finalized plans for a divided roadway across Mount Royal which would spell the end of the Montreal Transportation Commission's scenic and spectacular 11 - Mountain and 93 - Remembrance Road street car routes. These lines are now operated during daylight hours on summer days only, and are lightly patronized, almost all of the traffic being composed of sightseers. The 11 line, all open track, features a tunnel, with sharp curves and steep grades to provide what is without doubt, the country's most unusual trolley ride.
- The Edmonton Transit system in recent weeks called for tenders on the sale of five street cars and seven of the original British trolley buses. The street cars are presumably the modern 80 series Peter Witts. It has also been reported that one of the older wooden cars has been donated by the transit system to a civic museum.
- January 13, 1954 is the centenary of the first run of the Buffalo, Brantford and Goderich Railway. The UCRS is preparing a *Bulletin* dealing with the early history of this line. This *Bulletin* will be ready next month, and will be mailed to all members, including those who are delinquent for 1954, as the publication is included in the 1953 quota of *Bulletins*.