

April, 1954 - Number 99

SPECIAL NOTE FOR RESIDENT MEMBERS — As the third Friday of this month is the Good Friday Holiday, with many people expected to be out of town for the weekend, the April meeting will be held on the evening before, that is, Thursday, April 15th. The place and time will be the usual, Room 486, Toronto Union station at 8:30 P.M.

➤ Mr. C. Warren Anderson, 222 Queen Street East, Fredericton, NB has been gathering support for a petition he intends to make to the Canadian Pacific Railway for the preservation of one of the last three 4-4-0 type locomotives now operating on the branch line from Norton to Chipman, NB.

C.P.R. RDC ACCIDENT

On February 25th, the Toronto - Detroit Dayliner of the Canadian Pacific Railway struck a truck at the Dixie Road level crossing just west of Toronto and was thrown off of the track against a passing freight train carrying cars of explosives. Fortunately, no explosion resulted, although the front and side of car 9050 were very badly damaged in the accident, in which one was killed.

The car has been returned to the Budd Company at Philadelphia for rebuilding, while car 9052, assigned to the Montreal - Mont Laurier Dayliner, has been brought to Ontario to substitute for the wrecked car. Heavy traffic continues to force the frequent use of the RDC cars as trailers in a steam powered train, and the planned third car for the run is very badly needed.

OTHER C.P.R. NOTES — Recently delivered GMD 1500 H.P. "A" unit locomotives of series 4099-4103 have had passenger service gearing applied to them, which raises their top speed from 71 M.P.H. to 89 M.P.H. At the same time, they have been renumbered to start a new series of passenger road locomotives as 1400 to 1404. New 1750 H.P. FP-9 locomotives 1405-1415 also are geared for passenger train service. Eight "B" units have also been received, numbered 1900-1907, which are being used with the 1400 series locomotives. Trains 21 and 22 between Toronto and Detroit have been handled by these locomotives during recent weeks.

Ten-wheeler 1111 has been transferred to the Dominion Atlantic railway, while DAR 44 and 550 have recently been scrapped.

OTHER MOTIVE POWER NEWS

The Toronto, Hamilton and Buffalo Railway has received and placed in service its three new GP-9 GMD road-switcher passenger locomotives which carry numbers 401-403. These locomotives are equipped with steam generators for passenger train heating. Their advent has forced the retirement of Hudsons 501 and 502. Pacific 15 will be kept for possible use on excursion trains.

➤ The CNR has moved two of its Prince Edward Island diesels to the mainland. 380 H.P. steeple cab switcher 7550 is now at Lunenburg, NS, while 600 H.P. road-switcher 7803 is at Edmundston, NB.

➤ The Montreal Locomotive Works has announced a powerful new six-axle road switcher which is rated at 2250 H.P. Designated the DL-600, this new unit has all axles powered, and boasts a continuous tractive effort of 79,500 lbs., and a weight of 390,000 lbs. MLW claims that these locomotives, in paired units, can match the performance of three normal four axle road units.

➤ The CPR is using diesels on transcontinental freights 951-952 through from Montreal instead of west of Cartier only.

T.T.C. MARCH METAMORPHOSIS - TWO
U.C.R.S. FAREWELL EXCURSIONS

The month of March provided the greatest series of upheavals in the services and routing of the Toronto Transit Commission since the sweeping route changes of the early 1920's. They were, of course, all occasioned by the opening of the Yonge Street subway on March 30th, which occurred on schedule, and with all the show and excitement that was expected of the occasion. A preliminary-group of changes occurred on March 7th, when the Yonge carline was cut back to a counter-clockwise loop around the Eglinton Traffic Office, and the abandoned portion replaced by buses. About 25 UCRS members gathered at Eglinton and Yonge in the early hours of March 7th, and rode the last train northerly to Glen Echo Loop and south again to Harbour Yard. This train proved to be run # 2, cars 2958-2951. It left Eglinton and Yonge northbound at 1:30 A.M., and Glen Echo at 1:45. Work began later the same day on removing the special work at Eglinton and Yonge, and the track on Eglinton west of Yonge. Eighteen Yonge trains were moved to storage at Russell division between March 6th and 9th, although one or two of these were recalled to service later. Trailer shutters Y-3, Y-5 and Y-6 were also retired on March 6th, so that the Yonge trains were "semi-permanently coupled" for the last three weeks of operation.

Scrapping of cars began on March 14th at George Street Yard by the Western Iron and Metal Company, which has purchased 152 of the 163 cars on which tenders were asked. The cars are disappearing at an approximate rate of three per day, and car bodies are being dumped near the foot of Cherry Street and in a yard near Eastern Avenue and Leslie Street.

The subway opened on schedule at 1:30 P.M. on March 30th, and the last Yonge and Bay surface cars were removed from the streets by 3:00 P.M. A decorated ceremonial last Yonge train (2574-2897) on which UCRS members were the officially invited party, left Eglinton Division at 2:38 P.M. and travelled south as the last car ever on Yonge Street to the tune of blatant music from loudspeakers mounted on the roof of car 2574. Most of the members rode in the trailer, partly because the large signs on the motor car covered a majority of the windows. This train was preceded by the last Yonge train in regular service (run # 2, cars 2928-2767, which ran about two blocks ahead). The ceremonial last train was greeted by top TTC officials in front of the Union Station, and then continued its way to Harbour Yard.

Mr. T. C. Berkeley, Supervisor of TTC Hillcrest Shops, riding on car 2574 as guest of the UCRS, piloted the car for a short distance near the end of the run. Mr. Berkeley had a particular interest in this last run as he came to the TTC with the 2500's in 1922 in order to supervise maintenance on the English Electric Company equipment which was introduced to Toronto on these cars. He informed members that car 2574 had operated a total of 1,129,948 miles from March, 1922 until the time of its ceremonial last run.

Although this run was officially the last for a Yonge train, the UCRS excursion of April 4th actually saw "The Last Trailer Train in North America" to say nothing of giving Toronto its last look at a Brill Peter Witt. Train 2932-2783 and Brill 2668 were used on this six-hour excursion, which was adjudged to be one of the most enjoyable ever sponsored by the Society. With excellent weather for photography, the excursion visited such spots as the two Exhibition Loops, Long Branch, the Avon Loop, the Oakwood and Rogers lines, St. Clair subway station (where 2932 buckled a ventilator against the station roof because of lack of sufficient clearance), Hillcrest Shops, and finally a windup at Russell Division.

EQUIPMENT DATA SECTION

NO. 4 — NEW CNR PARLOUR AND DINING CARS

In addition to the 104 new sleeping cars built for the Canadian National Railways by the Pullman-Standard Car Manufacturing Company, thirty-seven parlour and dining cars, as detailed

hereunder, have also been supplied to the railway by the same builder.

A. NINE 20 CHAIR - KITCHEN - 16 DINING SEAT BUFFET PARLOUR CARS

| | | | | | |
|-----|-----------------|-----|--------------|-----|-----------------|
| 900 | Francois Lake | 903 | Moose Lake | 906 | Grand Lake |
| 901 | Babine Lake | 904 | Severn Lake | 907 | Bras d'or Lakes |
| 902 | Beaverhill Lake | 905 | Radiant Lake | 908 | Luster Lake |

B. TWO 22 CHAIR - 8 DINING SEAT BUFFET PARLOUR CARS

| | | | | |
|-----|--------------|-----|-------------|---------------------|
| 898 | Diamond Lake | 899 | Silver Lake | (Both cars for GTW) |
|-----|--------------|-----|-------------|---------------------|

C. SIX 34 CHAIR STRAIGHT PARLOUR CARS

| | | | | | |
|-----|--------------|-----|-----------------|-----|--------------|
| 581 | Lake Lenore | 583 | Lake Chapleau | 585 | Lake Kathlyn |
| 582 | Lake O'Brien | 584 | Lake St. Joseph | 586 | Lake Verde |

D. FOURTEEN DINING CARS

1337-1350 (No names)

E. SIX DINETTE CARS

425-430 (No names)

PASSENGER SCHEDULE CHANGES

Since *Newsletter 89*

By W. T. Sharp

Effective September 27, 1953, the Canadian National and Central Vermont Railways discontinued all passenger trains between Montreal and St. Albans, VT via St. Johns and Stanbridge. Service on this line had been provided by CV motor car 148. On the same date steam trains 79 and 80 between Montreal and Fort Covington were replaced by motor trains operating between Montreal and Huntingdon only and mixed trains 255 and 256 between Levis and Parisville were curtailed to operate on a reduced schedule between Villeray and Parisville only.

Starting in January, a Budd RDC-3 car replaced trains 27 and 28 between Fredericton and Newcastle, NB.

On the Canadian Pacific, the main change has been the introduction of the "Dayliners" (see *Newsletter 93*). The daily except Sunday Ottawa Valley locals 555 and 558 now wye at Petawawa instead of continuing to Chalk River; the resulting earlier schedule of 558 makes possible connections with second 504 for Ottawa. The Ottawa - Chalk River Sunday local service reverts to the arrangement in force until 1951 (see *Newsletter 77*). The Toronto - Sudbury day locals 25 and 26 now run only thrice-weekly north of McTier.

With the 1953 summer timetable the New York Central discontinued through service from Utica to Montreal (trains 4 and 5 now run from Utica to Malone only) leaving one commuter train daily from Malone as the only New York Central passenger service into Montreal. Last July a second commuter round trip was added experimentally, but was withdrawn with the new timetables at the end of September. All passenger service on the Rutland was suspended during the summer and is unlikely to be resumed. It is noteworthy that the number of daily passenger trains crossing the Quebec - U.S. border from Sherbrooke to the St. Lawrence has declined from 15 to 7 in the last five years.

➤ The New York Central Railroad is reported to be interested in the acquisition, by outright purchase or lease, of the CNR line from Huntingdon, Quebec, to Massena, NY to form a low grade link in the haulage of Labrador iron ore. Existing NYC trackage of the Adirondack Division suffers from much heavier grades than does the line to Massena from the south-west, which meets CNR trackage end-on at this point. The NYC already has trackage rights on the CNR from Massena to Helena, for the purpose of connecting with the now-isolated (because of partial abandonment) line from Helena northerly to Ottawa.

➤ The track of the Quebec, North Shore and Labrador Railway reached the northern terminus

of the line (Schefferville, QC,) on February 13th, when a last spike driving ceremony was held.

With the completion of ballasting during the summer of this year, it is expected that regular ore haulage on the railway will commence.

T.T.C. PLANS NEW GRINDING CARS

Two of the remaining three 2200 type scraper cars are to be converted to track grinders for the surface lines, following the successful rebuilding of 2206 as a grinder for the subway.

They will replace the present two single end grinding cars, W-22 and W-24, the bodies and trucks of which are considered to be worn out. The present grinding cars were converted from Toronto Railway 1700 series passenger cars during the early days of the TTC.

The grinding equipment to be installed in the 2200's will be of greatly improved design.

➤ Enclosed this month is a colourful pamphlet published by the Toronto Transit Commission designed to acquaint the public (many of whom had never seen a subway before March 30th) with the ways in which subway fare payment, etc. is different from surface street railway operation.