

September, 1954 - Number 104

The Society meets on the third Friday of every month in Room 486, Toronto Union Station. The next meeting will be held on Friday, September 17<sup>th</sup> and will be featured by a showing of films.

C.P.R. STARTS PETERBOROUGH RDC SERVICE - U.C.R.S. EXCURSION Effective with the fall change in railway timetables, the Canadian Pacific Railway will inaugurate a midday RDC round trip between Toronto and Peterborough using one of the Toronto - Detroit Dayliner units. The car to be used in this service will be that which operates only between Toronto and London on the 3-car trains 629 and 630. The new run will not replace any existing steam-powered train—there is at present no midday service on the Peterborough line.

The schedule, operated daily except Sunday, is as follows (car operates non-stop between terminals):

LEAVE	TORONTO	11:00 A.M.
ARRIVES	PETERBOROUGH	12:20 P.M.
LEAVES	PETERBOROUGH	1:00 P.M.
ARRIVES	TORONTO	2:20 P.M.

An RDC car made a test run on this schedule on August 11<sup>th</sup>. One unusual feature of this run was the fact that sectionmen were posted at all grade crossings between Toronto and Peterborough — which have warning signals operated by track circuits, in order to flag down highway traffic. This was necessary because the insulated track sections at present are too short for the high speed at which the RDC car will operate. It is expected that the sections will be extended to adequate length by the time that regular service begins.

Further CPR RDC news is that the system has accepted delivery of two more RDC-1 units, numbered 9054 and 9055, which are for the service in Western Canada.

EXCURSION - The Society is planning a trip on the new Peterborough run on the first Saturday (October 2<sup>nd</sup>) after the service is inaugurated. It is hoped that sufficient attendance will allow a party rate on fares to be had as in last year's London excursion. Those members planning to attend are requested to notify Mr. W. C. Bailey, 44 Meighen Avenue, Toronto (Phone PL.7-2278).

T.T.C. ORDERS TWO MORE SUBWAY CARS -  
OTHER RAPID TRANSIT NOTES

The Toronto Transit Commission has ordered two more aluminum-bodied subway cars from the Gloucester Railway Carriage and Wagon Company of England. These additional units are to train with the four aluminum cars originally ordered (5100-5103), which are expected to arrive in Toronto during October, while cars 5104 and 5105 should follow about the end of the year. A complete 6-car aluminum train will then be available, and its performance characteristics will be able to be compared with those of a 6-car train of standard steel cars. It is reported that the bodies of these cars will have very little paint, and will be mostly "bright metal," including a band of fluting below the windows. The factory did not tool up for the production of these cars because of the limited number, and much of the construction is being performed by manual means; this accounts for the long delay in their arrival.

The TTC has called for tenders for the construction of an exit from the south end of the southbound platform at King Street Station, which will alleviate the A.M. rush at this point. This is intended as an exit only, and a Roto-Gate will prevent ingress. Also to be built is

a second passageway under the tracks at Queen Station to relieve over-crowding in the existing passage. A new escalator is to be installed in each of these stations.

Although the TTC subway had a collision in Davisville yard in a switching move some months ago, this accident was very effectively kept from public notice. However, on August 16<sup>th</sup>, the subway suffered a second accident when car 5036, as the last car of a southbound train entering the Union Station, split the facing switch at the crossover just east of the station, pulled out the coupling to its mate, 5037, and the body of the car slammed broadside against a steel column just east of the dispatchers control room. The accident occurred at the start of the P.M. rush hour, and normal operation at the south end of subway was not restored until the next day. For a time, trains reversed at the cross-over near College Station, with a shuttle train operating south to Queen Station. Later in the evening, operation to Union was restored while track gangs were still working on the southbound track at the cross-over outside the station. The cars of the damaged train were parked on the southbound track in King Station. Another train was stored on this track south of King.

The crossover north of King Station was operated manually, and the northbound track south of the cross-over used for operation in both directions. As only one train could occupy the single track portion at a time, it was necessary to change ends quickly at Union. As soon as a train arrived there, an inspector entered the northbound control cab and set up for northbound operation, departing as soon as possible. While the train was on the way back to King, the regular motorman walked through from the other end and took over the controls, the inspector leaving the train at King to assist on the next southbound train.

Car 5036 was taken to Davisville shop during the night, after the ends had suffered further damage during the righting process. This car was seen by UCRS members in the shop during the very interesting and successful tour of Davisville on August 20<sup>th</sup>. Also seen were the two cars damaged in the earlier yard collision, Nos. 5042 and 5097; these were well on the way to completion of repairs.

#### NEW C.P.R. CARS BEING DELIVERED

The long-awaited order of 173 stainless steel passenger train cars ordered from the Edward G. Budd Manufacturing Company by the Canadian Pacific Railways is now in process of delivery. This order is notable in that it gives the Dominion its first modern Dome cars, and its first all-stainless steel passenger equipment (apart from the few RDC cars already in operation in the country). The 173 cars are broken down as follows: 18 Lounge-Sleeping cars with dome; 18 Coach-Buffer cars with dome; 71 Sleeping cars (Manor and Chateau classes); 30 Coaches; 18 Dining cars and 18 Dining cars and 18 Baggage-Dormitory cars.

An elaborate publicity pamphlet is enclosed with this issue, which gives details on the type of accommodation offered in each class of cars, with floor plans and pictures that convey some idea of the modern interior decor of the equipment. The first two cars received from the builder, the sleeping car CHATEAU BIENVILLE and the Dome Lounge Sleeping car BANFF PARK were on display near the Dufferin Gate of the Canadian National Exhibition between August 30<sup>th</sup> and September 6<sup>th</sup>. Inspection of the cars substantiated everything that has been said about them in publicity releases. A novel feature noted on the car exterior is the coloured replica of the CPR herald standing out in bas-relief near the end doors.

#### EQUIPMENT DATA SECTION

##### NO. 7 — B.C. ELECTRIC RAILWAY M.U. CITY CARS

Car Nos.	First cars	700-710 (even)
	Second cars	701-711 (odd)

Builder and Date:	Canadian Car and Foundry Company, 1925		
Type:	DT SE Steel passenger cars	Roof:	arch
Length overall:	48'-8"	Width overall:	8'-4"
Height to roof:	11-4½"	Weight: 1 <sup>st</sup> . cars	46,000 lbs.
Control		2 <sup>nd</sup> . cars	45,800 lbs.
	English Electric type 13-B automatic camshaft		
Motors:	4-DK 83B, 60 H.P.	Trucks:	CC&F TS-3265
Air Brakes:	West. SME-D	Wheels:	30" steel
Hand Brake:	Peacock Staffless	Seats:	55 rattan cross and longitudinal
Truck Centres:	22'-6"		
Truck Wheelbase:	5'-10"	Heating:	None
Couplers:	Tomlinson form 10	Lifeguard:	HB

These cars were among the most interesting city cars owned by the British Columbia Electric Railway. The first cars were rear-entrance, front and rear exit two man P.A.Y.E. cars, with a double rear door. The second cars had front entrance and exit through double doors and a single rear manual emergency door. Eight similar units followed in 1927, numbered 712-719. The trains were used latterly on the Fraser line in Vancouver, and came to be known as the "Fraser Trains." They were removed from regular service with the abandonment of this route in 1947.

#### MISCELLANY

A fourth Toronto street car may soon be acquired by railfans for traction museum purposes. The Branford Electric Railway Association, already owners of single truck relic trailer No. 11, has begun negotiations toward the purchase of single truck single end grinding car W-24, which, along with its mate W-22, is being replaced by scrapper cars 2204 and 2214, now at Hillcrest in the process of being converted to grinders. W-24 is a former passenger car of Toronto Railway Company's class F, which comprised the number group 1564-1710. W-24 was originally car 1706, rebuilt as a grinder in 1924.

Eight of the class F cars were converted to service cars, but after this year only DE grinder W-25 (old 1704) will remain on the system. W-25 was recently overhauled, and has been ironing out rail corrugations on Gerrard Street East.

➤ The Montreal Transportation Commission has been making studies toward the abandonment of all street car service on Sherbrooke and St. Catherine Streets west of the Forum Loop, including the 3A branch to Somerled and Walkley. The Commission has stated recently that it plans to have itself completely "bustituted" by 1961.

➤ The Canadian National Railways has announced the placing of orders for 127 more diesel-electric locomotives. Of these, 89 are to be of the road stitcher type, and the remaining 38 locomotives will be road passenger units, the first purchased by the National system.

The breakdown of orders is as follows:

#### FROM GENERAL MOTORS DIESEL LIMITED:

13	1750 H.P. Road passenger "A" Units.
13	1750 H.P. Road passenger "B" Units.
27	1750 H.P. Road-switchers

#### FROM CANADIAN LOCOMOTIVE COMPANY:

6	1600 H.P. Road passenger "A" Units.
6	1600 H.P. Road passenger "B" Units.
18	1600 H.P. Road-switchers

#### FROM MONTREAL LOCOMOTIVE WORKS:

23 1600 H.P. Road-switchers  
FROM ELECTRO-MOTIVE DIVISION OF GMC:

15 1600 H.P. Road-switchers (GTW)  
2 1600 H.P. Passenger Road-switchers

FROM AMERICAN LOCOMOTIVE COMPANY:

4 1600 H.P. Road-switchers (CV)

➤ The Montreal and Southern Counties Railway has recently renewed its trackage on Mill Street in Montreal, which had been in very poor condition.

➤ John R. Lee, P.O. Box 115, Comber, Ontario is selling about 1000 negatives, mostly 116 size and steam subjects, and a large picture collection, also mostly 116, including, CN, CP, NYC, C&O and PM.

➤ THE HEADWAY RECORDER - Monthly publication of the Washington Division of the Electric Railroaders Association. News and feature articles of electric railway interest, with occasional photo pages — gives excellent continent-wide coverage; recent issues have contained considerable Canadian material.

Subscription rate is \$1.00 per year — order from Alfred G. Steigner, 4106 Maryland Drive, Brookmont, MD.