

December, 1956 - Number 131

The society meets on the third Friday of every month in Room 486, Toronto Union Stations at 8:30 P.M. (see note below). The next meeting will be held on December 21st at which time the program will consist of an illustrated discussion of the branch line trains of Ontario.

➤ Members are reminded that the January meeting of the Society is the Annual Meeting at which the election of the 1957 Directorate will be held. Any resident member of the Society may be elected as Director provided that a written nomination carrying two signatures is in the hands of the Chairman at the start of the Annual Meeting, and that the nominee has signified his willingness to stand for office.

Further nominations can, of course, be made from the floor at the meeting.

➤ By recent decision of the Directors of the Society, effective in January 1957, meetings will commence at 8:00 P.M. rather than at 8:30 P.M. as heretofore. It is felt that the earlier starting time will be to the benefit of lengthy programs when such do occur.

➤ For some months past, the Directors of the Society have been seeking a room, hall or other place of gathering where a second monthly meeting (to be strictly informal and without business or formal entertainment) might be held on the first Friday of each month. Thus far, nothing of a suitable nature has come to hand and these meetings have not commenced. Any member who feels that he may know of a suitable and reasonably central room which is available on Fridays is invited to contact the Directorate.

PROGRESS REPORT - QUEEN ST. EXTENSION CARLINE

Since the article "Major Carline Relocation in Toronto" appeared in the *Newsletter* (February issue), much has been accomplished to bring the Queen Street roadway extension and the associated relocation of the Queen car line along Lake Shore Road, to fruition. The editor made another check of the project on December 2nd, and found the situation to be as recorded hereunder.

The 6 lane street pavement was almost complete from Roncesvalles Avenue to the Queensway (a little paving remained to be done near the west end on the eastbound roadway). The road was open for traffic between Roncesvalles Avenue and Claude Avenue (one block east of Parkside Drive) — this is an undivided section. Also, the westbound roadway only was open for two-way bus traffic (MIMICO and BERRY ROAD routes) between The Queensway and Windermere Avenue. Construction has closed off the Queensway underpass under the C.N.R. Oakville Subdivision permanently, and these bus routes no longer operate to Humber Loop; they are connecting with QUEEN cars at the Windermere Loop. They will, of course, be cut back to the new Humber Loop when the relocated carline goes into operation.

Of more vital interest to railfans than the street extension is the carline thereon. As of December 2nd, work had progressed from the east end to the following points: rails and ties had been laid to the west end of the bridge over the Humber; ballasting (in the centre reservation) and overhead poles had been completed to a point just west of the Riverside Drive overpass, and span wires to a point near Windermere Avenue; trolley wire had been strung to a point just east of Ellis Avenue.

The new carline is a treat to behold for railfans. Proceeding west from Sunnyside Avenue (previous end of track, where the Sunnyside Loop has been relocated northerly) the track proceeds on standard paved construction (104 lb. girder rail) to Claude Avenue. The track allowance is fully asphalt surfaced in this section, which is all on a gentle downgrade westbound. At Claude

Avenue the central reservation begins, together with a short upgrade to the overpass across Parkside Drive. Construction here has new 85 lb. T-rail on standard wood ties; the roadbed is rock ballasted up to but not covering the tops of the ties. Rails are thermit welded throughout. All overhead is span wire construction suspended from iron poles. There is a high concrete curbing along both sides of the track allowance to prevent errant automobiles from finding their way onto same. To overall appearance of the carline on the divided roadway section is very impressive.

For the portion of line on central reservation there will be stops at the following locations: Parkside Drive, Howard Road, Ellis Avenue, Windermere Avenue, Riverside Drive and the new Humber Loop. Howard, Ellis and Windermere (grade crossings) have small nearside concrete platforms in the centre mall. Parkside Drive (overpass) has rather larger concrete platforms with splash guard railings and subway-style stairs leading to the sidewalk on the east side of Parkside Drive. Riverside Drive (underpass) has platforms directly beneath, lighted by fluorescent fixtures mounted on the bottom on the bridge structure, and connected by open type stairways with the west side of Riverside Drive above.

The railway crossing diamonds just east of Riverside had been installed as of December 2nd, but the warning signals were in an incomplete state. Peculiarly enough, derail switches have not been installed.

The only portion of the line on which much remained to be done was the rather difficult section between the Humber Bridge and the connection with the existing trackage just north of the Queen Elizabeth Way (eastbound) overpass. Some slightly erroneous conclusions had been drawn about the layout of this portion, and included in the report in *Newsletter* 121. Actually there will be no P.R.W. before the line passes under the Queensway overpass, as this overpass carries the eastbound roadway only (not both as had been supposed). The line will remain therefore as a central reservation to this point. Also, this overpass will cross not only the car tracks but the Humber Loop bus roadway as well (this was already in place as of December 2nd.) The track layout at the new Humber Loop was still not discernible, but the foundations for the waiting shelter had been placed.

The underpass for the Long Branch line through the embankment carrying the C.N.R. tracks was well under way; the four main line tracks had been diverted southerly, while the 5th track, a lead from the food produce terminals just to the west, had been diverted northerly on a widening of the embankment. Two diesel-hauled C.N.R. freights were observed passing in very gingerly fashion, under slow orders, over the shoo-fly trackage.

No work has been done yet as regards the crossing of the Queen Elizabeth Way by the new line.

A date for the opening of the relocated street car line has not been set, to the knowledge of the writer (it had been originally November), but it would appear that all will be in readiness by some time early in the new year. The Society will observe the opening in some as yet undetermined manner, possibly with the operation of a Peter Witt fantrip over the line on the first Sunday that this is possible. In any case, over the months and years ahead, railfans from far and near will no doubt come to Toronto to see and ride on this model of what a surface electric railway line can be.

T.T.C. NOTES

In addition to the Queen Street extension, reviewed in the previous article, the T.T.C. has completed recently three other trackwork projects:

➤ (1) The short turn loop for Harbord cars, which will be necessary when the line is cut by the work of grade separation on Davenport Road at the crossing of the Newmarket Subdivision of the C.N.R., has been installed at the south-east corner of Davenport Road and St. Clarens Avenue.

The immediate purpose behind the construction of the loop at this time, however, was to enable the route to be cut back between 9 A.M. and 4 P.M. on weekdays because of watermain construction on Old Weston Road which was afoul of the tracks. This arrangement went into effect on November 19th. for a 10-day period without any schedule change on the Harbord line; in other words, the cars simply collected at the St. Clarens Loop to await their schedule time.

The loop is located on the tower line right-of-way of the H.E.P.C., on rip rap fill which had to be built up some four feet along the south edge of the loop because of the falling away of the land from Davenport Road.

➤ (2) Between the west end of Union Subway Station and the terminal bulkhead of the subway a short distance west, provision was left in the construction of the subway structure for a third track between the stub ends of the two main line tracks. This was recently installed, with the switch being placed on the northerly (westbound) track just beyond the station platform. The extra siding will serve as a storage track for defective equipment or to hold a 6-car train in reserve should traffic demands ever warrant close departure scheduling from the south end of the subway.

➤ (3) As a preliminary move to the repaving of Front Street West, abandoned trackage between Simcoe and Bathurst Streets, most of which was off centre on the roadway, has been removed. This trackage was once part of the main Bathurst route, later served the tripper route only, until the latter was abandoned (or relocated to Adelaide Street, if you prefer) with the opening of the subway in March 1954.

➤ We feel that the T.T.C. made a serious mistake in letting the portion between Spadina and Bathurst go, as this segment formed a link in a potential diversion route to Spadina Avenue for Bathurst cars whenever an obstruction occurred on Bathurst Street between Front and Bloor.

➤ An additional rectifier unit is being added at the Pleasant Boulevard substation to increase traction power supply to the subway; four new entrance turnstiles have been installed at Union Subway Station.

MOTIVE POWER NOTES

➤ C.P.R. locomotives scrapped during August 1956:

<u>No.</u>	<u>Date</u>	<u>Place</u>	<u>No.</u>	<u>Date</u>	<u>Place</u>	<u>No.</u>	<u>Date</u>	<u>Place</u>
642	10 th .	Ogden	2324	16 th .	Angus	2647	13 th .	Weston
2204	10 th .	Angus	2518	29 th .	Angus	2648	13 th .	Weston
2205	10 th .	Angus	2529	13 th .	Weston	2649	9 th .	Ogden
2213	10 th .	Angus	2542	13 th .	Weston	2652	13 th .	Weston
2232	13 th .	Angus	2569	13 th .	Weston	2708	13 th .	Weston
2234	20 th .	Angus	2571	13 th .	Weston	2716	13 th .	Weston
2241	20 th .	Angus	2603	28 th .	Angus	5420	14 th .	Angus
2303	29 th .	Angus	2607	14 th .	Angus	5757	10 th .	Ogden
2305	21 st .	Angus	2608	29 th .	Angus	5902	22 nd .	Ogden
2311	29 th .	Angus	2625	13 th .	Angus	5910	22 nd .	Ogden
2322	14 th .	Angus	2630	22 nd .	Angus			

➤ C.N.R. locomotives scrapped:

<u>No.</u>	<u>Date</u>	<u>No.</u>	<u>Date</u>	<u>No.</u>	<u>Date</u>	<u>No.</u>	<u>Date</u>
2596	August 3	2432	August 17	5050	August 24	5070	September 14
2653	August 3	2606	August 20	1337	August 24	7451	September 17
3439	August 3	3488	August 24	45	August 24	3726	August 21
2361	August 10	3490	August 24	5051	August 24	7243	September 21
2446	August 10	5585	August 31	15830	Sept. 1	7234	September 24

3477	August 10	7239	August 31	2360	Sept. 14	3268	September 28
788	August 17	7242	August 24	2524	Sept. 14		
2399	August 17	7245	August 24	2557	September 14		

➤ To above locomotives were scrapped by the railway; Mikados 3424 and 3711 were also sold for scrap to the Loudee Steel Company during August.

➤ C.N.R. self-propelled cars 15842 and 15844 have been converted to auxiliary service trailers, painted box car red, 15842 is assigned to the Toronto auxiliary.

➤ C.N.R. RDC car D-250 was transferred to the Western Region on August 27. ➤ New C.N.R. locomotives received:

GMD 1200 H.P. Road-Switchers:

1242 September 7; 1243 September 12; 1244 September 15; 1248 November 15; 1250 November 20; 1251 November 23; 1252 November 27.

GMD 1750 H.P. Road-Switchers:

4496 November 2; 4497 November 2; 4498 November 5; 4499 November 7; 4500 and 4501, November 9; 4502 November 13; 4503 November 14; 4504 and 4505, November 16; 4506 and 4507 November 21; 4508 and 4509, November 23; 4510, November 28; 4511 November 29.

MLW 1000 H.P. Switcher:

8174, September 28.

GMD 1200 H.P. Switcher:

7030, November 2.

➤ Roberval & Saguenay 23, a GMD Switcher, was completed November 6th, and was reported through Toronto en route the railway on November 7th.

➤ The MAK diesel demonstrator locomotive, mentioned previously in the *Newsletter*, has done extensive test work on both the C.N.R. and C.P.R. in Eastern Canada; it was recently turned back to the C.N.R. who repainted it at Stratford and then sent it on to Prince Albert, SK, at the end of November. ➤ The C.P.R. has ordered two 500 H.P. diesel-hydraulic locomotives from the Canadian Locomotive Company for switching at points in Western Canada.

➤ The Chesapeake & Ohio Railway has now the following locomotives operating in Canada:

5730 - 5738	: GMD 1500 H.P. road-switchers (GP-7's)
5240 - 5244	: GMD 1000 H.P. switchers.
11	: 600 H.P. switcher, leased to the Lake Erie Navigation Company at Erieau, ON.

C.P.R. OPERATION AT CATARACT, ONTARIO

(**Editor's Note:** This record of selected days' operations on the Toronto - Owen Sound and Cataract - Elora lines of C.P.R. is felt to be of special interest because of impending dieselization.)

June 23, 1956				August 4, 1956			
<u>Train</u>	<u>Engine</u>	<u>Arrive</u>	<u>Depart</u>	<u>Train</u>	<u>Engine</u>	<u>Arrive</u>	<u>Depart</u>
90	2225	12:10 A.M.	12:15	Extra N.	2238	5:50 A.M.	5:52
Extra S.	Crane			Extra S.	2238	8:15	8:17
	414207	9:10	9:12	706	1263	10:09	10:21
706	1263	10:12	10:13	705	8482	10:17	10:19
705	8469	10:35	10:37	747	1088	11:05	11:08
747	1088	11:20	11:22	Extra N.	851	4:15	4:17
Extra S.	2238	11:45	11:46	Extra N.	891	4:30	4:33
Extra N.	963	1:20	1:23	748	1088	5:42	5:44
Extra S.	963	4:13	4:40	708	8482	7:52	7:53
748	1088	5:40	5:42	I 90	851	7:45	8:20

708	8469	6:52	6:54	707	1263	8:05	8:07	
707	1263	8:06	8:07	Extra N.	2224	9:02	9:04	
Extra N.	2209	8:50	8:55	II 90	891	9:50	9:52	
Extra N.	2203	10:30 P.M.	10:35	III 90	2224	10:50	10:52	