

UCRS NEWSLETTER - 1963

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Cover Photo: The spacious island platform at Museum station. The clean functional design of the stations is evident in this photo. [0206-001.jpg](#)

ANOTHER STEP FORWARD

Photo: A test train of M.L.W. equipment on the northbound track at Osgoode station (despite the destination sign) prior to the opening of the University Avenue subway. [0206-002.jpg](#)

“ANOTHER STEP FORWARD” was the theme which surrounded the opening of the second link in Toronto’s rapid transit system, the University Avenue subway line, on Thursday, February 28th.

The opening ceremonies, originally scheduled for Friday, March 1st, but moved ahead one day in order to accommodate Provincial officials who were to attend, took place at 11:15 a.m. at St. George Station, the northern terminal of the new line. The ceremonies were delayed for fifteen minutes from the planned 11:00 a.m. by virtue of the late arrival of the Lieutenant-Governor of the Province of Ontario, J. Keiller MacKay.

Brief speeches by Mayor Donald Summerville of the City of Toronto, Premier John Robarts of the Province of Ontario, and William Allen, Chairman of the Municipality of Metropolitan Toronto were followed by a symbolic throwing of a switch by the Ontario Premier, changing a red track signal to green. This act officially opened the University Avenue subway for revenue operation.

Subway trains had been spotted in positions along the University line in order that regular service could be commenced immediately following the departure of the first train, a “V.I.P.” special, southward from St. George station, immediately upon conclusion of the opening ceremonies.

A 6-car train of M.L.W. equipment headed by car 5300 was stationed at St. George on the tail track west of the platforms, to be moved into position at the proper moment to receive the dignitaries. In honour of the occasion, a cast aluminum plaque had been mounted on the inside of the front end of car 5300, over the front window, proclaiming the car to be not only the first subway car to be constructed in Canada, but also the first car of the first train to traverse the University subway following its opening ceremonies. This plaque was supplied by Montreal Locomotive Works.

The schedule for the inauguration of the service on the new line was set up as follows:

<u>RUN:</u>	<u>TIME OF DEPARTURE:</u>	<u>EQUIPMENT TYPE:</u>	<u>CARS:</u>
	SOUTHBOUND FROM ST. GEORGE:		
17	(On St. George tail track, move out at 11:40 a.m.) Leave 11:45 a.m. as “V.I.P.” train. (To leave Union 11:54 a.m. as revenue run)	M.L.W.	5300-5301- 5318-5319- 5322-5323
19	(On St. George tail track, move out at 11:43 a.m.) Leave 11:48 a.m. as first southbound revenue run	M.L.W.	5310-5311- 5328-5329- 5326-5327
20	(At Museum station, leave northbound 11:42 a.m.)	Gloucester	
22	(On St. Patrick tail track, move out at 11:46 a.m.) Leave southbound at 11:56 a.m.	Gloucester	

NORTHBOUND FROM UNION:

16	(Last train scheduled to reverse at Union, arrived at 11:48 a.m.) Leave 11:50 a.m. for Eglinton.	Gloucester 5216-5017- 5024-5225- 5224-5025	5016-52
24	(First through train, Eglinton to St. George, left Eglinton 11:34 a.m.) Leave Union 11:52 a.m., leave St. George southbound at 11:59 a.m.	Gloucester	
25	(Left Eglinton 11:38 a.m.) Leave Union 11:56 a.m., leave St. George southbound 12:03 p.m.	M.L.W. 5334-5335- 5316-5317	5308-53

The other M.L.W. trains on the line were elsewhere on runs 5, 9 and 26, thus all 36 of the 5300's were in use.

The "V.I.P." run 17 was boarded by the dignitaries for the official first ride south to Union station; it left St. George, driven by Inspector E. Brown, slightly ahead of schedule, and took somewhat less than the scheduled time to complete the non-stop trip to Union and unload, the invited guests proceeding to a luncheon at the Royal York Hotel. Since run 17 was in early, at 11:49 a.m., it was decided on the spot, and for reasons not clear, to send run 17 to Eglinton on No. 16's schedule while dispatching run 16, which had arrived at 11:48 a.m., to St. George as the first through run instead of leaving this distinction to run 24 as had been planned. A further complication arose when a stuck door on run 22 prevented its departure from St. Patrick tail track for five minutes, the overall result being that service was quite disorganised during the first few hours of the new operation. However, with only slight delay to the public, headways between the runs were gradually adjusted to the "taken over" schedules as subsequent trips were made. The departures from St. George were on manual dispatching for February 28th, with program machine control going into effect with the start of service the next day.

Scheduled running times, as of February 28th, are as follows:

	<u>NORMAL</u>	<u>MORNING RUSH HOUR</u>	<u>AFTERNOON RUSH HOUR</u>
Eglinton to Bloor (minutes)	7	7½	7
Bloor to Union	7½	7½	7½
Union to St. George	8½		8½
Turnaround St. George	3		2
Turnaround Union	2	2	
St. George to Union	7½		7½
Union to Bloor	7½	7½	8½
Bloor to Eglinton	7½	7½	8
Turnaround Eglinton	3	2	2

The only serious problem reported in the first rush hour operation of the new line was at King station, where northbound passengers were being left on the platform because of the passenger load already on the trains from the University line. While some of the first-day passenger load might have been of the curiosity or experimental nature, such riding was negligible in comparison to that in evidence at the opening of the Yonge subway line on March 30th, 1954. However, after one week of service, this problem of already loaded trains heading north at King station still exists, and it would seem that the short-turning of trains at Union for the northbound Yonge service will have to be inaugurated, in rush hours at least.

Photo: New to Toronto with the opening of the University line are the two tubular stations, Queen's Park and St. Patrick. Walls are finished with curved enamelled metal plates in lieu of the tiles

used in the cut and cover stations. Note the altered position of the clock. [0206-003.jpg](#)
Photo: This view shows the change from cut and cover to tunnel construction. The view looks north along the southbound track from Osgoode to St. Patrick; the circle of light in the distance is the latter station. Note the automatic train control trip. [0206-004.jpg](#)

Two features which catch the public eye on the University line are those not experienced on the Yonge line - the tunnel section between Osgoode and Museum stations, and the closed circuit television installation at St. George station. Particularly remarked were the St. Patrick and Queen's Park "tube" stations, the atmosphere of which is completely different from that of the rectangular stations on the cut-and-cover sections. The inevitable comparison was with the tube sections of the London (England) Underground, although the Toronto tube cross sections are much larger. Then too, the walls of Toronto stations are almost sterile in appearance when compared with the advertisement-covered walls of London stations. Also lacking here are an adequate number of station name signs and route maps to guide those unfamiliar with the intricacies of the system.

The television installation at St. George is essentially an experiment at the present time, but it is intended to cut down on the number of personnel required as collectors. Two cameras scan the token turnstiles at the St. George Street entrance to the station, the picture registering on a screen on the west wall of the collector's booth at the Bedford Road entrance of this station. These "electronic eyes" permit surveillance of passengers entering the St. George station by the St. George entrance when no collector is on duty there. By means of a public address system, the Bedford entrance collector is able to advise intending passengers who may be in difficulty, or to reprehend any person attempting to enter without paying a fare.

It is intended that the St. George end will be unmanned after 6:30 p.m. on weekdays and all day on Sundays and holidays.

St. George station contains another item of interest by which the festivities of February 28th will be permanently remembered. A large plaque is mounted on the south wall of the upper level at the Bedford Road end. The plate, headed by the "Another Step Forward" keynote, lists the various personages most closely associated with the construction of the University Avenue subway and the most important of the dignitaries present at the opening ceremonies. (The "opposite number" of this plaque on the Yonge subway, unveiled at the time of its opening, is mounted on the north wall of the mezzanine at Union station.)

Photo: The roomy mezzanine at Queen's Park station. The depth of the subway allows generous headroom at this station and at St. Patrick. Transfer dispensing machine is situated in the foreground. [0206-005.jpg](#)

Political and press reactions toward the opening of the new line ran the gamut from enthusiasm over the availability of the new service to strong criticism of the opening of this link in advance of the main Bloor-Danforth project. There appears to be little doubt that the line will not carry to its capacity at least until the Bloor line is open, but there is room for some greater doubt as to the impact that the Bloor facility will have. Unless there is considerable new riding generated by the Bloor-Danforth line (diverted from other forms of transportation) the University line may have to wait for a hook-up with the Spadina rapid transit before its full potential is realised. In the meantime, the convenience of the new facility to the University of Toronto campus and associated institutions, the Provincial Government buildings, the midtown hospitals and for cross-downtown trips, (especially in bad weather), cannot be disputed.

Photo: The mezzanine at Osgoode station with the six exit turnstiles for heavy A.M. traffic. An automatic token machine stands in the foreground. [0206-006.jpg](#)

An estimated annual loss of over \$1 million has been mentioned in various press reports in connection with the University line operation, although reductions in surface operations on

University and Bay Street from the levels previously provided may possibly offset a portion of this. Some adjustments in the subway service itself may be feasible at a later date, based on the volume of traffic which finally levels out on the University line.

There follows a tabulation of statistics and other pertinent information on the new subway line:

	St. Andrew	Osgoode	St. Patrick	Queen's Park	Museum	St. George
1. <u>CONSTRUCTION STATISTICS:</u>						
Excavation per station - cu. yds.	50,000	50,000	17,100	32,024	34,782	56,658
Concrete per station - cu. yds.	6,000	10,400	3,800	6,263	8,546	11,936
Structural Steel per station - tons	208	264	130	225	218	315
Reinforcing Steel per station - tons	456	750	200	266	742	1,208
Cast Iron Liners - tons	-	-	1,940	3,225	-	-
2. <u>ESCALATORS:</u> (each with parallel stairways)						
Speed 90 & 120 f.p.m.						
Vertical rise - North	20 feet	14 feet	23 feet	22 feet	11 feet	East 10 feet
- South	20 feet	15 feet	23 feet	22 feet	-	West 19 feet
3. <u>STAIRWAYS TO STREET:</u>						
North East Vertical Rise	20 feet	18 feet	15 feet	20 feet	13 feet	East 8 feet
North West Vertical Rise	18 feet	19 feet	11 feet	19 feet	13 feet	East 11 feet
South East Vertical Rise	17 feet	14 feet	12 feet	17 feet	13 feet	East 11 feet
South West Vertical Rise	17 feet	15 feet	12 feet	18 feet	13 feet	East 10 feet
South West Vertical Rise	20 feet	17 feet	-	17 feet	-	-

4. VENTILATION:

Fan shafts of 130,000 c.f.m. located at each station.

Vent shafts located at each station.

Two fans at each station with capacity of 65,000 c.f.m.

Anticipated temperatures at platforms: Winter 40°-50°F, summer 80°-85°F.

5. STATION FINISH:

St. George - Ceramic glazed panels, green walls, dark green trim.

Museum - Ceramic glazed panels, Primrose yellow walls, slate grey trim.

Queen's Park - Porcelain enamel panels, Pearl grey walls, slate grey trim.

St. Patrick - Porcelain enamel panels, green walls, dark green trim.

Osgoode - Structural glass panels, Primrose yellow walls, slate grey trim.

St. Andrew - Structural glass panels, Pearl grey walls, slate grey trim.

6. STATION PLATFORMS:

All platforms on the University subway are the same size as those on the Yonge subway - 12 feet wide by 500 feet long. All six stations are centre platforms.

7. ACOUSTIC TREATMENT AT STATIONS:

In the tunnelled stations, the underneath of the platform overhang, the underneath of the top cast iron segments, and the top side of the suspended ceilings, are treated with sound absorbent material. Similarly, in the cut-and-cover stations this treatment is given to the concrete roof and platform structure, and to suspended ceilings.

8. NORMAL LIGHTING INTENSITY:

In all public areas is approximately 10 to 12 footcandles.

In all running tunnels is approximately 1 to 1½ footcandles.

9. (a) EMERGENCY LIGHTING:

St. George (2) -	14KW for 3 hours.
Museum -	14KW for 3 hours.
Queen's Park -	10KW for 3 hours.
St. Patrick -	10KW for 3 hours.
Osgoode -	10KW for 3 hours.
St. Andrew -	14KW for 3 hours.

9. (b) LOCATION OF EMERGENCY FIXTURES:

Passageways -	1 every 16 feet.
Stairways -	Top and bottom of each landing.
Control Area -	Every 200 square feet.
Collector's Booth -	Over desk.
Switchboard -	Nearest door, also convenience outlet.
Battery Room -	Nearest door, also convenience outlet.
Platforms -	19 each side.
Tunnel -	Every 80 feet side of each track.
Signal and Breaker Rooms -	One and convenience outlet.
Exit Locations -	1 each.
Emergency Trip Station -	One (blue).

10. TRACKWORK:

- (a) **RUNNING RAIL:** 100 lb. ARA Class A rail is used throughout. In tangent and curved track underground, the rail is laid directly on concrete, without wooden ties or ballast. The steel tie plates are anchored by 7/8" steel bolts to the concrete invert, and insulated by ½" thick rubber pads of 45 Durometer hardness, inserted between the base of the tie plate and the concrete pads. True grade is obtained by building up and connecting tie plate to the concrete pads during track laying.
- For special trackwork - crossovers, etc., and also in the maintenance yard, rail is laid on wooden ties set in crushed rock ballast.

- (b) **CONTACT RAIL:** The 3rd. rail is 150 lb. (Manufacturer's standard) mounted on porcelain insulators which are held in place by a malleable iron bracket anchored to the concrete invert with steel bolts. Wooden cover boards are installed throughout above this live rail.

11. SIGNAL SYSTEM:

- (a) HEADWAY - The signal system is designed for a minimum headway of 2 minutes.
- (b) SIGNALS - Wayside signals are located at the right of the track and are of the multi-unit colour light type.

- (c) TRAIN STOPS - Wayside train stops provide a simple form of train control. Train stops are A.C. powered and are located to the right of the rails on concrete railbed, and between the rails for ties and ballasted track.
Total number of train stops - 69.
- (d) TRACK CIRCUITS - Track circuits are of the single rail A.C. type and have an average length of 500 feet northbound and 300 feet southbound.
Total number of track circuits - 72.
- (e) SWITCH MACHINES - Track switches are locked and detected by 110 volt D.C. operated switch machines.
Total number of machines - 13 single turnout and 1 movable point frog.
- (f) SIGNAL TOWERS - Main interlocking control machine of the latest "NX" point of light design located at St. George Tower.
Auxiliary interlocking control machine of the spot light, individual lever type located at Union Tower.
- (g) RELAY ROOMS - Union station - 6 racks (new), 4 racks (existing). St. Andrew - 13 racks.
St. George - 13 racks.
- (h) POWER SUPPLY ROOMS - Union station - 1 rack.
St. Andrew - 2 racks.
St. Patrick - 1 rack.
St. George - 2 racks.
- (i) CONTROLLED AREAS - The Union - St. Andrew - Osgoode interlocking will normally be controlled by unit wire from St. George Tower, but can be controlled locally from Union Tower.
St. George Terminal interlocking will be controlled from St. George Tower, and will normally function automatically in conjunction with an automatic train dispatcher.
Areas between Osgoode station and Museum station will be controlled by automatic block signals which permit automatic key-by facilities.

Photos Courtesy Toronto Transit Commission.

➤ A failure in a signal and switch machine power circuit near St. George station at 4:45 p.m. on March 6th disrupted service on the Yonge - University subway line. The northward trip from Union to St. George, which normally takes 8 minutes, required 30 minutes as trains followed within a few feet of each other to the northern terminus of the line.

To reverse trains, it was necessary to limit operation to one platform at St. George and crank one switch laboriously by hand.

➤ The speeds of modern buses in Chicago continue to increase, rising from 11.6 m.p.h. in 1961 to 11.7 m.p.h. in 1962. However, advocates of bus transit do not like to be reminded that the speed of electric trams in the same city in 1906 was over 12 m.p.h.

TRANSIT PROGRESS ?Advertisement: TTC University Avenue Subway Opening.

0206-008.pcx

This advertisement, which appeared in all three Toronto newspapers prior to February 28th, explains the opening of the subway extension and the other route changes being made that day.

If the opening of the University subway is a step forward, then surely the substitution of buses on Bay Street is a retrograde step. Even before the last DUPONT car reached the end of its run, the BAY buses were badly off schedule, and have remained that way ever since. Hapless transit customers who formerly rode the DUPONT car to stops along Dupont Street must now fight their way aboard already crowded trolley coaches at Bedford Road, or hope that a sympathetic Inspector will route one of the BAY buses all the way to Christie Street.

By eliminating the night service over the former DUPONT route, the Commission is, perhaps, admitting that buses are too expensive to operate on such lightly used services. Experiences on recent trips over this route indicate that, because of its manoeuvrability, the bus is forced by the other traffic to manoeuvre. After stopping at curbside to load and unload passengers, the unfortunate bus driver must force his way back into the traffic stream again, whereas the streetcars helped to regiment automotive traffic into its proper lanes. However, the "bustitution" of Bay Street is "increasing the capacities of these streets at no expense to the motorists", according to Metro Chairman William Allen, who goes on to state that "the removal of streetcars has made Bay Street a motorist's dream." With backing such as this, it is easy to visualize the bleak future of streetcars in this city.

T.T.C. 'LAST RUN' STATISTICSCompiled by J. William Hood.

In connection with the abandonment of the DUPONT carline and the subsequent retiring of the Peter Witts from service, the following tables of "last runs" will prove of interest to transit historians. The tables are divided into two sections, section "A" dealing with St. Clair Division and section "B" with Russell Division.

SECTION "A" - ST. CLAIR DIVISION

The DUPONT carline was abandoned on the morning of Thursday, February 28th, with the last car, run 26, leaving Christie Loop at 10:30 a.m., proceeding south over the line to the Ferry Docks, where it left at 11:00 a.m., and then north to Bathurst and Dupont Streets, where it turned north to the carhouse at 11:27 a.m., bringing to a close the service on the route. The following table lists the runs and the cars which were in service on the line on this final morning:

1	4571	8	4515	15	4558	22	4158	29	4174	36	4539
2	4568	9	4572	16	4183	23	4185	30	4173	37	4175
3	45384	10	4502	17	4528	24	4180	31	4549	38	4169
4	55045	11	4160	18	4150	25	4162	32	4186		
5	42454	12	4510	19	4161	26	4156	33	4184		
6	04168	13	4531	20	4172	27	4564	34	4171		
7		14	4165	21	4170	28	4154	35	4167		

NOTES -Run 27, car 4564, disabled and replaced by car 4574 at 8:45 a.m.

Run 26, car 4156, replaced by small Witt 2894 at 9:15 a.m. for the final two trips

over the line. This was the last car to make the round trip.

The following tables list the small Witts which were in service from St. Clair Division on the morning of February 28th. This was the last regular operation of Witts from this division; however, occasional Witts have seen service since then as BATHURST extras. The writer saw No. 2890 on 83 run BATHURST on the morning of March 6th, and No. 2832 on 86 run on March 7th. At the time of writing, they are still being operated from this division.

BATHURST

12	2742	25	2802	82	2834
13	2876	26	2860	83	2822
15	2870	29	2808	84	2832
22	2888	34	2780	85	2844
23	2898	81	2766	86	2868

FORT

9	2890	17	2720
10	2886	18	2806
11	2804	19	2858
15	2884	22	2852

SECTION "B" - RUSSELL DIVISION:

Operation of small Witts from Russell Division came to an end on the afternoon of Wednesday, March 6th, when three cars saw service on the KINGSTON ROAD Tripper. The following tables list the Witts which were operated on that last day, with both A.M. and P.M. runs shown. All operation was on the KINGSTON ROAD Tripper.

A.M.

71	2744	77	2784	83	2758	89	2762
72	2872	78	2878	84	2820	90	2778
73	2790	79	2786	85	2730	91	2836
74	2859	80	2726	85	2702	92	2830
75	2788	81	2764	87	2770		
76	2732	82	2842	88	2856		

P.M.

77	2878
78	2830
79	2702

It will be noted that a full service of Witt cars was provided for the A.M. rush, while only three were in operation during the P.M. period.

LAST RUN CEREMONIES

About 50 members of the Upper Canada Railway Society gathered together on the morning of Thursday, February 28th, to ride small Witt 2894 as it made its last trips over the DUPONT carline, bringing to a close the history of yet another streetcar route in the City of Toronto, one which traces its beginnings back to August 29th, 1906, in the regime of the Toronto Railway Company.

On the morning in question, run 26 DUPONT, with P.C.C. 4156, was operated into the Hillcrest Shops at 9:15 a.m. and replaced by car 2894 for the final two trips over the line. No. 2894 was suitably encased in placards, proclaiming to all that it was indeed the last "BAY-DUPONT" car. The car, as it left Hillcrest, was originally intended to operate first to the Christie Loop, but as it was a little late starting out, the supervisors sent it directly to the Docks, thereby leaving a goodly number of disappointed passengers at Christie. The car made good time heading south, and arrived at the Docks on schedule, picking up U.C.R.S. members and other sundry passengers en route. A return was then made to Christie Loop, where all was in readiness for the historic moment. After many photos were taken by members and other personages, and after much checking of watches and writing in notebooks by Inspectors, 2894 was off from Christie for the last time. Immediately upon leaving the loop, and upon crossing the intersection of Dupont and Bathurst Streets, T.T.C. overhead crews, which had been waiting in readiness, pounced on the overhead and began cutting it down in preparation for the opening of the ANNETTE trolley coach service through this section.

As 2894 threaded its way through the downtown traffic, by now absolutely jammed with "last riding" passengers, exploding torpedoes punctuated the clamour. Would-be riders tried in vain to board the car, and were finally forced to wait for run No. 1 BAY, growling along behind.

At the Docks, more photos were taken and farewells said, and again the car was off. A fast trip, accompanied by more exploding torpedoes, was made going north. As 2894 crossed Bloor Street, trackmen began welding the switches shut so that no other streetcars could ever operate north of Bloor. Arriving at Bathurst and Dupont, 2894 swung north and into Hillcrest Shops, and workmen began taking down the last of the now-unnecessary overhead at the intersection. And so ended another carline.

Photo: Before bidding farewell to 2894 in the Shops, the U.C.R.S. members gathered along its side and the accompanying photo was taken, recording for all time the last "BAY-DUPONT" car.

Photo by E. J. Freyseng

[0206-009.jpg](#)

FANTRIPS!

Photo: C.N.'s 6167 charges past a busy group of photographers at a runpast near Gormley on the January 27th excursion to Orillia. Photo by R. Ziel.

[0206-010.jpg](#)

JANUARY 27th:

Several years ago, the idea of a mid-winter fantrip would have been deemed impossible for a variety of reasons, primarily the uncertainty of the weather. Last year, we decided to take the bull by the horns and try one anyway; the result is now history, and choice photos taken that day grace many a collection. And so, it was a foregone conclusion that the winter trip would be repeated again this year.

The weather on January 27th was a far cry from the sun and blue sky of last year's trip. The bitter wind and uniformly grey sky which gave way to snowflurries now and then served as constant reminders that this indeed was winter and that perhaps we were all just a little eccentric to be out in it by our own choosing! However, in spite of it all, a record-breaking crowd of nearly 700 hardy souls appeared at Union Station for the ride to Orillia.

Three run-pasts highlighted the northbound run to Washago, over the Bala Subdivision. The second of these took place at an excellent but bitterly cold spot on the east shore of Lake Simcoe, near Beaverton. In anticipation of the blue skies of last year's trip, it had been arranged for the stoker to be turned off during this run-past so that the tender would not be obscured by stoker exhaust, the frigid air being relied upon to provide white smoke at the stack. From the frozen surface of the lake, the view was memorable indeed (and certainly one you couldn't get on a summer trip), but unfortunately the white smoke blended almost perfectly with the grey sky. Oh well, we tried!

The coaling operation at Washago was over almost before anyone realized it, and after a pause for train orders, we were headed south again for Orillia and Barrie, this time via the Newmarket Subdivision. Two run-pasts later, we made a brief water stop at Barrie (the hoses didn't burst this time), and soon were headed home. En route, we encountered the northbound "Super Continental" at Aurora and, as on many previous occasions, found it waiting in the siding for us. (However, lest we become too complacent, it should be mentioned that on our way to Washago we took the siding for the southbound "Continental".) Our return to Toronto was a little behind schedule, but no one seemed to mind.

In addition to the usual complement of coaches and open (brrr) baggage car, a Cafeteria Car did yeoman duty feeding the seven hundred; indeed, it was amazing that the worthy staff of this car did not become completely unhinged at the prospect of serving the endless queue of patrons shuffling through from the car ahead.

Bringing up the rear in grand style was our observation car, the "visually-re-designed" "Fort Lennox" (or "Fort LummoX", as a few would have it); its lounge was always comfortably full, while the four bedrooms (refuges for the weary trip committee) were constant sources of fascination for the young fry.

FEBRUARY 3RD:

An excellent example of a successful non-steam excursion took place on Sunday, February 3rd, when 160 people rode CPR RDC's 9057 and 9114 from Ottawa to Maniwaki, Quebec, and return.

This trip was organized by two Ottawa enthusiasts (one of whom, Bill Williams, a local hobbyshop proprietor, is a member of UCRS) to commemorate the end of passenger service to Maniwaki.

Maniwaki lies some 88 miles north of Ottawa amid the Gatineau Hills; Canadian Pacific rails closely follow the Gatineau River for a good part of the way, and so rugged is the terrain that only once on the entire line does the rider encounter a straight stretch of track more than a mile in length. Happily, perfect weather showed off the scenery at its best, and numerous run-pasts and photo stops gave those aboard ample opportunity to take advantage of it. An interesting diversion awaited the Budd cars at Maniwaki; a plough extra had preceded the special, and during the layover, a cluster of the faithful gathered at the Maniwaki wye to watch the plough perform in the 5 below temperature.

It was indeed heartening to see such support for a non-steam excursion. Present steam operations are limited to lines capable of carrying the 4-8-4, and all too often must bypass some of the choicer pieces of railroad in the area. Moreover, the time will come eventually when steam will no longer be available for fantrips. There is no denying the appeal of the steam locomotive, and we naturally intend to perpetuate its operation for as long as is feasible, but the events of February 3rd demonstrated admirably that a non-steam undertaking can be just as interesting and enjoyable as its steam-hauled counterpart.

Photo: Extra 9114 South rounds a point of land on the east shore of Blue Sea Lake, several miles north of the town with the exotic name of Kazabazua, Quebec. Photo by J. A. Brown.[0206-011.jpg](#)

FEBRUARY 17TH:

1456 passengers! Surely that number must be a record for any steam locomotive excursion operated in recent years in Canada. Leaving Toronto, the 12-car train carried 621 passengers heading for the Barrie Winter Carnival, held on the ice of Kempenfelt Bay at Barrie, Ontario. The northbound trip was highlighted by a run-past held at Bramley, a few miles south of Barrie, and which seemed to be greatly enjoyed by the many non-railfan passengers aboard.

After detraining this modest passenger load at the Fair, the train backed to Barrie Station (formerly Allandale) where the coaches were serviced and the engine watered. By 1:00 p.m., 835 more passengers, including many children off for their first train ride, were on board, and following a meet with train No. 52 at Lakeshore, 6167 made a brisk run to Orillia. Here the engine was coaled and the entire train turned on the wye before heading back to Barrie. While it was originally planned to have another run-past near Barrie, it was decided to cancel this, in view of the danger attendant to allowing such a large number of unsupervised children near the moving train. After unloading this second army of passengers and watering the engine again, the train returned to the Fair site to provide warmth and rest for the tired and cold sport spectators. The return to Toronto was on time.

MARCH 3RD:

By about 9:40 a.m. on Sunday, March 3rd, a minor traffic jam had formed opposite Sunnyside station on the Gardiner Expressway in Toronto. What was everyone anticipating? Why, the C.N.'s peripatetic excursion engine, 6167, of course, bound for Niagara Falls.

Once again the lure of the ice-enshrouded Falls and the steam engine attracted 724 passengers to a 12-car train including "fan car" 9166 (complete with permanent 115 volt 60 cycle outlets for tape recorders and safety bars on the doors for fan trips and a plywood floor for square dancing on ski-trains), Cafeteria car 492 and ten 80-seat E.M. coaches. While the usual run-past was held at Jordan station (to inflate the President's ego), a second and more spectacular photo stop was held on the grade east of Merritton. Surely no one will forget the sight and sound of that Northern lifting the 780-ton train up the 1 in 175 grade without the slightest slip of drivers!

So, with this trip behind it, a total of 2865 paying passengers have contributed over \$10,000 to ride behind 6167 so far in 1963.

MISCELLANY

➤ Local newspapers recently reported the misadventures of a Canadian railway enthusiast, J. H. Westwood of Montreal, while photographing steam locomotives in Soviet Russia. Mr. Westwood, a noted amateur expert on Soviet railways, was studying in Russia while on leave from his teaching post at McGill University, where he lectures on the Russian language. While there seemed no strategic or military value to his photographs (as with most enthusiasts' photos), Soviet authorities felt his exposure of their railway system was degrading to the prestige of their Republic, and expelled him from the country.

➤ Closer to home, a similar incident befell two visiting trolley fans from the United States on February 22nd, when they were detained by Toronto police while photographing trams on Toronto streets. It seems that local citizens imagined them to be desperate bandits about to rob the bank near which they were standing while shooting part of the city's street car fleet. Such are the perils of the railfan hobby!

➤ Electric locomotive 234 of the Grand River Railway (originally Salt Lake and Utah Railway 105) was shipped away from Preston for scrap on March 1st. Thus the only remaining locomotives on the property are Nos. 222, 224, 228 and 232.

T.T.C. HAPPENINGS

Map: Sketch of the TTC trip route used on January 26m 1963.

0206-012.pcx

A total of 42 Society members and friends enjoyed the first trolley excursion of the 1963 season on Saturday, January 26th.

Two cars were chartered for the trip, large Witt 2300 and small Witt 2891. Unfortunately, as it was leaving St. Clair Carhouse, 2300 developed controller trouble and had to be replaced by 2834 for the first part of the trip.

Starting at Bay and Wellington Streets the cars proceeded to the Ferry Loop, where the first photo stop was held. From here, a run was made to Christie Loop, and then to Mt. Pleasant Loop. As the cars passed Hillcrest Shops, the group was agreeably surprised to see No. 2300 waiting at the gate, and was immediately substituted for 2834. A fast run via Bay and Spadina Avenue to Bedford Loop followed, and another photo stop was held. At the crossover on Spadina just south of Bloor, the seldom-seen sight of a large and a small Witt side by side was the setting for the most interesting photo stop of the day. From here, the cars headed for Lansdowne and Dundas, and many movies and still shots were taken here as the cars looped around the block several times, much to the consternation of passers-by. As it was now starting to darken, a non-stop run brought the cars back to Bay and Wellington Streets, where the group dispersed, well satisfied with the excursion and

the many photo opportunities that were presented.

Photo: Small Witt 2894 and large Witt 2300 pose side by side at the crossover on Spadina Avenue at Bloor Street on the January 26th excursion of the U.C.R.S. Photo by J. W. Hood.0206-013.jpg

T.T.C. HAPPENINGS

➤ A prelude to the approaching day of retirement for Toronto's remaining fleet of Peter Witt cars was observed recently when, by prior arrangement with the T.T.C., car 2894 was placed in regular service on the DUPONT route for a few hours on Saturday, February 23rd. In spite of the usual frigid winter weather conditions it was observed that nothing could dampen the fans' enthusiasm on that particular morning. Street car chasing was the order of the day and many enthusiasts were to be seen scurrying from one vantage point to another throughout the morning. And those misinformed local politicians who think street cars are slow and traffic-delaying vehicles should have tried, as the editor did, to chase car 2894 by private automobile! It was impossible to photograph the car then overtake it in order to gain another vantage point for another photo while still obeying even some of the local traffic laws!

The Society again wishes to extend its thanks to the Transportation and Public Relations Departments of the Toronto Transit Commission, and a special note of thanks to Inspector Hale and Operator J. Learmonth, badge 3068, both of whom, it must be reported, assisted admirably in the operation of the Witt.

Photo: Small Witt 2894 heads south on Bay Street at Richmond Street during the special operation on the DUPONT route on Saturday, February 23rd. Photo by J. Wm. Hood. 0206-014.jpg

➤ The T.T.C.'s George Street Yard, where so many of the Commission's streetcars were scrapped, was itself "scrapped" during February. All the rail which was kept here was removed, along with the actual yard trackage and overhead. It is understood the property has been sold. Car scrappings are now performed at the Russell Division yard.

➤ P.C.C. 4282 has been experimentally fitted with windshield washers. If these prove successful, all the Commission's P.C.C.'s will be so fitted.

➤ The T.T.C. carried 268,804,636 revenue passengers during 1962, an increase of 1,221,983

over the corresponding total carried in 1961. A portion of the increase must be attributed to the Shrine convention week in July, when an extra 400,000 fares were paid over the same period during the previous year.

C.N.R. REPORT

➤ The Canadian National continues to retire obsolete passenger rolling stock. The following pieces of equipment were observed at Paris Junction, Ontario, during February, in the process of being dismantled:

Express Cars: 7164, 7362, 8078, 8566, 8971, 9546, 9693.

Coaches: 2714, 2722, 2728, 2902, 5055, 5088, 5107, 5108, 5120, 5134, 5135, 5156, 5170, 5178, 5231, 5256, 5272, 5342, 5343, 5346, 5349, 5354, 5355, 5359.

Sleeping Cars: Queens' Park, Drummondville, Chaudiere, Blackville, Truro, Guysborough, Cochrane, Jonquiere, Night Arch, Dauphin, Roseway. (Doug Page)

(It is interesting to note at this time that several of the coaches listed in the above tabulation were used on past U.C.R.S. steam excursions. 5178 was used on the Galt - Paris trip of June 4th, 1961 and also on the Orillia trip of August 12, 1962. No. 5354 was on the excursion to Picton on August 26, 1962, and 5359 was on the Galt - Paris Circle Tour of June 4, 1961.)(Bill Hood)

➤ Snow conditions in the Bruce Peninsula area have played havoc with railway operations there several times this winter. The worst blockage occurred on the Kincardine Subdivision starting on January 24th, when train 167 was cancelled because of drifting snow. The line was not reopened until the 27th, as one 25-foot drift at Lucknow defied the efforts of a wedge plough and Jordan spreader to clear it away, and finally had to be laboriously removed by means of a clamshell shovel. Passenger train delays of several hours plagued other subdivisions as plough trains fought their way across the countryside ahead of the regular trains. (G. W. Horner)

➤ The City of North Bay, Ontario is pressing the C.N.R. to vacate its main line through the city and commence joint use of the C.P.R. line along the west shore of Lake Nipissing. The city wishes to use the land occupied by the C.N.R. line for industrial expansion. The C.N. has said that the plan needs considerable study and that it will be some time before any announcement of changes can be made.

➤ President Donald Gordon's year-end statement of C N. progress and achievements of 1962 revealed that the system freight revenues were up 4% from 1961, with the tonnage increase amounting to 2%. The decline in passenger revenues was the smallest (about 2%) in several years.

He summarised rolling stock purchases during the year as:

- 150 tri-level automobile transporter cars,
- 210 cylindrical aluminium covered hopper cars (100 of which are for the handling of potash from the International Mineral and Chemical plant at Yarbo, Saskatchewan,
- 612 box cars,
- 140 covered hopper cars of steel construction.

In addition to the purchase of this new rolling stock, a total of 600 box cars, flat cars and gondolas underwent modifications to enable the special handling of new forms of traffic.

Track, roadbed and signalling improvements during the year include:

- relaying of 580 miles of track,
- 119 miles of embankment and drainage improvement, all in western Canada,
- 452 miles of track upgrading, with the installation of high quality ballast, all in western Canada,
- 288 miles of C.T.C. installed, including the approaches to Montreal, Moncton and Symington Yards.

➤ While winter weather has interrupted earthmoving operations on the Toronto Yard project

of the C.N.R., work continues on bridge and building construction. Footings, abutments and piers for bridges over the Rouge and Little Rouge Rivers, a subway in Markham Township over the extension of the Don Valley Parkway and bridges to carry Highway 27, Albion Road and Indian Line Road are being poured in the frigid temperatures using modern construction techniques. In the yard itself, work on the master and group retarder foundations and several buildings is progressing.

➤ On the subject of Metropolitan Toronto's gigantic commuter traffic problem, Mr. E. Wynne, C.N.R. Great Lakes Region Vice-President recently said "We feel that using our present line for extensive commuter service would spoil both our regular operations and the commuter services. I don't think either would be able to operate on time. One alternative that we are going to look at is that it may be possible to use the railway's right-of-way for rapid transit, but it would have to be on a separate track."

All of which makes good sense. It is unthinkable that 100-car freight trains could pick a path through numerous rapid transit trains running on three to five minute headways in congested terminal areas, nor could regular locomotive-hauled passenger trains share the same trackage with multiple-unit commuter trains. Because of the great differences in braking and acceleration characteristics between M.U. and locomotive-hauled trains, the track signal system must be designed to often conflicting requirements, making the two types of train incompatible for the same trackage.

Mr. Wynne's latter suggestion, however, would bear further investigation, most especially after the two railways open their major freight yards remote from the city centre.

➤ C.N. cabooses recently coming from the shops after overhaul are appearing in a brilliant red paint scheme in place of the familiar orange. The shade of red is the same as that on the noses of the diesel locomotives.

AN OPINION

➤ In glamorising the University Subway-inspired route changes in Toronto, the T.T.C.'s February give-away pamphlet "Headlight" says: "Overnight, streetcars will disappear from Dupont Street, Davenport Road and all but a short stretch of Bay Street, thus increasing the capacities of these streets at no expense to motorists." Thus someone at 1900 Yonge Street would have us believe that the replacement buses on Bay Street do not take any road space as the trams did. Whom are they trying to fool? Unfortunately, publicity such as this can only further degrade the image of the electric rail-borne transit vehicle in this city to a point where the unthinking public, represented by easily influenced politicians, will clamour for their removal. And, with Transit Commissioners who are so automobile-oriented, it is doubtful that the cars can expect to receive a fair trial before their all-too-soon execution.

It is a shame that the example of modern, intelligent city administrations, such as are found in Cologne, Amsterdam and Brussels, to quote but a few, is lost on local government and transit officials.

T.T.C. NEWS

➤ The T.T.C. has decided to donate a small Witt car to the Ontario Electric Railway Historical Association for addition to the Rockwood collection which already includes large Witt 2424. The O.E.R.H.A. will be required to pay transportation costs involved in moving the car from Hillcrest to the museum site.

The Commission has also approved the donation of one car of the same type to the Dalziel Museum of the Metropolitan Toronto and Region Conservation Authority at Jane Street and Steeles Avenue. Whether or not the Authority wishes to accept this gift, which appears badly out of keeping with the pre-Confederation theme of the Museum remains to be seen.

➤ Latest word is that the following Witts will be retained for service at St. Clair Division:

2720, 2766, 2822, 2832, 2844, 2852, 2858, 2868, 2884, 2888, 2890, 2898.

Also being stored at St. Clair Division is large Witt 2300. However, future plans for this car's use are at present uncertain.

NEWS - RAILWAY PHOTOS:

Photo: The last of the wire has been removed from the C.P. Electric Lines. This photo shows the line crew removing the overhead in the Preston area. Note the specially modified line car.

Photo G. W. Roth.

[0206-015.jpg](#)

Photo: T.T.C. car 5329 heads for St. George station (according to its destination sign) aboard Canadian Pacific extra 8827 West. The train is seen leaving the double track of the Belleville Subdivision at Glen Tay on December 21, 1962. The signal showing above the box car marks the easterly limit of the C.T.C. system which extends for nearly 200 miles to Toronto and which is controlled by an operator in this city. Photo by J. A. Brown.

[0206-016.jpg](#)

Photo: Engines 1500 and 1502 idle in the dusk at Englehart, Ontario, prior to handling O.N.R. train 46 to North Bay. Photo by J. A. Brown.

[0206-017.jpg](#)

Photo: Contrary to what some experts first thought, the Canadian National is still upholding its reputation, and has not bought any new steel cabooses. This interesting vehicle is a modified conductor's van, sheathed with masonite and outfitted for passenger train service, and is used as a business car by officials on the Northern Ontario Area of the Great Lakes Region. Photo by J. A. Brown.

[0206-018.jpg](#)

A LETTER TO THE EDITOR:

As a faithful member of the Society, please excuse me if I seem rather upset over the content of recent issues of the *Newsletter* What is my "beef"? Being a rail fan (in the broadest sense of the term) I strenuously object to recent issues of the publication which have devoted themselves almost entirely to electric traction news. However, I am not suggesting that traction news be eliminated entirely, but given some equality with other forms of railroad interest in the *Newsletter*.

From a purely selfish viewpoint (which I know is shared by countless others) I have to concede that steam is dead and dieseldom reigns supreme. Thus an interest in steam is an interest in history. Why, then, shouldn't the *Newsletter* feature articles of recent historical interest to appease those of us who are admirers of the 4-8-4, the G-3d, the H-1a and the Vanderbilt tender? How about stories involving unusual happenings in steam - like the C.P. Royal Hudson which travelled over the C.N.'s Grimsby Subdivision in 1943 with Sir Edward Beatty's funeral train, or the Dundas trainwreck of Christmas Eve 1934 (which this correspondent endeavoured to relate last summer), or the time when U.S. freight power hauled C.N. drags around southern Ontario?

The possibilities, Mr. Editor, are unlimited! The challenge is great! Some of our members are bursting with anecdotes of this type. Some of our photo files literally bulge with interesting pictures! How about it?

Yours truly,

Doug. Haddow,

(Member No. 130)

(Sounds good, but, there are a few snags to be overcome. Some of our members are bursting with anecdotes, but it seems to me that they either cannot write, or are afraid that if they do commit some story to writing they may be proven wrong on some minor point of fact. Then too, some photo files are bulging with interesting pictures, but to get prints for publication from some of these collections is like getting samples from the Royal Mint.

There are, fortunately, some notable exceptions to this situation, and all U.C.R.S. members

owe a great deal to people like Stu. Westland, Jim Brown, Bill Hood, Ron Cooper, Ray Corley, Bob Sandusky, Bill Weighill, Doug Page, Peter Cox, to name but a few who regularly send in photos, news and feature articles for the *Newsletter*. But, I am not an expert on all matters railway, hence I can do no more than edit the material that is submitted to me.

As for the electric bias that you claim pervades the *Newsletter*, I assure you that it is unintentional, if it exists at all. I feel that I am completely unbiased in such matters, and only the available wealth of electric information over the relative paucity of "steam" news causes this bias, if any.

I agree, the possibilities are endless, but someone else must write the articles for which you clamour. If only a few of our more literate and knowledgeable members would write an article, or several sharp-eyed observers send in a few facts (in briefest form, if so desired) or if a few photo collectors would lend (all original material will be returned) a few of their more unusual items, then the *Newsletter* could be the best amateur railway magazine in the world. How about it?) (E.A.J.)

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U.C.R.S. ANNOUNCEMENTS

MARCH MEETING

The March meeting of the Society will be held on Friday, March 15th, at the Marine Museum of Upper Canada, Exhibition Park, commencing at 8:30 p.m.

HAMILTON CHAPTER MEETING

The Hamilton Chapter of the Society will meet in the C.N.R. Hamilton station on Friday, March 22nd, commencing at 8:00 p.m.

APRIL OUTDOOR MEETING

The April outdoor meeting will take place on Friday, April 5th at the C.P.R. West Toronto station.

At the January Directors' Meeting, Mr. P. J. Spencer was appointed Publicity Director for the Society.

MEMBERS' ADVERTISEMENTS

FOR SALE: Two sets of books on railways: Lot (a) includes "Handbook of American Railways", "Railroads of America", "Trains Album of Photographs of Electric Railways", while lot (b) includes: "The Story of British Railways", "The Railways of Britain", and "Trains Illustrated Annual". Price for either lot: \$5.00, from Earl Allen, 47 Marina Avenue, Toronto 14.

STEAM POST CARDS AVAILABLE: A beautiful night shot by J. A. Brown of Canadian National 5107 and an old 1901 photo of Grand Trunk No. 1502. Price, six postcards for 30¢, available from Steve Zawacki, 19366 Fenelon Avenue, Detroit 34, Michigan.

WANTED: Colour slides of large and small Peter Witt cars in Toronto, originals preferred. Will buy or trade. Wm. E. Miller, 674 Frederick Street, Apartment 1, Kitchener, Ontario.

Photos of O.N., C.N., C.P., and some electric lines, 116 size, available at 15¢ each. Commercial printing. Minimum order \$1.50. List available for stamped, self-addressed envelope.

From R. D. Tennant, Jr., 96 Seagram Drive, Waterloo, Ontario.

MOTIVE POWER NOTES

➤ Some unusual locomotives, for Canadian railways at least, are under construction at the General Motors Diesel locomotive plant at London, Ontario. They are building a number of 600 volt D.C. straight electric engines for the Iron Ore Company of Canada's Carol Lake project. The pantograph-equipped units, built to a 1200 h.p. road-switcher configuration, will operate under catenary overhead from an open pit iron mine to a crusher and loader at the railhead of the Quebec, North Shore and Labrador Railway. It is expected that a further installation of automatic train control, as described in the January *Newsletter*, will be made in order to derive maximum efficiency from the operation.

To test the locomotives prior to their shipment to Labrador, it has been suggested that they will be coupled to a rail-borne diesel generator set and operated on trackage in the London area.

➤ The two 0-6-0 steam locomotives at the Pacific Coast Terminals yard in New Westminster, BC (see *Newsletter* 197, Page 67) were retired on January 4th and replaced by one rubber-tired "switchmobile". During the latter half of 1962, the P.C.T. yard area was paved over, leaving a flangeway for railway car wheels, but presenting a smooth surface for the operation of the switchmobile and transport trucks which now carry a greater proportion of the cargo that arrives at the dock than arrives by rail.

The two locomotives are carefully stored away in the engine house and it is thought that one of them will be placed on display in New Westminster.

(Peter Cox)