

February, 1955 - Number 109

The Society meets on the third Friday of every month in Room 486, Toronto Union Station. The next meeting will be held on February 18<sup>th</sup>.

JANUARY ANNUAL MEETING AND DIRECTORS' MEETING

At the Society's annual meeting, held on January 21<sup>st</sup>, the reports of the officers for 1954 were presented to the membership, and the election of Directors for 1955 took place. The latter took the form of a simple acclamation of all of last year's nine directors, as no other members were nominated this year. This would seem to bespeak the satisfaction of the membership-at-large with the conduct of the affairs of the organization during the past year.

RETIREMENT OF PRESIDENT W. C. BAILEY — At a Directors' Meeting held on January 28<sup>th</sup>, the officers and committee chairmen for 1955 were chosen. President Bailey had signified his desire to hand over the task of running the Society to another, so that he might concentrate wholeheartedly on the publications of the organization. The Directors accepted his resignation with regret and appreciation for the manner in which the UCRS has prospered during his three-year tenure of office.

The officers for 1955, as selected at this meeting, are as follows:

President - S. I. Westland                      Vice-President - R. J. Bost

Recording Secretary - J. R. Oakley (no change)

Corresponding Secretary - J. M. Mills (no change)

Treasurer - A. S. Olver (no change)

Committee Chairmen for the coming year are identical with those for 1954, except for the Publications Committee, the chairmanship of which was taken over by W. C. Bailey. J. D. Knowles continues as *Bulletin* Editor, and S. I. Westland as *Newsletter* Editor, working under the chairman.

C.N.R. BRANCH LINE ABANDONMENT

The Board of Transport Commissioners on January 25<sup>th</sup> gave the Canadian National Railways permission to abandon 41.3 miles of branch line between Scotia Junction and Falding (eight miles south-east of Parry Sound on the Toronto - Capreol line. Mixed trains M263 and M264 operate over this section of line in their Parry Sound - Algonquin Park runs twice a week, and during July and August, had made a third mid-week round trip.

Considerable opposition developed from the hamlets along the route which have otherwise only a poor gravel road to connect them with the outside world. These hamlets are, from west to east, Swords, Edgington, Seguin Falls, Bear Lake, White Hall, Sprucedale and Walls. However, the losses have been heavy in proportion to the importance of the line (\$97,000 in 1953) and considerable maintenance was falling due had the line been continued in operation.

This section of track was built originally as a portion of the Canada Atlantic Railway's Georgian Bay to Lake Champlain cross-country main line. It has previously been broken by abandonment of the section between Algonquin Park Station and Whitney.

CROSTOWN RAPID TRANSIT — INTEREST STIRS IN  
TORONTO; A REVIEW OF EARLIER PLANS

Toronto's newly elected mayor Nathan Phillips has stirred the rapid transit pot in recent weeks by announcing that he intends to call an early meeting toward the problem of providing, a crosstown rapid transit line across Toronto on the line of Bloor Street. However, the first idea for an

east-west grade separated rail transit right-of-way goes back 13 years.

The TTC published a rather inauspicious little grey-covered booklet in the form of an open letter to the then mayor Fred Conboy, dated January 22<sup>nd</sup>, 1942. This now practically forgotten booklet, with its equally forgotten plans, presented the Commission's original proposals for rapid transit in Toronto, and they are rather curious in the light of subsequent developments.

A combination Bay-Yonge subway was then proposed (under Bay south of Bloor, and under Yonge between Bloor and Heath street, where surface street cars would have ramped down into the subway. Third-rail rapid transit at this point was still in the future, even as regards planning.

However, or more immediate interest to this article is the east-west subway line that was shown in this early plan. This plan envisioned a street car subway under Adelaide Street which would have handled Queen, King, Kingston Road and Dundas cars! Unless it was four-tracked (this was not specified), this subway would probably have broken down completely had all these lines been routed through it. It is significant that no subsequent east-west transit plans mixed Queen and King cars. The 1942 plan showed the Dundas, Queen and King routes all diverting at Stanley and Trinity Parks to pass through park lands to a junction at Adelaide and Walnut. The route passed easterly under Adelaide and Duchess Streets, to Parliament, then angled to meet Queen at River, then followed Queen Street to a ramp which was to have been near Logan Avenue. A branch was shown diverting at the Don, and passing up the east side of the valley to Broadview and Danforth. Very little engineering detail was presented with these plans, and the idea of open cuts had apparently still not been hit upon as everything was spoken of as "subway".

The master plan for redevelopment of the city, exhibited in 1944, showed expressways running in many places, and suggested that rapid transit lines be placed in the same excavations in the case of at least those paralleling Bloor and Queen Streets. This no doubt influenced TTC thinking, and in the program of rapid transit introduced in 1944, the Queen Street line was thought of as occupying a portion of one of these superhighways. This 1945 plan presented the Yonge Subway for the first time as a true "New York" type third rail line, and very close to the lines along which it was finally built. The Queen line was to have been an above the ground structure from Carlaw and Gerrard to River Street, where it would enter an open cut (north of Queen Street), then into a subway structure between Mutual and Simcoe Streets, then into open cut again west to Trinity Park, then north through the park to join Dundas line surface tracks. Subterranean turnback loops were to have been built at University Avenue and Church Street. The Queen line would still be a street car subway with cars from Danforth, Kingston Road, Queen East, Queen West and Dundas using it.

This subway plan was approved by the electorate of Toronto in the referendum of January 1, 1946, along with the Yonge subway. Less and less was heard of it as ensuing years passed, nevertheless, until the spring of 1952, when with extreme suddenness, the TTC announced a plan for a shorter Queen line between Sherbourne and Simcoe Streets only (all subway). This was to be a 12 million dollar quick relief project designed to take all street cars in the downtown area except those on King and Bay Streets. However, the TTC wanted the city to put up the money. Bathurst cars were to be routed along Queen Street through the subway to a new surface loop around Sherbourne Streets Queen and Kingston Road cars would use the subway, their routing otherwise unchanged.

This plan has been considered current until very recently, when everyone at once seemed to start talking about a line on Bloor Street, now the idea of anything on Queen Street appears headed for the discard. Only the vaguest generalized plan has been presented for the \$100 million-plus Bloor line, but it has been announced as planned in three stages (1) Broadview to Spadina, (2) Coxwell to Dundas, and (3) Jane to Victoria Park. Until stage 3 was complete, the present M.U. PCC cars would continue to use the right-of-way, with street running at the outer

ends. Stage 3 would see conversion to 3rd rail rapid transit. Present thinking is that Stage 3 could be reached 10 years from now. Only stage 1's section would be subway.

The feeling of this writer on the subject is that a rapid transit line built in this developmental fashion is more realistic than an attempt to provide a full scale subway line in one fell swoop. The use of surface cars in shorter rapid transit segments allows passenger movement to outlying districts without the transfer that is now imposed on passengers at Eglinton Terminal of the Yonge Subway. Too, existing rail equipment can be used on such facilities for some years in the future, and initial capital outlay for cars and carhouses is reduced.

#### BAD NEWS FROM MONTREAL

The Canadian National Railways has applied to the Board of Transport Commissioners for permission to remove the track of the Montreal and Southern Counties Railway from the Victoria Bridge, and to provide a second roadway in the space thus made available. This is almost certain to spell the end of operation of the whole line, and the total abandonment of all trackage west of Southwark Yard (CNR diesel-hauled trains now use the line from this yard to Marieville, and would no doubt continue). In the interim period, while the new roadway was being constructed, the CNR would provide a much increased passenger commuter service for South Shore communities on its own tracks across the bridge.

#### VANCOUVER CARS END THIS YEAR

The President of the British Columbia Electric Railway recently affirmed the fact of the impending abandonment later year of the Hastings East car line in Vancouver, the last city street car route in operation west of Winnipeg and north of San Francisco. Trolley coaches will take over, and with this change, the post-war modernization of the company's transit system will be complete.

Still in operation are the Marpole-Steveston and Marpole-New Westminster interurban lines. These routes terminate on the southern outskirts of Vancouver, and passengers must transfer to a city trolley coach to reach downtown.

The company has been endeavouring actively to sell the 36 PCC cars, but no buyers are as yet in evidence. Street car trackage to be lifted this year includes Granville from Robson to Hastings, Hastings from Granville to Renfrew and Main from 7<sup>th</sup> to 14<sup>th</sup>.

#### MISCELLANY

The following CNR locomotives were transferred to the Atlantic Region for the winter: 3423, 3461, 3462, 3463, 3467, 3469, 3477, 3478, 3479, 8360, 8365. The two 0-8-0's and 3423 are assigned to Halifax, the others to Moncton. CLC-FM diesels 6700-6800 and 6701-6801 have been seen through Truro. MLW road switchers 7838-7847 (now 1808-1817) are also assigned to Truro.

- George W. Parks

➤ CPR 8501-8521 are class DRS-17a, not DRS-17b.

- Roger Boisvert

➤ The CNR has begun tests with radio telephone communications in freight train operation between Montreal and Vancouver in co-operation with Rogers-Majestic. The system permits instant communication between engine men and rear end crews, the trainmen and wayside stations, and with walkie-talkie equipment, between flagmen and other members of the crew. Temporary transmitting stations have been installed at Winnipeg, Edmonton, Kamloops and Vancouver.

➤ John Labatt, Limited, London, Ontario, Brewers, are planning to move company-owned trailers via CPR piggyback between London and Toronto; the system may later be extended to Montreal. This will be the first instance of the carrying of privately owned truck trailers on flatcars in this country.

- The CNR has added 16 new trailers to its Hamilton - Toronto - Montreal piggyback service; there are now 44 trailers in the pool. In addition, eight more flat cars have been equipped to operate in this service. New facilities for handling the tractor-to-flat car interchange have been constructed at Montreal's Bonaventure freight terminal, doubling the capacity of the original runway.
- Aluminum subway cars 5100-5103 entered service on January 6<sup>th</sup>. Retired TTC grinding car W-24 (ex S.T. passenger) was shipped to the Branford Electric Railway Association in January. Car 2718 has been stripped at Hillcrest; it definitely will run no more. Building demolition at the Main Street and Luttrell Loop sites is in progress — construction is expected to begin about March 1<sup>st</sup>.
- Centralized Traffic Control is being installed throughout the length of the 356-mile Quebec North Shore and Labrador Railway; control machine is at Seven Islands.
- Contracts for construction of the CNR's new Beattyville - Chibougamau line in the Province of Quebec have been awarded to La Societe d'Enterprises Generales, Amos, QC. (Beattyville to Bachelor Lake), and to Albert Lemieux Limited, Montreal (Bachelor Lake to Chibougamau).