

## UCRS NEWSLETTER - 1953

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October, 1953 - Number 93

The Society meets on the third Friday of every month in Room 486, Toronto Union Station at 8:30 P.M. The next meeting will be held on October 16<sup>th</sup>. The program for this meeting will consist of a showing of slides.

➤ Mention must be made here of the very unusual and cleverly produced film "Steal of Empire" which was projected at the September meeting by John Mills. Messrs. Mills, Cooper, Sandusky, Kelley, Knowles and Naylor of the UCRS and Lavallee and Ritchie of the CRHA of Montreal, are to be congratulated upon the imagination and skill, to say nothing of the hours of time that went into the preparation of this film. For the benefit of members who were not in attendance at the meeting, the picture took the form of a humorous parody on Canadian railway history in which the above-named men took the principal parts. The showing of the picture was purposely not announced previously, so that other members were surprised and delighted at being provided with such an unusual evening's entertainment.

### SOCIETY RECEIVES SUBSTANTIAL DONATION

Mr. William Forsyth, Superintendent of Equipment of the Toronto Transportation Commission, has donated an extensive collection of bound volumes of electric railway periodicals to the library of the Upper Canada Railway Society. Included are the "Electric Railway Journals" and its successor, "Transit Journal" from 1919 through 1942, several recent years of "Mass Transportation" magazine, and the "Proceedings of the American Electric Railway Association" covering a goodly span of years during the heyday of the electric railway.

The Society would like here to express its thanks to Mr. Forsyth for this generous gift, which increases the value of the Society's library by a very great amount, and which will doubtless facilitate the research of society members in the future.

➤ Ontario's second important railway centenary of the year will occur next month. On November 10<sup>th</sup>, 1853, the first section of the Great Western Railway was opened, from Hamilton to Niagara Falls. The November issue of the *Newsletter* will elaborate upon this event.

### TWO LAKE ERIE & NORTHERN CARS SCRAPPED

After some months of retirement, wood cars 933 and 955 of the Lake Erie & Northern - Grand River electric line were scrapped during September. These cars, with their mates 935, 937, 939 and 953, had 38 years of service behind them, as they were constructed for the railway by the Preston Car and Coach Company in 1915. Car 933 was originally LE&N 225, while car 955, originally a trailer, was No. 275.

Only two wooden passenger cars are in service on the GRR - LE&N system, these being 937 and 953. The other two wood cars, 935 and 939, are currently stored out of service, and in view of the declining passenger traffic on the railway, it hardly seems likely that they will ever carry passengers again.

At last reports, the frame and trucks of the two scrapped cars were still to be seen at Preston shop; although stripping of the cars progressed gradually through the summer, the body of 933 was demolished during the week of September 6<sup>th</sup>, and that of 955 during the week September 13<sup>th</sup>.

C.P.R. "DAYLINER" SCHEDULE

These runs have been speeded up considerably (2 hours even for the Toronto - London segment as against 2 hours and 20 minutes previously), and they have been extended to Windsor and Detroit. The Toronto - Detroit running time is four hours and 20 minutes. The trains have been named "The Dayliners" a move to add to the popularity of the RDC cars.

The schedule for the trains in question is as follows:

629 <u>ex Sat.,Sun.</u>	631 <u>Sat. only</u>	630 <u>ex Sun.</u>
3:55 PM	1:30 PMLV. TorontoARR.	10:20 AM
4:05	1:42	West Toronto 10:09
4:43	2:25	Guelph Junction
5:00	2:45	Galt 9:14
5:32	3:18	Woodstock 8:43
6:00	3:45	ARR. London LV. 8:15
6:15	4:00	LV. London ARR. 8:05
7:15	4:58	Chatham 7:06
7:31	5:20	Tilbury 6:44
8:00	6:00	ARR. WindsorLV. 6:15
8:05	6:05	LV. WindsorARR. 6:10
8:15 PM	6:15 PMARR. DetroitLV.	6:00 AM

The numbers that will be assigned to the RDC units by the CPR have been made known the RDC-3 car, which will operate in North Bay - Angliers service will be 9020, while the three RDC-1 cars, two of which will form the "Dayliner", and the other of which will operate between Montreal and Mont Laurier will be Nos. 9050-9052.

Details of the proposed UCRS excursion on a Saturday trip of the "Dayliner" will be printed in the November *Newsletter*.

MOTIVE POWER NOTES

The twenty-four GP-7 GMD road-switchers ordered by the CNR recently (see *Newsletter 91*) have been assigned the number group 7555-7578. Several of these locomotives, built for stock, have already been delivered to the railway, and have been running for brief periods in the Toronto area, before being sent to the Western Region.

➤ The eighteen 1600 HP road-switchers ordered from Montreal Locomotive Works will carry numbers 7830-7847. No units on this order have as yet been delivered.

AN AMERICAN RAILFAN LOOKS AT CANADA

(Editor's Note: An associate member of the Society, Mr. William C. Kessel of Buffalo NY, the author of this piece, made a recent trip to Toronto, and upon returning wrote out his impressions. These he contributed to the *Newsletter* in the following article. It should serve to make Toronto railfans realize that they are indeed fortunate in having an environment that is becoming increasingly the envy of enthusiasts from other parts.)

Each trip to Canada (and we'll be making more and more as U.S. steam engines are killed in the prime-of-life) reveals a greater amount of railroading available for the fan. Take August 12<sup>th</sup>, for instance. At Niagara Falls, I found a round trip excursion fare of \$3.20 to Toronto. That's 165 round trip miles. The long brick station has a series of doors labelled "Conductors", etc. in old division point fashion; and the roundhouse (displaying mostly steam power) is across the tracks.

A Pacific pulled seven cars. At each station to Hamilton, a lineup of reefers was spotted for the fruit rush. Some trains were met, all steam powered. At Hamilton, our two coaches were pulled back by a steam switcher, and finally attached to train 6 for the run to Toronto. We left on time.

There were meets aplenty; but of principal interest was the fact that each small town station en route had a number of house tracks and at least three of these had short freights, pulled by Consolidations. Only Mimico Yard seemed to have diesels. Canada, you know, has built light engines such as Pacifics as recently as five years ago! Canada is dieselizing the proper way, and not scrapping 12-year-old artics.

At Toronto were connecting trains. Canadian roads have connections from and to about every principal train, and they respect them. Also at Toronto was the fine trolley system, which also operates ferries with roller-curtain destination signs. There were checkers every mile, it seemed, planning headways.

Returning to the magnificent station, we saw an oddity which had never been called to our attention: The station, says the "builder's plate" serves the Canadian Pacific and Grand Trunk railways. With a fine sense of historical propriety, this name has been preserved.

The Maple Leaf returning had a 4-8-2, a deadhead sleeper, a baggage car, a recliner, a Lehigh Valley and a Pullman sleeper, a Lehigh coach, and a buffet parlour.

#### T.T.C. NOTES

Subway Cars traverse Toronto streets - One of the most unusual moves in Toronto electric railway history occurred on September 15, 1953, when rapid transit cars 5000 and 5001 were taken from the Canadian National Exhibition grounds to Davisville Yard over surface street car trackage.

True, the two cars had made an extensive trip on surface trackage in the early hours of August 25<sup>th</sup>, when they were hauled from Hillcrest shops to the CNE. However, the September 15<sup>th</sup> trip was longer in point of mileage, and involved a mishap which resulted in the most unusual feature of all.

Two 2500 series 2 man Peter Witts from St. Clair Division were run onto the temporary shoofly at the CNE grounds to pick up 5000 and 5001 — the first car was removed from the exhibit site by 1:35 A.M. and both cars had passed Fleet Loop by 2:35 AM. While the Bathurst line was blocked by the operation west of Fleet Loop, TTC supervisors' cabs carried passengers from that point to the exhibition grounds. The cars proceeded via Fleet, Bathurst, St. Clair and Yonge Streets, clearing the Yonge - St. Clair intersection at 3:12 A.M.

However, subway car 5001 was derailed while it was being towed into Davisville Yard at 4:50 A.M., and the decision was made to store car 5000 in the Lawton Loop until the following night. Car 5001 finally cleared Yonge Street at 5:48 A.M. after being rerailed, and the temporary track leading into Davisville Yard was lifted from Yonge Street. Yonge night cars had been diverted via Mount Pleasant Road from 3:10 to 5:48 and supervisors' cabs gave service on the vacated section of Yonge Street.

Car 5000 remained in Lawton loop carrying red lanterns all the following day, and caused much comment. It was moved into Davisville yard early on September 16<sup>th</sup>. Peter Witts 2556 and 2564 were parked in Davisville Yard on subway trackage for two days following until a path of egress had been made.

Another Historic Subway Move - On Sunday, September 20<sup>th</sup>, cars 5004-5005 ran under their own power via subway trackage from Davisville Yard to Bloor Station, this constituting the first run of any distance made on Toronto rapid transit trackage. The train moved very slowly, taking two hours and 17 minutes for the 2.2 mile run. It had to be snaked across several dead sections, including a temporary track laid through Rosedale station, where permanent tracks have still not

been laid. The train is still at Bloor Station, and it is expected that it will be used for testing in the southerly portion of the route below Bloor Street.

➤ Ex Cleveland-Louisville PCC car 4687 has had MU wiring finished, but still awaits couplers. Quantity conversion of Cleveland cars for operation is expected to start very soon.

Rehabilitation of the last dozen of the 75 is being finished by Hillcrest currently.

➤ Simcoe Loop (at Front and Simcoe Streets) was vacated by the Yonge line effective with the first day car on Monday, September 28<sup>th</sup>. Yonge cars now loop via Front, York and Wellington Streets, and the eastbound track in front of the Union Station is used by Bathurst Trippers only.

The CNR owns the land on which the loop was situated, and requires it for the construction of the new express building. The rail and overhead were removed from the loop promptly on the 28<sup>th</sup>.

The loop was opened originally on September 22<sup>nd</sup>, 1930, on land leased from the Canadian National Railways. It replaced the earlier Station Loop (via Front, Simcoe, Station and York Streets) which had been used for many years. However, there was an interval of something over two years between the closing of Station Loop and the opening of Simcoe Loop, during which time Yonge cars looped as they are presently doing, although in the reverse direction.

➤ It has been decided not to enlarge the temporary Harbour Yard, as had been previously planned, for the last few months of Yonge surface operation. Eglinton car house will continue to service a few trains right up to the start of subway operation, while more of them will be stored in Harbour Yard than have been up to the present time.

➤ Toronto railfans can derive a certain amount of satisfaction from the fact that the 55 trolley coaches currently being added to the TTC roster will replace considerably more mileage of motor bus routes than street car routes. Although the portion of the Yonge car line which is not being covered by the subway (from Eglinton to Glen Echo) will be served by trolley coaches (and by gas buses during rush hours) in the post-subway era, this type of vehicle will also enter service on a considerably extended Eglinton route and the present Eglinton West route. These two routes are currently served by gas buses, but it is expected that both will experience a pronounced increase in traffic with the subway in operation. The 55 trolley coaches are all 48-passenger vehicles, consisting of 40 built new by Canadian Car and Foundry Company (9085-9124) and 15 purchased second hand from the Cincinnati Transit Company (9125-9139, formerly 1345-1359).

The latter were built in 1948 by the Marmon-Herrington Company of Indianapolis. A few of the new vehicles will be used on the four west end routes.

#### C.N.R. NOTES

The Canadian National Railways has extended the truck trailer-on-flat car service to cover Montreal - Hamilton shipments. Twelve additional Trailmobile trailers have been purchased and six more flat cars have had the equipment required in this service applied to them.

➤ The CNR announced recently that it intended to lay off 300 locomotive shop employees due to a general drop in traffic experienced on the system.

➤ During the summer the Canadian National Railways inaugurated a six-week course for the training of future executives, and which may prove to be the forerunner of a permanent CNR staff College. The course, given in three parts to 47 hand-picked men, was designed to allow them to climb out of departmental grooves and to examine and understand wider corporate problems.

➤ The consolidation of all of the various CNR highway services (with the exception of CN Express) under one road transport department was recently effected. The new department is headed by Mr. F. A. Gaffney of Montreal as General Manager. It will be responsible for the administration of all CNR road transport lines including schedules, maintenance, tariffs and extensions of service for both bus and cartage operations.

OTTAWA ABANDONMENT

Ottawa's Rockcliffe route is to be cut back to Sussex and John Streets effective October 19<sup>th</sup>. The lightly patronized outer end of the route, which winds through Rockcliffe Park on private right of way, is one of the most scenic sections of the Ottawa system.

ENCLOSURE - With this issue is enclosed a "Souvenir" transfer of the type issued at the TTC rapid transit exhibit at the recent Canadian National Exhibition. Note that the new TTC crest is shown on the transfer, and that it carries the name "Toronto Transit Commission" — the name of the five-man commission which will take over the responsibility of providing transit service in all 13 federated Toronto municipalities after January 1<sup>st</sup> next.