

# UCRS NEWSLETTER - 1960

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## A CHANGE IN EDITORS

After almost 15 years of editing the Upper Canada Railway Society *Newsletter*, from the small single sheet issue No. 1 published in September, 1945 to the recent 10 page-plus issues, I now find it necessary to resign from the post of editor. This step is taken with considerable regret and only because my efficiency in producing the publication has, over the past few months, been increasingly hampered by a number of unfortunate factors which have conspired to cut down severely the amount of time available to me for the necessary research and writing. I believe that it is in the best interests of the Society and of all readers of the *Newsletter* for to position to be turned over to another better able to give it the time and undivided attention so necessary for the execution of a successful publication.

I would hope to be able to continue to take some part in the Society's publications program, and to be of assistance to the new *Newsletter* editor, Mr. Robert J. Sandusky. This point would also be an appropriate one at which to express my appreciation to all of those members who have contributed news and articles, typed stencils and assisted in the printing and mailing sessions over the 14½ years that the *Newsletter* has been my responsibility. The team effort which has always been put into the publication of this journal has been the principal ingredient in its success.

Mr. Sandusky, who will take over with the February issue, is a U.C.R.S. veteran and well known to most of our members as a devoted "all round" rail enthusiast, active in most phases of the movement. His record of service in other posts on behalf of the Society would indicate that the *Newsletter* will be in good hands. S. I. W.

## T.T.C. OAKWOOD CARLINE ABANDONED

The Oakwood street car route of the Toronto Transit Commission operated for the last time on Saturday, January 2<sup>nd</sup>, with the last run occurring actually in the early hours of Sunday the 3<sup>rd</sup>. A one-day motor bus operation gave service over the same route that the street cars had followed for the day operation on the 3<sup>rd</sup>, while certain adjustments were made to overhead layouts. In this work, certain sections of street car overhead at Gilbert Loop and at Eglinton and Oakwood were cut out and the trolley coach overhead (which had been erected over the street car wire) was lowered into place. Regular T.C. operation, as a northerly extension of the Ossington route, began on January 4<sup>th</sup>.

The last run was made by PCC car 4562 (ex Cincinnati Street Railway 1162, which has now survived two abandonments) on run No. 1, leaving Oakwood Loop (at St. Clair Avenue) at 2:05 A.M. The car made the last departure from Gilbert Loop at 2:16 A.M. for the final operation of a street car along Eglinton Avenue, and arrived at St. Clair and Oakwood at 2:29 A.M., finishing the final run, and then proceeded to St. Clair carhouse.

A contingent of four rail fans was aboard for this last run, including Ronald Cooper, Geoff Murphy and the Editor as UCRS members, and Mr. Peter Lambert of Ottawa.

The immediate cause for abandonment of the street car operation, as mentioned previously, was the fact that various special work along the route had reached the end of its useful life. There had, however, been a plan formulated for some years to combine the

Ossington and Oakwood routes in order to provide a through cross-town service in the middle west end from Eglinton Avenue to King Street. The Rogers Road route now remains as the last of the four carlines which once comprised the Township of York Railways system. The other routes were the single track Lambton line on Dundas Street west of Runnymede Road (abandoned in 1928), and the Weston Road route, which was converted to trolley coach operation in 1948.

The Oakwood route was unique in that it operated for its entire life of 35 years without any change in routing. The line started at the Oakwood Loop (via Oakwood Avenue, St. Clair Avenue, Robina Avenue and a private right-of-way between Robina and Oakwood), and followed Oakwood Avenue northerly, then Eglinton Avenue westerly to terminate at the Gilbert Loop, at the south-west corner of Eglinton and Gilbert Avenues. It described thus a simple L-shape. Mileage of the route was 4.89 round trip.

#### CHRONOLOGY OF THE OAKWOOD CARLINE

October 1912 — B. V. Arnold, Electric Railway Consulting Engineer, recommended, in a report on "Toronto Traction Improvement" that street car service be extended northerly from St. Clair Avenue to Eglinton Avenue on Lakeview Avenue. (later Oakwood Avenue).

February 28, 1922 — Representatives of York Township, the Ontario Railway and Municipal Board and the TTC meet to discuss the provision of car lines in the Township of York to replace the jitney services then operating.

January 1, 1924 — York Township voters approve in the municipal election (1877 to 1876) the construction by the Township of a line on Oakwood Avenue with "an intersecting line on one of the cross streets", the cost of construction of these lines to be levied against a "street car zone" rather than the entire Townships.

August, 1924 — Agreement covering operation of Township carlines for 21 years drawn up between TTC and York Township, mentioning specifically "The Oakwood line, extending (a) northerly on Oakwood Avenue to a point at or near Gilbert Avenue, and (b) from Oakwood Avenue to the right-of-way of the CPR via Rogers Road, the extension of Hillary Avenue and Weston Road".

September 17, 1924 — York Township Council accepted offer of TTC to construct track-work and overhead for the Township carlines, and instructed the TTC to proceed immediately.

November 19, 1924 — Oakwood and Rogers (to Dufferin) carlines opened for service, Oakwood route using converted one man pay enter Toronto Railway cars, and Rogers route using Birney Safety cars. Formal opening ceremony held on Oakwood Avenue north of St. Clair (at City-Township boundary), where a decorated arch was erected over the street.

August 29, 1925 — Hillary Avenue subway opened. (although this affected the Rogers Road, route, a plaque affixed to the subway wall at this time commemorated the opening of both the Oakwood and Rogers routes with an inscription which reads in part: "This tablet marks the completion of the Oakwood-Rogers Road Car Line and the opening of Hillary Avenue Subway".

1930 — Fischer bow trolleys applied to Toronto Railway type cars 1764-1782 ( 10 cars) for experimental operation on the Oakwood route.

September 14, 1939 — Free transfer privilege on Township of York car and bus lines inaugurated.

January, 1945 — First Necessity Action switch installation by TTC made at the northbound facing switch at Oakwood and Rogers Road. One man Toronto Railway cars 2058-2092 (15 cars) then operated on Township lines equipped to operate this switch.

August 1, 1947 — Small Witt (2700-2893 series) cars replaced Toronto Railway cars on the Township of York Railways operation.

May 30, 1948 — New loading platform and shelter in Oakwood Loop entered service; loading on

Oakwood Avenue at St. Clair discontinued.

May 1, 1952 — First basic fare increase on Township of York Railways system. 5¢ cash fare, 11 tickets/50¢ replaced by 10¢ cash fare 4 tickets/25¢.

September 7, 1952 — PCC cars (group 4550-4574) commenced operation on the Oakwood and Rogers routes, replacing Small Witt cars used up until this date.

January 1, 1954 — Toronto Transit Commission takes office and assumes the assets and full financial responsibility for the Township of York Railways system.

July 1, 1954 — Zone fare system placed in effect, where under Oakwood route included entirely within Central Zone; transfers issued to and from St. Clair carline for first time.

December 12, 1955 — Eglinton West Express bus service extended to Gilbert Loop, duplicating the Eglinton Avenue portion of the Oakwood carline, and causing considerable diversion of traffic from the latter.

April, 1959 — TTC announces intention of converting Oakwood route to trolley coach operation and combining same with the Ossington route.

January 2, 1960 — Last day of street car operation on the Oakwood route; car 4562 on Run #1 made final round trip to conclude that day's service early on January 3<sup>rd</sup>.

January 3, 1960 — Last day of operation of the Oakwood route as such. Motor buses supplied service for this one day's operation while adjustments to overhead made to permit trolley coach operation.

January 4, 1960 — Oakwood route disappeared as Ossington trolley coach route extended over the full length of the former to Gilbert Loop.

#### MOTIVE POWER NOTES

➤ CNR six-coupled switcher 7312 was sold to the Strasburg Railway of Pennsylvania on October 9, 1959.

➤ CNR 4-8-4 6143 was scrapped at Stratford on October 13<sup>th</sup>.

➤ CNR diesels 2208, 4335 and 9310 and steam generator car 15479 were scrapped at Montreal on October 2<sup>nd</sup>.

➤ CNR deliveries (from Montreal Locomotive Works):

3114, 3115	October 7	8600, 8601	October 8
3116, 3117	October 19	8602, 8603	October 16
		8604, 8605	October 20
		8606, 8607	October 26
		8608, 8609	October 28

➤ GTW 0-6-0's 7475, 7527, 7530 and 7531 were moved to Buffalo, NY for scrap during November and December, 1959.

➤ GTW locomotives 2576, 2611 (2-8-0) and 3406, 3411, 3432, 3445, 3703, 3704, 3709 and 3716 (2-8-2) were moved to Hedgewick, IL during November and December, 1959; Central Vermont 467, 470, 471, 472, 501, 504, 507, 602 and 707 were moved to the same point for scrap, during the same period. An interesting point in connection with these movements was that Mikados 3704 and 3716 passed CNR diesel units 3704 and 3716 while in Toronto.

➤ CPR Jubilee 2929 is now preserved at the "Pleasure Island" museum at Wakefield, MA, an adjunct of the Edaville Railroad operation, along with the four CNR locomotives acquired during 1959 (see *Newsletter* 162, Pg 2).

➤ CPR Mikado 5411 pulled a schedule freight from Lambton Yard to Montreal on December 31<sup>st</sup>, and the movement was reported by local press and radio as the last for a steam locomotive in the Toronto area. However, there has been steam activity since, including the use of Pacific 2414 and Hudson 2839 on helper service on several trains from Lambton Yard to

Agincourt and to Orr's Lake; also the movement of D10 class 4-6-0's between Lambton roundhouse and Trenton and Havelock.

➤ About January 10<sup>th</sup> the CNR took Northern 6245 from storage at Mimico, cleaned it up, and sent it to Sudbury for stationary boiler service at the International Nickel Company plant. - Chas. Bridges

➤ Ottawa report: Half of the CNR roundhouse has been torn down and the remaining half is in a decrepit condition. Steam locomotives stored are 2609, 5251, 5559, 5562, 5583 and 8360. The CPR roundhouse is in good condition, but half of its area has been rented to a lumber company. Steam locomotives in evidence (all live) were 1226 1227 and 2398. - Bruce Cole

#### EXCHANGE SECTION

D. A. Lewis, 101 Blacon Avenue, Blacon, Chester, England wishes to trade railway uniform buttons with north American Collectors; has a large number available for exchange.

Robert E. Wagner, 209 East 66<sup>th</sup> Street, New York 21, NY, wishes to contact Canadian rail fans interested in collecting car builders' plates from street railway and interurban cars and steam railroad coaches; also wishes to contact collectors of locomotive paperweights.