

June, 1953 - Number 89

SUMMER MEETINGS TO BE REPEATED — The series of three summer meetings held in 1952 will be repeated this year, with an outdoor meeting to be held on the third Friday of June, July and August. The June meeting will be held at the CPR West Toronto Station (Dupont and Dundas Streets) at 8:00 P. M. on Friday the nineteenth, where members will enjoy the evening parade of trains.

For July, it is hoped to arrange a tour of a local roundhouse.

MAY 16TH. CENTENARY CELEBRATION

The elaborate celebration, conducted by the Canadian National Railways and the town of Aurora on the sixteenth of May marked an important milestone in the railway history of this province.

The town of Aurora was in a festive mood all day, and many stores had decorations or displays concerned with the railway centenary. The civic officials of the town are to be congratulated upon the very fine spirit in which they planned and executed the day's festivities. While it would have seemed more natural for the focal point of the centenary celebration to have been at Toronto, the Aurora activities, for those Torontonians who attended, certainly were adequate to mark the occasion. The event seemed to pass generally unnoticed in the City of Toronto, although the newspapers did have a few articles and editorials concerning the event. The special issue of the *AURORA BANNER* for May 16th, however, was devoted almost exclusively to the centenary theme, and contained many articles and pictures of railway interest, including a sizeable article on the Upper Canada Railway Society.

The formal part of the activity centred around the CNR Aurora Station where hundreds of people lined the track to see the special train, carrying invited guests only, arrive behind G.M.D. "A" units 9096 and 9098. The feature attraction was the CNR's historical museum train which followed the special into Aurora, hauled by Mogul 674 and driven by Ontario's Premier Leslie Frost.

After speeches and other formalities had been executed at the station, the museum train was opened for public inspection. A parade, in which everybody was invited to participate, assembled at the south end of town and traversed the main street, then proceeded to a local park, where a centenary carnival was held. The Society's entry in the parade was provided by Mr. Dave Ross, in the form of a Model A Ford decorated with a locomotive headlight, markers, stack, a cleverly executed pilot and other appurtenances. It carried the legend "UCRS No. 1". Society members sold copies of the centenary booklet "*Four Whistles to Wood Up*" at the park.

Several UCRS members converged on King Station as the museum train arrived here on the northbound trip. It had been assisted to this point by Pacific 5155, which was cut off at King.

This stop provided members with the best photographic opportunities as comparatively few bystanders were at this point.

However, the general feeling expressed in the Society was one of dissatisfaction with the small part which the organization actually played in the official portion of the centenary.

Actually, the lone concession made to the Society by the CNR was the invitation extended to the President to ride on the special train for invited guests, and the other members certainly derived no benefit from this. When inquiries were made as to the possibility of the Society having a tour through the museum train on the evening of Friday, May 15th, the Society's representative was told that the train would be leaving Toronto Union Station at 5:00 P.M. for the run to Concord, where it was to spend the night. Actually, the train remained at Union station until some time around midnight, and the most society members could do was view it at very long range from Front

Street. A few hours previous to this, parties had been conducted through the train, most of the members of which, though persons of importance to be sure, have no knowledge of or interest in railways or railway history.

Some members of the Upper Canada Railway Society had the 1953 Northern Railway centenary in mind many years ago, and it was their expectation that the Society should and would play a very important part in arranging the ceremonies surrounding the observance of this event. It is a source of great disappointment to these members after years of anticipation, to observe the Society receiving such short shrift at the hands of the Canadian National Railways. Railway officials in this country are still obviously unaware of the fact that the railroad fan is the Number One publicity agent for the cause of the railway, and by no means should he be treated or regarded as just another member of the general public.

The role played by the Society in the event, which role was generally of an unofficial nature, nevertheless bespeaks the enthusiasm and ingenuity of many of the members in making the best of a situation which was discouraging at the outset.

ENCLOSURE — With this issue is mailed the fourth issue or the "Sidewalk Superintendents' Manual" on the Toronto Subway issued by the Toronto Transportation Commission. Members will note that the interior view of a subway car is an actual photograph; this picture was not taken inside a car under construction but rather inside the much-rebuilt full scale wood and masonite model of a subway car, which stands truckless on the floor at Hillcrest Shops.

OBSERVATIONS ON A WINNIPEG TRIP, MAY 1953

By J. Ralph Oakley

Electric railway operation in Winnipeg is conducted on two routes: North Main - Portage and East Kildonan - Portage. The carlines have been progressively abandoned, and only the inability to finance new equipment of the free-wheeling type prevents the abandonment of the remaining routes.

Equipment in use varies from forty to forty-five years of age, and this fact renders the system an interesting one to those who have a liking for equipment constructed in the period from 1908 to 1913. Despite their age, the cars appear to operate well, although one operator stated that a large number of road failures occur. At least one type of car has completely longitudinal seating arrangement with the thick seat cushions of the type used in Toronto in pre-TTC days. A few of the cars retain the net-type of life guard.

The severe cold experienced in Winnipeg gives rise to some interesting variations from the usual arrangement of apparatus in the cars. Compressor governors and triple valves are located adjacent to the motor man where their operation is facilitated by the electric cab heater. The body of all cars on which the writer rode were warmed by stoves of the type in use on the trailers operated in Toronto. Coaling of cars on the Portage - North Main route is performed at the North Main terminus. Presumably the large consumption of coal renders this arrangement imperative.

The car boarded for the return trip from this terminus did not have a fire kindled in the stove, and a considerable delay occurred while the conductress secured coal and built a fire in the stove to the accompaniment of much dust and smoke.

One-man (or one-woman) operation is maintained in base service and, for peak periods, a number of two-man rear entrance cars are added. Objection to the presence of these cars was voiced by one operator because of the hesitation factor caused by the rear entrance.

The climate and moisture conditions in Winnipeg cause the frequent formation of a treacherous film on the rails. Large, easily accessible sand containers are provided on each car to assist in meeting this hazard. Fortunately, the lack of grades on the system (except for a slight one at an underpass) render the formation of this film less hazardous than would otherwise be the case.

Trackage appears to be in good condition. Much of it is laid in boulevard reservations in the centre of the wide streets. Even with this boulevard, there is room for three, and in some cases, four lanes of automobiles to operate on each side of the tracks. Crossovers are placed at frequent intervals, but their usefulness is much reduced with the single end equipment now prevailing.

A grand union, now entirely disused, is still in place at the intersection of Broadway and Osborne, and there was at least one other similar installation in the city.

Time clocks and time cards, installed at termini and at North Main carhouse, are used by operators to record passing times.

THE FUTURE — As noted above, complete abandonment of street cars awaits only the ability to purchase more trolley coaches and buses. Even if the present level of riding, renders the use of rubber tired vehicles desirable, an effort should be made to preserve the boulevards. Winnipeg is experiencing considerable growth, and in the event that rapid transit or semi-rapid transit becomes a consideration in the future, these boulevards would prove a great asset.

EDITOR'S NOTE - The Greater Winnipeg Transit Commission, a metropolitan municipal body, took over operation of the Winning Transit system on May 28th. Previous operator was the Greater Winnipeg Transit Company, an interim body which controlled the system for a few months after it had been divorced from the Winnipeg Electric Company.

PASSENGER TIMETABLE CHANGES - APRIL 26th, 1953

By W. T. Sharp

The summer local passenger timetables of the transcontinental railways which became effective on April 26th show none of the enterprise that has marked freight train schedules in recent months. Indeed, apart from the usual seasonal adjustments, changes are few.

On the Canadian Pacific the mixed trains between Farnham and Stanbridge and between Farnham and St. Guillaume, QC have been eliminated, leaving these branches freight only. In the Montreal commuter zone an additional Monday to Friday rush hour trip (trains 584 and 585) between Montreal and Vaudriol added on December 15, 1952 continues to run, but the two shuttles in each direction between Montreal and Montreal West have been eliminated. Between Windsor and London train 634, operated mainly for express, is no longer shown in the public timetable.

The Canadian National has restored train 103 daily except Sunday from Montreal to Toronto.

Between Cochrane and Hearst the trains have been renumbered and the afternoon local is shown as running Sundays only instead of Daily except Sunday. The writer imagines that this is a typographical error only.

TRANSIT CONVERSIONS PLANNED

➤ The British Columbia Electric Railway will abandon the Main Street carline during 1953, with trolley coaches as substitute vehicles. This will leave only the Hastings East and Grandview routes as local street car lines in Vancouver, both operated with, units of the B.C.E.R. fleet of 36 wartime and pre-war PCC cars. 28 other cars will be retired during this year, and some five miles of trackage will be lifted from the streets.

➤ The St. Denis group of car routes of the Montreal Transportation Commission has been chosen for the 1953 conversion plan. 100 motor buses have been ordered to replace the two-car six motor trains on St. Denis, some of which have been operating on Ontario Street since the St. Laurent abandonment. St. Denis is the last carline operating out of the east side of Craig Terminus in normal hours. It has been hinted however, that the long section of private right-of-way at the northern end of the line may be retained for future rapid transit use.

➤ The Ottawa Transportation Commission plans to increase its use of trolley coaches during

1953, but a carline will not be victimized; instead the Templeton motor bus route will be changed over.

T.T.C. NOTES

Two man operation on the Kingston Road route ended on Saturday, May 16th. Service is now provided by the ex-Cleveland-Louisville cars in base service, with a fleet of Small Witts added in rush hours. Kingston Road service to downtown is no longer given on Saturdays.

➤ Scrapping of Peter Witts has resumed at George Street yard. The cars which have been eliminated to date are as follows:

(1)	3002	May 25th	(8)	2648	June 4th
(2)	2674	May 25th	(9)	2630	June 5th
(3)	2924*	May 27th	(10)	2658	June 8th
(4)	2946*	May 28th	(11)	2588	June 10th
(5)	2644	May 29th	(12)	2610	June 10th
(6)	2652	June 3rd	(13)	3004#	June 11th
(7)	2606	June 3rd	(14)	2592	June 12th

* - Collision damage

- Heaved floor