

Upper Canada Railway Society

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TORONTO, CANADA

NEWSLETTER

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JUNE 1957

NUMBER 137

The Society has decided, by virtue of Resolution of the Directors passed at a meeting held on May 23rd, 1957, to extend the season of indoor meetings in Room 486, Toronto Union Station, to include the month of June. (Meetings were heretofore held from September to May.) There will accordingly be a meeting of the Society at the standard time and location on the third Friday of this month, i.e. June 21st. Entertainment planned for the evening will include a quiz on railway subjects.

There will be no meeting on the first Friday of July or August, but the series of these meetings will resume on September 6th. Outdoor meetings will be held on the third Fridays of July and August as in past years, with the July meeting scheduled to be an observation session at Bayview Junction.

Forthcoming Informal Excursion -- The next in the series of informal excursions sponsored by the Society will be held on Saturday, July 6th and will be routed from Toronto to Port Burwell and return. The last portion of the trip will be made on mixed trains 659-660, which are to be discontinued shortly, possibly even before the next general timetable change. The Port Burwell branch is one of the most interesting in this area, and features several high trestles, a long steep grade into Port Burwell, a station at Tillsonburg so located that all trains must back into it, and the terminal facilities in connection with the Port Burwell to Ashtabula train ferry which is the last such service on the Lower Lakes. Motive power on the mixed train will undoubtedly be a D-10 class 4-6-0, and a second such engine is stationed at Port Burwell to switch the ferry. Members will leave Toronto Union Station via C.P.R. train 21, 8:00 A.M. E.S.T. on July 6th; please be on hand early so that special reduced-rate tickets may be purchased if the group is large enough.

The Society's Corresponding Secretary, Mr. John Mills, has been forced through pressure of other activities to relinquish this post, and the Directors of the Society received his resignation with regret at their meeting of May 23rd. The duties of the Corresponding Secretary, which Mr. Mills handled ably and faithfully over a period of several years, have been taken over for the balance of 1957 by the Recording Secretary, Mr. Robert Sandusky.

EQUIPMENT NOTES

---The month's most startling news is that the Canadian Pacific Electric Lines (Grand River-Lake Erie & Northern Rys.) has reversed its decision to keep baggage and express car 622 and combine 626 for use as demotorized non-revenue equipment. Car 626 (only 9 years old) was burned on May 14th and 622 on May 16th. As was done with the other steel equipment, the body shells were cut up and shipped out in gondola cars.

--George Schaller

PLANNING THOUGHTS ON TORONTO TRANSPORTATION

The following is a series of extracts from a report prepared by the Metropolitan Toronto Planning Board and presented to the Royal Commission on Canada's Economic Prospects, and which have to do with local transportation in the metropolitan area:

---"The matter of most concern to the Metropolitan Corporation in the field of transportation is its ability to provide an adequate basic system of arterial highways together with adequate rapid transit. The Metropolitan Corporation as a municipality cannot stand the cost involved in providing a never-ending series of expressways which will be filled the day they are opened.

"The Toronto Transit Commission out of its reserves, accumulated earnings and debentures issued for its account expended \$67 million on the Yonge Street Subway; so far, the debentures of the T.T.C. have been considered as self-liquidating debt which does not affect the Metropolitan Corporation's net debt position. But with its reserves of accumulated earnings, and its fare stabilization reserve exhausted, and operating at a loss for 1955, it is very doubtful that the T.T.C. can finance additional rapid transit facilities which are required. The decision regarding such additional rapid transit is one of the most important which the Metropolitan Council will have to make in the near future. While a basic system of arterial highways is essential and must be provided, there comes a time with \$1 spent on rapid transit will accomplish as much as \$5 spent on additional highways."

---"Toronto is served by the main east-west lines of the C.N.R. and C.P.R. and by seven other lines extending west and north into Ontario. The Union Station, serving all passenger trains of both lines, is adequate for all present and anticipated needs of inter-city passenger trains, but apparently limited in its capacity to handle additional suburban trains. The freight terminal facilities and marshalling yards of both railroad companies are mostly located in areas which are densely built up, making expansion difficult and costly, and in some cases, blighting the surrounding areas. It appears doubtful whether the existing system, originally designed to serve an urban area of about 60 square miles with a population of perhaps one million, can be made to serve efficiently the 300 square miles and almost 3 million people anticipated in about 25 years. A thorough study of the railroads' requirements for expansion and possible rearrangement of their systems, related to the future land uses in the area, is called for. Any such expansion and rearrangement will inevitably involve substantial changes in the street system, including the construction of under- and overpasses requiring the co-operation of the Metropolitan government."

---"Buses and street cars can continue to operate in the more densely developed older sections of the area; however, it must be recognized that a decreasing percentage of the population will live in these sections. The main function of public transit is to serve the movement into and out of the central business district. The number of jobs in the central part of the city is expected to increase by over 50%, while at the same time, the percentage of the total area population living in the city will drop from one half to one quarter of the total area population. The resulting greatly increased traffic from and to the central city cannot be handled by private cars; at the same time the number of potential passengers is more than sufficient to justify rapid transit, which alone can compete in total traveling time with the private automobile. Access to stations by feeder bus lines will allow wider spacing of stations, hence greater speed.

"In wide and expanding sections of the Metropolitan area, the density is too low even for feeder bus services. Here the private automobile must act as feeder for rapid transit. With adequate parking provided at the stations, and with frequent and rapid trains this service should be able to compete with travel by private automobile directly from the suburbs to the central city. This type of transit could best be supplied by the railroads on existing lines."

---"Proposed Rapid Transit - The present Yonge Street Subway has proved eminently successful and is now operating almost to capacity. The T.T.C. proposes that it be extended from its southern terminal at the Union Station north on University Avenue to Bloor Street. There it will connect with an east-west line, initially 9 miles and ultimately 13 miles long, and with a 9-mile long line to be located in the centre strip of the Spadina Expressway, when these facilities are built. At a somewhat later stage it is planned to build a second line, 5 miles long, on Queen St.

---"Proposed Suburban Railroad Lines - The existing railroad network is ideally located for suburban service, and the establishment of such service would greatly benefit the area. In order to compete effectively with the private automobile, this would have to be a frequent service with fast, light diesel-electric units, trains consisting mostly of only 2 or 3 cars, with single cars during off-hours.

"It is recognized that the addition of such a frequent service on already heavily used facilities presents formidable operational problems for the railroads, and furthermore that suburban commuter services are generally unprofitable because a very high percentage of the demand is concentrated in very short periods. It is hoped that these difficulties can be overcome; certainly the public authorities concerned would be fully justified in aiding in their solution in every feasible way.

"Particularly attractive, both because of the areas served and because their character as through lines is advantageous for operation, are two east-west lines: (1) The C.N.R. main line from Oshawa to Oakville and possibly to Hamilton; (2) the C.P.R. line from Cooksville (possibly from Streetsville) through the North Toronto Station to Leaside, Don Mills and Agincourt. This line avoids the apparently overloaded Union Station. North Toronto Station is presently unused and directly adjacent to the Summerhill Station of the T.T.C. Subway, on which passengers could continue to downtown destinations. A third possibility is the C.N.R. line from Union Station to Weston, Malton and Brampton, and possibly to Georgetown."

---"Estimated Cost of Rapid Transit Facilities -

<u>Line</u>	<u>\$ Million</u>	<u>Mileage</u>
University Ave.	40	4
Bloor Street	115	13
Queen Street	50	5
Spadina (combined with expressway)	15	9

(The total of these projects is \$220 million, which is only 36.6% of the entire cost of rapid transit facilities, expressways, other metropolitan highways and parking facilities as proposed in the report.)

Toronto's suburban Danforth Station has recently undergone a considerable facelifting, including re-siding with gray asbestos shingles; the operator's office has been enlarged and there are now two ticket windows. The Galt Station of the Grand River Railway is being converted into what appears to be a super-market; the former double track in front of the station has been reduced to single track.

EQUIPMENT NOTES

-- The C.N.R. placed RDC-3 No. D-301 on Trains 19 and 20 on the Duluth, Winnipeg and Pacific Ry. on April 7th, cutting an hour from the time of the previous steam trains.

-- New C.N.R. deliveries:

G.M.D. 1750 H.P. "A" and "B" passenger: 6528-6628 May 8; 6529-6629 May 14; 6530-6630 May 24; 6531 May 31; 6532 May 31. (End of order)

G.M.D. 1750 H.P. GP-9 road-switcher: 4588 and 4589 June 10; 4590 and 4591 June 12.

-- The C.N.R. has assigned MLW road-switchers 1720 and 1721 to Palmerston, the first diesels to be assigned here.

-- C.P.R. scrappings (Eastern Lines):

<u>Number</u>	<u>District</u>	<u>Date</u>	<u>Number</u>	<u>District</u>	<u>Date</u>
487	Ont.	Oct. 22/56	1047	Ont.	Dec. 7/56
2315	Ont.	Oct. 23	5328	Ont.	Dec. 5
2547	Ont.	Oct. 5	3956	Alg.	Jan. 31/57
2621	N.B.	Oct. 29	6227	D.A.R.	Feb. 14
2646	Ont.	Oct. 29	2528	D.A.R.	Mar. 8
3953	Alg.	Oct. 18	869	N.B.	Mar. 29
5159	Alg.	Oct. 12	3744	N.B.	Mar. 28
5167	Que.	Oct. 26	422	N.B.	Apr. 5
5312	Que.	Oct. 31	1045	Que.	Apr. 26
5753	Que.	Oct. 18	1096	Que.	Apr. 26
6273	Ont.	Oct. 9	1110	Que.	Apr. 26
6904	Que.	Oct. 11	2327	Alg.	Apr. 24
6920	Que.	Oct. 11	3727	Ont.	Apr. 22
6931	Ont.	Oct. 17	5119	Que.	Apr. 17
839	Ont.	Nov. 2	5151	Que.	Apr. 29
1218	Que.	Nov. 28	5181	Que.	Apr. 9
2212	Que.	Nov. 29	5321	N.B.	Apr. 18
2222	Que.	Nov. 29	5329	Que.	Apr. 10
2395	Que.	Nov. 21	6935	N.B.	Apr. 16
2418	Que.	Nov. 8	1079	D.A.R.	May 2
2422	Que.	Nov. 8	2306	Ont.	May 8
2453	Que.	Nov. 12	2419	Que.	May 3
2465	Ont.	Nov. 12	3474	N.B.	May 9
2510	Ont.	Nov. 25	3510	Que.	May 9
2601	Que.	Nov. 23	5103	Ont.	May 10
5301	Ont.	Nov. 22	5133	Alg.	May 6
5453	Que.	Nov. 13	5166	Que.	May 10

(1047 was scrapped at West Toronto; all others at Angus Shops.)

-- As of May 17th, 1054, 2318, 2401, 2808, 5129, 5176 and 5180 were being scrapped, and the following locomotives were authorized for scrap:

<u>Number</u>	<u>District</u>	<u>Number</u>	<u>District</u>	<u>Number</u>	<u>District</u>
2337	Ont.	5111	Ont.	5191	Ont.
2411	Ont.	5117	Ont.	5193	Ont.
2417	Ont.	5143	Ont.	5302	N.B.
2927	Que.	5150	Que.	5335	N.B.
3002	Ont.	5158	Ont.	5356	Ont.
3003	Que.	5186	Ont.	5425	Ont.

-- The C.N.R.'s St. Clair Tunnel Co. electric locomotives are not still bringing passenger trains through the tunnel, as passenger trains have operated through with their own diesel units since permanent dieselization began. When the trial runs were made in 1956, the usual four electric units were coupled on, while the diesels idled through. The principal concern at that time was fumes, rather than engine vibration; however it is apparently felt that passenger runs are sufficiently far apart that the fumes dissipate to the point that there is no element of danger.

-- As of May 17th, the following engines were held at Angus Shops to be repaired only on demand:

<u>Number</u>	<u>District</u>	<u>Number</u>	<u>District</u>	<u>Number</u>	<u>District</u>
457	N.B.	3471	Ont.	5217	N.B.
1225	Que.	3475	N.B.	5228	Ont.
2215	Ont.	3545	Que.	5239	N.B.
2227	Que.	3618	Ont.	5332	N.B.
2359	Alg.	3726	Ont.	5371	Ont.
2426	Alg.	3738	N.B.	5377	Ont.
2537	Que.	3751	Ont.	5379	Ont.
2623	Que.	5106	N.B.	5396	Que.
2624	Que.	5161	Ont.	5402	Ont.
2816	Ont.	5178	Ont.	5414	Ont.
2925	Ont.	5201	Alg.	5421	Que.
3428	Ont.	5215	N.B.	5448	Que.

-- In early May there were eleven C.N.R. 4-8-4's in dead storage at Sarnia coupled together on an unused siding, in addition to other locomotives.
--Fred Lesco, Sarnia.

MISCELLANY

-- Passenger operation came to life once again on the London & Port Stanley Railway on May 28th, as the Niagara Frontier Region of the National Model Railroad Association ran a two-car fantrip over the entire length of the line.

-- The T.T.C. is renewing double tangent track on Bathurst St. between Queen and King Sts.

-- Recent plans to roof over further sections of the Yonge St. subway open cut have run aground: a plan to build high-rise apartments and offices on a deck over the Rosedale-Summerhill portion was shelved after violent opposition from the South Rosedale Ratepayers' Assn. A further plan to roof over a portion north from Chaplin Crescent overpass to provide a parking deck has been similarly thwarted by nearby residents. While not for the same reasons as those advanced by neighbouring residents, railfans generally deplore the idea of decking over the open cut, also.

-- Rails were recently lifted on the C.N.R.'s Scotia Jct. - Falding line, abandoned two years ago.

-- Another relic of the Toronto & York Radial Railways' Metropolitan Division, the York Mills Substation, is soon to be demolished and replaced by a modern structure. (The old substation stands very close to the widened Yonge St. just north of the river crossing in Hoggs Hollow). It has not been used for railway purposes since 1930, and was not used by the North Yonge Railways.

-- Railfans in search of interesting operations should investigate the junction at Caledonia, Ont. On Saturdays at least, a quadruple meet at this point seems to be usual: Mixed train 233 for Simcoe, (4-6-0 or 4-6-2), Mixed train 218 for Fort Erie (4-6-2 or 2-8-2), a westbound freight (4-8-4) and a wayfreight (2-8-0). The station at this point is also being "face-lifted", with knotty-pine panelling and modernistic ticket counter in the waiting room.

End