

July, 1954 - Number 102

The July meeting of the Society will consist of an outing at Bayview Junction, near Hamilton, the site of the famous wye on the CNR main line, and one of the best places in this part of the country for watching railroad operation. Members will travel by automobile, meeting at Yonge and Front Streets at 7:30 P.M. on July 16th.

ENCLOSURE - A copy of the TTC "Interim" route map (showing subway but not July route changes) is included with this issue.

THE ONTARIO ELECTRIC RAILWAY HISTORICAL ASSOCIATION took delivery of TTC cars 1326 and 2210 at the museum site in Nassagaweya Township on June 25th. An article describing in detail the progress being made by this organization will appear in the August issue.

P.G. E. SOUTHERLY EXTENSION UNDERWAY

The British Columbia provincial government hopes to have the extension of the Pacific Great Eastern Railway from Squamish (the present south terminus) to North Vancouver completed and in operation by 1956. The Provincial government has passed a \$30 million loan bill, \$10 million of which will be used to complete the Vancouver extension, and the other \$20 million will go toward the starting of the extension (at the other extremity) from Prince George into the Peace River district. The government has also announced plans to introduce a bill that would set the P.G.E. on its financial feet by wiping out 40 years of pyramided interest amounting to more than \$97 million on the P.G.E.'s debt to the province.

Tenders have been called for construction of the line from Whytecliff (in West Vancouver) to Squamish, and a separate tender has been called for the construction of a large bridge over the Capilano River in North Vancouver. Only minor reconstruction work is necessary on the existing roadbed from West to North Vancouver; however, it is here that construction difficulties of an unusual type have presented themselves. The right-of-way here was graded originally in the late 1920's and then abandoned — in the ensuing years an "upper crust" residential district built up adjacent to the right-of-way and some people erected garages and built gardens right on the P.G.E. grade. When surveyors went through this area recently, some of these people went so far as to pull up survey stakes and bombard the unfortunate surveyors with garbage. However, this petty opposition has proved no deterrent to the implementation of the plan.

The P.G.E. will reach Vancouver by CNR trackage from North Vancouver. An all-rail connection to Vancouver for the railway is expected to make the difference between a losing and a self-supporting railway. The B.C. government is expecting that the Dominion Government will pay 50 per cent of construction costs on the new line.

MOTIVE POWER NOTES

The last TH&B steam locomotive to run into Toronto was Hudson 501, which arrived on train 772 and left on train 801 on March 22nd; the last New York Central steam locomotive to run into Toronto was 5374, which arrived on train 792 and left on train 821, also on March 22nd.

➤ CPR Northern 3101 arrived in Toronto on Train 21 on March 11th and has been in storage since at John Street roundhouse, while 3100 is in storage at Montreal. This results on passenger diesels having taken over duty on trains 21 and 22.

➤ The damaged RDC car No. 9050 of the CPR was returned from the Angus Shops in June, and

commencing June 25th, the Toronto - Detroit Dayliner has been composed of three RDC cars. When new car 9053 is received, the borrowed car 9052 will return to the Mont Laurier service.

- The last of the 4000 class Santa Fe helpers has left Toronto, with the sending of 4024 to the London reclamation yard recently. 4100 has been tallowed up in Toronto since early April. 2-8-2's, 2-8-0's and 0-8-0's have been filling in on helper service.
- CNR diner 1288 was sold to Wallace Brothers Shows in April.
- The following CNR locomotives have been scrapped:

2199	Val Royal	February 19	2686	Val Royal	March 18
3465	Val Royal	February 19	1236	London	March 1
7230	Val Royal	February 19	2541	London	March 1
2186	Val Royal	March 10			
- Delivery dates, CNR class Q-7-c switchers (G.M.D. 900 H.P.)

8548	February 19	8549	February 27
8550	February 27	8551	March 12
- Switchers of class Q-6-e (8028-8033) have also been received by the railway. These are standard MLW 1000 H.P. locomotives with a haulage rating of 34% and a weight of 230,000 lbs.
- CNR 1500 H.P. G.M. road units 9028-9029 passed through Toronto on April 28th en route from Rivers, Manitoba to the London G.M.D. plant for rebuilding after suffering collision damage.
- New CNR M.U. road switchers 7670 and 7671 from the G.M.D. plant, made a test run to Winnipeg on June 13th. These are 800 H.P. locomotives.

THE LAST RUN OF A STREET RAILWAY TRAILER

By the Editor

On Wednesday, June 9th, 1954, I took a ride on a Yonge Street train something that thousands of people did every day until quite recently. However, this ride was the last. It was not that which the TTC considered the last (away back on March 30th) or even what the rail fans of Toronto considered the last (April 4th). This train (2526-2991) was absolutely the last coupled street car and trailer in the entire North American continent, and the June 9th move from Russell Division yard to George Street yard was its last stand. Train 3010-2871 preceded 2526-2991 to the yard by a few minutes, but as it left street trackage and was uncoupled a few minutes earlier, it missed the distinction.

The two mentioned trains included the only trailers left on the TTC system after Thursday, June 3rd, when the fourth and third last such units were scrapped. (They had come from Harbour Yard, and their departure signified the end of use of this facility). Having entertained the notion of making an effort to take a ride on the last trailer's last run, I checked with Hillcrest and was informed that those last two trains, then parked at the head of Track 19 at Russell, would leave there at or about 9:30 A.M. on the following Wednesday. Accordingly I arrived at this location a few minutes before the specified time, and found the two trains on track with poles on the wire, doors open, compressors in action, and generally champing at the bit. They gave every impression of being in readiness to move out to do a day's work on Yonge Street.

However, upon entering 2991 I could no longer imagine that there was any future for this car. Light bulbs and advertising cards were gone and the cross seats were all turned up. Transfer stubs were still littered about the conductor's pulpit bearing the date "Tuesday March 30". Hardly three minutes after I had taken up my seat inside the trailer, I could see up through 2526, that 3010-2871 were moving off. A few seconds later the graveyard crew for 2526-2991 arrived, and I introduced myself to the trainman who was assigned to ride the trailer, then proceeded to the front end to request a photo stop after the train pulled around the curve to face east, which was obligingly granted. Although the crew was most affable, to all appearances they failed

completely to realize the great historic import of the trip they were about to make.

Photos taken, I reboarded 2991, and we left Russell Yard about 9:40 via Connaught Avenue and Queen Street. As we pulled west on Queen, we passed a lineup of cars on the eastbound track, some of which were awaiting entry to Connaught Avenue. These were the A.M. rush extras returning home, largely Peter Witts, and some of them 2400 series cars which once pulled trailers. They were now having their last look at one.

I sat down two seats behind the Peter Smith heater, still in place, threw up the window, and tried my best to act like a bona fide passenger. The sensation of a ride on a Peter Witt train well over two months after they had "officially" run their last mile was most peculiar if enjoyable, and was spoiled only by the thought that time had run out for the type of car in which I was riding. It was strange to think that, after that day, I would probably never see one on trucks again — certainly not on this continent, at any rate. Within a half hour's time the books would be closed on the story of the Peter Witt train, the backbone of the street car fleet in many cities during the '20's and '30's, and in many ways, the most efficient surface transit mover ever designed.

Some passers-by looked at the train with a certain degree of curiosity, probably not having seen one since S-day, but the majority were quite oblivious of its passage. The ride west along Queen Street brought to mind the Kingston Road trailer operation which had been ended over a year previously by the influx of Cleveland (Louisville) cars to the route. A trailer ride on Kingston Road route trackage was a completely different experience in later years from the performance on Yonge Street — there was none of the tortuous pitching or the roaring over flange-bearing rail with battered ends which characterized the latter line.

The Kingston Road route made a trailer look good and let it give a comfortable ride — and 2991 was very acceptable on its last three miles.

The train angled onto King Street at the Don bridge, and the sight of a CNR 0-8-0 switching below was reassuring. We continued without incident to Church Street, where considerable time was taken in making the left turn. Once this had been accomplished, 2526 began picking its way through the congestion caused by mid-morning activity in the food produce warehouse district in the Church-Front vicinity. Another left turn to bring the train onto the eastbound track on Front Street was made only with considerable difficulty, and a fruiterer's truck parked afoul of the outswing had to be moved. The second last block of operation (Church to Jarvis) was a case of inching ahead through traffic congestion of the worst kind, and our Peter Witt train, symbol of city transit of the 1920's, was making its final exit through a virtual symbol of the 1950's, and one of the prime factors in the sorry plight in which many transit systems find themselves today.

Presently George Street was reached, and 3010 and 2871 were seen to be in the yard on the second track, and already uncoupled. 2526 dragged 2991 east of the trailing switch, then proceeded to back into the yard. The clock on nearby St. James Cathedral showed 10:03 as the train left street trackage for the last time, and stopped with the motor just clear of Front Street.

Here I took the opportunity to disembark and prepare to take a photograph of the final uncoupling operation which would write FINIS to North American trailer operation. Some discussion occurred among the Equipment Department men present as to where this should occur, and it was eventually decided to push the trailer somewhat further south, which was all to the good as it enabled me to snap the uncoupling scene from atop a low stack of rails. This historic moment came at 10:06 A.M.

After final arrangements had been concluded (removal of trolley pole from 3010, etc.), the assorted TTC personnel present boarded 2526 and it pulled out at 10:16 to return to Russell car house. (This car is one of the group of 51 two-man cars being retained in dead storage.

As 2991 was one of the more deluxe variety of TTC trailer, (still equipped with the original moonstone reflectors on the interior lights), I proceeded to remove one of them for posterity and triumphantly carried it away. Meanwhile, Toronto's last 2900-3018 series car, and North America's last two trailers were left to the mercy of the Western Iron and Metal Company.

PROJECTED NEW C.N.R. BRANCH LINES

A bill authorizing construction, with costs estimated at \$38,750,000, of several new branch lines in Northern Ontario and Quebec by the CNR was introduced in the Commons in May. These lines consist of:

- A line from Hillsport, ON. (29 miles west of Hornepayne) southerly to Lake Manitowadge, 27 miles.
- A line from Beattyville, QC, (terminus of the Barraute-Beattyville branch built in 1946-47) north-easterly to Lake Cache, 149 miles.
- A line from St. Félicien (on the Chambord - Dolbeau line) northwesterly to Lake Cache, 139 miles.
- From Lake Cache northerly to the Chibougamau town site - 6 miles.