

# *Rail and Transit*

*Canada's Railway Magazine*

September - October 1978

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RAILWAY SOCIETY

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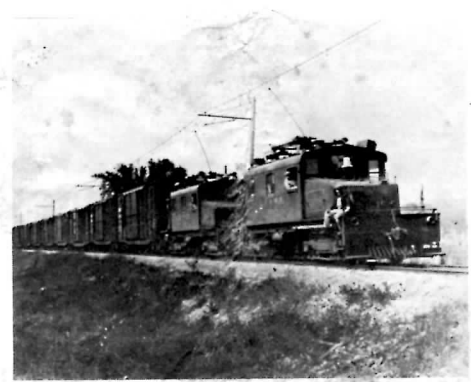
Canadian Pacific 4404-4 (1911)  
leads a special excursion train  
on the bridge from Montreal  
to the Pacific coast. The train  
will be in service from April 1st  
to the picture on April 1st, 1980.

September

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### FRONT COVER

Opening day of the North Yonge Railways. Cars are lined up at Glen Echo loop ready to head north. The old gentleman standing in front of the lead car is Mr. W.H. Pugsley, who as Warden of York County fathered the Metropolitan Radial line. Photo taken on July 17th, 1930. (TTC photo)

### BACK COVER

Extra CP 5807 is a unit coal train which runs from Roberts Bank to Sparwood, seen here running on CN's Yale Sub. 2½ miles east of Fort Langley, B.C. The CP unit coal trains regularly use the CN and BCH tracks to reach the coal port. SD-40-2's 5807, 5800 and 5583 are on the head end with three more SD-40-2's and a robot control car cut in mid-train. (K. Perry)

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# NORTH YONGE MEMORIES

as told to John Thompson

The Toronto of the late 1940's was a city vastly different from the sprawling metropolis of today. The mixed blessings of suburban development had only just begun; limited access highways, high rise apartment buildings, townhouses, shopping plazas, and drive-in fast "food" establishments, etc., were all mercifully unknown. The pace of life was slower; people enjoyed pastimes which might include a trip to Queenston on the splendid steamer "Cayuga" or a visit to Sunnyside Amusement Park, or to the Palace Pier to dance to the music of the big bands.

This, then, was the setting in which the Toronto Transportation Commission's North Yonge Railways operated in its final years. The operation has been described extensively elsewhere, but, briefly, the 10 mile line, single track with passing sidings, extended from Glen Echo Terminal (northern terminus of the T.T.C.'s Yonge Street city cars) along Yonge Street through Willowdale and Thornhill to Richmond Hill.

The North Yonge Railways was a cutback of the T.T.C.'s 48 mile Metropolitan Division radial railway, which extended to Sutton on Lake Simcoe. Following abandonment of this service on March 16, 1930, the territory between the City Limits (at Glen Echo) and Richmond Hill was served by a T.T.C. bus line, operating via Yonge Blvd. and the Yonge Blvd. high level bridge across the west branch of the Don River (today Highway 401 uses this bridge, since widened).

This left the Hogg's Hollow area without public transportation, and other complaints arose from overcrowding and unreliability of the buses in bad weather.

A strong demand arose for the return of the electric cars since the T.T.C. had not yet dismantled the line. Accordingly, an agreement was reached whereby the T.T.C. would operate the line as far as Richmond Hill, under a contract with the municipalities involved - the Townships of North York, Markham, and Vaughan and the Town of Richmond Hill.

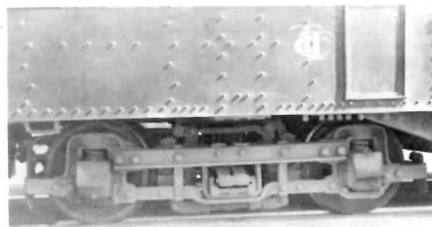
Service commenced on the line in July 1930 using the T.T.C.'s eight light-weight double end cars of the 400 series, built by the Ottawa Car Company in 1924-25, in place of the aging wooden interurban cars. The 400's were previously operated on the Mimico Division of the Toronto and York Radial Railways and on the T.T.C.'s Bathurst carline, (for this assignment, they were temporarily converted to single end operation).

The 400's were unique among the T.T.C. double end car fleet, not only because of their appearance, but because of their equipment. They rode on Taylor



ABOVE - The view from the front vestibule of northbound car #400 gives a motorman's impression of the North Yonge line north of Steeles Avenue. (H. Ahlstrom)

BELOW - A close-up of the Taylor trucks on which the 400 series cars rode. (J. Bost coll.)



low floor trucks and had Westinghouse HL switch group multiple unit controls (although they never, apparently, operated in m.u. service).

During the eighteen year history of the North Yonge Railways, the 400's monopolized the service, and it is for North Yonge that they are chiefly remembered.

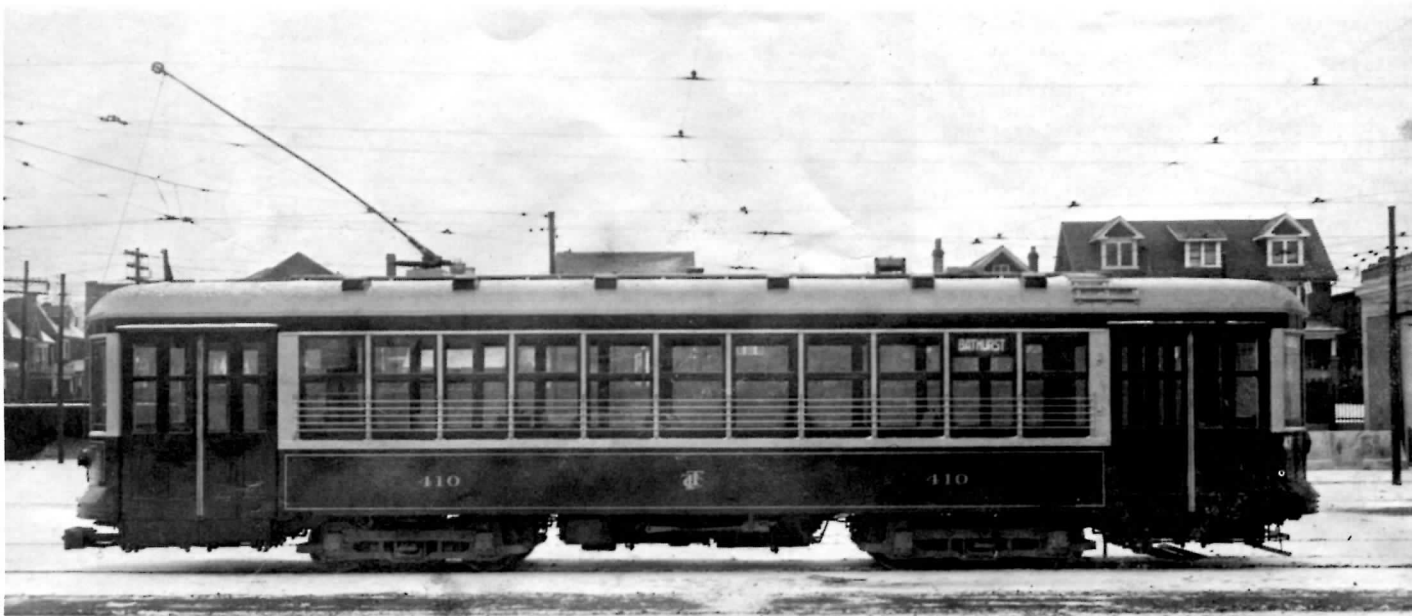
The North Yonge Railways was, without question, the most interesting of the T.T.C.'s far-flung operations during the 1940's. It had a character all its own due to its interurban heritage.

After leaving Glen Echo Terminal, at the edge of the built up city, the cars plunged down through the sparsely

settled valley of Hogg's Hollow, then up the long grade to Avenue Road, and to Willowdale, which in those days was only a fraction of its present size, with scattered houses east of Yonge, but practically nothing west. Stores and gas stations on Yonge itself were interspersed with vacant lots. It was interesting transitional area between the urbanized cityscape south of Glen Echo and the rolling open countryside north of Steeles Ave.

Southbound car #416 crosses the Don River at the bottom of Hogg's Hollow. Shot taken on a warm August day in 1944. (J. Bost coll.)





It was this northern section of the line which, to the end, retained its interurban flavour. After crossing Steeles Avenue, the tracks left the median strip and crossed to the east side of Yonge Street, continuing on classic side-of-the-road private right of way to the south limits of Richmond Hill, where they swung into the middle of the pavement through the town. A summertime ride was sheer delight: warm breezes through the open windows, blue skies and white clouds over the green fields, the soft click of the 26" wheels over the rail joints, the hum of the motors, the singing of the trolley wire. Railfans were not the only people to appreciate the line for its own sake: on a warm summer's night, young couples would often board the cars for the return trip to Richmond Hill.

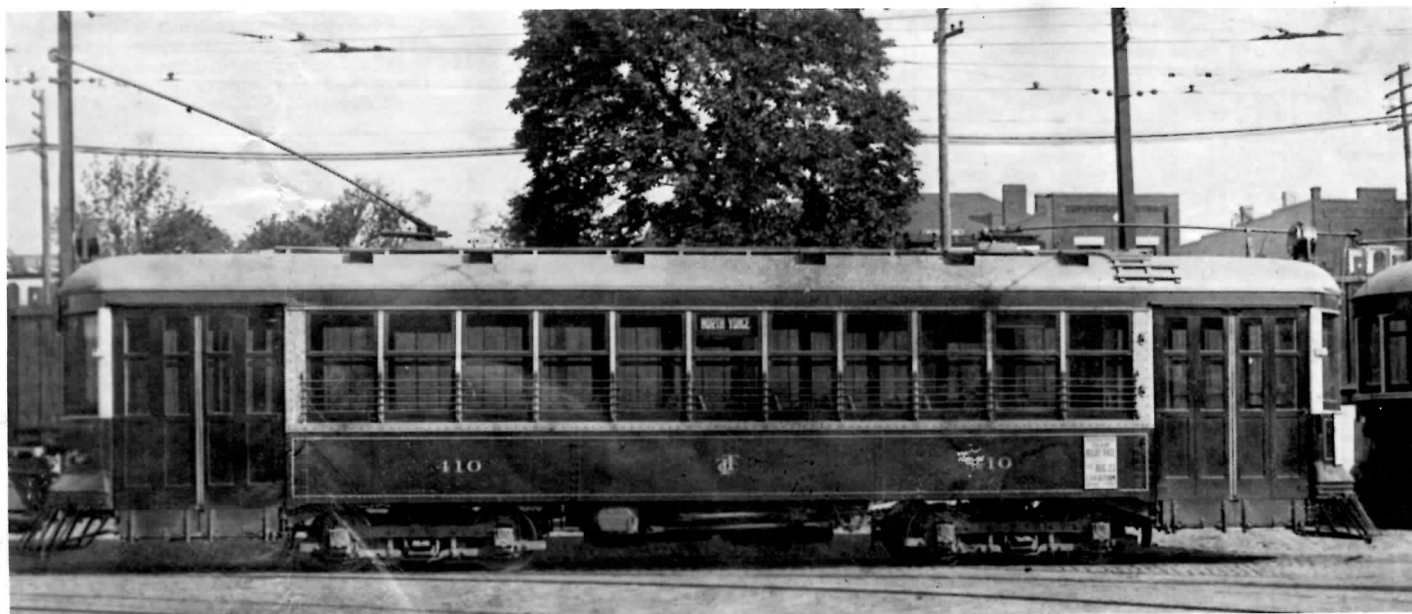
Like so many good things of that era, North Yonge Railways has vanished, the end coming on October 10, 1948. Ironically, thirty years later, the wheel has come full circle and a new suburban electric railway—the T.T.C.'s Scarborough Town Center Light Rail Line—is being built. Toronto has changed beyond belief since 1948, but the concept of streetcars operating on their own rights of way is as valid as ever, and is at last receiving its overdue recognition.

Of North Yonge Railways, itself, scant trace remains. Glen Echo Terminal, abandoned in 1972, still stands, its well constructed waiting room and shelter awaiting the wrecker's hammer. On the north side of the shelter, the double tracks of North Yonge Railways poke through the asphalt. If you stand

there for a moment, it's not hard to imagine a June day in 1948—the song of a humming bird in the trees over on Doncliffe Drive, the bustle of passengers disembarking from the city cars and a handsome 400 waiting on the departure track, its compressor ticking.

The most tangible reminder of all, though, of North Yonge Railways is in the form of car 416, which thankfully cheated the scrap merchants, and is being restored to operating condition at the Halton County Radial Railway Museum near Rockwood Ontario.

North Yonge car #410 in two stages of its existence. Top photo shows the car in its temporary single ended form used in BATHURST service. Bottom photo shows the double ended radial service configuration. (both photos TTC)



During the final three years of North Yonge Railways, perhaps the luckiest railfan in Toronto was Charlie Rathbone, who was also a T.T.C. operator assigned to the line. Charlie, being in a unique position to observe operations at first hand, kindly offered to share his recollections with our readers, and we are pleased to present them here.

Grateful acknowledgement is extended to veteran U.C.R.S. members Jack Bost and Jack Knowles for providing photos from their collections and to Chris Spinnet for undertaking the tedious but invaluable task of transcribing Charlie's recollections from tape to paper.

"I worked for awhile in the city after I started for the T.T.C. in 1945. Then they needed extra men for the North Yonge, so I went up there. You know, the North Yonge Operators had to hold a certificate from the Railway Board, because you worked under the Railway Act (because of the line's open track, passing sidings and signal system). The T.T.C. had their own special examination for North Yonge Operators and the Railway Board accepted that because it had all that was necessary for that particular type of line.

We'd sometimes have trouble with the 400's roof headlights not working. One night Operator Eddie Murphy gave me the southbound car at Lansing to head to the Hill. He didn't tell me that the southbound light was out. I found out after I got up to the Hill, changed ends, and tried to switch it on.

I phoned the dispatcher at Glen Echo, Matt Henry, and told him I had no headlight. "That's O.K.," he said, "We'll fix it when you get down here."

"Like Hell you will," I said. "I'm not bringing this thing down with no headlight."

"Oh yes you will", he said.

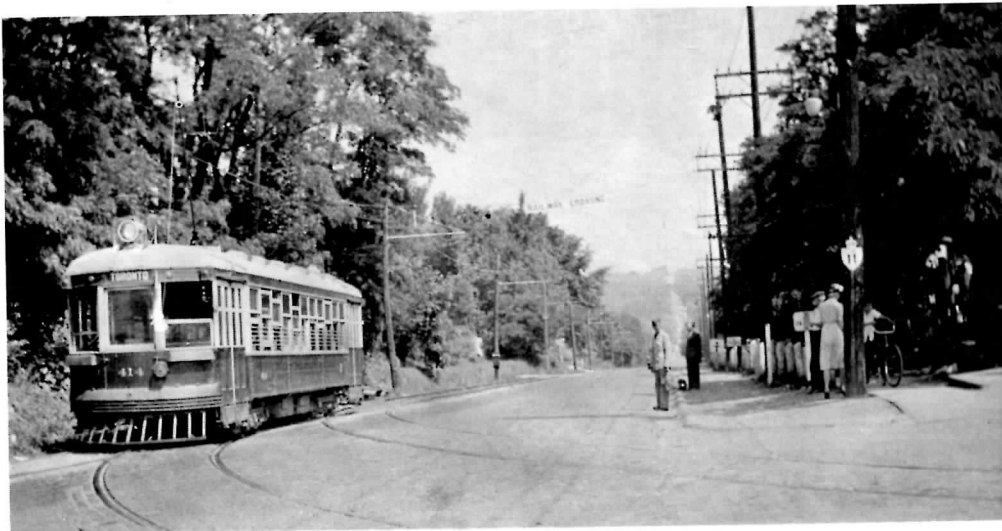
"O.K. Matt, you're the Dispatcher".

So I brought the car down, and at Kingsdale Ave., between Sheppard and Finch, I hit a car!

Luckily, there'd been two or three days of heavy rain. It was all slush and mud in the median strip and I didn't do too much damage to the auto; it was an old car with running boards and it got pushed along. Well, the cops came up, and we got the matter straightened out. We got the auto pushed off the tracks and I came on down.

About two weeks later, a Toronto policeman came to my house with a summons for operating a streetcar without a headlight! "Oh", he says, "what screwball made a summons like this out?" So I told him who I thought it was - the Ontario Provincial Police. So we went to court - the judge was Keiler McKay - who later became Lieutenant Governor of the Province of Ontario. He said, "I can't understand how this charge was laid."

The O.P.P. officer said, "Your Honor, we can't lay a charge under the Highway Act because the streetcar wasn't on the highway. But we use the Highway Act in cases like this to get it before the courts."



ABOVE - Car #414 has just pulled out of Glen Echo terminal, commencing a north-bound trip, and will be soon coasting down Hogg's Hollow. The date: July 10th. 1943. (J. Knowles)

BOTTOM - Glen Echo terminal under construction in 1922. The change of gauge associated with the city cars' extension allowed the North Yonge line to survive. (TTC)

McKay said, "In other words, this Operator works according to the Federal law of the Railway Commission."

"Well, yes, Your Honour, he does."

So they argued back and forth and finally McKay looked down at me and said, "I don't know son, I don't think they have a case against you. Case dismissed."

When I went to tell the Superintendent how it turned out, he said, "I don't think they'll do anything about those headlights at all - they're according to the Railway Act, and if the Railway Act and the Highway Act don't jibe, then that's all there is to it."

But motorists on Yonge Street were always complaining about the headlights. If we saw something coming along at night, a vehicle with yellow markers on it, we used to assume that it was a Gray Coach and we'd dim our headlight. That made the motorists sorer than Hell, that we'd do it for Gray Coach but not for them.

Things like the malfunctioning headlight often happened. The Emergency Crews from Eglinton Division loved to get a call for North Yonge - they'd spend the better part of a night up there. If, for instance, you broke down at Richmond Hill, you'd first call the Dispatcher. He always told you what to do - "Did you test this, did you test that?" Yes, you'd say. "Well," the Dispatcher would say, "There's not a thing that you can do, you'll just have to sit there, and we'll get the Emergency Crew up."

If you were in the way - if the car died just a few feet from a switch into a siding, you'd hold up service of course. The Dispatcher might instruct you to flag down the next car and get him to push you into the siding, or use a chain to pull you down beyond the switch so the other car could use the siding to get around you. However if you were quite a piece up from a siding when the car quit and you phoned from somebody's house, you'd just have to sit there and the people north of you were sunk for service.



These Emergency Crews that came up would fool around with the car to get it into a siding and then they'd play around some more until they got tired. They loved to operate the 400's. They'd argue over which of them was going to take the truck back to Eglinton Division and who was going to run the street-car down to the barns. Then they'd phone down to have another car sent up for me and we'd likely pass it on the way down. Of course, to keep the Operator in the clear-because they'd fixed the car and I should have been picking up passengers on the way down-they'd tell the Despatcher, "I'm sorry, we've got to take this car down to Eglinton." As I said, they loved to run them down the line, along the private right of way at full speed.

To get to Hillcrest Shops for repairs, the 400's would be run down Yonge Street to Bloor and across to Bathurst. One day in 1945 or so, one car was towing another car which was disabled using the Victor drawbar. Just after they had passed under the CPR at Shaftsbury Ave., the drawbar broke loose and the trailing car rolled down the grade backwards.

Well, there wasn't anyone riding in the rear car, as there was supposed to be, and the lead car got all the way down to Crescent Road, where the Rosedale Subway Station is now, before one of the guys looked back and noticed the car was missing. So they got out, put up the other pole and ran up Yonge Street the wrong way to the underpass, where the disabled car was coasting up and down the grade, coming to a rest. Of course, it shows you how much car traffic there was in Toronto in 1945, that they could get away with something like that.

The 400's were tricky to operate in the city, because they had deeper railway type flanges for operating on open 'T' rail. You had adhesion on the flange only because you were up above the head of the rail. You had to be sure you started your braking in plenty of time, you never knew what you might strike in the small braking surface you had when the flange was riding in the groove.

There was always something happening on North Yonge-every once in a while, somebody would drive their car onto the median strip p.r.w. and get stuck on the tracks. The actual condition of the track wasn't the best. The T.T.C. kept it in safe operating condition of course, but that was about it. They never did a major track job on it during the 18 years the line operated, for the simple reason that they didn't own the line and there was no incentive for them to.

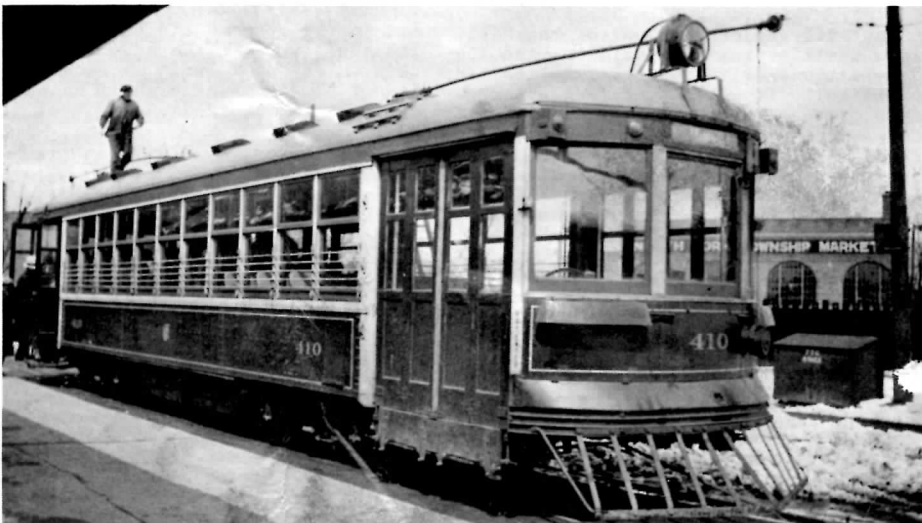
The line was owned by the municipalities; any profit made by the service and it was fairly profitable-would be divided among the ratepayers along the line in the form of property tax rebates. There was a lot of talk over the years about upgrading the line, but they could never agree to do anything.

It was a heavily used line, especially during and after the War. They even had night service, which I often ran.

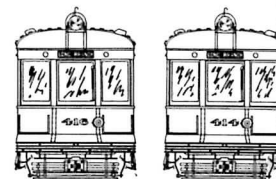
BELOW LEFT - A three car line up at Glen Echo terminal on a March afternoon in 1943. Passengers boarded the YONGE city cars on the other side of the platform, right. (Jack Bost collection)



BELOW - Car #412 loads at Glen Echo in 1939. The shedman sent up from Eglinton Division walks on the roof installing sleet cutting wheels to the trolley poles. (J.D. Knowles)



North Yonge car #415 lays over in the storage track at Glen Echo, whilst a city-bound YONGE train waits at the opposite platform. (TTC)



The running time from Glen Echo to Richmond Hill was 40 minutes. Of course, if you were running back to Eglinton Carhouse and not picking up passengers, you could do it in 20. The only thing you had to watch out for was the substation south of Finch, on McKee Avenue. (Note: this substation is still in existence today-it is used by North York Hydro). If you came down the grade from Finch with the controller wide open, you'd likely blow the circuit breaker in the substation. The attendant inside would phone the Despatcher and raise hell. Actually, that substation wasn't adequate for a line that long.

Sometimes the 400's would be used for charters in the City and regular operators like myself would have to run them since we were trained in the cars' operation. I had a charter one time for the St. Patrick's Boys' Club, down at McCaul and Dundas, 'way downtown. I took a 400 all the way down Yonge to College, over to McCaul and down.

I picked them up and took them up to St. Mary's Roman Catholic Church in Richmond Hill, where there was some do going on. I went back at night to pick them up, and there were two priests with them. They went and sat way back at the far end of the car. Before you knew it, there were about ten young lads behind me running a crap game! Some of these kids had \$20 bills no less. When they got off at St. Patrick's, back downtown, I asked the two priests, "What sort of a joint are you running here, crap games and all, and neither of you guys did anything about it?"

"Oh hell mac," the priests said, "We ain't stupid enough to get knifed by those guys." Even the priests were scared of those kids.



The sidings on the North Yonge Railways were protected by these Nachod block signals, which were activated by a contactor on the overhead which was tripped by the trolley pole as the car approached the siding (J. Bost)

As I said, the line was well patronized, considering the sparsely populated territory it served. Leaving Glen Echo Terminal in the afternoon, you'd start carrying standing loads about 4.45 and continue through until 6.00. Lots of times, city cars would be short turned at Glencairn Avenue wye (between Lawrence and Eglington), so when a city train pulled into Glen Echo Loop, it would really have a heavy load.

Sometimes, they'd turn two trains in a row at Glencairn, which they weren't supposed to. One night they did that and Bill McBrien (T.T.C. Chairman at the time) was aboard! That stopped that. There were two spare tracks at Glen Echo that they could use for storing a city car that was broken down or if they wanted to hold a car for some reason.

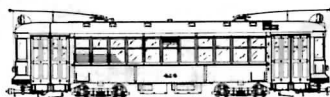


The North Yonge Railway's centre reservation extended from the north side of Hogg's Hollow, through Willowdale and Newtonbrook, to Steeles Corners. Kingsdale Siding, shown here, and Bales Siding were disconnected on November 18th, 1942, when the Lansing Siding was constructed between Sheppard and Finch Avenues. Photo taken on March 28th, 1943. (J. Knowles)

Our standing loads on North Yonge would have pretty well petered out by the time we got to Steeles. You'd lose a lot by Finch-in fact you'd have about a seated load by that time. I've pulled into the Hill with the best part of a seated load, but generally it would be about a dozen people. Lots of times though, at the top end of the line, you'd have an empty car.

In the morning rush hour, when I was southbound at Steeles, I'd have a full seated load and some standing. On Saturday nights, I've had a standing load at 7.00 leaving Langstaff (north of Thornhill), people heading into Toronto for the hockey game at Maple Leaf Gardens, or to shows. Then, from about 10.00 until 11.30, you'd get the same crowds heading back home. After that, it would die down—you could leave Glen Echo with 15 passengers and by Steeles, just 2 left. I've gone into the Hill many a night without a soul on board. And after midnight, I've made many a trip all by my lonesome—no passengers at all.

About 4.30 am, heading out of the Hill—you'd start picking up milkmen, and the bread truck drivers, people who started work early. It was a kind of lonesome job on the night car after midnight. If I was doing the night car proper, I'd call the Division from my house, then go up to Glen Echo to pick up the car. I'd make two trips to Steeles, and the rest to the Hill, until 5.40, another trip to Steeles, then back to the Hill.



The country atmosphere of the north end of NYR is quite evident in this photo taken from the front of the car at Morgan's Siding just north of Steeles Avenue. Note the whistle control. (J. Bost)

A lot of people took the trip just for the ride, because it was so different from the city car lines, out in the country and all. A guy would take his girl friend along; when we got to the Hill, he'd ask me, "How long to the next car?" I'd tell him forty minutes, and he'd say, "Oh well, we'll walk back into town and have a cup of coffee and some ice cream at the restaurant." There was a Chinese restaurant in the Hill; I think it's still there, where I used to have coffee.

On the night car, I'd take my lunch along, because the coffee shop at Glen Echo closed down about 11.00. This Inspector used to ride with me and one night, I hadn't had time to eat my lunch at the terminal. So we were going north and I said, "Here, you run the car while I eat." He said sure. So I spread my lunch out on a seat and started to eat. We got up to Finch and he stopped the car, opened the doors and said, "Here I am, this is where I live." I had my lunch spread all over and this is where this guy bails out!

Usually after I was north of Steeles, out in the country, I'd have my lunch. The 400's weren't the most convenient cars to eat your lunch in, because they didn't have much of a shelf up by the controls to sit it on.





The TTC's little used North Yonge plow TP-7, formerly Toronto & York Radial Rly. #7. Seen here at Eglinton carhouse in 1938. The car was scrapped in 1946 and its trucks were placed under the front of crane cars C1 and C2. (J. Knowles)

Even though the cars operated on open track, the only thing we carried in the way of extra equipment was a trainman's lantern in each end of the car. There was a time when the lanterns were lit at night and stayed lit until dawn as marker lights, but by the time I was on the line, we seldom used them—only if the electric markers weren't working.

I always thought that the 400's were a good fast car, good on pickup. One thing about them; you didn't have to bring the controller back to the block to slow the car. You could drop halfway back if you wanted to for some particular reason, then whip it right on again. It wasn't like the city cars, where you had to go right back to a dead stop and then start notching it up again; it'd work inbetween—that was the difference between the 400's HL controller and the regular K-35 controller on the city cars like the Witts.

That Westinghouse HL rheostat control system on the 400's was quite different from anything else on the T.T.C.—you had to be specially trained for the 400's. There was no way you could take an Operator off a Yonge city car and say, "Hey, will you do a trip up North Yonge? Just be careful what you do, but do a trip up here and when you get to that switch at Lansing, you wait and meet a car coming down." That didn't work. You had to know exactly what you were doing.

That's one reason why they had a hard time getting men to work up there; some of them were a little afraid of it. The fact that you worked under the Railway Act was one thing that scared a lot of guys off. They had the impression that they were doing the job of a locomotive engineer, like on the CPR! They'd loved to have been railroad engineers, but they didn't want all that responsibility. Me, I liked to work up there, nobody ever bothered you. I remember Art Webster, an Inspector in the city, who lived up in Thornhill. Art would get on my car when he finished work. He'd go down to the back end, pull down the Operator's blind, and light up his pipe and sit there smoking this scented tobacco. Now, around 11.00 - 12.00 at night, you'd have men off night shifts getting aboard, going home, and they'd sit down and light up their pipes and they'd smoke as well.

Art came up to me one night and said "Don't you know those guys aren't allowed to smoke, why don't you tell them?" I said, "First of all Art, because you sit at the back of the car and smoke that scented tobacco that smells like High Mass in St. Michael's Cathedral; and second is that I would have one heck of a gall to go back and tell those guys to stop smoking when I'm sitting up here smoking a cigar!"

When we pulled out of Glen Echo, heading down into Hogg's Hollow, we'd normally just coast down the grade to the Jolly Miller at the bottom. If we were in a hurry, we'd work power, but we really weren't supposed to. The grade heading up out of the Hollow, to

where Yonge Blvd., came in was a long slow haul—the grade was a lot steeper than it is now—they've eased it quite a bit.

As an example of how steep that grade was, one afternoon rush hour, I went up as far as Lansing (north of Sheppard) then switched to a southbound car to take it back to Glen Echo. Meanwhile, Jack Clendenning had left there with a car for the Hill and Eddie Murphy left with a car for Steeles. When they got to the York Mills siding, Clendenning went on up, Eddie stopped, got out and called Matt Henry the Despatcher. He asked him, "What was the orders?" Well, Matt was an Irishman and that would blow his top if anything would. He wanted to know, "Why you stupid jerks couldn't keep an order in your heads from Glen Echo to York Mills Siding, the first stop?" Eddie said, "I understood the order to be 'Meet one at York Mills and call at Lansing and Langstaff'." And Matt says, "Yeah, that's the orders, so what are you calling for?" Eddie says, "I just called to tell you that Clendenning's gone through." All Matt said was "Christ! And Rathbone's left Lansing!"

And Matt knew that when I left Lansing on a turnaround, I wasn't losing any time. I cut across the highway, onto the side of the road at the top of the hill and just as I started down, I saw a spark in the middle of the tracks and knew it was a northbound car coming. So I hit the brakes and stopped in time. But that shows how steep that grade was then, that I could only see the top of the pole from up there. Luckily I did though.

the cars were supposed to be at any given time. You'd call him from the lineside phone - there was one at each siding - and he'd check where you were, where the other cars were, and where you'd have to have meets.

Only once did I overrun a meet and have to back up - but in the middle of the rush hour! It threw the whole line out. Matt, the despatcher really raised Hell. Otherwise, I was very lucky the whole time I was up on North Yonge.

The door controls on the 400's were quite different from the city cars, and you had to be careful. The doors were operated from the brake handle, with four selector valves, one to control the air to each pair of doors at the end of the car you were operating from, (you would only use the doors at the end you were operating from, since there wasn't any connection to the rear doors.

Anyhow, leaving Glen Echo, you'd stop at York Mills Siding, and likely one more stop off before Sheppard Ave., and you'd let people out on the left side away from traffic. When you got north of Sheppard, and you were operating on the median strip in the middle of the road, you'd have to remember to throw the valves over to the right hand doors, because that's the side people would use, just like in the city.

It wasn't as long a grade as the one from Glen Echo, but it was steeper. The grade was in two parts. You'd climb for a ways, then it was level for a stretch then another stiff climb. When the leaves were off the trees in the autumn it was really bad rail, there and in Thornhill, on the grade up to what is now Royal Orchard Road. But I can never remember a case of a car not making the hills, even with a full load. Sometimes, though, you'd blow your line switch if you came down with full power on and the switch was weak.

We didn't operate with written train orders like the railways, just verbal orders from the Despatcher at his office at Glen Echo. He had a board with a diagram of the line - not an electric board or anything like that - with tags with all the car numbers and hooks for them to fit on. He'd put the tags where

There was no safety feature on the doors, you could run with them open, unlike the city cars where power was cut off when the doors were open. When we changed ends, we took the controller handle, the brake handle and the reverse key with us.

The T.T.C. kept the 400's in pretty good shape, quite often storing them inside Eglinton Carhouse. Perhaps that was so they could charge the municipalities a higher maintenance rate, who knows. The last couple of years, they were just patching up the cars, but on the whole, they were pretty reliable.

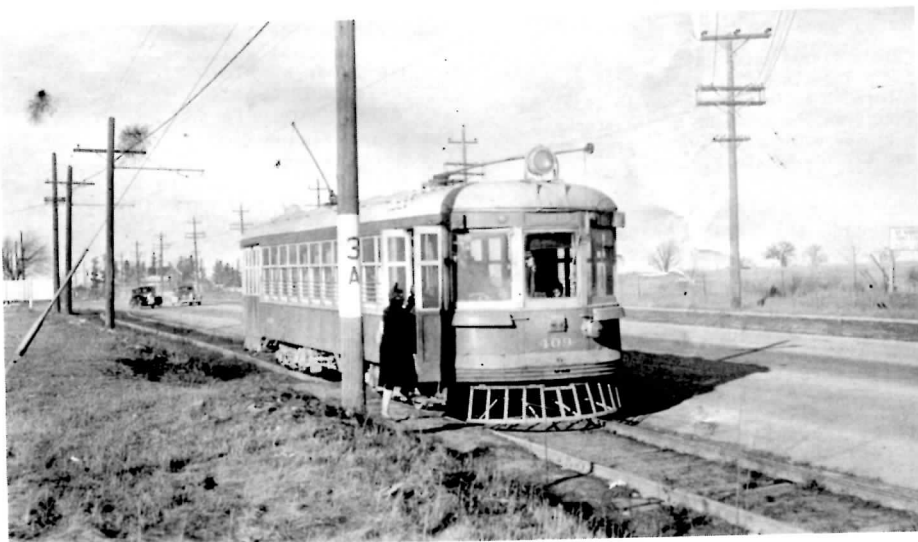
The cars were fast and reasonably smooth riding. They swayed around a lot but of course, the track wasn't in the best of shape. When the ran on street in Richmond Hill, on the track laid in cement, they rode quite well.

A lot of people, especially kids, would board the cars at Glen Echo on a Saturday afternoon after the Fairlawn Theatre let out, and we'd have 40 people packed in the front. They liked to have that thrilling ride down Hogg's Hollow. (Even thirty years later, people still recall taking this ride.) They'd never go much further north than Steeles. They'd squeal and yell like they were on the roller coaster at Sunnyside, going down into the Hollow.

It was a very friendly line, you got to know the regular passengers. I sometimes worked relief on the night car. With women passengers, if they lived right on Yonge Street, I'd stop in front of their house. One girl lived just to the south of Markham Road in Richmond Hill, just where the line swung onto the middle of the road at the south end of town. I'd stop there and wait until she got in the house and she'd flick the verandah light on so I'd know everything was O.K. You see, once she left the car, I couldn't see her, it was all bush, but you could hear her. If anyone had been hiding in the bushes, I would have heard her scream and been out there fast with my switch iron.

There'd be the occasion girl who'd come down in the morning and open up her purse and say, "I've got no money." You'd get out your wallet and give her a couple of bucks to see her down and back again, with something for her lunch. The next time you saw her, she'd repay you. If it wasn't the next day, she'd hold onto the money until she got on your car again. I didn't let them ride free; if they were stuck for money, I'd loan it to them, I knew who they were and they always gave it back to me.

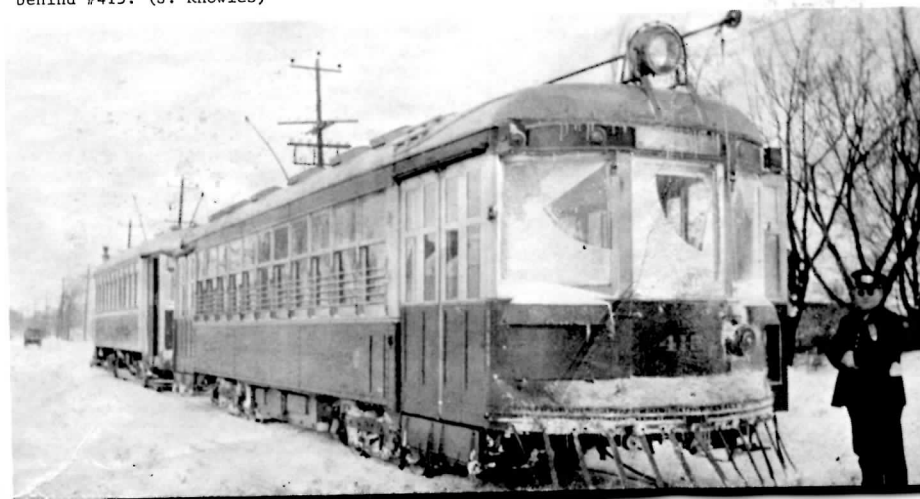
Looking back, it was quite an interesting experience working on North Yonge Railways, it sometimes seems just like yesterday."



The North Yonge Railways waiting room at Richmond Hill was on the corner of Yonge and Lorne Streets. The Bank of Nova Scotia now stands on the site. (R. Whitmore)

ABOVE - Car #409 has just moved from the centre of the road median strip to side of the road running southbound at the top of Hogg's Hollow. Photo taken on Jan. 30th 1944. (J. Bost coll.)

BELOW - Car #415 has just changed ends at Richmond Hill. Snow scraper #2120 is seen behind #415. (J. Knowles)



# 10 YEARS AGO

September - October 1968

## CP RAIL MOTIVE POWER NOTES

\* Five more Century 630's have been delivered by MLW-Worthington, Ltd:

4502 -- August 6/68	4505 -- August 30/68
4503 -- August 26/68	4506 -- September 5/68
4504 -- August 29/68	

\* Thirty-three A and B freight units are stored out-of-service on CP Rail's Pacific Region. The list includes:

<b>A Units</b>			
4052 -- OS	4057 -- NS	4079 -- OU	
4053 -- NS	4064 -- OS	4080 -- OU	
4054 -- OU	4065 -- OS	4104 -- NS	
4055 -- OU	4076 -- OU	4105 -- NS	
4056 -- NS	4078 -- OU		
<b>B Units</b>			
4424 -- OS	4450 -- NS	4456 -- OU	
4433 -- OS	4451 -- NS	4457 -- NS	
4435 -- OS	4452 -- NS	4458 -- NS	
4437 -- OS	4453 -- NS	4462 -- OS	
4458 -- OS	4454 -- NS	4471 -- NS	
4446 -- OS	4455 -- OU	4472 -- OS	
4449 -- NS			

OS: Stored at Ogden (Calgary), serviceable;  
OU: Stored at Ogden (Calgary), unserviceable;  
NS: Stored at Nelson, B.C., serviceable.

With the exception of units 4424/33/35/37/38/46/62 (GMD 1,500 h.p.), all of the above are CLC 1,600 h.p. cab units.

\* SD-40 No. 5558 is to be fitted with RMU remote multiple unit equipment at Angus Shops this month. Like the 'Locotrol' equipment presently installed in 5557, the RMU equipment will permit the operation of unmanned mid-train locomotives. This installation will be for test purposes.

\* The ranks of CP Rail's CLC Trainmasters are thinning rapidly. Here is a summary of the status of the fleet as of August 31/68:

8900 -- In service, Tadanac, B.C.
8901 -- In service, Montreal
8902 -- To be scrapped
8903 -- In service, Alyth (Calgary)
8904 -- In service, Tadanac, B.C.
8905 -- In service, Tadanac, B.C.
8906 -- Sold to Striegel Equipment
8907 -- Scrapped April 30/68
8908 -- Scrapped August 20/68
8909 -- In service, Alyth (Calgary)
8910 -- To be scrapped
8911 -- Sold to Striegel Equipment
8912 -- To be scrapped
8913 -- Sold to Striegel Equipment
8914 -- Sold to Striegel Equipment
8915 -- Sold to Striegel Equipment
8916 -- To be scrapped
8917 -- In service, Alyth (Calgary)
8918 -- To be scrapped
8919 -- Sold to Striegel Equipment
8920 -- To be scrapped

## CP RAIL APPLIES TO DROP FOUR PASSENGER RUNS

CP Rail has announced its intention to discontinue three passenger services in Ontario and its lone Vancouver Island operation. Hearings on the train-off proposals are to be held by the Railway Transport Committee of the Canadian Transportation Commission, likely this fall.

The following trains are involved:

- Toronto-Windsor Dayliners 337, 338, 339 and 340;
- Toronto-Hamilton trains 321 and 322, now providing service to New York through connections with the TH&B and Penn Central;
- Sudbury-Sault Ste. Marie Dayliners 427 and 428;
- Victoria-Courtenay Dayliners (Esquimalt & Nanaimo).

With the exception of the daily-except-Sunday EKN RDC's, all of these trains operate daily.

The disappearance of these Ontario trains will leave the Canadian, the Montreal-Ottawa trains, and Dayliners from Toronto to Owen Sound and Peterboro/Havelock as CP Rail's only passenger service in the 'Province of Opportunity'. Next to go? Reportedly the Peterboro RDC's.

## CALGARY AND VANCOUVER EYE RAPID TRANSIT

Now that plans for Edmonton's Rapid Transit system seem to be well under way, two other western cities are expressing interest in similar projects.

Mayor Jack Leslie of Calgary said September 27th that a rapid transit system using CP Rail right-of-way could be in operation by 1970. "The city should be ready with in a month to discuss the economic feasibility of such a scheme, he told a news conference. N.R. Crump, chairman of Canadian Pacific, had earlier pledged his company's cooperation in any future development of rapid transit systems on CP Rail right-of-way.

In Vancouver, a proposed rapid transit link between the city's downtown core and the international airport and Richmond -- and eventually with the other suburbs to the east and south -- met with federal approval recently from politicians and planners. The plan, in early conceptual stage, calls for use of CP Rail right-of-way in Kerrisdale for a fast commuter train service in a depressed cutting, covered in part by parking and high-rise development. The system would be similar in operation and structure to Toronto's GO Transit.

## BOULDER DERAILS CP RAIL'S CANADIAN IN B.C. PASS

A four-ton boulder bounded into the side of CP Rail's Canadian in a mountain pass 11 miles west of Revelstoke, B.C. on August 26th, killing a girl passenger and derailing six cars. The boulder struck the coach at its mid-section, inflicting heavy damage. Total cost of the affair was estimated at \$550,000.

Passenger service around the derailment area was maintained by CP Rail, using buses and aircraft.

## MORE TRAINS FOR GO TRANSIT RIDERS

GO Transit improved its weekday rush-hour service starting September 9th with the addition of two trains.

The extra morning train will originate at Guildwood (instead of Pickering) at 8:32 a.m., terminating at Union Station at 8:57. An additional afternoon train will leave Union Station at 4:13 p.m. and terminate at Oakville at 4:50 p.m. Both trains will operate Monday to Friday only, and will make all stops.

## CP RAIL SHOWS ITS NEW COLOURS

The new corporate symbol of CP Rail was unveiled in Montreal on October 3rd for the first time in dazzling colour on railway equipment.

The newly-painted 'symbol train' -- two diesel locomotives (4239 and 4242) and nine different freight cars -- remained on public view at Windsor Station until the evening of October 4th before heading west on a 10-day cross-Canada tour.

'Boxcar red' vanishes with the new symbol. A rainbow range of body colours will be used to code various items of CP Rail freight equipment -- yellow for cabooses and insulated cars, green for newspaper cars, action red for standard boxcars, gondola cars and flat cars, silver for refrigerated equipment and black for hopper cars. Locomotive treatment is striking: An action red body is set off at the front by a series of diagonal white stripes. The black triangle of the multistripe at the rear of the unit carries around the rear end which, like the front, is accented with diagonal stripes. The lettering is white, the underbody black.

Prior to its Montreal unveiling, the symbol train spent a day on the St. Agathe Subdivision for official picture-taking. On its westward swing, the train called at Toronto, Sudbury, Fort William, Winnipeg, Regina, Moose Jaw, Swift Current, Medicine Hat and Calgary on its way to Vancouver. Following this tour, the equipment was released for normal duties.

## CANADIAN NATIONAL MOTIVE POWER NOTES

\* Twenty-two further locomotives have been removed from the CN roster, as follows:

852 -- Jul 15/68	Sold to Columbia Cellulose, Williams Lake, B.C.
3009 -- Jun 5/68	Retirement program
3015 -- Jul 15/68	Retirement program
3061 -- Jul 24/68	Retirement program
3090 -- Apr 22/68	Retirement program
3238 -- Jun 6/68	Wreck; Pefferlaw, Ont., Mar 16/68
3808 -- Jun 5/68	Retirement program
3813 -- May 27/68	Retirement program
3869 -- Jul 15/68	Wreck; Pefferlaw, Ont., Mar 16/68
4113 -- Jul 16/68	Wreck; Birdtail R. Bridge, Man. Apr 23/68
4286 -- Jun 5/68	Rockslide; unit lost in Fraser River; Feb 27/68
4804 -- Jul 16/68	Wreck; Birdtail R. Bridge, Man. Apr 23/68
4819 -- Jun 10/68	Retirement program
6700 -- May 27/68	Retirement program
6701 -- May 27/68	Retirement program
6705 -- May 27/68	Retirement program
6801 -- May 27/68	Retirement program
6804 -- May 27/68	Retirement program
9062 -- Apr 18/68	Wreck; Yale Sub., Dec 15/67
9108 -- Jul 16/68	Wreck; Birdtail R. Bridge, Man. Apr 23/68
9122 -- Apr 18/68	Wreck; Yale Sub., Dec 15/67
9416 -- May 27/68	Retirement program

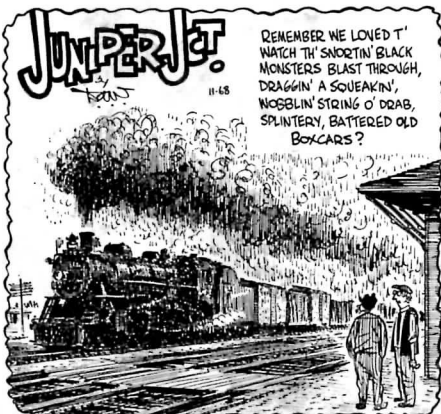
## \* Deliveries:

...from General Motors Diesel Ltd., 3,000 h.p. SD-40's class GR-30d:

5059 -- Aug 26/68	5065 -- Oct 8/68
5060 -- Aug 26/68	5066 -- Oct 8/68
5061 -- Sep 9/68	5067 -- Oct 24/68
5062 -- Sep 9/68	5068 -- Oct 24/68
5063 -- Sep 24/68	5069 -- Oct 31/68
5064 -- Sep 24/68	

Contrary to an article in the September issue of Railroad Magazine, the TTC has never owned a group of PCC cars that operated in both Kansas City and (later) Birmingham....the city of Edmonton recently approved a plan to construct a local rapid transit system, bid on the Expo Express cars, authorized right-of-way acquisition and decided to spend \$5 million in 1969.....the TTC recently approved plans for expansion of King Station, including new entrances and an underground passage to the Toronto-Dominion Centre, expected to cost \$300,000....the two-year test of carpeting that was installed in subway cars 5041-5045 ended recently, revealing that the experimental wool carpeting was more resistant to burns and stains, easier to clean and kept a better general appearance than a synthetic carpet. The test made for BART (San Francisco)....all 76 PCC cars listed in the Alexandria shipment detailed in the 7/68 NL crossed the Atlantic on the Mare Tranquillo....the long-unused double rail track on York below Wellington St. was paved over during the summer, and rails on the DANFORTH and BLOOR shuttles were buried in asphalt in August, with the overhead remaining in position until September.....all PCC cars stored at Danforth, after the removal of car 4000, have been cut up and carted away....final routing of the proposed SPADINA rapid transit line has finally been decided, giving the tracks a junction near St. George Station. SPADINA would probably be through-routed with YONGE....another plan proposed recently would cause a junction to be constructed below Rosedale Station, with new line constructed to join the BLOOR line at Bay (Lower) Station, thus giving YONGE passengers a choice of downtown routings. It is expected that this plan would not be feasible....North York recently brought an old skeleton from the closet when Mayor James Service proposed an outer belt rapid transit line beginning at either end of the BLOOR-DANFORTH line and looping through the distant suburbs to meet the YONGE and (proposed) SPADINA routes (extended) north of Finch Avenue. Those who feel the UNIVERSITY line is a "ghost" route are certain that such a route, to cost \$400 million, would serve no other purpose than providing a good spot to grow crops of corn. Passengers would be few and headways long. If any area were to benefit from this plan, it would be North York (who apparently aren't satisfied with the YONGE extension and the present priority on the SPADINA route)....the possibility of extending YONGE service to Finch Avenue is still good, as Ontario Hydro, which owns the land required for commuter parking, are still willing to discuss the matter of a long term lease....a variety of Class A8 PCCs were assigned to Russell Division during the Exhibition, including 4514, 4525, 4533, 4541, 4545, 4546 and 4548. A15 PCC 4723 made several trips on BATHURST on the last Saturday, but was assigned by Russell to KING. Very few air or MU cars were used on KING-EXHIBITION this year....complete rail replacement is currently underway on Dundas, between Bathurst and Ossington. Special work was recently replaced on the Upper St. George Crossover, in use since 1963....Wall-washing car RT-3 was seen washing station walls on September 11th, the first known use of RT-3 for jobs other than tunnels....Air car 4247 was spotted on BATHURST on September 1st, having been lifted from the KING route as a gap-filler....KING cars were diverted via Shaw and Queen on August 7, when the King Subway was flooded, trapping the usual one PCC....DUNDAS headways were decreased in September, from 8 to 7 1/2 minutes on through base service and from 4 1/2 to 4 minutes during rush. A similar change was made to the City Hall service, and one extra car was added to each schedule....the OERHA has purchased L&PS car 8 from the Ontario Government. Number 8 currently resides at Hillcrest Shops with sister car 4, where they have been for several years.

\* The TTC Commissioners recently ordered a full report on the practicability of applying multiple unit service to the KING route. It is expected that a large increase in passengers will be seen when the second tower of the Toronto-Dominion Centre opens next year. There was a time prior to the opening of the BLOOR-DANFORTH subway when the KING route operated as many cars as QUEEN, and the QUEEN line is about two miles longer. At this time, it is too early to state what effect an increase in service of MU trains would have on the KINGSTON ROAD TRIPPER service, which operates on King between Roncesvalles and the Don River. Within a few years, a new skyscraper complex will be constructed by the Canadian Imperial Bank of Commerce on the south side of King between Yonge and Bay Streets, thus adding considerably to the load that must be carried on KING.



-- Doug Wright/FAMILY HERALD

# E & N SERVICE RESTORED

The CP Rail controlled Equimault and Nanaimo Railway has a branch from Parksville to Courtenay on the east coast of Vancouver Island. Like most of the terrain on the island, the branch traverses some large ravines, bridged by wooden trestles. By the middle of 1975 two of these trestles had become unsafe. Regular traffic on the line (one wayfreight and a daily (except Sunday) single RDC) could not justify the cost of rebuilding so, without CTC permission, CP Rail closed the branch on July 1st, 1975, terminating the passenger service from Victoria at Parksville.

It was probably the abandonment of passenger service that prompted the CTC to order CP Rail to rebuild the trestles and resume services on the line. The two bridges concerned cross the Tsable River and French Creek, the French Creek bridge being the larger of the two.

The Tsable River bridge was rebuilt in essentially the same form as before with the exception that a 102 ft. deck-plate girder span was installed at the north end replacing 105 ft. of timber trestling. The first train

to use the rebuilt structure was Work Extra 8662 on Wednesday December 7th, 1977.

The larger French Creek bridge was totally rebuilt in its original form. The first train over was on November 26th, 1977. This bridge was finished first so that heavy materials for the more northerly Tsable River bridge could be moved in.

Passenger service was re-introduced on the branch a week after freight service was resumed. E&N #1 rolled into Courtenay on December 14th, 1977 consisting of RDC #9103.

Ironically as the passenger train was resumed the CTC had given CP Rail permission to remove it on January 31st, 1978. The B.C. Government then appealed the decision and coupled with a modest promotional campaign which celebrated the centenary of the line and included an official visit by B.C. Premier Bennett. Since that time ridership has increased drastically, a second RDC brought to the island from the BCR for Premier Bennett's journey was left to augment the CPR car. In 1977 typical ridership was 1200 passengers per month. After the promotion,

Equimault and Nanaimo Railway passenger service seen here on the wall of Courtenay station. (R.W. Layton)

ridership had risen drastically to 8400 riders per month which incidentally is more than the total ridership for all of 1976.

For the first time in nearly 2½ years, E&N train #1 consisting of RDC-2 #9103 heads north from Parksville onto the Port Alberni Subdivision - destination Courtenay. (K. Perry)





ABOVE

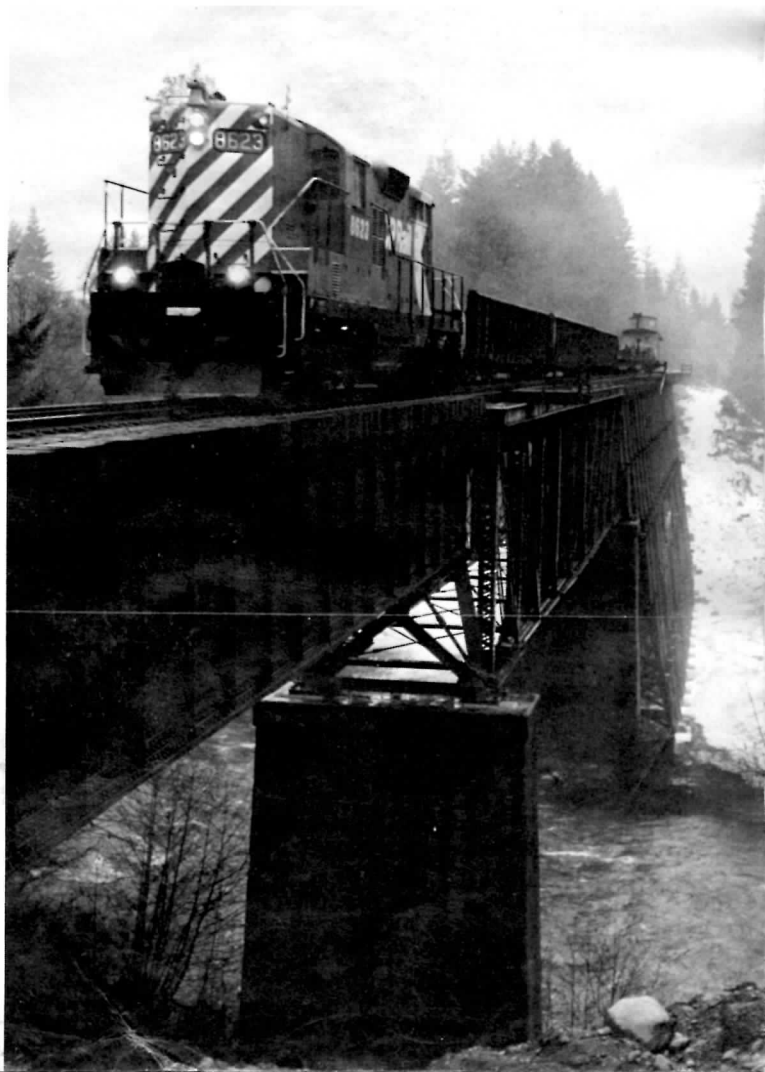
Work Extra 8662 on the newly rebuilt French Creek bridge. This was the second train over. The first being Work extra 8669 one week earlier. (K. Perry)

RIGHT

Work Extra 8623 seen here on the Tsable River bridge. This was the first train to use the branch since the 1975 closure. (K. Perry)

BELOW

The Tsable River bridge during reconstruction. Photo was taken from the south side. (K. Perry)



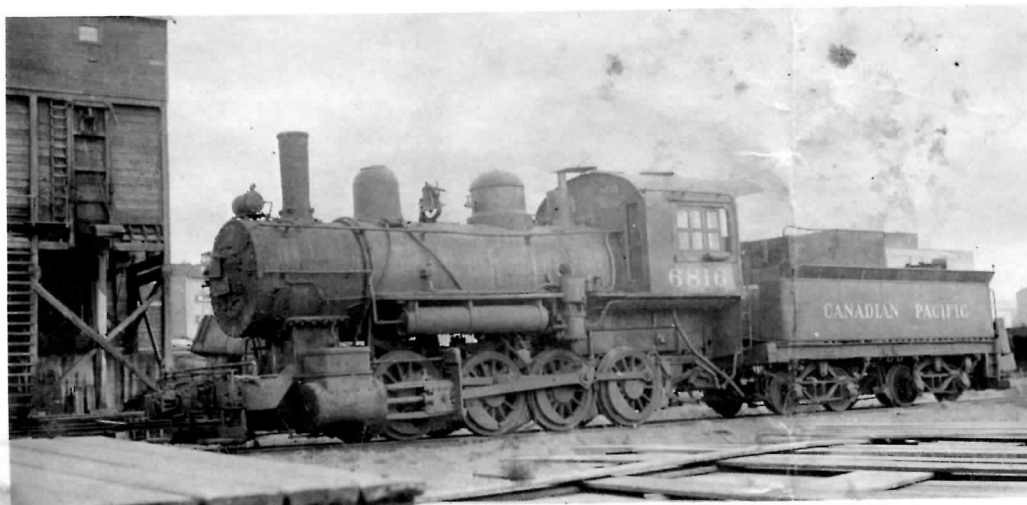


Class W1a were the only 0-10-0's in service on the CPR. Built by CP at Angus in 1914, the entire class is shown here at Winnipeg on May 15th. 1940. Closest to the camera is #6950. (UCRS coll.)



RIGHT  
Equipped with a small wartime "blackout" headlight, 0-8-0 #6816 is seen switching a Vancouver yard in February 1941. Part of class V1a, the locomotive was built by Baldwin in 1898. (UCRS coll.)

BELOW  
The most modern of CP's 0-8-0 switchers were the V5a class. Last of these to be built was #6609, shown here. Outshopped by CLC in 1931, the class had 58" drivers and 250lbs. boiler pressure. (UCRS coll.)



# RAILFOTOS



## *Canadian Pacific*

### RIGHT

CP Mikado #5310 is caught by the camera at Vancouver on April 26th. 1936. Part of class P2b, she was built by MLW in 1920. (UCRS coll.)

### BELOW

The G4b class Pacifics were built by CPR in 1921. Class member #2713 is seen here at Portage-La-Prairie in July 1945. (UCRS coll.)

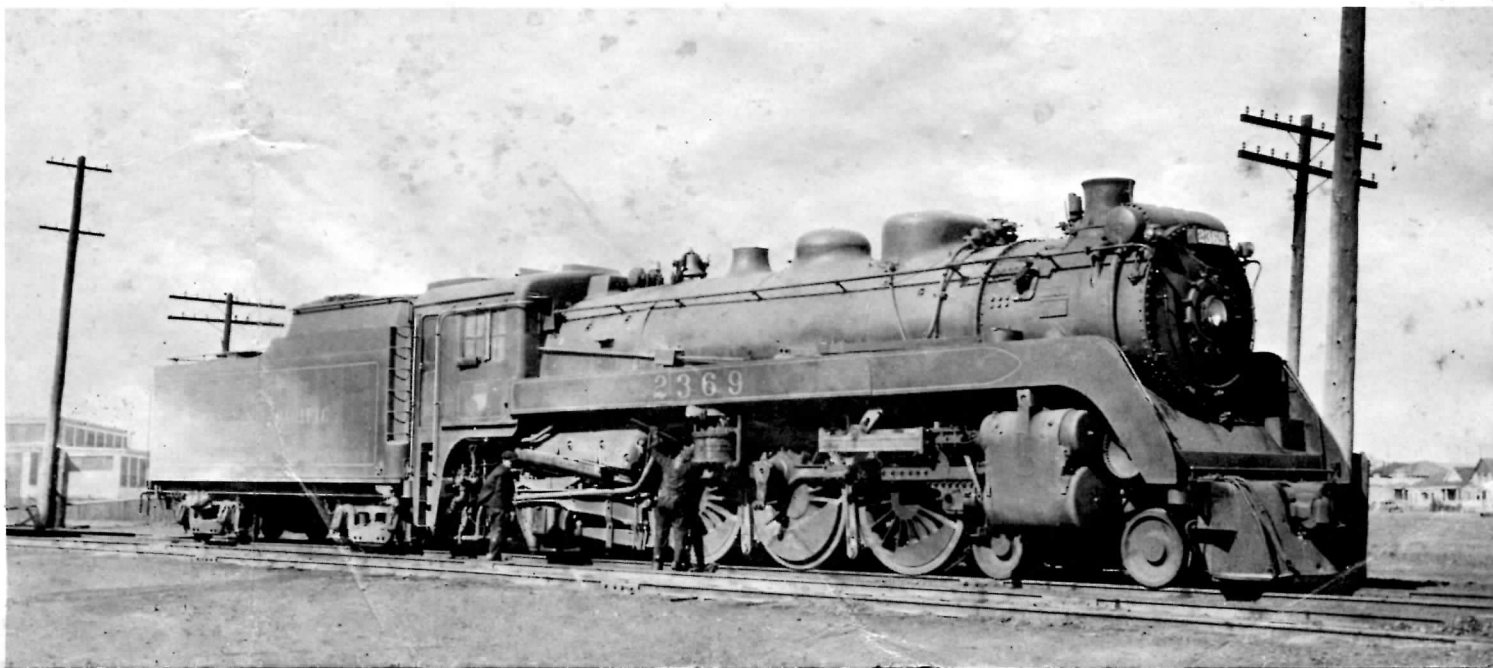


### CENTRE PAGES

Inco Railway crews confer between switching chores at Copper Cliff (Sudbury), Ontario. B-B electric units #118 and #119 were caught by the camera in April 1975 (W. Kirchmeir)

### BELOW

Semi-streamlined Hudson #2369 sits in the yard at Calgary in 1944. The locomotive was built by CLC in 1940. (UCRS coll.)









# 2 DAYS ON DOMINION ATLANTIC

K.A.W. Gansel

The Dominion Atlantic was started in the year 1866 under the name of the "Windsor and Annapolis Railway" and it was not until 1905 that the last part of the railway was purchased from the Midland Railway. The Midland ran from Truro to Windsor. The Dominion Atlantic was incorporated in 1894 and was leased to the Canadian Pacific Railway in 1912 for 999 years. That is enough of the history, we will deal with the DAR's day to day operation.

## DAY ONE:

South Maitland Nova Scotia-South Maitland is located on the line from Truro to Windsor (Truro Sub.Division) is an old and weathered freight shed and it still stands today. It is a reminder of the service that once originated on the line, now the train rarely stops. But the mixed train still runs over the line from Truro to Windsor six days a week (ex Sun.). The mixed train departs Truro at 0730 and being a mixed train, it does not keep to a schedule, but should be in Windsor by 1000. It returns from Windsor at 1500 and into Truro by 1800 or so. There is quite a bit of freight on the mixed, most of it being interchange traffic with the CN at Truro. We first saw the mixed at Kennetcook, where it stopped to wait on an order. There were no passengers in the coach on this morning trip to Windsor. From there we caught it again at Clarksville, Mosherville, Scotch Village as it travels it's way through the pleasant farmlands of the Kennetcook river valley. Upon arrival at Windsor, the coach is left in the small yard and the train does some switching before heading down the line to Kentville.

While all this activity is going on at Windsor, four miles away at Mantua, another daily operation is taking place, that of the DAR's only unit train, that runs from Mantua to Hantsport with gypsum.



ABOVE  
1½ miles west of Windsor, N.S. the gypsum train is seen underway. (KAG)

BELOW  
CP Rail SW-1200RS #8131 in DAR service at Hantsport, N.S. on the head end of the gypsum train. On the left is the Canadian Gypsum Company's GE 45 ton switcher which handles the cars (six at a time) on company tracks. (K.A. Gansel)

The run from Mantua to Hantsport is some 12 miles or so and it takes the train of 21 cars about 30 minutes to make the run. The gypsum train makes from 4 to 7 trips a day, depending on the output of the mine at Mantua and has on occasion run seven days a week, but normally, it is a 5 day job. The Canadian Gypsum Company owns two GE 45 ton diesel switchers. One is kept at Hantsport for emptying cars and the other at Mantua to help load the cars. There are three sets of 21 to 24 cars used only for the gypsum service. The gypsum train starts its day

around 0530 at Windsor and runs to Mantua for the first set of cars, and returns with the empties which were unloaded during the late afternoon and this starts off the cycle for the day. Also stopping at Windsor are the passenger trains to and from Halifax, so you can see that the activities at Windsor can be very busy at times. Hantsport is located at the top of the grade out of Windsor and the two SW1200RS units grind up the hill at 5 mph, sanding all the way. All trains of gypsum are met by the Canadian Gypsum Company switcher which pulls off the van and starts moving 6 cars at a time into the unloading shed. The engines run around the end of the train and pick up the empty cars and depart for Mantua. The return run is much faster as it is downhill. Also around 1300 or so, No. 24 shows up at Hantsport. This is the train from Kentville to Truro and at times (when the gypsum train is at Hantsport) the tracks are plugged. After dropping off some cars and picking up one or two, No. 24 arrives in Windsor and picks up the coach for the Mixed Train and prepares to get underway for its evening run back to Truro.

This time, there is a passenger going from Windsor to Truro. Having two people along on this trip is an asset, as one can ride the mixed to Clarksville change drivers and riders and the other can get off at Kennetcook (the mixed stops at Kennetcook for supper). The Mixed Trains used CP coach No. 1303 which was built in 1929 and showed its age. Only three lights worked as the battery and generators were on their last legs, and when that train stopped, the lights went out. There's a panel in the ceiling of the coach which sagged and there were signs that the roof had leaked in places. The seats were old and the blinds on the windows were discoloured by sun and weather. However, you couldn't beat the ride on the DAR's only mixed train and the only one left in Nova Scotia and in fact, the only one in the Maritimes. By riding in the coach, one's mind wandered back to the days when the mixed trains were commonplace and you felt that you have been transported back in time. As the twilight gives way to darkness and a light rain, so ends day one on the Route of Evangeline.

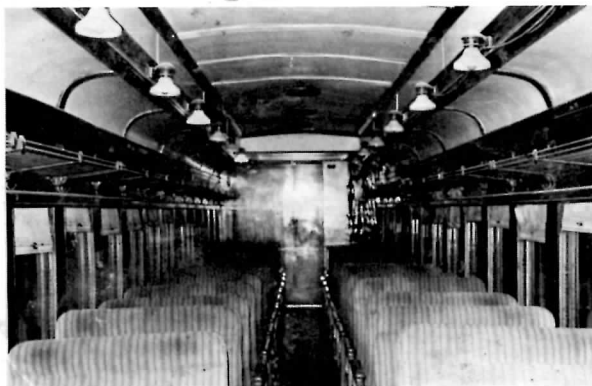




ABOVE  
Mixed #21 seen here at Windsor is preparing to leave for Truro. (KAG)

#### DAY TWO:

On the second day of the Dominion Atlantic, we decided that the RDC passenger trains were of importance as they are the only trains which serve Yarmouth Nova Scotia, as CN does not operate passenger service to Yarmouth any more. With the RDC's in mind, we drove from Kentville to a spot known as Clementsport. Here the East and West Moose Rivers come together and empty into the Annapolis Basin and the DAR bridges this river outlet. At one time it used to open for boats. Clementsport offers a superb photograph of the RDC passenger train and the typical Annapolis Valley with its great number of churches and farmhouses as background. About six miles from Clementsport and on the rail lines to Digby is another bridge at Bear River (near Smiths Cove). Here, you guessed it, the Bear River empties into the Annapolis Basin. This bridge is on a curve and is about twice the length of the Clementsport Bridge. However, the train slows down on the Bear River Bridge which affords time for a good number of photographs.



ABOVE  
Still in red and grey colours, CP #8138 heads train #50 out of Halifax. Destination - Kentville. (KAG)

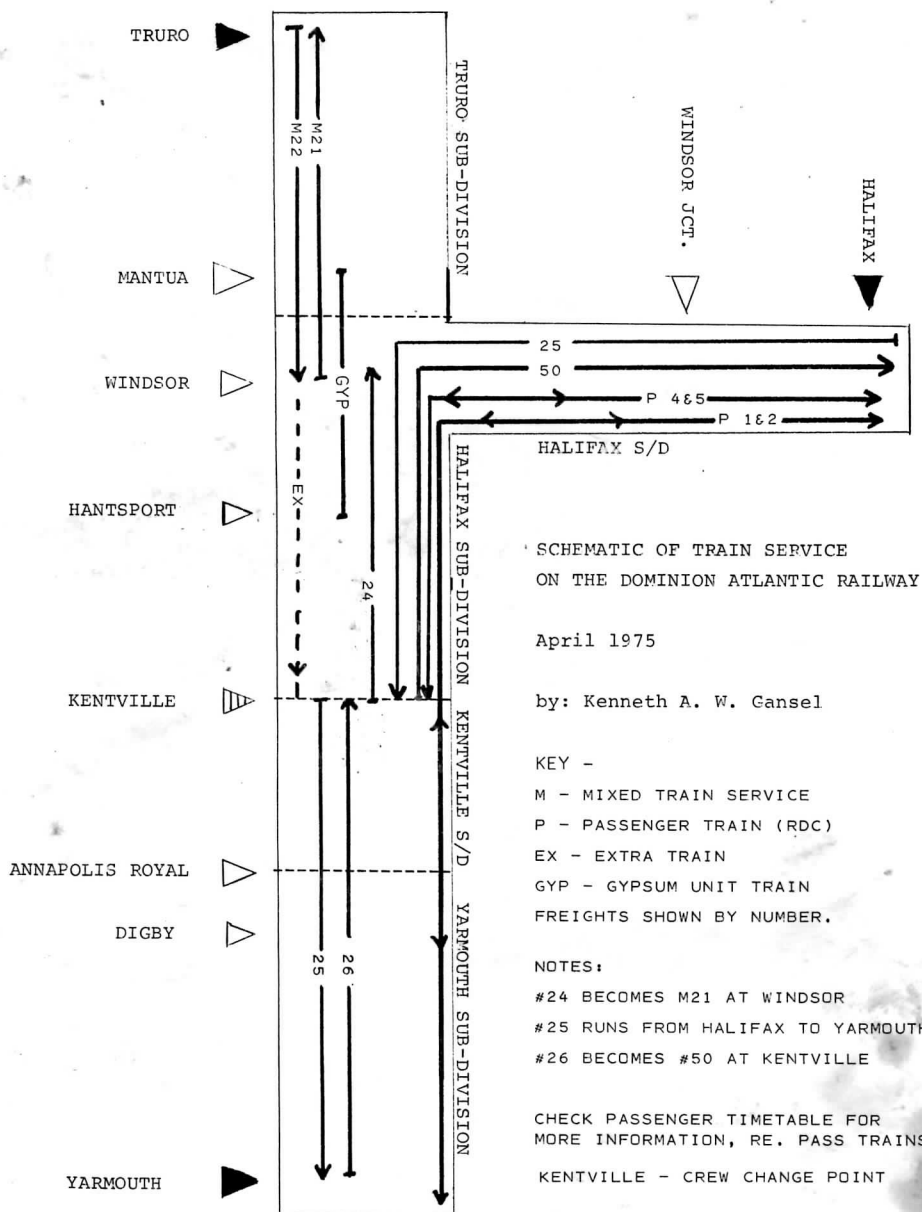


LEFT  
One of North America's most ancient passenger cars still to see class 1 road service is CP #1303. The car's dingy interior is shown here. (KAG)

From Bear River, Digby is only 6 miles away, so one must hurry right along to be in time for the meet of Trains No. 1 and 2 which takes place in front of Digby station at 1350. Train No. 1 from Halifax to Yarmouth takes the siding and No. 2 departs for Kentville, Windsor and Halifax. From Digby, passengers can connect with the ferry to Saint John and vice-versa. However, the ferry terminal is located about three miles from the DAR station and a fleet of taxis is run back and forth. Taxi charges are not included in the ferry or rail ticket prices. There is a great amount of excitement around the station as the two trains meet and passengers go to and from the ferry. A few years ago, the ferry used to arrive at the pier in town which was only 1/2 mile or less from the station, it also had a rail line on it and at one time the train would pull up along side of the ferry. CP built a new ferry terminal further out of town to allow for the bigger ferry to get in and out during the low and high tides of the Bay of Fundy.

At Windsor Jct., the DAR line connects with the CN and the DAR has running rights into Halifax. The first such train into Halifax was 1 January 1872, some 106 years ago. The station at Windsor Jct. is a joint station with the agent selling tickets for both the DAR and CN. Its a 216 mile trip from Yarmouth to Halifax and it takes the RDC 5 hrs. and 40 minutes to make the run.

The DAR at one time had its own motive power and other equipment marked 'Dominion Atlantic', but with the coming of the CP Rail multi-mark and diesel engines, the CPR markings were applied. However, tickets are still being issued marked 'DAR' and there is a sign at Kentville Station 'Dominion Atlantic Railway', and that brings to the close another day on the DAR.



A DAR mixed in action. Train #22 seen here south of Kennetcook, N.S. (KAG)



The Dominion Atlantic freight shed at South Maitland, N.S. Photo taken in April 1975. (KAG)





DAR trains #1 and #2 meet at Digby, N.S. at 13.50. The RDC unit on the right (making up train #1) has not yet had the CP Rail multimark applied. (K.A. Gansel)



CPR car #1303 on the rear of mixed train #22 at Kennetcook. (KAG)

Dominion Atlantic Railway train #1 on the bridge at Clementsport, Nova Scotia. The shot of the Yarmouth bound train was taken by the author on April 25th. 1975.





# TTC

## Electric & rail vehicle roster

LEFT  
Class A-11 (ex-Cleveland) PCC car #4667 pauses at Queen and Bay on an eastbound QUEEN trip during a snowy rush-hour in December 1977. (J.D. Morgan)

ABOVE  
For the last few years DUNDAS cars have been looping at Church St. on the west end short runs. Here ex-Birmingham car #4737 makes the turn southbound onto Church. (J.D.M.)

### STREETCARS

RUNNING NUMBERS	CLASS	TOTAL IN SERVICE	TYPE	BUILDER	ACQUIRED BY TTC	PREVIOUS OWNERS	PREVIOUS NUMBERS	MOTORS (NUMBER)	TOTAL HP	BRAKES	NOTES
2424	K-2	1	Large Witt	CC&F	1921	none	none	WH-533T4 (4)	200	air	1,4
2766	P-1	1	Small Witt	CC&F	1923	none	none	WH-510A (4)	140	air	2,4
2894	P-1	1	Small Witt	Ottawa Car Co.	1923	none	none	WH-510A (4)	140	air	3,4
4000 - 4005	L-1	6	LRV	SIG	1977-78	none	none	Garrett (2)	370	regenerative	12,15
4010 - 4199	L-2	190	LRV	Hawker-Siddeley	1978-80	none	none	Garrett (2)	370	regenerative	13,15,16
4300 - 4308 4310 - 4320 4322 - 4352 4334 - 4395 4397 - 4399	A-6	96	PCC	CC&F	1947-48	none	none	WEC-XMA202 (4)	220	rheostatic	5,14
4400 - 4409 4411 - 4445 4447 - 4499	A-7	98	PCC	CC&F	1949	none	none	WEC-XMA202 (4)	220	rheostatic	6,14
4500 - 4512 4514 - 4549	A-8	49	PCC	CC&F	1950-51	none	none	WEC-XMA202 (4)	220	rheostatic	7,14
4550 - 4574	A-9	24	PCC	St. Louis Car Co.	1950	Cincinnati Street Rly.	1150-74	WEC-XMA202 (4)	220	rheostatic	8,14

Car 2766 is the TTC's last wholly-owned Witt car. Seen here on a UCRS excursion early in the year. (R.W. Layton)

The Class A-6 cars are the oldest remaining of the TTC's original PCC cars. #4370 is seen here between duties at Russell carhouse. (J.D. Morgan)





In order to avoid running through the carhouse building some cars are stored on this cross track at Russell carhouse. Class A-11 cars #4638 and #4642 are featured here (J.D. Morgan)



Class A-6 PCC #4302 meets Small Witt #2894 on King St. in the east end of the city. (J.D. Morgan)

RUNNING NUMBERS	CLASS	TOTAL IN SERVICE	TYPE	BUILDER	ACQUIRED BY TTC	PREVIOUS OWNERS	PREVIOUS NUMBERS	MOTORS (NUMBER)	TOTAL HP	BRAKES	NOTES
4625 - 4629) 4632 - 4647) 4649 - 4650) 4652 - 4654) 4657 - 4661) 4664 ) 4666 - 4667) 4669 - 4674)	A-11	38	PCC	Pullman	1952-53	Cleveland Transit System	4200- 49	WEC-XMA202(4)	220	rheostatic	9,14
4675 - 4699	A-12	25	PCC	St. Louis Car Co.	1952	LouisvilleRlys./ CTS	501-25 4250-74	WEC-XMA202(4)	220	rheostatic	10
4700 - 4701) 4704 - 4705) 4713 ) 4715 ) 4719 ) 4721 ) 4723 ) 4737 - 4738) 4742 )	A-13	11	PCC	Pullman	1952-53	Birmingham Electric Co.	800-47	WEC-XMA202(4)	220	rheostatic	11,14

#### NOTES

- One of the first series of cars purchased by the TTC in 1921 (#2300 - #2498). Originally two-man operated, it was converted to one man operation in 1939. #2424 was the last Large Witt to operate in revenue service on July 21st. 1961. It was sold to O.E.R.H.A. in August 1961 and leased back to the TTC in 1974. It was restored for display and charters.
- Purchased new by the TTC in 1923. Originally a 2-man car, it was converted to one-man operation in 1935. This car was the last Small Witt to operate in revenue service on July 18th. 1965. It was then retired and retained by the TTC for historic puposes. Restored for BELT LINE service in 1973. In August 1978 it re-entered revenue service for one trip of a QUEEN racetrack extra.
- Purchased new by the TTC in 1923, converted to one-man operation in 1935. In 1936 it was equipped with special interior appointments (later removed). It was the last Witt to operate on the DUPONT route in 1963. After its 1963 retirement it was sold. That owner then sold to the O.R.A. who in 1973 leased back the car to the TTC for display and charters.
- After restoration, all Witts were assigned to St. Clair division. On closure of that carhouse in 1977, they were transferred to Russell division. #2424 and #2894 are usually stored inside, #2766 is usually stored outside.

- 4309,4321,4333, & 4396 scrapped. 79 of the cars including prototype #4362 were rebuilt 1972-75.
- Cars 4410 and 4446 converted to rail-grinders RT-14 and RT-15. 45 cars rebuilt 1972-73. Can mu with classes A-11 and A-12 but couplers removed in 1977.
- Car 4513 scrapped. 49 cars rebuilt 1972-75.
- Car 4564 stored out of service.
- Cars originally built with mu control but never used as such by CTS. Couplers applied by TTC in 1954. Cars 4631 and 4668 converted to rail grinder train W-30+W-31 in 1974. Car 4646 stored out of service. Cars 4630,-48,-51,-52,-55,-56,-62,-63,-65 resold to Cleveland/ Shaker Heights RTA in 1978.
- Cars built for Louisville Railways but were never used and were operated by CTS "as new". Converted to mu operation in 1953-54 by TTC.
- Car 4700 is assigned to Hillcrest as training car. Gaps in numbering due to sale or scrapping.
- Cars delivered in 1978 except #4002 which arrived Dec 29/77.
- First car to be delivered late 1978, balance in 1979 and 80. The last of the class are to be equipped with pantogrphs for Scarborough LRT line. Class L-1 can mu with class L-2.

- Following PCC cars equipped with training controls:-

Class A-6	4300-08/91-95/97-99
Class A-7	4400-09/11-13/92-99
Class A-8	4500-08
Class A-9	4550
Class A-11	4625
Class A-13	4701/04

- LRV cars have chopper controls with blended electric and air braking. Regenerative has preference over rheostatic.
- The cars for Scarborough LRT line will have high performance mode with 440HP total.



## TROLLEY COACHES

<u>RUNNING NUMBERS</u>	<u>MODEL</u>	<u>TOTAL IN SERVICE</u>	<u>DATE BUILT</u>	<u>BUILDER</u>	<u>CONTROL</u>	<u>ELECTRIC BRAKING</u>	<u>NOTES</u>
9200 - 9282) 9284 - 9351)	E-700A	150	1968-72	TTC/Flyer Ind.	CGE type MRC	Regenerative & dynamic	1,2

### NOTES

- The coaches were a joint venture of the TTC and Flyer Industries. The traction motors and control equipment were salvaged from retired vehicles 9000-9152. #9200 was originally prototype vehicle #9020
- Coach #9283 destroyed by fire on January 9th. 1973, scrapped 1975. Coach 9214 stored unservicable.

## SUBWAY

### NOTES

- Cars 5004,5005,5058 and 5059 destroyed by fire on March 27th. 1963. Cars 5033 and 5034 had driving controls removed in July 1967.
- Original dynamic brake equipment removed 1966-67.
- Cars 5204 and 5206 destroyed by fire on March 27th. 1963.
- Cars 5388 to 5391 destroyed by fire on December 20th. 1976.
- Cars equipped with Westcode single handle control.
- Cars have chopper control with regenerative braking.
- Cars have chopper control with blended regenerative and air braking, with rheostatic for third-rail gaps. Wabco single handle control. Cars 5804-07 equipped with M.A.N. trucks balance ride on Dofasco trucks.
- Units in G series can mu together, units in M and H series can mu together.

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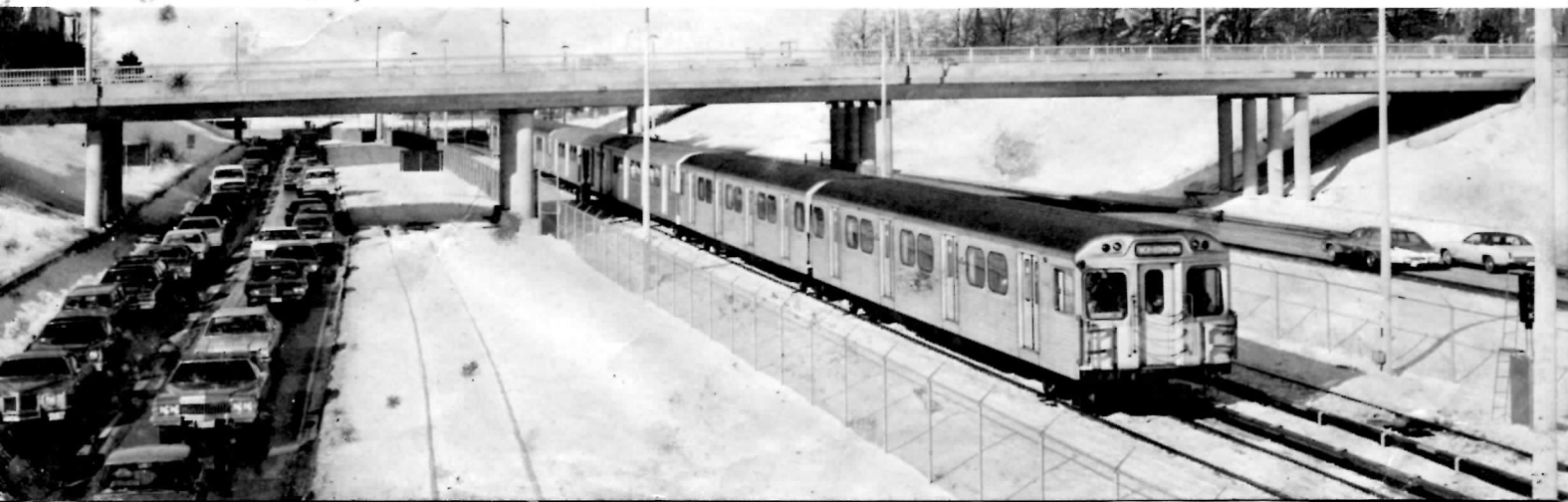
Car 4539 descends the ramp to St. Clair West subway station. The class A-8 car is on a ST. CLAIR trip. (J.D. Morgan)



Trolley coach #9237 looping at the end of its ANNETTE run. (TTC Photo)

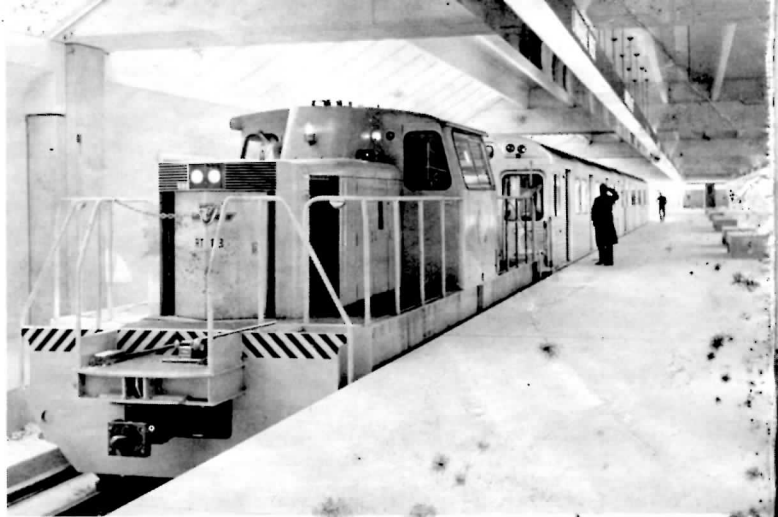
<u>RUNNING NUMBERS</u>	<u>CLASS</u>	<u>TOTAL IN SERVICE</u>	<u>BUILDER</u>	<u>YEAR BUILT</u>	<u>BODY MATERIAL</u>	<u>MOTORS (NUMBERS)</u>	<u>TOTAL HP</u>	<u>BRAKES</u>	<u>SEATING</u>	<u>NOTES</u>
5000 - 5003) 5006 - 5057) 5060 - 5099)	G-1	96	Gloucester RC&W Co.	1953	steel	C.P.-C95 (4)	272	Self-lapping air EP + Auto	62	1
5100 - 5105	G-2	6	"	1954-55	aluminum	"	272	"	62	
5110 - 5115	G-4	6	"	1958-59	steel	"	272	"	62	2
5200 - 5203) 5206 - 5227)	G-3	26	"	1956	steel	"	272	"	62	3
5300 - 5335	M-1	36	MLW	1962-63	aluminum	CGE 1521PAI(4)	480	Westcode EP rheostatic	84	
5336 - 5387) 5392 - 5499)	H-1	160	Hawker Siddeley	1965-66	aluminum	ACEC ES548-A(4)	484	"	83	4,5
5500 - 5505	H-3	6	"	1971	aluminum	Brush TMC38-42(4)	464	Regenerative	83	5,6
5506 - 5575	H-2	70	"	1971	aluminum	"	464	Westcode EP rheostatic	83	5
5576 - 5663	H-4	88	"	1974-75	aluminum	"	464	"	77	5
5670 - 5807	H-5	138	"	1976-78	aluminum	Garrett 2000622-1 (4)	504	Regenerative	76	7

A Class H-1 car heads up a southbound train SPADINA train approaching Eglinton West Station on the line's opening day. (T. Wickson)





LEFT  
G-1 and G-2 cars pass north of Eglinton West Station on the SPADINA line. T. Wickson)  
RIGHT  
Diesel hydraulic locomotive RT-18 hauls two class H cars through Lawrence West Stn. prior to the opening of the Spadina line. (T. Wickson)



## WORK EQUIPMENT

<u>RUNNING NUMBER</u>	<u>TYPE</u>	<u>BUILDER</u>	<u>YEAR BUILT</u>	<u>YEAR(S) REBUILT</u>	<u>TARE (LBS.)</u>	<u>TOTAL TRACTION HP</u>	<u>NOTES</u>
RT-1	Maintenance car	Toronto Rly. Co.	1909	1918) 1928) 1936) 1953)	54,400	200	1
RT-3	Dump/ballast spreader	Differential Car Co.	1922	1953) 1965) 1975)	54,000	200	2
RT-6	Snow blower	Differential Car Co.	1922	1954	65,900	200	3
RT-10	Refuse collection car	Nippon Sharyo	1967	-	70,000	272	4
RT-11	Non-motored flatcar	" "	1967	-	49,000	-	
RT-12	Battery/electric locomotive	" "	1968	-	100,000	768	5
RT-13	Crane car	" "	1968	-	94,950	272	
RT-14) RT-15)	mu rail grinders	C C & F	1949	1970	37,000ea.	220ea.	6
RT-16) RT-17)	non motored pair, tunnel washers	Nippon Sharyo	1973	-	59,363ea.	-	
RT-18	Diesel hydraulic locomotive	Anbel Corp.	1977	-	100,000	700	7
W-30) W-31)	Street rail grinder mu train	Pullman	1946	1975	-	220ea.	8

Subway rail grinding train RT-14/RT-15 is seen here at work on the YONGE subway extension prior to its official opening. As is very obvious from the photograph, the train is made up of old PCC cars coupled back to back. (TTC)



### NOTES

1. Originally Toronto Railway Company compressor car #2, burnt in 1916 it was rebuilt in 1918. Rebuilt by TTC in 1928 for Lake Simcoe line as Express car #2. Rebuilt to plow TP-2 in 1936 and rebuilt to RT-1 in 1953.
2. Originally TTC #W-18 differential dump car, acquired new in 1922. Rebuilt to RT-3 ballast car in 1953. It was converted to prototype wall washer in 1965 and converted back to a dump car in 1975.
3. Originally Toronto & York Radial Rly. differential dump trailer #850, new in 1922. Renumbered to TTC #850 in 1927 and to W-850 in 1930. Rebuilt to RT-6 in 1954.
4. Similar in external appearance to a subway car. Affectionately known as "Tokyo Rose".
5. Can operate from on-board 300v battery supply or from 600v third rail.
6. Originally PCC cars 4410 and 4446 (Class A-7), new in 1949. Converted in 1970 to operate back to back as RT-14/15.
7. Model DH-700S, builder's serial number 001. Powered by two GM 8V-71T diesel engines of 350 HP with hydraulic drive and 4-speed gear shift. Exhaust gas converter installed.
8. Originally PCC cars 4631 and 4668 (Class A-11). W-30 (lead car) has full PCC brake equipment, W-31 has grinding wheels in place of track brake. Inservice April 1976.

# IN TRANSIT

Edited by  
Rod Semple

## CLRV Developments

CLRV's 4004 and 4005 were accepted by the TTC in September with some reservations as important energy consumption tests have yet to be performed on the cars. The two cars were used to provide a shuttle service between St. Clair West Subway Station and St. Clair Carhouse on 26 September. This was in conjunction with the American Passenger Transit Association 1978 Convention and enabled delegates to sample the car and inspect the UTDC's Wychwood facility.

LRV operator training will commence in 1979, preparatory to which, instruction of supervisory personnel is now under way.

The citizens of Toronto will get their first opportunity to ride the CLRV's early in 1979 when the cars will enter service on the LONG BRANCH route. To this end, alterations have been made to the section insulators on this line due to the regenerative braking feature of the new cars. The modifications prevent a CLRV from entering a dead section and rendering it live. The other streetcar lines will be so modified in the year 1979.

Hawker Siddeley of Thunder Bay Ont., plans to commence shipment of the first production CLRV's in February of 1979. Once full production starts, 18 cars per month are expected.

## SCARBOROUGH LIGHT RAIL - MORE DELAY.

Budgetary and political developments have resulted in a one year delay on the completion of the Scarborough Light Rail Line. The line is to connect the end of the Bloor-Danforth Subway to the Scarborough Town Center. The Borough of Scarborough has strongly objected to any further delay on the line which is due to open in 1982.

## TTC DAVISVILLE YARD - DEVELOPMENT ABOVE PROPERTY IS PROPOSED.

A public meeting was held on 22 November in connection with the proposed development of air rights over the subway yard. The development would include offices, stores and high rise apartment blocks along with a recreation center and tennis courts.

## CLEVELAND CARS GO HOME.

After 25 years of service in Toronto the first of the ex Cleveland Transit System Pullman streetcars to return to their native city are once more transporting Clevelanders. The cars, retaining their Toronto numbers (4652-4648) and paint scheme commenced operation on the Cleveland RTA Shaker Division on 20th October after a formal handing over ceremony at Shaker Square.

## LIST OF CARS SHIPPED

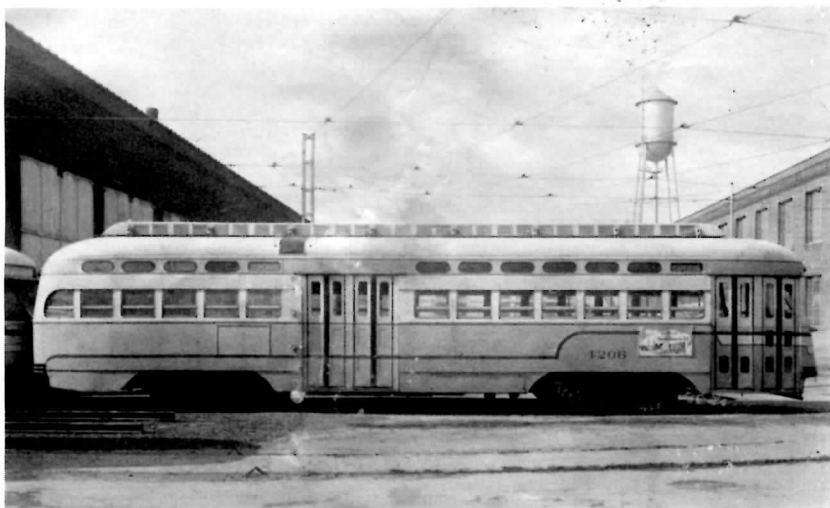
TTC/RTA NUMBER	DATE SHIPPED
4648	July 7
4652	" 19
4630	Aug. 18
4651	" 24
4655	Sept 8
4656	Oct. 4
4662	" 20
4663	Nov. 1
4665	" 21

Below: Toronto Railway Company 1326 and CLRV 4000 pose at Hillcrest Shop after being painted and lettered, prior to being displayed at the Canadian National Exhibition. 11 August 1978 Photo: T. Wickson.





ABOVE LEFT: Ex T.T.C. 4652/4648 outbound at Shaker Square on the Cleveland Regional Transit System's Shaker Division at Shaker Square at the official "handing over" ceremony 20 Oct 78. The RTA has retained the TTC numbers and paint scheme adding the RTA crest to the cars. (TTC Photo) ABOVE RIGHT: A-11 class 4625, 4643 eastbound on the Bloor-Danforth Line at Castle Frank in May 1964. Photo by Ted Wickson.



ABOVE: Cleveland Transit System 4206 at Hillcrest Shops after delivery to the TTC from Cleveland 6 March 1953. The car was renumbered to TTC 4631. (TTC Photo) RIGHT: Cleveland Transit System Pullman Standard 4238 at Toronto Transit Commission Hillcrest Ships unloading ramp on January 4, 1953. It became TTC 4663 and was one of the nine cars sold back to Cleveland for use on the Shaker Division of the RTA. (J.D. Knowles photo)





# UTDC TRANSIT DEVELOPMENT CENTER OPENED.

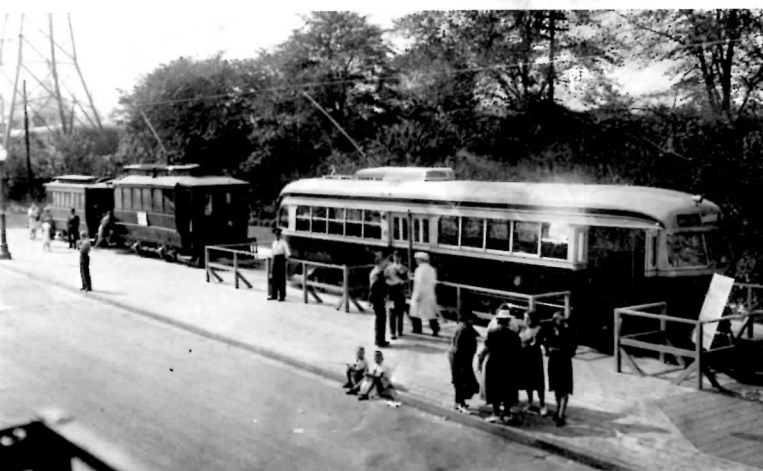
September 29 1978 saw the official opening of the Urban Transportation Development Corporation's new research and test facility in Kingston Ont.

Ontario Minister of Transportation and Communications, the Honourable James Snow officiated at the ceremony, at which a Canadian Light Rail Vehicle and an Intermediate Capacity Transit System (ICTS) test car were on display.

The Minister revealed plans for two possible ICTS demonstration systems in Ontario. One, in Hamilton would be a four mile line linking the Mountain Area of Hamilton with the downtown. The second proposal is for a line in Toronto linking Union Station with the Canadian National Exhibition via Harbourfront Park. ICTS comprises a system of automated rail cars using either the linear induction motor or rotary induction motor propulsion systems.

Urban Transportation Development Corporation's Intermediate Capacity Transit System Test Vehicle on the UTDC Research and Test Facility in Kingston Ont. 29 Sept. 78  
Photo taken opening day by T. Wickson.





Transportation Exhibit at the Canadian National Exhibition. ABOVE LEFT: CLRV 4000 showing "Exhibition" in the rollsign over the front door. ABOVE RIGHT: Moving crews get ready to move Peter Witt 2894 into the CNE from Dufferin Loop prior to the opening of the Ex. 12 Aug. 78. BELOW: Part of the Transportation Display at the Ex. '78. Left to Right: TTC CLRV 4000, PCC 4456, Witt 2894, TTC/ex TRC 1326, ORA/Credit Valley 136 and Coach, GO Transit bilevel Coach. 23 August 78. All three photos by T. Wickson. LEFT: T.T.C. Exhibit at the C.N.E. 31 August 1940, Horsecar, TRC electric car and PCC 4151. (TTC Photo)





ABOVE: Construction continues on the Eastern Extension of the Bloor-Danforth Subway. Here a truck dumps another load of gravel. Note that the concrete work is complete and the tunnel bore in the rear. 9 Nov 78 T. Wickson.



ABOVE: There is still one ex Kansas City Public Service PCC in Toronto, albeit, not in running order. The car, ex TTC 4776, was bought and moved to LaPentola Restaurant at the corner of Eglinton East and Bermondsey Road, where it is now the "Desire Lounge". June 78, T. Wickson.

Below: Line One Extension of the Montreal Metro has been placed into service. This shot was taken the first day of revenue service by Ted Wickson on 4 September 1978. The new station is Angrignon Park Station, the terminus of the new section.

OPPOSITE PAGE: Hamilton Street Railway has placed into service the first of their new Flyer Trolley Coaches. Trolley Coach number 7805, part of the new order, 7801-7816, will enable the HSR to retire the last of their CCF-Brill Trolley coaches. To the right is one of the first order of Flyers number 787. Take note that the HSR is switching to a year designation in their numbering system. Taken 10 Nov 78 by Ted Wickson.







*Rail and Transit*

