

# newsletter

May 1968 • 50c



Upper Canada Railway Society





# newsletter

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May, 1968

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James A. Brown, Editor

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It was just thirty-five years ago this month, in the  
depths of the Depression, that the Royal Scot of the  
London Midland & Scottish Railway visited Toronto. The  
worthy citizens, anxiously seeking tangible evidence  
that the world was returning to normalcy, turned out in  
droves to inspect this example of the ultimate in lux-  
urious travel. Here are a few of them at the Exhibition  
Grounds on May 4th, 1933.

-- TTC

## The Cover

Rapid transit comes to the suburbs! A westbound TTC  
Bloor-Danforth train is shown here on the newly-opened  
eastern extension of the subway, between Warden and  
Victoria Park Stations. It is skirting Bell's Bush Park  
and the Massey Creek Ravine -- scenery which no doubt  
comes as a pleasant surprise to many commuters formerly  
used to traffic jams on their way to work. See page 55.

-- Ted Wickson

## Coming Events



Regular meetings of the Society are held on the third Friday of  
each month (except July and August) at 589 Mt. Pleasant Road,  
Toronto, Ontario. 8.00 p.m.

June 1: Steam excursion to Stratford, leaves Toronto  
(Sat) at 0815 EDT. FARES: Adult \$9.75; Child \$5.00;  
Infant \$1.00.

June 9: A visit to the OERHA property at Rockwood is  
(Sun) being arranged. Write the Entertainment Com-  
mittee for details.

June 13: NOTE CHANGE OF DATE!  
(Thurs) Outdoor meeting: A visit to CN's new Express  
Terminal at Toronto Yard, Keele Street at Hwy  
7. 7.30 p.m. Regular TTC KEELE bus leaves  
Lansdowne Subway Station at 6.25 p.m. Term-  
inal entrance by road is about one half mile  
north of the main yard entrance, on Keele St.

June 21: Regular meeting. Omer Lavallee recalls steam  
(Fri) days on the Newfoundland Railway.

June 28: Hamilton Chapter regular meeting. Outdoor  
(Fri) observation session at Bayview, 8.00 p.m.

July 6: Steam excursion, Toronto to Montreal, return  
(Sat) by diesel. Leave Toronto at 0900 EDT.

July 13: Steam excursion, Montreal to Toronto, going  
(Sat) trip by diesel. Leave Montreal at 0900 EDT.

FARES for steam portions only of July 6 & 13  
trips: Adult \$15.00; Child \$7.50

July 19: Movie night at 589 Mt. Pleasant Road. Bring  
(Fri) your best 8mm movies to this informal session.

Aug 3rd: Ontario Northland steam excursion, North Bay  
(Sat) to Englehart, leaving North Bay (CN Station)  
at 0830 EDT. One fare only: \$13.00. Optional  
special cars Toronto to North Bay and return.

Aug 16: Summer meeting and social night at 589 Mt.  
(Fri) Pleasant Road, featuring refreshments and pro-  
fessional films of rail interest.



# RAILWAY NEWS AND COMMENT

## GO TRANSIT MAKES FOUR MILLION BY ITS FIRST BIRTHDAY

GO Transit's four-millionth passenger dropped his ticket into the farebox just two days before the government-sponsored commuter system observed its first birthday. Like opening day itself, the event passed without fanfare.

Highways Minister George Gomme did have something of a birthday announcement, however. He suggested that the government could be in a position by early next year to begin laying plans for expansions of GO Transit. Until now, the government has insisted that the existing operations must be studied for two to three years before any decision could be made to expand it.

One form of expansion will occur before then. Fourteen new cars will be added to the GO fleet this fall, and will be used to lengthen existing trains. GO Transit is now carrying about 16,000 passengers daily, just over the forecast figure; on peak winter days, the total approached 20,000.

## PASSENGER, FREIGHT TRAINS INVOLVED IN DERAILMENTS

Injuries were slight when Canadian Pacific's Canadian was derailed at Girdwood, Ont., 30 miles east of White River, April 29th. Spread rails derailed the trailing unit and five cars as the westbound train passed Girdwood at about 7.30 a.m. The early hour was credited with minimizing injuries, since most passengers were still asleep. The line was cleared by early the following morning.

Later the same day, a caboose and about ten cars of a southbound CN freight left the rails in a 'reverse sideswipe' at Barrie, Ont. Newmarket Subdivision traffic detoured via the Bala Sub, reversing the situation of March 16th (March NL, page 27). The mishap provided exercise for 120-ton auxiliary No. 50073, formerly of Fort Frances and filling in at Toronto for the 250-ton big hook, No. 50397, which is currently being overhauled in Montreal.



## LAST TRAINS CALL AT LORNE PARK AND DON

The end of April saw the last train service at two Toronto area stations, Lorne Park and Don.

GO train 969 made its last stop at Lorne Park on April 26th, with little ceremony. About 90 persons disembarked, the tickets were collected and the agent locked up the shelter and drove back to Clarkson, the stop for all future GO trains (April NL, page 40).

The last train to Don was even less eventful. Although the station was unstaffed in the final months, one train a day in each direction continued to stop there. The final stop was made by train 388 on April 28th, and just two persons alighted -- UCRS president Ross Hoover and your recorder.

-- Charles McLeod



-- Tom Henry



## WORTH NOTING...

- \* A practical course in Canadian geography and railroading was given to 28 Toronto public school students, who travelled to Vancouver and back in a chartered sleeper on CN's Super Continental. Their four teachers conducted seminars on the car, and the students wrote reports of their experiences for pupils in other classes. CN supplied rule books, operating timetables and other material for the discussions.
- \* Three children, all under 10, stowed away on CN's Montreal-bound Rapido on May 6th, and were not discovered until the train had passed Kingston. They had been hiding in a washroom. CN officials returned the stowaways to Toronto on the overnight Cavalier.
- \* CN will spend \$2 million this year to extend sidings and install CTC signalling between Jasper, Alta. and Red Pass Junction, B.C., and to upgrade the existing CTC between Jasper and Brule with power switches at both ends of all sidings.
- \* Prime Minister Trudeau officiated at the unveiling of a memorial to Sir Casimir Gzowski -- noted bridge and railway (Grand Trunk) builder -- in Toronto on May 25th.
- \* CN has adapted a Hy-rail station wagon to serve as an on- and off-track ambulance for isolated railway construction workers.

# EQUIPMENT NOTES...

## CANADIAN NATIONAL MOTIVE POWER NOTES

### \* Deliveries:

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

5042 - Apr 20/68	5046 - May 8/68
5043 - Apr 20/68	5047 - May 8/68
5044 - Apr 27/68	5048 - May 17/68
5045 - Apr 27/68	5049 - May 17/68

From Montreal Locomotive Works, 3,000 h.p. Century 630's, class MR-30b:

2032 - Apr 26/68	2034 - May 2/68
2033 - Apr 30/68	2035 - May 9/68

\* MR-10 switcher 8211 has been assigned to Port aux Basques, Nfld., to switch the standard gauge marine terminal there. Foreign equipment is now appearing on the island, heretofore exclusively narrow gauge, as carferries bring mainland cars into the Port aux Basques terminal for trans-shipment of goods into narrow gauge cars.

\* MR-18 No. 3883 replaced unit 3853 in the rebuilding program for the southwestern Ontario Tempo service, and has been renumbered 3151, the number originally intended for 3853. The Tempo units have been regeared for 92 m.p.h. speeds, and have been fitted with dual control stands and engine/alternator sets for supplying train electrical requirements. Before and after numbers are tabulated below:

Old number & class	New number & class
3850 -- MR-18g	3150 -- MRE-18g
3883 "	3151 "
3856 "	3152 "
3860 "	3153 "
3884 "	3154 "
3887 "	3155 "

### MORE DELETIONS FROM CN PASSENGER CAR ROSTER

\* Sixteen passenger cars have recently been approved by Canadian National for retirement or conversion to other service:

Cafeteria Car;	494
Cafe-Club Car;	Tignish (724)
Dining Cars;	1241, 1249, 1292, 1300
Sleeping Cars;	Whitebear (1000), Ludlow (1513), St. Hyacinthe (1683)
Coaches;	5067, 5109, 5110, 5111, 5117, 5242, 5247

### CN TRIES MAINLAND CARS ON NEWFOUNDLAND LINES

Nine standard gauge mainland freight cars rolled out of Port aux Basques, Nfld. late in March, culminating a series of experiments which could profoundly affect shipments of goods to and from the island. The cars, loaded and sealed on the mainland, reached their Newfoundland destinations with the seals still intact -- on narrow-gauge trucks. They made the 100-mile voyage across Cabot Strait aboard CN's new car ferry MV Frederick Carter.

Conventional carload shipments to Newfoundland have had to be trans-shipped twice, in the past -- from mainland cars to the Cabot Strait ferry, and from the ferry to Newfoundland equipment. Now, with the opening of the Port aux Basques marine terminal, mainland cars can be handled directly to the Newfoundland port, and the trans-shipping done directly from standard-gauge cars to their slim gauge counterparts. The new experiments suggest that even this cargo handling may be reduced in future, although the exchange of trucks is possible only with certain types of mainland equipment.

Supplementing its new carload handling techniques, CN is looking toward extensive use of containers as well, to speed up Newfoundland's freight.

## CANADIAN PACIFIC MOTIVE POWER NOTES

\* End of the line for CP's Trainmasters! The Striegel Supply & Equipment Corp., of Baltimore, Md., has purchased six 2,400 h.p. CLC Trainmasters from Canadian Pacific as operational locomotives. The units concerned are 8906, 8911, 8913, 8914, 8915 and 8919.

The diesel engines and main generators from eight other CLC's -- 8902, 8907, 8908, 8910, 8912, 8916, 8918 and 8920 -- have also been purchased by Striegel. It is understood that this firm may negotiate in part or in total for the remaining seven units, although at last report Nos. 8900, 8904 and 8905 were still working regularly out of Tadanac, B.C.

\* Remanufactured traction motors will be used in CP's Century 630's, now under construction at MLW. However, these motors will not necessarily come from withdrawn 8900's, as has been rumoured.

### REGARDING THAT SPERRY CAR....

\* Our query in last month's issue about the origins of Sperry Rail Car No. 402 (page 41) prompted a veritable flood of information, including notes from Ed Jordan, Brian West, Bill Linley, Kenneth Mozersky, M. Drube, Don Gordon, Norman Tutt, Ray Corley, David Osborne and Joe Howard. A thorough account of SRS 402 came from John Maclean, and follows herewith:

This is one of the ten rail buses built for the New Haven Railroad in 1951 and 1954 by Mack Trucks Inc. at their Allentown, Pa. plant. They were intended for light suburban and branch line passenger service, and were known as FCD cars, after F.C. Dumaine, the New Haven president at the time they were ordered.

...FCD Type II, Nos. 11-19, built in 1954, were of the type illustrated (in the April NL), with centre doors on each side, a train door at the 'blunt' end, and were equipped with multiple-unit controls permitting operation in two-car units.

The cars saw little revenue service on the New Haven due to a change of management while they were under construction. After lying around for several years, Nos. 18 and 19 were sold in 1958 to Sperry Products Inc. for conversion to detector cars, becoming their Nos. 403 and 402 respectively.

A couple of interesting sidelights on No. 402: When received by Sperry, it was shipped all the way to Cologne, Germany for installation of its ultrasonic detection equipment, and then returned to the U.S.A. Its first assignment as a detector car was to the New York City Transit Authority subway system; apparently it is now being used on more conventional railways.

Full information on these cars, including pictures of both types (FCD I and FCD II) and plans of Type II, may be found in the booklet 'History of Mack Rail Motor Cars and Locomotives', published in 1959 by the Lehigh Valley Chapter of the National Railway Historical Soc.

### NEW ACQUISITIONS FOR CANADIAN RAILWAY MUSEUM

\* A locomotive and two cabooses have recently come under the wing of the Canadian Railway Museum, at Delson, Quebec.

The locomotive is CN's venerable 77, built in 1930 by CLC-Westinghouse. Unfortunately, problems with No. 77's 380 h.p. Caterpillar engine will likely prevent operation of the unit.

The two cabooses, Nos. 34 and 35, represented the entire fleet of the Napierville Junction Railway, the Canadian arm of the Delaware & Hudson, and will require considerable restoration before going on display. D&H has supplied the NJR with 'new' vans to replace the museum-bound units.



# The Field Hill Mystery



Anyone who has explored the Field Hill area on foot will undoubtedly have come across, or had pointed out to him, the remains of a steam locomotive and tender near the base of Mount Cathedral. They can be found just above the Trans-Canada Highway as it approaches the base of Mount Stephen, as the highway is situated on the pre-1909 Big Hill main line. The wreck is on the roadbed of a spur which took off from the main line at this point, and was also used as a safety switch for runaway trains.

The common impression is that the locomotive was a pusher which ran away on the Big Hill and was derailed.

However, the facts are otherwise. An excavation made around the wreck several years ago unearthed a locomotive builder's plate — Baldwin, 1885 — which, when traced back to the source records for that works, indicated that this locomotive had been built for the North West Coal & Navigation Company, whose line had opened in 1885 between Dunmore and Lethbridge. This section was later acquired by Canadian Pacific and is now the Taber Subdivision.

The catch is that, when it was owned by the North West Company, it was a narrow-gauge line, and the builder's records showed that the locomotive was built for a three-foot gauge. Measurements of the wreck confirm this.

Running as the first section of Number 8, Canadian Pacific 2-8-2 5433 charges up the Big Hill east of Field, B.C. with a diminutive train. The locomotive is about to enter the lower of the two famed Spiral Tunnels at Yoho. — Collection of R.S. George

Unfortunately, no complete record exists of the North West Company's disposal of its locomotives. The Company itself became a part of the Alberta Railway & Coal Company, which operated a number of other three-foot-gauge railways in the Lethbridge area. And, the AR&C was eventually assimilated into Canadian Pacific through other corporate steps.

Its narrow-gauge lines were widened to standard over a period of about 15 years, beginning in 1893. And so its narrow gauge locomotives would have been disposed of during that time. Certain features of the Field wreck indicate that it took place in the latter part of this period, almost certainly after 1901.

Information that would solve the mystery of the wreckage of a narrow-gauge locomotive over 100 miles from the nearest known narrow-gauge railways has never come to light.

Behind the mystery locomotive of Field Hill undoubtedly lies a plausible answer; behind other stories the explanation is less obvious.

Like this one:

Many years ago, a wayfreight was making its way slowly down a canyon on a CP line in the Rockies. In addition to the locomotive, five or six cars and a van, there was the division superintendent's official car coupled to the rear.

In due course, the train came to a siding set on a mountain-side ledge and, expecting a meet with another train, pulled into the clear.

All was quiet and peaceful. The men in the head end sat in the cab and swapped stories; the conductor and flagman were in the van talking with the superintendent's Oriental cook, who had come forward to visit with them.

The "super" was sitting at the back of his car reading reports (superintendents ALWAYS read reports!) when, as he later related it, he had an uncomfortable desire to get

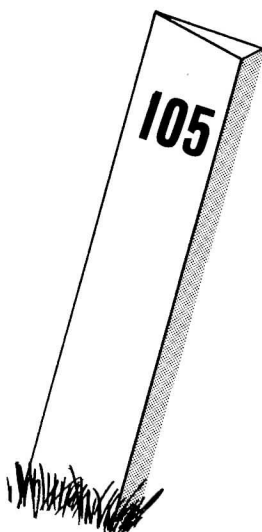
up and walk up the track away from the train. He passed it off as ridiculous, but the more he tried to ignore the urge, the stronger it became. Finally, he reached for his hat, went out the back door, stepped down to the roadbed and started to walk back along the track.

He had only gone a couple of hundred feet when a 10-ton boulder dropped from the mountain side and bounced the official car off the track and into the canyon, neatly uncoupling it from the van which remained unscathed.

When the superintendent recovered, it is said that he asked for his pension — even though he was scarcely 50. As for his Oriental attendant, the story goes that he forgot, in that one instant, all the English he had so carefully mastered over the years, and returned to his homeland where such occurrences at least had some basis in legendary lore.

— Canadian Pacific SPANNER

# Just how far is it between Toronto and Montreal?



Occasionally, the question arises as to the mileage on the Canadian National main line between Toronto and Montreal, which generally follows the route established by the Grand Trunk Railway in 1856. The subject has been of particular interest in recent years due to the speed-up of CN schedules, commencing with the inauguration of the Rapido and the forthcoming introduction of the Turbo Train.

The original single track GTR main line was relocated in some sections — principally in the area east of Oshawa to Port Hope — when it was double-tracked before the turn of the century, to obtain more favorable grades. The mileage boards — actually triangular concrete markers established along the north side of the double track route — reflected the "true" mileage as of that time between Montreal (Bonaventure) Station and Toronto (Union), mileages being shown west from Bonaventure.

The first changes in mileage were in and around Montreal. In 1888, the main line had been rerouted from Dorval through Lachine to Bonaventure. However, on July 14, 1943, service commenced by a new route from St. Henri (Junction) via Pt. St. Charles into the new Central Station, increasing the mileage by 1.5. On June 4, 1961 the Lachine route was abandoned and a route not dissimilar to the original one was established from the west end of Turcot Yard via Ballantyne (Junction), paralleling the CPR to join the "old" line at Dorval. The mileage over the new route was essentially the same as the old.

The cost to relocate the concrete mileage markers between Montreal and Toronto would have been prohibitive, and hence today the mileage at Dorval is still recorded as 10.3 miles from Bonaventure — as it originally stood in 1888, while the actual mileage is 11.8, as follows:

Mileage at St. Henri:	1.8	(from Bonaventure)
	3.3	(from Central)
St. Henri to Dorval:	8.53	(via Lachine)
	8.5	(via Ballantyne)

While passenger timetables were adjusted in 1962 to show essentially true mileage between the two cities, the operating timetables (for what is now the Kingston Subdivision) shows mileages from Bonaventure.

On July 21, 1957, the CNR opened the Cornwall - Cardinal diversion when it was forced to abandon the old line due to the flooding program of the St. Lawrence Seaway Project. As advertised at the time, the new route (to the north) was a half mile longer than the old. Yet, as before, neither the concrete markers north of the track nor the mile boards on the south side east and west of the diversion were relocated. The new diversion had only mile boards on the south side, and these were set up to integrate with the old. Then where did the extra half mile go to?

The additional mileage was "absorbed" at the western end of the diversion between mile board 104 (on the new line) and mile board 105 (on the original line). Coming west from Montreal, this can be easily spotted as follows:

Last mile board on new diversion:	104
Last ½-mile marker on pole on new diversion:	104.5
Junction with old line (104.77):	104.27 (old mileage)
Cardinal Station (105.3):	104.8 (old mileage)
Next mile board (105.5) on original line:	105.0

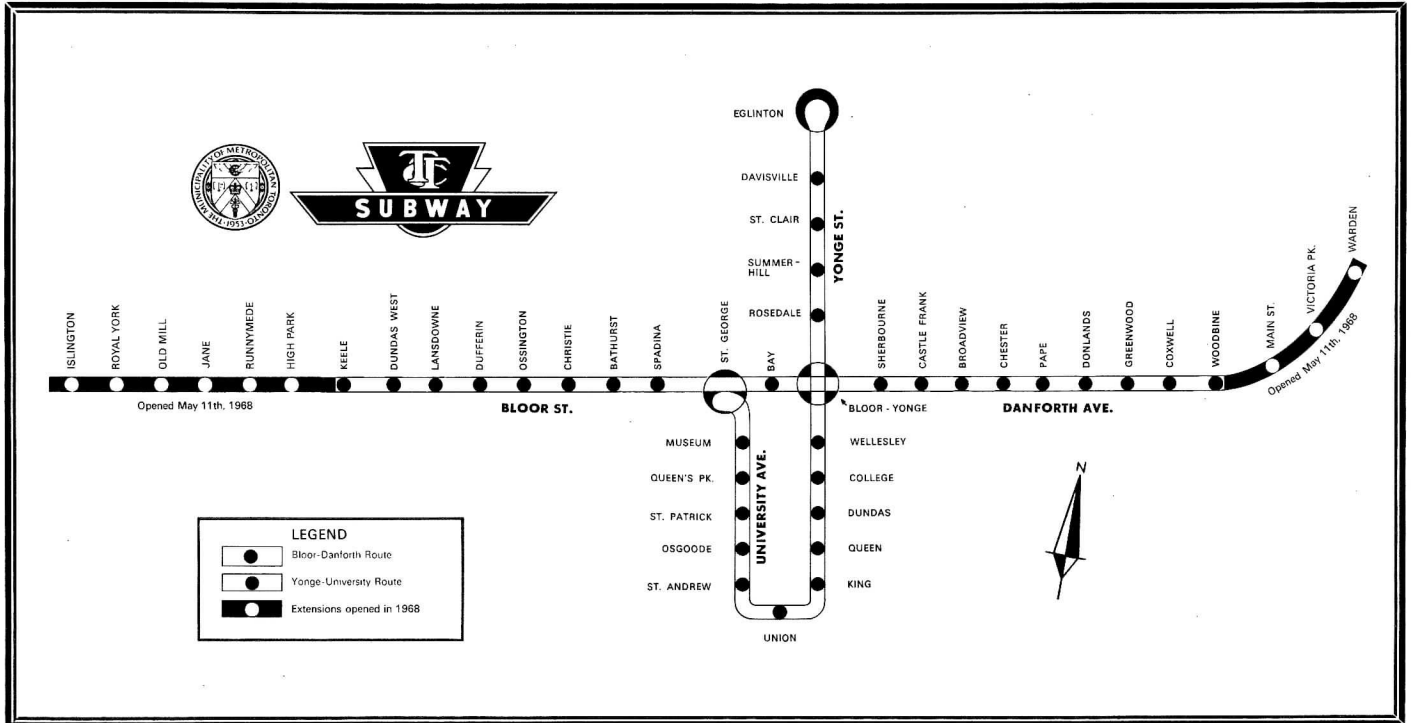
Because this additional mileage had been absorbed, and did not appear on any adjustment to operating timetables, it was similarly not reflected in the passenger schedules. Hence today, mile boards on the Kingston Subdivision show Toronto Union as 333.8, the passenger timetables show the Montreal - Toronto mileage as 335.3 (making up the extra mileage at Montreal), and the true mileage is 335.8.

To someone clocking the fast trains, the true mileage must be taken into consideration in start to stop schedules, and the existence of the "missing" half mile is very apparent when one tries to calculate the average speed between mile posts 104 and 105.

-- R.F. Corley



# Subways to the Suburbs



Metropolitan Toronto again moved to the forefront in rapid transit progress, as 6.16 miles of extensions to the BLOOR-DANFORTH subway system were opened to the public at 6.00 a.m. on Saturday, May 11<sup>th</sup>. Travel time for many subway users was reduced by as much as 30 minutes for a one way journey.

The new extensions were officially opened on Friday, May 10th, at 2.00 p.m., in special ceremonies, by the Hon. John Roberts, Prime Minister of Ontario, and William R. Allen, Q.C., Chairman of the Metropolitan Toronto Council. Special ceremonies were held at Islington Station where Mayor Edward A. Horton of the Borough of Etobicoke officially opened the terminal, and at Warden Station where Mayor Albert M. Campbell of the Borough of Scarborough performed a similar function.

The eastern extension of the BLOOR-DANFORTH subway into Scarborough measures 2.72 miles, and with the western extension of 3.44 miles into Etobicoke makes the line over 14 miles long. There are now more than 21 route miles of subway in service in Metropolitan Toronto.

Coincident with the opening of the BLOOR-DANFORTH extensions, street car service was discontinued on the BLOOR and DANFORTH Shuttles that commenced with the opening of the original section of BLOOR-DANFORTH in February, 1966. Extensive changes to other surface routes, including the removal of DUNDAS street car service north of Dundas West Station, were inaugurated to provide more direct-to-subway service, giving the maximum benefit to transit riders. The subway extensions and the new and extended surface routes will add more than 7 million miles to the 62 million miles of service provided by TTC vehicles in 1967.

## BACKGROUND

The BLOOR-DANFORTH subway extensions were not included in the official Bloor-Danforth-University Subway Project. Construction on the UNIVERSITY portion began in the autumn of 1959 and the line was opened on February 28<sup>th</sup>, 1963. Work on the BLOOR-DANFORTH section began early in 1962 and the line was opened on February 26<sup>th</sup>, 1966.

While the original BLOOR-DANFORTH line was still under construction, plans were prepared for the extensions of the line easterly into Scarborough to Warden Avenue (at St. Clair) and westerly into Etobicoke paralleling Bloor Street to Montgomery Road (the western terminal was later changed to Islington Avenue). Approval for the \$77 million project was given by Metropolitan Council and the Ontario Municipal Board early in 1964, and work on the first contract began in March, 1965. Metropolitan Toronto's share of \$60.091 million covered "right-of-way" costs (acquisition and preparation), construction and finishing of the line, while the TTC share of \$17.632 million covered "operating equipment" charges, such as track and signals, rolling stock and power supply, based on the "Woods-Gordon" formula of cost-sharing; 70% by Metro and 30% by the TTC. The Province of Ontario provided a subsidy of \$10.8 million, covering certain right-of-way construction costs.

**by R. D. McMann**



◀ In an unusually stylized setting, Old Mill Station forms a part of the B-D Subway's Humber River bridge.

-- Ted Wickson

#### RIGHT-OF-WAY & ROUTE ALIGNMENT

Over 500 properties were expropriated by the Metropolitan Toronto Subway Property Committee, to provide the cleared right-of-way for the extensions. Ownership is retained by Metro, and it is expected that land costs will be recoverable through the sale of surplus land and the leasing of air rights.

The easterly extension runs east from Woodbine Station through 300 feet of cut-and-cover section east of Cedarvale Avenue, then through 1900 feet of twin 16-foot circular tunnels to the western end of Main Station. The line then swings slightly northeast through cut-and-cover to Dentonia Park, emerging at Thyra Avenue in the Borough of East York and passing immediately into Scarborough via a bridge over Victoria Park Avenue into Victoria Park Station. The line continues northeasterly on the former right-of-way of the Canadian Northern Railway, paralleling the Ontario Hydro transmission line, crossing over Pharmacy Avenue, underpassing Fir Valley Court and Warden Avenue to the terminal at Warden Station at St. Clair Avenue. There is 550 feet of tail track north of the station on a concrete bridge over St. Clair Avenue, and a 350-foot maintenance track just southwest of the station on the south side of the scissors crossover.

The westerly extension alignment from Keele Station is parallel to and just north of Bloor Street for its entire length. Leaving the elevated Keele Station, the line runs through a cut-and-cover section to High Park Station, emerging into the open for 900 feet while bridging Clendenan Avenue and crossing Kennedy Ravine on embankment. The line then continues underground through Runnymede and Jane Stations to Riverside Drive, emerging to cross the Humber River on an 800-foot prestressed concrete bridge to Old Mill Station. The line again becomes underground at this point and continues through Royal York Station to Montgomery Road, again emerging to cross Mimico Creek on a 310-foot reinforced concrete bridge into the underground Islington Station. There is a third (center) track immediately before the scissors crossover at Islington, providing storage space for a full-length train, and two short tail tracks beyond the station for storage of work equipment.

#### TRACK CONSTRUCTION

Twenty-five hundred tons of running rail, exclusive of specialwork, was required for the 6.54 miles of double track installed in the extensions. The use of continuous welded rail is employed on the extensions, as on the UNIVERSITY and BLOOR-DANFORTH lines, to provide a quieter and smoother ride. Rubber pads have been installed between the base of the rail and the concrete invert to dampen vibration. In addition, 1,750 tons of contact rail carry the traction power.

#### TRACTION POWER

Power for the extensions is provided at 570 volts DC by six new substations, located at Warden, Victoria Park, Indian Grove (on the original line), Jane, Prince Edward Drive and Islington. All stations use silicon rectifiers of the outdoor type, eliminating the need for expensive buildings.

#### NOISE CONTROL

The use of acoustic material to reduce noise has been continued on the extensions. At Victoria Park and Warden Stations, the track has been equipped with lead isolated track beds to reduce vibration. A test section has been installed west of Warden Station utilizing concrete ties as another method of reducing vibration and maintenance.

#### SIGNAL SYSTEM

The BLOOR-DANFORTH extensions use a wayside three-aspect colour light signal system similar to those in use on the earlier subway lines. Control is provided at each signal location by an automatic train-stop device.

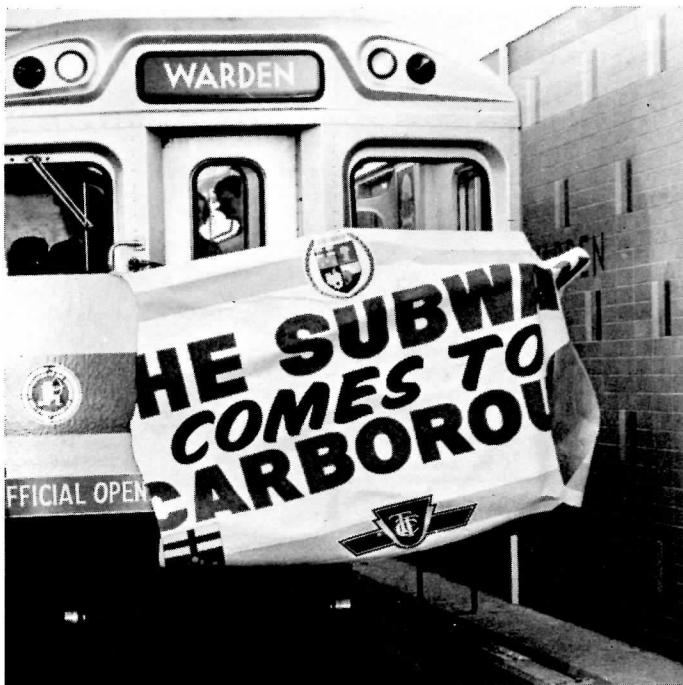
The system is divided into 'Interlocking' and 'Automatic' sections. The former type sections are located at Islington, Jane, Victoria Park and Warden Stations, with all other areas being of the latter type. In 'Interlocking' areas, two or more train routes are possible, and track switches and signals are interconnected so as not to allow conflicting train movements. Signals in the 'Automatic' sections are controlled by the trains in each section.

The signal system is tied into the central control panel at St. George Station. Because of the increased distances from St. George to the extension wayside signals, solid state coding devices were introduced to reduce the cable requirements for the transmission of information.

#### ROLLING STOCK & SCHEDULE REQUIREMENTS

Both Hawker-Siddeley (Class H-1) and Montreal Locomotive (Class M-1) subway cars are operated in 4-car trains over the entire BLOOR-DANFORTH system. The current schedule calls for 20 trains in weekday base service, 35 trains during the AM rush and 36 in the PM rush. Saturday service requires 22 trains, while just 15 operate on Sundays. Running times eastbound and westbound are 36.5 and 36.4 minutes respectively.





-- John Skillen

#### STATIONS

Nine new stations, three in the east and six in the west, have been provided along the extensions. With the exceptions of Warden, Victoria Park and Old Mill, all stations are underground. Victoria Park and Warden are at grade, although dips in both Victoria Park and St. Clair Avenues respectively give both a partially elevated appearance.

Old Mill Station is noteworthy as a portion of its platforms occupy the west end of the strikingly modern bridge over the Humber River.

Train platforms are uniformly 500 feet in length on either side of the tracks, except at Warden and Islington (Terminals) where island platforms provide greater flexibility. Platform and mezzanine areas are similar to existing stations on the BLOOR-DANFORTH line, using glazed ceramic structural tile with contrasting trim for interiors. Some walls in Warden and Islington Stations have patterns formed by the use of glazed facing tiles.

There are a total of 32 escalators installed in the extension stations, with 6 at Royal York alone. High Park and Royal York are equipped with secondary automatic entrances, having closed-circuit television and communications systems to enable station collectors to observe the entrances. Collectors booths are also located at the secondary entrances for manual operation if required.

Lighting intensities in the extensions carry on the same high standards previously established by the TTC. Fixtures have been selected on the basis of appearance, ease of maintenance and dust-tightness. Platforms are illuminated by a continuous row of fluorescent fixtures. A newly-developed mercury vapour lamp is used over bus loading platforms, giving low-cost lighting of high intensity and in the same colour as produced by fluorescents. An emergency power lighting system is provided from a DC source in each station. At Main, a new AC emergency system using fluorescent lamps has been provided, and is now undergoing evaluation.

Of special note is the inclusion of large commuter park-ride facilities at Islington, Victoria Park and Warden, accommodating more than 3,000 cars. The lots at the terminal points are not expected to be completed until mid-summer. Kiss 'n' Ride entrances are provided at Islington and Warden; the former will not be completed until mid-summer, while the facility at Warden is now in use.

#### STATION INTERIOR COLOUR SCHEMES

Station	Walls	Trim
Warden	BEIGE	BLUE
Victoria Park	GRAY	BLACK
Main	YELLOW	RED
High Park	WHITE	BLACK
Runnymede	GREEN	BLUE
Jane	YELLOW	GREEN
Old Mill	GRAY	RED
Royal York	BEIGE	BLACK
Islington	WHITE	BLUE



☞ Shortly before opening day, a test train poses in Warden Station.

-- TTC





⌠ PCC 4126 and Mack bus 920 at Jane Loop, November 1943.

-- TTC

## A PRE-SUBWAY PORTFOLIO



⌠ Last day at Woodbine Station Loop -- Ted Wickson



⌠ Runnymede and Dundas, May 5th, 1968 -- Ted Wickson

⌠ PCC 4575, at Keele Station, was a rare last-day BLOOR car.

-- Ted Wickson







To mark the opening to the public of the new Bloor-Danforth Subway extensions, the TTC issued two commemorative tokens to first-day riders.

Special brass tokens stamped with the official crest of Etobicoke were available at the six new westerly stations, while on sale at the three new easterly stations were tokens with a view of the Scarborough bluffs.

Unlike the original opening of the B-D line, when special tokens were doled out to all comers, riders on May 11th had to purchase the latest commemoratives, receiving one plus four regular tokens for a dollar.

Mint pairs are still available -- at a cost of 50 cents -- from the Toronto Transit Commission, Treasury Department, 1900 Yonge Street, Toronto 7, Ont.

#### STATISTICS OF THE EXTENSIONS

Total Length	6.16 Miles
Number of Stations	9
Types Of Construction -	
Cut & Cover	3.88 Miles
Open Cut & Embankment	1.63 Miles
Tunnel	.36 Miles
Bridges	.29 Miles
Number Of Men Employed (Construction)	1637
Construction Materials Used -	
Structural Steel	2720 Tons
Reinforcing Steel	20810 Tons
Rail (All types)	4797 Tons
Cast Iron Tunnel Liners	5919 Tons
Cement	1,823,970 Bags
Sand	196,187 Tons
Gravel	298,180 Tons
Excavation	1,254,089 cubic yds.

#### PREVIOUSLY PUBLISHED DATA

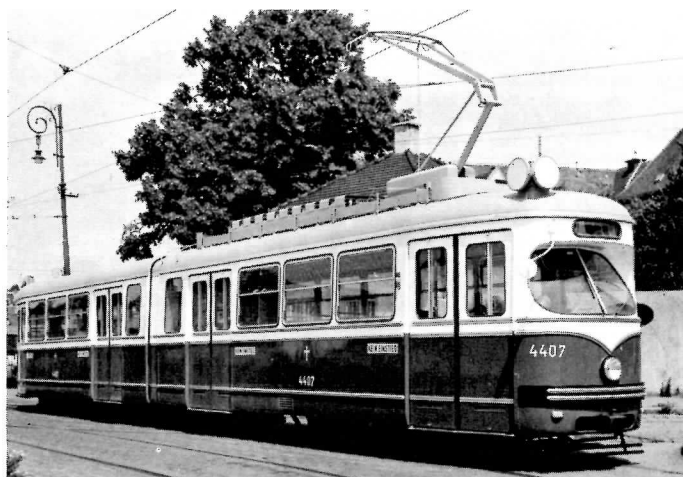
For additional information on the original portion of the BLOOR-DANFORTH subway and its rolling stock, please refer to the Society's NEWSLETTERS for March, 1966, June, 1965 and May, 1962.

DATA SUPPLIED BY: TORONTO TRANSIT COMMISSION



## TRACTION TOPICS

Edited by John F. Bromley



\* Possibly the biggest news to appear on the North American trolley scene in many years is the fact that the San Francisco Municipal Railway have apparently ordered no less than sixty, eight-axle (4 truck) three-section articulated cars from the St. Louis Car Division of General Steel Industries. GSI, who are licensed to produce the DuWag-type articulateds in the United States, has reportedly quoted a price of \$175,000 per car. The units are to be 98 feet long, 9 feet wide, with a maximum speed of 50 miles per hour. The cars will be capable of operating in trains of four units, and are to have doors designed with folding steps which will allow either high or low level loading. The articulateds are apparently going to be double-ended, and while the accompanying photograph is of a single-end, low-level loading car with only six axles, one can easily imagine that these will be very impressive on the streets and in the tunnels of San Francisco. We can only hope that a more pleasing paint than the present dark green will be chosen for the cars. The existing PCC car fleet, of which 25 cars (1016-1040) were built in 1952 (the last ever produced in North America) will be retired.

Vienna DuWag-type articulated No. 4407



-- John Bromley Collection

\* The number of air-electric PCCs retained for service as of May 11<sup>th</sup> was 17, and the list published in the April NEWSLETTER, page 48, is correct. The four cars that were to be retained for stand-by service were instead retired, and all air cars are now operated out of Russell, and one or two are usually found in base service. The bulk of the cars are operated on KINGSTON ROAD-McCaul, with one or two generally finding their way onto CARLTON, KING or the KINGSTON ROAD TRIPPER. Basic assignments on KINGSTON ROAD throughout the day are generally handled by Class A6 (4300s), while a few 4625s and 4675s can be found occasionally in base and more often in rush hour.

Following are the assignments of PCCs as of May 11<sup>th</sup>:

RUSSELL DIVISION		172 CARS
Class A2	4199	1
Class A3	4220 4226 4228 4245 4247 4253	6
Class A4	4261	1
Class A5	4275 4290	2
Class A6	4300 - 4369	70
Class A7	4490 - 4499	10
Class A10	4578 4586 4589 4593 4597 4599 4600	7
Class A11	4625 - 4674	50
Class A12	4675 - 4699	25
RONCESVALLES DIVISION		174 CARS
Class A6	4370 - 4399	30
Class A7	4400 - 4489	90
Class A9	4567 - 4574	8
Class A13	4701 - 4742, 4744 - 4747	46
ST. CLAIR DIVISION		97 CARS
Class A8	4500 - 4549	50
Class A9	4550 - 4566	17
Class A14	4750 - 4779	30

A complete summary of all air-electric PCC cars ever operated by the TTC follows, indicating present status of each car:

STORED AT DANFORTH DIVISION (For removal to Hillcrest Shops)		- 30
4000 4009 4020 4032 4045 4053 4070 4072 4075 4077 4083 4092 4096 4100		
4104 4107 4110 4117 4119 4124 4130 4136 4152 4153 4154 4158 4173 4177		
4197 4219		
STORED AT HILLCREST SHOPS (Excluding cars for scrap)		- 77
4003 4007 4012 4013 4016 4017 4019 4024 4030 4033 4037 4038 4039 4042		
4044 4046 4047 4048 4050 4054 4055 4057 4058 4064 4065 4066 4074 4079		
4080 4081 4084 4102 4106 4108 4112 4129 4132 4139 4165 4166 4168 4169		
4171 4175 4176 4178 4182 4187 4189 4191 4194 4207 4208 4214 4215 4230		
4233 4234 4237 4241 4243 4246 4252 4259 4269 4271 4272 4281 4282 4284		
4285 4289 4291 4294 4296 4594 4601		
STORED AT RUSSELL DIVISION		- 40
4202 4205 4210 4211 4212 4213 4218 4222 4223 4224 4225 4229 4231 4232		
4235 4236 4238 4239 4242 4249 4250 4254 4255 4258 4267 4268 4270 4277		
4280 4293 4577 4581 4582 4583 4584 4585 4590 4591 4592 4598		
STORED AT RONCESVALLES DIVISION		- 14
4200 4201 4221 4251 4274 4278 4279 4299 4575 4576 4579 4580 4587 4588		
STORED AT ST. CLAIR DIVISION		- 60
4001 4004 4006 4008 4010 4011 4015 4018 4021 4022 4023 4025 4028 4029		
4031 4033 4040 4041 4043 4051 4059 4060 4061 4062 4067 4073 4076 4078		
4085 4089 4091 4097 4098 4105 4109 4111 4113 4118 4122 4125 4128 4133		
4135 4137 4138 4150 4156 4160 4161 4163 4170 4180 4188 4190 4198 4204		
4206 4217 4286 4295		
PREVIOUSLY SHIPPED TO ALEXANDRIA, EGYPT		- 62
4002 4005 4026 4027 4034 4036 4049 4056 4068 4069 4071 4082 4087 4090		
4093 4094 4095 4099 4101 4103 4114 4115 4116 4121 4126 4127 4131 4134		
4151 4155 4157 4162 4164 4167 4172 4174 4181 4183 4184 4185 4192 4193		
4195 4196 4209 4240 4244 4248 4256 4260 4262 4263 4264 4265 4266 4273		
4276 4283 4287 4288 4297 4298		
SCRAPPED & REMOVED FROM TTC PROPERTY		- 12
4014 4052 4063 4086 4120 4179 4186 4227 4257 4292 4595 4596		
SCRAPPED OR PARTIALLY SCRAPPED, AT HILLCREST SHOPS		- 5
4088 4123 4159 4203 4216		
REMAINING FOR SERVICE, AT RUSSELL DIVISION		- 17
4199 4220 4236 4228 4245 4247 4253 4261 4275 4290 4578 4586 4589 4593		
4597 4599 4600		

Compiled/JFB - MAY 20, 1968

Several of the 14 air cars retired at Roncesvalles were used in service on May 13<sup>th</sup> and 14<sup>th</sup>, and 4200, 4575 and 4580 were on DUNDAS on the 14<sup>th</sup>. None ran after the PM rush hour on that day.

Interiors of all cars except those at Roncesvalles have had their interior advertising cards removed, and in addition, several cars at St. Clair and Russell have been stripped of trolley poles, retrievers and large exterior advertising brackets, as follows:

At Russell: 4210, 4583, 4585, 4592 and 4598.  
At St. Clair: 4006, 4011, 4022, 4023, 4045, 4111, 4113, 4118, 4156, 4160, 4170, 4188, 4190, 4217, 4295.

It is expected that all cars stored at Russell will be so treated, as these will probably be the first cars to

be shipped to Egypt when such activity again begins this summer. The Egyptian Government has recently stated a desire to purchase all stored cars that are fit for further service (approximately 200). Work is continuing at St. Clair as well, and for some reason 4018 is in the shop area on track 1. Further developments in this area will refer to the above listings.

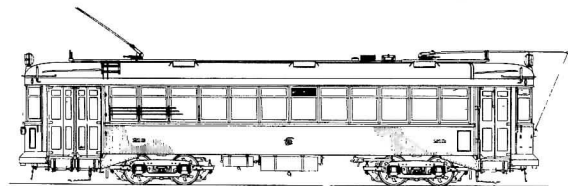
Reports of Israeli bomb-damage to several ex-TTC PCCs in Alexandria have been confirmed, but it is not known how many or which cars have been destroyed.

\* The last cars on the routes abandoned in conjunction with the opening of the BLOOR-DANFORTH subway extensions were spread over May 10<sup>th</sup> and 11<sup>th</sup>. The last CARLTON NIGHT car from Runnymede was 4398, leaving the loop at 5.10 a.m. on May 10<sup>th</sup> (Friday morning). The last DUNDAS-City Hall car left Runnymede at 10.45 p.m. on May 10<sup>th</sup>, followed by the last DUNDAS-Broadview Station car, with a large number of railfans aboard, at 10.52 p.m. The early closing of the DUNDAS route north of Dundas West Station allowed TTC crews to ready the overhead for the JUNCTION trolley bus, and diesels took over until the next morning. The early closure resulted in the UCRS last night fantrip being detoured to other parts of the system.

The last BLOOR SHUTTLE car was 4712, while the last DANFORTH SHUTTLE from Luttrell was 4666. The UCRS special cars, 4199 and 4226, were the last cars over both routes.

On the last day, cars 4536 and 4575 were both assigned to BLOOR in the evening rush, with 4575 remaining out in service until 11.00 p.m., to the delight of the many railfans in the area.

\* The TTC is currently renewing rail on Queen Street between Shaw and Dovercourt, and minor repair is being carried out on College between Grace and Brock. The diamonds at Dundas and Bloor were removed within a few days of the passing of the last BLOOR car, although the N to W and E to S curves are still in place. It is very probable that C-2 will visit both the DANFORTH and BLOOR routes to remove several sections of specialwork and other rail. The rails on Danforth between Main and Coxwell must be maintained until the stored cars at Danforth are removed to Hillcrest. Several cars were towed out (including the 8 dead "Rotation" cars) during the week of May 6<sup>th</sup>.



S Japanese - built Subway Maintenance cars RT-12 (Locomotive) and RT-13 (Crane) arrived in Toronto on May 5<sup>th</sup>, aboard the Texas Maru, of Japanese registry.....  
O Grinder W-28 was working on Broadview Avenue in early May, and is currently operating on College, out of Hillcrest Shops.....PCC cars out of service due to collisions include 4302, 4336, 4340 and 4723.....the U PARKSIDE experimental bus service (NL 2/68, p.24) has R been dropped, thus assuring CARLTON service along N Howard Park Avenue for several more years.....both RT-10 and RT-7 (formerly W-27) entered service recently, and RT-5 has been placed in dead storage.....C-1, now owned by the OERHA, has been overhauled and repainted and is currently stored at St. Clair Division while some work is done on the front axle and wheels.....for those interested, the equipment assigned to the 40-JUNCTION trolley bus route appears to be confined to the T-4 (9085-9124) and T-6 (9140-9144) series.....weekend assignments on QUEEN, previously operated by a hodge-podge of MU and non-MU equipment, is now serviced only by MU cars, the exception being trippers to Greenwood Raceway, where almost any type of car can be found (except during rush hours).