

Upper Canada Railway Society

BOX 122

TERMINAL "A"

TORONTO

Newsletter

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TORONTO 13

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JANUARY 1959

NUMBER 156

The Society meets on the third Friday of every month in Room 486, Toronto Union Station, at 8:30 P.M. The next meeting, to be held on January 16th, will be the 1959 Annual Meeting, at which the Officers' Reports for 1958 will be presented to the membership, and at which the election of Directors for the Society for 1959 will take place. Because of the significance of this meeting, a particularly good attendance of Toronto area members is hoped for.

It is planned at time of writing to have for entertainment at this meeting tape recordings of railroad sounds, as delayed from the November meeting.

The Society also meets on the first Fridays of each month from September to June for outdoor meetings or tours of local railway or street railway properties. One of the latter type of meeting is planned for February 6th, more specifically, a tour of the T.T.C.'s Davisville Shop property, where the Yonge Subway rolling stock is maintained. Members are asked to meet at the south-west corner of Yonge St. and Chaplin Cres. at 8:00 P.M. where the party will be met by a guide who will conduct the tour. Again, a good representation of local members is to be expected.

PAST MEETINGS -- December 19th: A smaller than usual turnout (some 25 members) witnessed an excellent program of 35mm. slides of railway subjects in Newfoundland and Australia. Onetime Toronto member Wm.T. Sharp, now in Princeton, N.J., was in attendance, and was welcomed back after several years of absence during which time he has been located in New Jersey and Deep River, Ont.

January 2nd: A total of ten intrepid members turned out on a raw evening to observe the interesting sights and sounds of the C.P.R.'s West Toronto Station.

Local members are again reminded that nominations for the office of Director of the Society may be made from the floor of the Annual Meeting, when called for by the Chairman, provided that the nominee has consented to stand for election.

Enclosures: In this month's mailing envelope, members will find not only the usual Newsletter issue and copy of the T.T.C. HEADLIGHT, but also Bulletin 51, (a data sheet covering T.T.C. cars 211 and 213), and a special supplement which reprints a significant newspaper article concerning C.N.R. President Donald Gordon's attitude on the railway passenger business.

EDITORIALMETRO'S SUBWAY POLICY: DOES IT GO
FAR ENOUGH?

The long term expressway program of the Municipality of Metropolitan Toronto, as announced in the press some weeks ago, cannot in itself cause very much criticism, even on the part of those most rabidly partial to rapid transit. There can be little doubt that the volume of automobile traffic in the Metropolitan area will make most of these projected roadways necessary before many more years have passed, if they are not so already. Indeed, their provision will improve conditions, especially for public transit operation, on the existing parallel streets.

Concern is raised, however, by certain statements made by the Metro Chairman in connection with the announcement of the road plans. He intimated that a major effort would be made on the part of Metro to bring the Bloor-University Subway into being over the next ten years; following this, the expressway program, though carried on to some extent during the years of subway construction, could be instituted on an "all-out" basis. This implies that the Metropolitan Corporation, though wisely assisting materially in the financing of the Bloor Subway as a major contribution to traffic relief in midtown Toronto, would turn its back in 1969 on further aid to subway construction and then direct its funds earmarked for traffic and transportation purposes solely to new expressway construction.

The year 1969 is just over ten years removed from 1980, the year by which various planning experts feel the 240 square mile Toronto Metropolitan area will have become fully urbanized. Late thinking on suburban planning is not that the entire urban complex should be a simple "pyramid", i.e., densely populated near the core, with continually decreasing density toward the periphery. Over the last two years increasing thought has been given to the value, probably the necessity, of establishing dense nodes of population in the outer and still vacant portions of the suburbs, particularly to provide a nearby labour force for the large industrial areas also being contemplated and established (e.g. Rexdale) in the outer areas.

The remote districts, thus, will not necessarily be the exclusive territory for light feeder bus lines as transit facilities. In the very long term picture, rapid transit extensions from the central city to such areas will probably be necessary. However, looking ahead only as far as 1980, it is obvious that a great portion of the Metropolitan population (some 2 million of the 2,800,000 estimated for the entire area in that year) will live beyond the limits of the present City of Toronto. If the Yonge and Bloor Subways, as presently existing and planned, are the only rapid transit facilities in 1980, for the vast majority of Metro residents they will represent only relatively short shuttle runs near the downtown area, leaving a long and wearisome surface ride from their outer terminals into the suburbs. There is already strong public opinion in the northern sections of the area that the Yonge Subway, efficient and elegant though it may be, simply does not go far enough.

The time savings afforded by rapid transit become progressively less apparent as the length of the surface trip from the outer terminal increases, and as it does so, the advantages of using an automobile increase. From this it follows that the usefulness of the T.T.C. subway system to the Metropolitan area, if it is held to outer terminals at Keele, Eglinton and Woodbine, will progressively decrease, and

with such decrease the traffic problem will increase, not only in the suburbs; but right in downtown Toronto.

It is sincerely to be hoped that Metro officials will realize these facts over the next ten years, so that upon the completion of the Bloor-University System to the presently planned terminals, they will be ready to assist in the financing of extensions of the line to (e.g.) the Six Points and Cliffside Plaza (Midland Ave.), the Yonge line to Willowdale, as well as new routes on Queen St., the Spadina Expressway centre mall, and possibly elsewhere. Rapid transit is really effective only where it serves the long haul, as in New York and London, with the outer end surface rides being relatively short and on traffic-free streets.

The infuriating traffic jams now affecting north end bus routes feeding Eglinton Terminal are becoming increasingly detrimental to the time savings afforded by the Yonge Subway when the overall journey time is considered. The Yonge Subway feeders are unfortunately doing too much of the total work and must operate for long distances over traffic-choked streets as trunk services themselves. The present system is therefore not the ideal situation mentioned above where rapid transit patrons never experience any real traffic congestion. Only when this ideal has been attained will there be a real inducement for the great suburban population of the future to leave its cars at home and ride transit for the 10 to 15 mile ride downtown. Only when the suburbanite has been encouraged in large numbers to ride public transportation will the back of the overall traffic problem be broken; the expressway system is necessary for those who must remain in cars, but if it alone is built, without rapid transit extensions after 1969, the hopeless conditions already experienced elsewhere will be Toronto's in 1980.

The plea, therefore, is to Metro officials not to be deluded into thinking that the Bloor-University subway will complete Toronto's rapid transit requirements and into forcing the T.T.C. again to "go it alone" if further construction is undertaken.

S.I.W.

THE ORANGEVILLE TRAMWAY COMPANY

by A.M. McKittrick, Orangeville, Ont.

In 1864 Orangeville, Ontario was a small community with a population of about five hundred. In the previous year it had been incorporated as a village. There were none of what might be termed industries in the small community. It was a village mainly of tradesmen and merchants catering to the sparsely settled farming areas surrounding it. The townships were still in their infancy with many of the farmers operating original crown grants. Scattered throughout the townships were tiny communities, formed for the most part of a tavern, a general store, one or two homes, and possibly a schoolhouse or church.

In 1864 farmers had to team their produce to either Guelph or Brampton. In either case it was a long haul over roads that were impassable for some months of the year. In like manner all goods sold by Orangeville merchants had to be hauled in from either of these points which were situated on the Grand Trunk Railway's Toronto-London line. The farmers in the district were not obtaining the best prices for their produce and at the same time had to pay higher prices for the goods they purchased in Orangeville.

Out of this situation was born the Orangeville Tramway Company, a means of transporting the produce of the farmers of the Townships of Mono, Mulmur, Melancthon, Amaranth and Caledon to large markets. The first meeting to discuss the project was held in Orangeville in May, 1864. The purpose of the project was explained at this meeting. It was to be a horse-drawn tramway system from Orangeville to Brampton or some point on the G.T.R. between West Toronto and Brampton. The tramway would be a cheap and ready means of transportation, superior to the main gravel road then in existence between these two points, Hurontario Street (now No. 10 Highway).

The route proposed for the tram line followed the valley of the Credit River from the east end of Orangeville to the base line of Caledon Township, thence paralleling Hurontario Street to Brampton. It was claimed that this was the easiest possible grade and would allow one horse to draw five or six tons of freight.

It was proposed that the cost of the tramway be shared between Orangeville and the five townships mentioned above. It was estimated that construction costs would amount to approximately \$2660 a mile, totalling about \$50,000. The proponents claimed that the operation should show an annual profit of around \$10,000.

In June of 1864 various meetings were held in Amaranth Township to discuss the project, and it was approved in principle at all of them. A mass meeting was held in the same month at Bell's Hall, at Broadway and Mill Street in Orangeville, and was attended by 300 ratepayers and interested persons. At this meeting complete particulars were given on financing and the type of construction. \$50,000 was to be raised by contributions of \$10,000 from each of Orangeville, Mono, Amaranth and Caledon; \$5,000 each would be contributed by Mulmur and Melancthon.

It was proposed that the tramway be 24 miles in length. Its right-of-way would be constructed on an embankment 9 feet in width, with a 3 foot fill over level country. Ties would be placed on 4-foot centres; to them would be fastened longitudinal scantlings to which the rails would be attached. The rails were to be of strap iron, 1½ inches wide and 1/4 of an inch thick. Stations would be constructed, as well as horse barns. The staff to operate the tramway would consist of a superintendent, two clerks and ten teamsters. It was estimated that the right-of-way would be purchased for \$40.00 an acre.

Money was scarce in 1864, and for a small community such as Orangeville to raise \$10,000 represented an ambitious outlook on the part of the citizenry for the future welfare of the district, and the tramway.

A meeting of ratepayers was held in Charleston (now Caledon Village) in July, 1864, and was lively because there was considerable opposition to the location of the project in Caledon Township on the part of those citizens who would be remote from it. Soon afterwards the Tramway Committee met and approved the spending of \$500 for a survey of the line. Jesse Ketchum was Chairman of the Committee, and representatives from Orangeville, Caledon, Amaranth and Mono sat on it. In November the Committee engaged C.J. Wheelock to survey the route for a fee of \$400. At this time Or. Orange Laurence, after whom Orangeville was named, donated the land for the right-of-way through 200 acres owned by himself in the Credit River flats in the east ward. It was through this area that the Credit Valley Railway eventually laid its rails, and it is possible that it utilized the right-of-way of the Orangeville Tramway Co.

1865

This was a year of further planning and of strengthening gains made in the previous year. In March the Tramway Committee issued a lengthy statement on the progress to date, which was sent to all rate-payers in Orangeville and in the various townships interested in the project. At the same time, Thomas Jull, reeve of Orangeville and G.J. Wheelock were appointed a committee to visit the state of Michigan and other states to study the operation of tramways there.

In June of 1865 the Tramway Committee approved a resolution to organize a joint stock company with a capital of \$50,000 to be issued in stock at \$10 a share, this money to be used to construct and run the road. A month later a provisional Board of Directors was set up for the project, by this time known as the Orangeville Tram Railway, consisting of R. Church, President (postmaster at Cataract), Jesse Ketchum, Vice-President (land speculator and developer), Frank Irwin, Treasurer (Orangeville businessman) and John Foley, Secretary (publisher of the Orangeville Sun).

In August of 1865 a prospectus was issued setting the cost of the Tramway at \$49,000 including right-of-way purchase, horses, rolling stock and the erection of stables and depots. The annual cost of operation was put at \$13,000 and the gross yearly earnings at \$25,000, leaving a profit of \$12,000. A few days after the stock books of the company were opened, \$10,000 had been subscribed.

1866

In April a notice was given of application to the Provincial Legislature at its next session requesting power for construction of the tramway. In this same month a new railway, the Toronto and Owen Sound Central, was proposed for the district. This company went so far as to apply for a charter and hold a meeting in Orangeville for promotion purposes. This company passed early from the scene when it withdrew its application for a charter a month later because of opposition in the Railway Legislative Committee.

In August, 1866 the Tramway Bill was passed by the Legislative Assembly. Commencement and rapid completion of the project now seemed assured. In October Caledon Township Council agreed to grant a bonus of \$10,000 to the tramway, and in the same month a deputation from the Township of Albion waited on the Board of Directors and offered bonus of \$30,000 provided that the tramway pass through the village of Bolton.

1867

The year 1867 was one of high hopes and some disappointments. It was the year that saw construction on the tramway started. Considerable opposition to it still existed in Orangeville and to some extent in the adjoining townships. In Orangeville it was the major election issue. Two groups of candidates for municipal office were nominated, one group being for the tramway and the other bitterly opposed. At the nomination meeting in Bell's Hall those who were opposed were soundly defeated and every candidate in favour was acclaimed.

In March both Orangeville and Caledon approved bonuses of \$10,000 each; the Orangeville bonus was conditioned that it be in the propor-

tion of \$1000 for every mile constructed for 10 miles, and that construction commence within one year.

During April contracts were let for three miles of grading and tie laying from Orangeville southerly. There is evidence that by this time the Board of Directors had decided to change the form of motive power of the tramway from horse to steam.

On May 30, 1867, a public meeting was held in Orangeville to consider the application of the Toronto, Grey and Bruce Ry. for a charter to construct a narrow gauge steam railway from Toronto to a point on Georgian Bay and one on Lake Huron. The result of the meeting was a resolution endorsing the granting of the charter.

By the middle of August, one half mile of grading on the tramway had been completed south of Orangeville and it was hoped to have the grading soon complete to Melville. The cost of grading was \$400 a mile and was termed "a marvel of cheapness". Shares in the Tramway were by now quite popular, and men who had been bitterly opposed were now hurrying to purchase them.

At a general meeting held in December the auditors reported that \$21,610 in capital stock in the company had been taken up. They also reported that it would cost \$5,000 per mile to reconstruct the tramway to "wide" gauge. It is presumed that the directors were considering changing from the planned narrow gauge to standard.

1368

This year marked the end of the tramway project.

Early in the year the town of Brampton was taking sufficient interest in the project to call a ratepayers' meeting to discuss the propriety of a land bonus. The meeting approved the plan in principle provided that the Township of Chingacousy, through which the tramway would also pass, was agreeable to similar action. At this time a new stage coach line was opened from Orangeville to Owen Sound; a similar facility was already operating between Orangeville and Brampton with three southbound and two northbound trips per week.

By March, 1868, one mile of tramway roadbed had been graded south of Orangeville. However, by this time, more and more attention was being directed to the Toronto, Grey and Bruce Railway and public opinion was swinging away from the tramway company, to the extent that both Orangeville and Caledon were defaulting on the payment of their promised bonuses. Claims were made against the two municipalities by the Board of Directors, but in October it was decided to hold the claims in abeyance until the expiration of the charter of the T.G. & B. and to abandon them completely if this railway was carried through to completion.

At the end of October, 1868, it was clear that finis could be written to the undertakings of the Orangeville Tramway Co. The Orangeville Sun of October 22nd carried a report that the Directors had left their claim against the village in abeyance and decided to unite in an effort to secure the early construction of the T.G. & B. The shareholders of the tramway company ratified an agreement in this respect and agreed to receive a bond of indemnity for their paid up stock. Following this, the tramway company passed into oblivion, and the Village of Orangeville granted \$15,000 to the Toronto, Grey and Bruce, which later built through Orangeville. With the construction of this railway, the proponents of the tramway secured the transportation facilities they had been seeking, and in a superior form.

TO SAVE OR NOT TO SAVE NUMBER 1 - THAT'S EDMONTON'S QUESTION

by Tom. B. Morrison, Edmonton, Alta.

Edmonton Radial Railway (latterly Edmonton Transit System) street car no. 1 badly needs some friends, even though in September of 1951 it appeared to have thousands of friends. When it participated in the last run ceremony for Edmonton's street car system after 43 years of service and a million and a half miles on Edmonton streets, thousands of citizens gathered in cold and rainy weather to bid the car farewell.

A sign was hung on the car (which sign is still in place to this day) dubbing it "OLD FAITHFUL", and 46 prominent citizens travelled in it for the last ride - from 97 St. and Jasper Ave. to 109 St. and 84 Ave. via the High Level Bridge.

Following the conclusion of this last run, more than seven years ago, the car was stored on a section of track in what E.T.S. officials call the "junkyard" section of the transit system property at 117 Ave. and 80 St. Although so located, the car was declared an historic piece, and plans were laid to preserve it to show generations yet unborn exactly what a street car was.

Today, no. 1 stands in the same spot in the "junkyard" and has unfortunately taken on the accoutrements of its surroundings. It is easy prey for vandals in the unfenced yard, and all window glass is long gone, much of the sash is missing, floor boards have been ripped up and seats and woodwork have been heavily damaged.

Some parts to repair no. 1 have been acquired by the City of Edmonton's Archives and Landmarks Committee, including complete windows, seats and blinds from E.T.S. car 24, the body of which was owned by a Terrace Heights resident who had used it as a workshop, then disposed of it when the area in which it was located was subdivided in the fall of 1958. Members of the Archives Committee gave 24 a thorough inspection and first contemplated moving it somewhere downtown to assume the role that had been intended for no. 1. It was later decided that 24 would only depreciate in like manner, and the purchase price of \$50 and moving expenses of \$150 would be all for naught. Accordingly, useful parts were stripped from the body by the city's Building Maintenance Department and stored out of harm's reach in the Manufacturers' Building at the Exhibition Grounds, along with several other bulky and historical items acquired by the Archives Committee in recent years.

Despite this enterprise, the Committee is in serious doubt as to the practicability of resurrecting what remains of no. 1, so extreme have been the ravages of weather and vandals. One official stated during November that no work of restoration would be attempted in any case until a safe permanent storage location for the car has been obtained. In the meantime another local body, the Edmonton Museum Committee, is studying ways and means to set up a local museum, which would no doubt become no. 1's final home if it were established. Such projects are, however, usually long in coming to fruition, and the car's condition together with the increasing doubt of the Archives Committee as to the wisdom of attempting a restoration do not auger well for no. 1's survival until such haven of shelter is at hand.

A feature article in the EDMONTON JOURNAL of November 20th which discussees the car's present situation carried a recent picture of it; rather significantly, a torn piece of roof can as hangs over the side of the car from the deck roof and partly obscures the OLD FAITHFUL sign.

Only eight days later car no. 1 again made big print in the Edmonton Journal, and again the Archives and Landmarks Committee was prominently involved. A direct side view picture of an elaborately decorated double-end double-truck car headed the article, which car carried on its side the legend: 1867-DIAMOND JUBILEE-1927. Below there was a picture of a presentation ceremony which took place on November 27th. The accompanying article stated in part: "Happier days in the life of Old Faithful, Edmonton's no. 1 street car, were recalled Thursday at Civic Block ceremonies. Added to the city's historical exhibits was a silver trophy awarded as a prize in 1927, when Old Faithful was the best-dressed street car in a parade marking the diamond jubilee of Confederation. In that moment of glory 31 years ago, no. 1 was bedecked with flags, lights, pictures of royalty and a mountain sheep's head. Now only a battered hulk remains in the bus yards.

"John Easton, chairman of the City's Archives and Landmarks Committee received the trophy from G.M. Moir, E.T.S. Chief Inspector, and Laurier Payment, business agent for the Amalgamated Association of Street, Electric Railway and Motor Coach Employees of America, Division 569. Also on hand were city archivist Garent Kyle, exhibit custodian Sanford Haire, and E.P. Smallwood, retired E.T.S. welder, who helped wire no. 1 for lights in the 1927 parade.

"The trophy stands in a glass case along with other E.T.S. mementos - an operating key (reverse key? - Ed.) and main fuse from no. 1, a brief history of the car since its arrival in 1908, and a copy of the street railway department's 1912 rule book. Near this display are pictures of highlights in Old Faithful's Life - the 1927 parade, an earlier dress-up occasion in 1912 marking Edmonton's merger with Strathcona, and the final run in 1951.

"Anyone wishing to see the Old Faithful exhibits may do so between the hours of 2 and 4:45 P.M., Mondays to Fridays at the Civic Block".

As an amusing anticlimax to this auspicious presentation and its newspaper publicity, the following letter to the editor appeared in the Edmonton Journal a few days later:

WRONG CAR

"Sir - The car shown on page 29 of Friday's JOURNAL was not, I am afraid, "Old Faithful", as labelled. Car no. 1 was one of a group of eight built by the Ottawa Car Co. in 1908. The car shown in the picture was one of a group numbered 32 - 46 made by St. Louis Car Co. in 1912, a somewhat larger and quite different model. (signed) SPOIL-SPORT

(Although this letter has a distinct railfan flavour, Mr. Morrison says that he was not the author).

C.N.R. OPERATING NOTES

- Effective December 7th, 1958 Trains 51 and 52 commenced operating between Toronto and Washago via the Newmarket subdivision in lieu of the Bala Subdivision.

- The C.N.R. is currently installing C.T.C. from Napadogan to Edmunston, N.B., with completion expected early in 1959. To follow, with completion scheduled for 1960, will be C.T.C. installation westward from Edmunston to Monk, P.Q. For 1960-1961, a further installation between Pacific Junction (Moncton) and Napadogan is planned. Completion of this third link will provide continuous automatic signal operation between Montreal and the Atlantic seaboard.

MISCELLANY

- Two buildings which were long the nerve centres for electric railway operations in Ontario's two largest cities are currently undergoing demolition. The T.T.C.'s recently vacated old Head Office Building at Yonge and Front Streets had scaffolding erected around it during November and large signs were erected announcing the identity of the wrecking firm. To date not much demolition is externally visible, but the Ontario Electric Railway Historical Association has already acquired the glass and metalwork partition which separated the main foyer from the Cashier's Dept., on which the words STREET RAILWAY TICKETS appear, and which are reputed to have been moved into the T.T.C. building from the Toronto Railway Company's head office building at King and Church Streets in 1922.

The other building which is being torn down is Hamilton's Terminal Station Building, which was erected in 1907 to serve as a terminal station for the various interurban electric railways of the Dominion Power and Transmission Co. operating out of Hamilton and also as headquarters for this firm. The last interurbans ran into this terminal in 1931, one year after the H.E.P.C. of Ontario had bought out the Dominion Power and Transmission Co., but the building and the yard associated therewith continued to be used as a bus terminal until 1955.

- The C.N.R. has taken delivery from National Steel Car Co. of what are believed to be the world's first five all-aluminum refrigerator cars. These cars are 22.5% lighter than previous refrigerator cars, saving 14,200 lbs. of weight apiece. The only parts not constructed of aluminum are the trucks, heater, door and latch hardware and certain safety equipment. Roof, side sheets and ends are unpainted. Prior to this, aluminum has been used for roofs, interiors and in one case outside sheets in experimental cars built in Canada, the U.S. and Germany.

- Canadian Car Company (formerly Canadian Car and Foundry) has announced that it will vacate and sell its Fort William, Ont. plant and move the operations formerly conducted there to Montreal. Although this plant has constructed many buses and trolley coaches for Canadian (and a few foreign) transit systems since 1946, its chief interest to railfans has been the fact that one group of street cars, the T.T.C.'s original M.U. P.C.C.'s of series 4400-4499, was completed and painted in this plant, whereas all other P.C.C. groups built for Canada were finished in the company's Turcot plant in Montreal.

- Greater Niagara (Niagara Falls - Stamford, Ont.) has proposed that the New York Central and C.N.R. bridges across the Niagara river be removed and replaced by a new bridge which would be located just north of the Whirlpool Rapids Bridge and which would amalgamate the lines of the two railways, as well as carry motor and pedestrian traffic. This is part of a general plan to relocate railways and highways in the area. The reaction of the two railways to this proposal has yet to be revealed.

- The C.P.R. has revealed that thought is being given to replacement of the PRINCESS HELENE, the Dominion Atlantic Railway connection which plies the Bay of Fundy between Saint John and Digby, with a train-ferry which would eliminate the need for hauling rail freight from western Nova Scotia around the head of the Bay, and in effect put Nova Scotia directly on the transcontinental route of the railway.

- The C.N.R. plans to construct a two-mile spur line at Linkletter, F.E.I. to serve the R.C.A.F. Summerside Airport, to be completed by April 30th of this year.

- Extremely cold weather in Northern Ontario and Quebec over the past 1½ months has caused much operational trouble with diesel locomotives in these areas, particularly where steam locomotive servicing facilities have been dismantled. As a result both major railways have pressed into service about 50 "stored serviceable" steam locomotives, which are operating in Southern Ontario and have allowed the transfer of diesel units from this area to the northern runs. Steam is particularly evident currently on the C.P.R. both east and west of Toronto.

- C.N.R. Ten-Wheeler 1392 is now in the possession of the City of Edmonton, and is awaiting a suitable site for display. At the present moment it is enclosed in a wire mesh enclosure, on the spur leading into the Edmonton Exhibition Grounds, which spur is used when the cars of the Royal American Shows are in the City during Exhibition week. This spot is just a few hundred feet removed from the site of Edmonton street car no. 1 at the 117 Ave. and 80 St. yard, which has been mentioned in a foregoing article.

-- Tom B. Morrison

- An additional block of the T.T.C. Yonge subway open cut was recently covered over. The block between Summerhill Station and Summerhill Ave. was decked for use as a parking lot late last year.

- The coming of winter has seen revival of steam operation on the C.P.R. lines around Saint John, New Brunswick. Observations on January 2nd-3rd revealed Pacific 2504 on the Fredericton Jct.-Fredericton service in place of the usual gas-electric car. Two 3400 Consolidations were switching at McAdam, while Consolidations 3624, 3641, 3682 and 3750 were working at Lancaster (Saint John). At Bayshore were Ten-Wheeler 490 on the Bonnie River run, Consolidation 3700, a 5400 Mikado and Decapod 5754.

Mikado 5108 was at Chipman on January 2nd, while 4-4-0 136 was handling the Norton - Chipman mixed train. 4-4-0's 29 and 144 were stored at Chipman.

- The New York Central has sold to Walker Metal Products 18 acres of property in Sandwich West and Windsor, including a site bounded by Howard Ave., Grand Marais Road and the N.Y.C. right-of-way on South Cameron Blvd. This sale included the old Michigan Central roundhouse on Howard Ave., a crane, water tower and pumping station on the Detroit River which supplied water to the roundhouse.

- A press report from Vancouver indicates that the "Brohm Ridge Tramway" is to be constructed on Brohm Ridge near Mount Garibaldi, B.C. in connection with the new luxury Royal Alpine Hotel. The exact nature of this facility is yet to be disclosed.

EXCHANGE SECTION

W. Broschart, 243-20 Superior Road, Bellerose 26, New York, selling pix and negs of trolleys, railroads, buses, ferries and steamships, 616, 620 and postcard size. Send for list. Many rare items. Also disposing of Railroad Magazines, NRHS Bulletins, "Markers", misc. railroad books, etc.

Wants pix of trolleys taken before 1940, esp. abandoned Canadian lines, trolley buses no longer operating, and gas-electric cars.

UPPER CANADA RAILWAY SOCIETY

SUPPLEMENT TO NEWSLETTER 156

"MR. GORDON STILL WANTS PASSENGERS"

(Editor's Note: The following article, which appeared some weeks ago in various Canadian newspapers, is felt to be particularly worthy of reprinting and distribution to Society members, as it serves to point out that the C.N.R.'s chief is perhaps not so ready to discuss the railway passenger business as various other recent articles, including a lead editorial in TRAINS Magazine have inferred).

In a new mood of serious self-scrutiny, the C.N.R. is sitting judge on itself and its passenger services. Canada's publicly owned railway is seeking jet-age ideas, testing old-time assumptions and rethinking its whole approach to the passenger business.

The reason: The passenger service isn't paying its way. It's losing money - "many millions of dollars," says Donald Gordon.

NO ABANDONMENT

B.t. that doesn't mean the C.N.R. wants to abandon the passenger business. "I have no personal vendetta against the passenger business," said C.N.R. President Gordon in an interview. "We wouldn't have invested \$74,000,000 in the last 10 years in passenger equipment unless we had a good deal of confidence.

"Far from trying to dry up the passenger business, our whole approach is directed toward revitalizing the operation by tailoring it to the real needs of the travelling public."

That - the "real needs" is what the railway is trying to find out. Never before has it sought the answers with such fervour.

"We're willing to try anything which offers a reasonable promise of making money," said Mr. Gordon. "We're not plotting or planning to deprive any community of passenger service which people want and are willing to use enough to make it worth while.

"Certainly, we have some profitable passenger runs. But there are others that no longer are being patronized. Our objective is to get rid of services that have clearly outlived their usefulness."

What is the railway doing to fit into the jet age? "We are testing what people want. We are becoming customer oriented."

Traffic studies, he added, show that most travellers on mainline trains between Montreal and Vancouver use the service for inter-city rather than transcontinental trips.

CONSOLIDATION PLANS

So the C.N.R. decided to consolidate its two transcontinental services for the winter, eliminating eight of the 16 trains constantly traversing the country. The Montreal - Halifax services, however, are not affected.

"This is an experiment designed to test exactly what the travelling public wants. If we find that we're wrong, or that the service is inadequate, we will not hesitate to enlarge it to meet the demand."

"What we are doing now is concentrating on inter-city schedules designed to meet the needs of the majority of people who use our main lines for inter-city service, while still preserving for others a continuous transcontinental run," said the railway president.

Looking ahead, he visualized an increasingly dense grid of inter-city trains for people travelling from 100 to 800 miles. It will take shape gradually, centring around self-contained geographic or economic areas such as Southern Ontario, the prairies or the maritimes.

NEW SCHEDULE

As a step in this direction, a brand-new train service will be launched soon on the Montreal - Ottawa run.

The railway's reappraisal has already shown results. The C.N.R. says one old-time idea was that first-class passengers demanded luxury at the dinner table. This was modified after the C.N.R. introduced six dinette cars in 1954, offering snack-bar service. The railway found that what was largely intended for the hamburger market appealed to some of the pheasant crowd, too. It ordered five more dinette cars. But to please both groups, it will offer diner and dinette service this winter on the new transcontinental trains.

The C.N.R. is experimenting with other ideas. On two Montreal-Toronto trains it is offering reserved seats in one coach. This is aimed at coach-class passengers who for one dollar can be sure of a seat. The alternative was to buy first-class fare plus \$2.25 parlour car chair.

BERTH CONCESSION

On Montreal - Halifax trains, coach-class passengers are being offered upper berths without having to buy a first-class ticket. There is no advance sale; the customer must buy a berth when he boards the train.

To cut costs and speed up travel time, self-propelled railiners have been introduced on some runs. Recently four conventional trains on the Montreal - Sherbrooke run were replaced by four diesel-driven coaches, saving passengers an hour each trip and the railway about \$100,000 a year.

Nineteen passenger runs using this type of equipment now operate across the country. "Passenger habits are not static," said Mr. Gordon. "They change and we have to spot and take advantage of the changes."

What about the future? One U.S. railway expert said within a decade the passenger coach may take its place "in the transportation museum along with the stagecoach, the side-wheeler and the steam locomotive."

Said Mr. Gordon: "I don't agree that the outlook - in Canada at least - is that gloomy. It doesn't apply to present-day conditions or as far ahead as I can see."

ONTARIO ELECTRIC RAILWAY HISTORICAL ASSN.

Annual Progress Report 1958.

This past year has not been marked by anything outstanding in the way of car acquisitions or fund-raising drives. Indeed, the fruits of last year's labour may not immediately be noticed by a visitor to the Association. However, on the property itself, new structures have appeared. The first of these, the tool house, was finished a year ago. It made possible the removal of all tools and hardware supplies from the cars, enabling members to proceed with the restoration of the car interiors. As well as a work bench and storage shelves, the house is also equipped with space for four bunks and, during the summer, members will be able to reside on the property on weekends. The second new structure is the double-track car house. The entire frame was completed this fall and a start on the roofing was made before winter set in.

The cars themselves are in much the same condition, the two Toronto cars having received coats of paint outside, while the interior of car 55 was improved by the removal of the heavy air pump and fittings (installed when 55 was used as a scraper) and the installation of the last passenger seat. Additions to the collection were considered, but were decided against with regret, for financial reasons.

The Archives Department has had a busy year also. The most notable acquisitions were the heavy bronze ticket wicket frames and windows, with which local members will be familiar, from the ticket office in 35 Yonge Street, the old Toronto Transit Commission Head Office. They were originally used in the Toronto Railway Company office on King Street, and thus were in use before 1900. The Association's collection of archives now includes items of historical interest from many Canadian electric lines and their rolling stock, and will form the nucleus of a display museum to be housed on the property in due course. Donations of any kind for this collection are always gratefully received.

Other acquisitions included a pair of high-capacity jacks which were very kindly donated by Mr. Charles Matthews, our able car-moving contractor.

The above summary, of course, would never have appeared in this Report if it were not for the untiring efforts of a hard faithful corps of workers. To them is extended deepest appreciation for their donations of time and labour. The Association is also greatly indebted to those who have supported our cause with financial backing, for without this the Association could not exist.

It is hoped that 1959 will be a busier year than ever. Scheduled for this year is the completion of the car house roof which means two of the cars will be under cover; the furnishing of light and power to the tool house; the grading of the carhouse floor and surrounding area, and the laying of the first section of permanent track. To accomplish this program, more members are required. The Association hopes

that by lowering the yearly fee from \$10.00 to \$5.00, more people who are interested will now be able to join. An example of one of our expenses might be of interest. The cost of laying permanent track, a start of which is on this year's program, is about \$2.00 for each foot, and there is almost half a mile of right-of-way on the property. The Association can only undertake such a program with increased backing from members and other interested people. I would like to state at this point that no project is undertaken unless sufficient funds are in view to complete it. At the present time, as always, the Association has no debt whatever. For this reason, the amount of work which can be done depends entirely on the financial support received from members and other interested persons. If sufficient money is on hand, and if local members continue and increase their work on the project, it should be possible to introduce limited operation of the cars under power within three years. In the time-honoured phrase, "It's up to you."

E. JOHN FREYSENG
President.

January 10, 1959.

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