

October, 1960 - Number 177

The November outdoor meeting of the Society has been cancelled due to the first annual banquet being held on the second Friday. The next indoor meeting will be held on October 21st, in Room 486, Toronto Union Station, at 8:30 P.M.

SOCIETY ACTIVITIES: - The first annual banquet of the Society will be held on Friday, November 11th, commencing at 6:15 P.M., in the South Dining Room, Hart House, University of Toronto. (This room is upstairs in the west wing). At that time the Society will be addressed by an interesting speaker from the railway world. The cost will be \$2.50 per person, and should be paid in advance either through Box 122 or in person at the October meeting. Since it is necessary to specify the number of persons to be in attendance, it will not be possible to attend without first making this payment.

THIRD SUBWAY CAR YARD TO BE EXPROPRIATED

The T.T.C. has requested Metropolitan Toronto to expropriate on its behalf a 30-acre parcel of land in the Township of North York for the purposes of a subway car storage yard and shop, in addition to a bus garage. This yard is to be located at the north end of the Spadina Rapid Transit line, north of Wilson Avenue, and west of Wilson Heights Boulevard.

The area, roughly triangular in shape, extends from an apex at Wilson Heights Boulevard and Model Avenue, where the main line tracks would swing away from Wilson Heights Boulevard, north-westerly to north of Clanton Park Road and west of Sunnyview Boulevard, with the north and part of the west boundary of the yard actually bordering the flightway limits of two of the runways of Downsview Airport. Three small parcels of land which are presently part of the airport must be purchased from the Dominion Government.

It is not, expected, of course, that any construction on this site will be commenced until the Spadina Rapid Transit line has begun to take form, some 10 years from the present time and after the completion of the Bloor-Danforth-University project.

➤ Railroad mergers are becoming the order of the day in the U.S.A. Members will no doubt be aware of the recent merger of the Virginian and the Norfolk & Western; a merger of the Delaware Lackawanna & Western and the Erie took place in September, and it is now proposed to unite the Great Northern and the Northern Pacific into a large railroad which would also incorporate the jointly-owned Spokane Portland & Seattle, and also the Burlington in which the G.N. and N.P. jointly own 97% of the stock.

PLAN FOR MUNICIPAL FERRY OPERATION

The Municipality of Metropolitan Toronto is seriously considering taking over the operation of the Toronto Island ferry service from the Toronto Transit Commission, which Commission has been an unwilling operator of the boats for many years. There has been an increasing feeling, locally that the Commission's responsibility in providing public transportation service within the boundaries of Metropolitan Toronto should not extend to the expensive maintenance and operation of a fleet of ferry boats purely for the purpose of conveying passengers to a park - which is what the island will be exclusively a few years hence when the last permanent resident has left.

Metro's growing awareness of responsibility in this matter (the island is a Metropolitan Park) is reflected in the submission in late August of a 29-page report by Parks

Commissioner T. W. Thompson to the Metro Chairman wherein it is proposed that the municipal corporation take over the entire ferry operation by January 1st, 1961 (purchasing the assets by way of retiring the T.T.C.'s outstanding debt to Metro) and then make substantial charges to it. The report does not confine itself to the marine operation on Toronto Bay but goes as well into the matter of a local transportation system on the islands, suggesting the use of motorized free-wheel trains similar to the type now employed within the grounds of the Canadian National Exhibition.

The report generally recommends the continuance of ferry boat operation to the island as more economical than any other alternative, citing costs for a bridge or tunnel and pointing out that an aerial tramway, while economical to construct, would have an hourly capacity of only 1200 persons. The report calls for stepping up of the ferry service through:

- (a) the purchase of two ice-breaking car ferries formerly used in the service across the St. Lawrence River from Prescott, Ontario to Ogdensburg, New York;
- (b) the operation of these ferries, together with the three existing ferries *Sam McBride*, *William Inglis* and *Thomas Rennie* to provide an hourly trans-bay capacity of from 7500 to 9000 passengers, compared to the 5000-passenger capacity of the present T.T.C. operation;
- (c) the building of new and more efficient terminal facilities at the "city" end of the run, and new docks and shelters at Hanlan's Point and Ward's Island.

Other significant recommendations made in the report include the introduction of budget fares for family groups travelling to the island, the engaging of a naval architect to design the new dock facilities and renegotiation of the lease for the mainland terminal with the Toronto Harbour Commission with a view to a longer lease at a lower annual rental.

If this plan is acted upon, the T.T.C. would be relieved of one of its greatest burdens, but the system would lose its present distinction of being the most diversified transit operation on the continent. It would also be rather ironical that the three present ferries would again be unified in ownership with the remains of the steam ferries *Bluebell* and *Trillium*, which were sold in 1955 and 1957 respectively to Metropolitan Toronto for use as barges in hauling fill in connection with the island park development program.

- S.I.W.

DEMOLITION OF WAITING ROOM REVIVES MEMORIES

Recently demolished was the old waiting room of the Scarboro Division of the Toronto & York Radial Railways which stood on the east side of Victoria Park Avenue just north of Kingston Road, and which had been used for much the greater part of its lifetime as a private residence. The architecture of the building right until demolition marked it unmistakably as a street railway waiting room and shelter, being similar in its lines to the structure which was built at Birchmount Loop to replace it.

This waiting room was built in 1926 by the Toronto & York Radial Railway to replace the body of Toronto Railway Company Class W trailer 370, which had been stationed on the Kingston Road road allowance, at the north-east corner of the intersection with Victoria Park Avenue, serving as a waiting shelter for radial passengers. This was the inner end of track of the Scarboro Division following cutback of the line to this point with the extension of T.T.C. double track to the Bingham Loop in 1922. By 1926, 370 was undoubtedly becoming a traffic blocker, and the need for an off-street terminal for the radials was beginning to be felt.

A T-shaped piece of property was purchased by the Radials to give an off-street access

from Kingston Road to the new terminal to be located adjacent to Victoria Park Avenue behind the properties on the north side of Kingston Road. The purchased property extended through from Kingston Road to Meadow Avenue, about 200 feet east of Victoria Park Avenue, and included a leg extending westerly to Victoria Park, on which the shelter was erected. It was on this right-of-way that cars 151-155 were stored, on a piece of disconnected temporary standard gauge track, following their purchase from Guelph and subsequent rebuilding, awaiting the conversion (which never came) of the Scarboro Division from 4'-10⁷/₈" gauge to standard gauge.

As far as can be determined, the T.& Y.R. never used the new waiting room or the right-of-way, probably planning to put same into use at the time of the planned change of gauge, when the 150 series cars would become mobile, clearing the right-of-way for operational use. The schedule of assets of the radials prepared in July of 1926 shows a "new station not yet in use" at this point.

Following assumption of the assets and operation of the entire T.& Y.R. system from the Hydro in January, 1927, the T.T.C. took the 150's away for regauging and built a track from the old radial alignment on Kingston Road, entering the private right-of-way at its south end, then swinging westerly on same along the north side of the waiting room, to curve again to the north to make a connection with the track of the Bingham Loop on Victoria Park Avenue. This connection enabled the Scarboro cars to be stored and serviced at Russell Carhouse and the Warden Avenue Carhouse to be closed. The location of the switch to installed is still discernible today - a short stretch of girder rail in granite setts was laid when the switch was later removed, contrasting with the T-rail, in red brick paving, on the remainder of the tangent track on Victoria Park Avenue.

The waiting room continued in use as such only until November 17, 1928, after which date the city car service was extended to Birchmount Road on new double track and the inner radial terminus established at that point, where it remained until abandonment in June of 1936.

The still-new Victoria Park waiting room then entered its long period of use as a dwelling, after being sold together with the westerly leg of the terminal right-of-way. The north-south segment was not disposed of by the T.T.C. for about 20 years, however, and during this lengthy period a sign advertising the property for sale, indicating the Commission as owner, faced Kingston Road at the point where the track had entered the right-of-way. The land was finally sold and a taxi office erected on it. An unsurfaced driveway extending from Meadow Avenue to Kingston Road to-day identifies the location of this one-time electric railway right-of-way.

- S.I.W.

Map: Kingston Road - Victoria Park Avenue Area and changes.

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MOTIVE POWER NOTES

Several members have submitted lists of steam power stored at various points on the C.N.R. system. For the benefit of members who keep records of such information, the following are presented:

- C.N.R., Kamsack, SK: 2150, 2155, 2167, 2490, 2503, 2509, 2513, 2610, 2696, 2700, 2702, 2706, 2712, 2721, 2736, 2738, 2740, 2756, 2758, 2811, 2818, 3214, 3255, 3314, 3331, 3350, 3355, 3530, 3549, 3561, 3568, 3536, 3584, 4729, 5095, 5131, 6066. (September 9) - D. M. Jackson.
- C.N.R., Stratford, ON: 1520, 3492, 3501, 5066, 5263, 5264, 5279, 5285, 5298, 6027, 6140, 6170, 6261, 6400, 6401, 6403.

- C.N.R., St. Marys Junction: 6071, 6100, 6168, 6185, 6217, 6220, 6229, 6235, 6250.
- C.N.R., London, ON: 2550, 2554, 2630, 3231, 3248, 3431, 3436, 3457, 3464, 5259, 5281, 5293, 5561, 5576, 5578, 5588, 5605, 5606, 5700, 5702, 6068, 6069, 6155, 6163, 6200, 6202, 6205, 6215, 6226, 6238, 6239, 6301, 6304, 6308, 6317, 6336, 7427, 7436, 7499, 8365, 8399, 8435.
(July 15). - L. N. Herbert
- C.N.R., Brockville, ON: 2437, 2552, 3253, 3283, 4048, 4072, 5251, 5295, 5559, 5562, 5583, 6216, 6227, 8329, 8348, 8355, 8414, 8416.
(August 23). - D. R. McQueen

MISCELLANY

- The reported modifications to Lambton yard appearing in *Newsletter 176* are now said to be unlikely to be undertaken in the form given in our report.
- In the last issue mention was made of the reductions in first-class services by the two Canadian railways on their "second" transcontinental trains. It has now been learned that the C.N.R. will operate sleepers on the "Continental" between Montreal - North Bay, Saskatoon - Edmonton and Vancouver - Kamloops (operating through to Kelowna, BC).
- Forty flat cars, in addition to the 80 previously reported, have been ordered for the Newfoundland Lines of the C.N.R.
- Oshawa Railway has repainted ex-N.S.& T. sweeper 22 in C.N.R. green, and retained the red C.N.R. square insignia. Steel dashes salvaged from O.R. 46 have been applied to 22; it also now has two trolley poles in place of the former one. No. 46 was loaded onto a flatcar and sent to C.N.R.'s London reclamation yard.
- The Toronto Transit Commission has adopted an economy P.C.C. door leaf design having only two 23 inch high panes, instead of the former pair of lower 13 inch panes and single upper 23 inch pane.

LAST RUN - C.N.R. TRAINS M388 & M389

between Lindsay and Haliburton

Saturday, September 3rd, 1960

(Member Corley made round trip; Members Seaton and Bernard made Haliburton - Lindsay portion of Trip).

Train 389 (Northbound)

Left Lindsay at 1:03 P.M. (28 minutes late) on account of waiting for one car from Belleville - Lindsay way freight (Extra 1205 west) which did not arrive until 12:40 P.M.

Consist: Engine 1215
2 box cars
Combination 7375
Coaches 5279 and 5377

Stopped at north end of Lindsay wye (on Victoria Street) to pick up seven more box cars - then left at 1:12 P.M.

Stops made only at Fenelon Falls Burnt River (6 box cars set off), Kinmount (picked up one tank car), Gelert.

Arrive at Haliburton 3:12 P.M. (12 minutes late).

Only seven passengers leaving Lindsay (all of whom made the round trip) - but about 35 on train at time of arriving in Haliburton.

Train 388 (Southbound)

Consist: Engine 1215
1 gondola
1 box car
1 tank car
1 box car
1 tank car
combo
2 coaches

Left 4:20 P.M. (5 minutes late) About 20 on train
Stops as before, plus unscheduled stop to let some cottagers off north of Fenelon Falls.
Arrived Lindsay 6:20 P.M. (on time)

Observations

1. Unlike most mixed trains, made up time and operated well to its schedule. Coaches added luxury (anticipating a heavy "last run??").
2. All track and bridges up from east of Howland on I.B.& O., and switch removed connecting to Haliburton Subdivision.
3. Haliburton turntable removed in spring of 1960 during trackage removal of I.B.& O.
4. Motive power at Lindsay - all G.M.D. 1200 R.S.
1204 1227 All parked on siding on
1205 - arrived 1234 west leg of wye - none
1212 1244 in or around engine house.
1215 1318
1219
(Compare with previous reports by R. F. Corley in *Newsletters* 140, 147 and 150).
5. Stations removed from
Fell
Lochlin) Removed in spring of 1960 during trackage removal
Donald) of I.B.& O.
6. C.N. Consolidation 2616 in school grounds (at junction of Highways 121 and 519 and C.N.R.) in Haliburton newly painted with hand lettering of front number lights and rear number board, in summer 1960. No fence. Access to cab platforms but, screen over cab proper to prevent recurrence of previous vandalism.

R. F. Corley,
September 3, 1960

➤ To - The News Letter Editor:

In the Spring of this year I commented upon the Society's apparent lack of interest of initiative in both museum and fan trip activities (by comparison with other groups which had received recent publicity). Further, I asked if some of the original enthusiasm and dedication of our membership had been lost - to the detriment of the prestige and reputation which had been collectively earned in the past. Developments since that date have (happily) proved that my concern was unnecessary. Since you were considerate enough to publish my comments at that time, I feel that I owe a statement of commendation and appreciation to all those who have been working so loyally in our common interest.

Nor do I consider for a moment that this renaissance was in any way due to my comments. As evidence of this was the account in the same *Newsletter* of the work already done by our Preservation Committee, ably headed by Mr. James Brown.

In the following months, we have not only seen this project brought to completion but

also two excellent fantrip weekends planned and carried out; an upgrading (both in quantity and quality) of the work of the Publications Committee; and further proposals of museum activities, and the institution of an annual banquet.

To all Committees, and members, who have worked so hard for the good of the Society, I would like to express my appreciation for their efforts to maintain and enhance our prestige in the field.

- Ray Corley

SEVENTY FIFTH ANNIVERSARY EXCURSION of the
DRIVING OF THE LAST SPIKE ON CANADIAN PACIFIC RAILWAY.
SUNDAY, NOVEMBER 6th, 1960. out of Montreal.

HAULED BY C.P.R. CLASS A-1 LOCOMOTIVE NO. 29 (4-4-0)

ON NOVEMBER 7th, this year, three-quarters of a century will have passed since the last spike was driven at Craigellachie, BC, in a ceremony moving in its simplicity, attended only by those who had made it possible. Few other occasions in the history of Canadian railways attain an equal importance, none surpass it, for it was on this day that Confederation was accomplished by the completion of the Canadian Pacific Railway from the Atlantic to the Pacific.

It is only fitting, then, that the Canadian Railroad Historical Association should observe this paramount milestone in the development of railways in the Dominion of Canada, in a suitable manner.

Accordingly, since November 7th will occur on a Monday, Sunday, November 6th has been set aside for a re-enactment of the simple ceremony of Craigellachie. The headquarters of CRHA is in Montreal, and a majority of its membership resides there; it is, consequently, impracticable to hold this ceremony at the actual spot, more than 2,500 miles from Montreal. CRHA has, therefore, selected a spot on the St. Lin Subdivision, about thirty miles from Montreal, as the site for the re-enactment. By special arrangement with the Canadian Pacific Railway, the train will be pulled by steam locomotive No. 29, a 4-4-0 type engine built a little more than a year after the event which we will commemorate.

The train, which will leave Windsor Station at 9:00 A.M. or a little thereafter, will consist of three cars only. It will return to Montreal before 6:00 P.M. In addition to the re-enactment of the Last Spike ceremony, many picture stops and moving picture runbys will be arranged, as is usual on CRHA trips.

Owing to shortness of time, NO TICKETS WILL BE MAILED OUT TO THOSE WHO RESERVE, but they will be retained in Montreal and will be delivered to those who order them upon presentation of suitable identification at the train gate on the morning of the trip.

Trip Committee, C.R.H.A.

P.O. Box 22, Station "B", Montreal 2, Canada.

Please reserve _____ tickets at \$6.75 per person, also ____ children's (5-11) tickets at \$3.40 per person, for which my money order is enclosed in Canadian Funds for a total of \$ ____

Name:

Address:

Form UCRS-1.

For the convenience of Society members and their friends who may be travelling to Montreal on November 5th for the Canadian Railroad Historical Association's excursion using C.P.R. 4-4-0 29 and the re-enactment of the driving of the last spike on the C.P.R. at Craigellachie, a special sleeping car will be operated. The car would be for the exclusive use of the U.C.R.S. party and would be carried on regular trains to and from Montreal. It

would leave Toronto on the evening of Friday, November 4th and return on Sunday night, November 6th. For the night of Saturday, November 5th, it would be parked in Windsor Station, prepared for sleeping accommodation for our party.

The fare would be \$24.50 first class week-end excursion fare Toronto to Montreal, plus space charges for the three nights which total \$18.25. Again, it is necessary that we have at least 18 persons in the party. If you are intending to be present at this interesting and historic event, please inform us by October 28th at the very latest.

Do not send any money at this time but do send the coupon to Box 122, Terminal "A", Toronto 1, to arrive by October 28th. Those informing us of their intentions of joining the U.C.R.S. party will be informed of full details by mail a few days after the above date.

I wish to travel to Montreal on the special U.C.R.S. sleeping car.

Name: _____ Phone _____

Street Address _____