

UCRS NEWSLETTER - 1961

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The Society meets on the third Friday of the month in Room 486 of the Toronto Union Station. The meeting of September 15 will feature films of railway operations in Spain and Austria, taken this summer by John Mills.

➤ The first-Friday meeting for October will be held on the evening of the sixth, and will be an observation period at Sunnyside Station.

➤ The Hamilton Chapter meets on the fourth Friday of the month. For the September meeting, the group will convene at the site of TH&B 103 in Gage Park, for an inspection of the newly-acquired trophy. (See news clipping elsewhere in this issue) Meeting time is 7:30. Members will later repair to the home of Ray Deschenes, 1024 King Street West, for the business meeting and refreshments. In accordance with an amendment to the Constitution passed by the Directors at a recent Directors' meeting, giving the Hamilton Chapter representation on the Directorate, the main business will consist of the election of that representative. Since this is an important step in the development of the Chapter, all Hamilton members are urged to attend. Please note that, under the provisions of this amendment, the Chairman and Director are two distinct posts and need not be filled by the same person, although this is permissible.

Cover Photo: TTC No. 16 - Woodbine to St. Lawrence Market. TTC Photo [0188-001.jpg](#)

Cover Photo: TTC No. 4692 & 2 PCCs - Bedford to Danforth. TTC Photo [0188-002.jpg](#)

THE TORONTO STREET RAILWAY CENTENARY - By Stuart I. Westland

This month, the Toronto Transit Commission and the Society celebrate the occasion of the One Hundredth Anniversary of the inception of franchised street railway service in the City of Toronto, which occurred with the opening of the first route of the Toronto Street Railway Company on the eleventh day of September, 1861. This was not only Toronto's first street railway operation, but was also the first in all of what is now the Dominion of Canada, having preceded by a scant two months and fifteen days the opening of the pioneer line in the City of Montreal.

This Centenary is unique in that it will be the first and last street railway centenary in Canada which also marks the completion of 100 years of continuous railway operation, in view of the sad fact that all other Canadian street car systems have been discontinued prior to reaching their one hundredth year.

Some may argue that the date which is really significant as marking the inception of transit service in Toronto is 1849, when cabinet manufacturer H. B. Williams inaugurated his omnibus service over a route which was virtually identical to the first route operated by the Toronto Street Railway. However, Williams' "Yorkville Buss (sic) Line" was, so far as can be determined, not a franchised operation with an obligation to provide an acceptable public transportation service to the City of Toronto, however adequate his service may in fact have been. March 26, 1861 saw a 30-year franchise issued to the Toronto Street Railway in the face of the Williams operation, and less than six months later the occasion which precipitates our celebration took place.

On September 11, 1861, two horse cars of the four then on hand were dispatched from

the street railway terminal, barn and headquarters at Yorkville Town Hall, and bumped down Yonge Street on the strap iron single track to King Street, where they turned east to continue to the St. Lawrence Hall, where there took place the sumptuous banquet and eloquent speeches so often associated with railway inaugural runs in the last century. The Toronto Street Railway had been fairly launched and the first of the four "epochs" of transit history in Toronto was under way.

The street railway of this city divides generally into 30-year periods. The first 60 years, covered by L. Pursley's book, "Street Railways of Toronto 1861-1921," contains the two 30-year periods of the private franchises, those of the Toronto Street Railway and the Toronto Railway Company. The first period, of course, is characterized by complete horse-powered operation and by the maintenance of a large fleet of "stand-by" vehicles (omnibuses and sleighs) necessary because a horse-operated railway was never able to achieve the high degree of reliability that came with electric power. Also characteristic was the necessity to operate extensive separate facilities for the stabling and caring for a large stud of horses which by several times outnumbered the total cars owned.

The population of Toronto in 1861 was a mere 42,000, but this had grown to 170,000 by the time the TSR surrendered its franchise in 1891. After a brief little - known period of municipal operation during that year, a franchise was issued, effective September 1st, 1891, to the Toronto Railway Company, a very significant condition of which was the electrification of the system as soon as possible.

The next 30 years was the period when the street car truly reigned supreme in Toronto, as the TRC rendered public transportation service to the city using this type of vehicle exclusively, and constructing almost all of those acquired after 1891 on its own property. Overall, the TRC epoch was one of marked progress over the first half, to be followed by a general standstill. The active track extension program under way by the Toronto Street Railway in the closing years of its franchise was continued during the early years of the TRC franchise, and was accompanied by rapid advances in car design and greatly increased unit capacity: the period also witnessed substantial improvement in techniques of power generation and transmission.

Over the last years of the franchise, nevertheless, a lethargy overtook the company management; route extensions ceased and continual squabbles with the city administration began and the city was forced to undertake the operation of its own street railway routes (The Toronto Civic Railways) in order to fill in where the TRC fell short of serving public convenience and necessity. Rolling stock improvement ceased, and four years before expiry of the franchise, new car construction stopped altogether; in the meantime track maintenance was falling behind and the last urgent rehabilitations were forced on the company by municipal authority.

The third era, which introduced permanent public ownership, was that of the Toronto Transportation Commission, covering the years 1921-1953. This period was characterized by the diversification in transit vehicles although the street car remained dominant throughout. It was also marked by the emergence of Toronto's now long-accepted reputation as the home of North America's exemplary transit system.

There was an almost complete rehabilitation of the system between 1921 and 1924, and many carline extensions occurred during the decade of the 20's, which decade saw the peak in electric railway operation in the Toronto area. The history of any long standing institution generally has a "golden era" in the minds of those who may be vitally interested in it - if Toronto electric railways are to have a "golden era" assigned to a particular 10-year period during their 100-year life, this would probably be the 1920's.

Came the depression, and expansion of the rail system ceased. New routes were handled by motor buses and these grew apace down to the time of the Metropolitan plan, which now covers all phases of civic planning and development throughout the Greater Toronto area. A number of minor carline abandonments occurred prior to World War II and a number of more significant conversions after 1946, with the trolley-coach, introduced in 1947, handling some of these. Another feature belonging to our third transit "epoch" was the operation of a substantial number of "service-at-cost" routes, both street car and bus, under agreements with suburban municipalities; these were technically operated transit systems, using rented TTC vehicles and personnel.

The fourth epoch is that of the Toronto Transit Commission, beginning in 1954. The two things which set it apart from the preceding era are (1) rapid transit operation and (2) Metropolitan responsibility. Both of these things contrive to reduce significantly the importance of the street car in the total Toronto transit scene - subways directly by their replacement of carlines, and the Metro enlargement by virtue of the tremendous mileage of suburban bus routes now operated, which, on an overall route map, tend to make the carlines (except for Long Branch) look like little more than in-town shuttles. Many TTC passengers, particularly from the north portions of the Metro area now travel long distances on the system and never see a street car. Nevertheless, the TTC surface rail system today is still the backbone of the surface operations and keeps some 830 cars busy, a larger fleet than any other remaining on the North American continent.

This brief skeletal resume of the first 100 years of street railway operation in Toronto would read along lines very aim liar to that of almost any large city on this continent. It is only recently that divergences from the norm have occurred, including the unusual "staying power" of street cars on the TTC system, and the inception of rapid transit operation, which has occurred in only one other city (which has no street cars) in the last 50 years. The TTC has therefore placed faith in rail transit to a far greater degree than most other systems on the continent.

On this occasion of the completion of 100 years of surface rail transit in our city it is only natural to ask how much longer is the street railway to form a portion of Toronto's transit network. It is, of course, a well-accepted fact that conversion of the remaining rail lines will be geared to the expansion of rapid transit. What is not so widely appreciated is the fact that there are certain heavily-travelled carlines which do not seem to be truly replaced by future subways as planned to date. The principal examples of this are Carlton, Queen East-Kingston Road, the St. Clair routes, the lower end of the Bathurst route with its heavy peaks, much of the Dundas line and the Queen Street extension. All of these routes should have a substantial longevity.

Certain official pronouncements have indicated 1978 as the date by which all street car operation in Toronto would cease. This date, however, looks very close even today, and most subway and highway projects have a habit of getting behind schedule. At that it is difficult to conceive of a better way of operating on the Queen Street Extension or to the Eastern Entrance of the exhibition than the present traffic-free surface rail operations. Again, could buses, no matter what their capacity, handle traffic as expeditiously as do the street cars today in their fixed line operation along the wide expanse of St. Clair Avenue ?

Let us hope that a hard core of the present carlines having significant inherent advantages such as those cited will eventually be earmarked for permanent operation with a modified form of rapid transit car suitable for both street and private right-of-way use.

On the occasion of Centenary Month, the Society presents on the following pages a car roster, track map and route map of to-day's operations.

<u>Map:</u>	TTC Weekday Rail & Y.C. Routes. S.I.W. 9/61	<u>0188-003.pcx</u>
<u>Map:</u>	TTC Track Diagram - Showing All Electric Switches. TTC	<u>0188-004.pcx</u>
<u>Rosters:</u>	TTC Current Roster - Surface Passenger Cars - Sheet 1	<u>0188-005.pcx</u>
<u>Rosters:</u>	TTC Current Roster - Surface Passenger Cars - Sheet 2	<u>0188-006.pcx</u>
<u>Rosters:</u>	TTC Current Roster - Subway Passenger Cars	<u>0188-007.pcx</u>
<u>Rosters:</u>	TTC Current Roster - Trolley Coaches & Street Car Relics	<u>0188-008.pcx</u>
<u>Rosters:</u>	TTC Current Roster - Service Cars - Sheet 1	<u>0188-009.pcx</u>
<u>Rosters:</u>	TTC Current Roster - Service Cars - Sheet 2	<u>0188-010.pcx</u>
<u>Rosters:</u>	TTC Current Roster - Notes	<u>0188-011.pcx</u>

OBSERVATIONS OF THE HUNTSVILLE & LAKE OF BAYS - By R. D. COOPER

A visit to the dormant Huntsville and Lake of Bays Railway and Navigation Company on August 22nd revealed the following features: The company has built a new engine house to replace the previous structure which collapsed under the weight of snow on the roof. The new building is painted, unlike most storage structures in the Muskoka area. At South Portage dock the small passenger car (ex-Toronto) has its rear truck pushed off the end of the track on the wharf, and the end windows are broken. Next in line is the large car, (originally from a property in New Jersey) which has suffered a smashed seat and all glass is gone from the end windows. Next to the large car is the boxcar, which looks externally as it ever did; however, inspection inside revealed that a fire has been built in the car and burned a 10" hole through the floor. Last in line was the flat car.

The wharf shelter at South Portage is in very bad condition, and looks as though it may not stand through the coming winter. Several 2" x 4" braces have been placed to support the roof at the point of the most extreme sag, but a heavy fall of snow may well collapse the structure on top of the passenger cars.

The road crossing immediately behind the dock has been covered over with cold-mix paving. The other crossings on the line are buried under several inches of gravel. The track is so overgrown with weeds, grass and small trees that one has virtually to stand on the rails to locate them.

TORONTO TRANSIT COMMISSION - CURRENT ROSTER OF ELECTRICALLY POWERED EQUIPMENT (See File Sep61aaa.pcx)

RAILWAY RECORDINGS OF INTEREST TO CANADIANS - Reviewed by E. Jordan

Fortunately for fans of Canadian motive power, there are now several good records of Canadian steam trains available commercially. If you have seen these advertised and wondered about the quality and content of them, the following will probably be of interest to you.

Both Canadian National and Canadian Pacific sounds are well presented by Stan Kistler on his "*Steam's Last Stand in North America*", one of his series, "*This is Railroading*". There is little extraneous noise, and the overall result is a clear, crisp rendering of the actual sounds as he heard them two or three years ago.

Band one of this 12" LP disc features CN Pacific 5607 leaving Elora, Ontario, clearing its cylinders as it accelerates sharply away from the station. The next band, recorded near Lakeview, includes 5701, 6031 and a Pacific passing at high speed or pulling away from station stops. This section is a series of very short passages. The next bands, however, are complete sound pictures. At Portage la Prairie, we hear CPR 2349 whistle faintly in the background, heading an eastbound freight. Suddenly, right at hand, CN 6066 starts a

westbound freight away, and the result is a clamour of whistles and bells of both CP and CN engines. The next two bands are CP, with Pacific 1290 prematurely starting a way-freight, only to be "big-holed" by the conductor as 2428 rumbles by on the main line, whistling for the many grade crossings in Marquette, Manitoba. On the last band, Ten-wheeler 936 and 4-6-2 1295 double-head 40 cars of grain near Regina at about 35 mph, the sound being picked up from an auto travelling on a paralleling highway. This is a long and pleasing sequence.

The other side of the disc features Mexican steam and electric working, including such rarities as 3-cylinder Pacifics and box-cab electrics with Oshawa Railway style air whistles. This record is available from Stan Kistler, Box 4068, Pasadena, California. Price is \$5.70

Allan Sherry's record, "*Steam in the Snow*" is of CP steam trains in the Montreal area in February of 1960. Both sides of this 12" LP are used to cover local freight and commuter trains at familiar locations such as the south end of St. Luc yard, Montreal West and Windsor Street Station. Unfortunately, only one band runs more than a minute. The one long sequence, the best of the record, was made at Windsor Street, and records the departure of 2820, 2408 and 2426 with trains 287, 289 and 181 between 5:19 and 5:24 on a cold winter night. Other sections of the record, made at Montreal West, present quite a vivid sound picture of the evening rush at that station, with train and traffic noise, crossing bells, and, on some bands, sounds inside the interlocking tower. The second side of the record presents the same trains heard earlier, but this time at the suburban stations of Valois and Dorval, with much whistling at grade crossings. One oddity here is the sound of 2409 clearing snow with a wedge plough. Unfortunately, some of the sounds must have been recorded at a low level and subsequent amplification to bring them to a reasonable pitch increases hiss and other noise to a bothersome degree. Nevertheless, this record is a worthwhile addition to a collection of Canadian railway sounds.

Obtainable from Allan Sherry, 5445 Netherland Avenue, Riverdale 71, NY. Price is \$5.55.

MISCELLANY

➤ On October first, the CNR will discontinue more than 200 separate ticket forms of many shapes and sizes, and replace them with nine new standardized bilingual forms. This streamlining of ticket forms will make for simpler ticket handling and accounting. IBM card tickets will be used between points of high volume traffic.

➤ The location survey is now in full swing on the Northern Alberta Railway's Pine Point Extension, having commenced in January with expectation of completion by the end of this year. Engineers from the staff of the CNR survey department are handling the four survey parties, comprising a total of 35 men. Aerial photography, mechanized trail clearing and the availability of an all-weather highway have all combined to enable the survey to be carried out with a speed practically unprecedented in Canadian railway history. As much as six miles a day has been covered on the present job, whereas recently as 1951 the Lynn Lake line survey averaged only one mile per day.

The Pine Point Extension will branch from the NAR at Roma, Alberta, between Peace River and Grimshaw, and will run 385 miles northeast to Hay River on Great Slave Lake. A branch line will diverge at a point seven miles south of Hay River and run 53 miles easterly to Pine Point, NWT. The railway will follow the Mackenzie Highway practically throughout, and this affords the surveyors the luxury of mobile camps.

Terrain on the line is generally flat but not level; thus far muskeg has not been found to be a big problem.

➤ The Municipality of Metropolitan Toronto has been given power by the Provincial

Legislature to take over the Island Ferry operation of the TTC, and it is expected that 1961 may well be the last year in which the local transit system has a marine division. The province gave Metro the power to take over the ferries at any price it wants to pay, and this is expected to be one dollar, as against the TTC offer of \$50,000.

The *Toronto Star* editorializes that the ferries are a temporary solution and must be replaced by a bridge or tunnel. The Metro Planning Board is in sharp disagreement, however, stating in a recent report "Towards a Waterfront Plan" that the ferries are a vital part of an excursion to the Island, and that a bridge or tunnel would only turn large portions of the islands into car parks and driveways.

➤ The CNR has called tenders for the construction of a grade separation at Logan Avenue, mile 331.3, Oshawa Subdivision, in Eastern Toronto.

➤ Construction is under way on the Yonge Street overpass at the future crossing of the CNR Toronto Yard access, line, now officially known as the York Subdivision. Excavation of the railway cutting easterly from Yonge is approaching completion. Construction is also proceeding on the grade separations for the new line at Highway 400 and at Keele Street. The bridge on Highway # 7, which will cross the main body of the hump yard, has had all footings poured, and work on the columns is in progress. One tenth of the 1200-acre yard had been graded by mid-August. Tenders have been called for the clearing and fencing of 15 miles of this new subdivision.

➤ John B. Parkin Associates of Toronto are preparing plans for the proposed Ottawa Union Station to be built by the National Capital Commission at Hurdman's bridge. Construction of the new depot is hoped to begin in the summer of 1962, for completion before the end of 1964. The building will be of reinforced concrete, structural steel, tinted glass and tile.

➤ The Canadian Pacific Railway has posted notices and advertised to the effect that at 12:01 a.m., September 15, all rail service between Lindsay and Bobcaygeon, Ontario will be suspended and be replaced by a truck service. The last train operated to Bobcaygeon at the end of June, and there has been no service by rail since that time.

Bobcaygeon was serviced "as required" by the daily Havelock - Peterborough - Lindsay freight following abandonment of mixed-train service (M605-M606) which last operated on October 26, 1957, behind Ten-wheeler 445. At first the freight service ran two or three times weekly, but gradually fell off, although the daily Lindsay service (using a 660 h.p. switchers has been maintained. The station is still in place at Bobcaygeon, although the turntable was removed in 1960.

➤ Eighteen CNR steam locomotives, in storage for a period of sixteen months at Brockville, Ontario were removed westerly for scrap in late August. These included:

2437,	2552,	3253,	3282,	4048,	4072,
5251,	5295,	5559,	5562,	5582,	6216,
6227,	8329,	8348,	8355,	8414,	8416.

➤ At Wyoming, Ontario, in May of this year, the following CNR locomotives were observed in storage:

3470,	5109,	5136,	5143,	5154,	6165,
6270,	6222,	6232,	6243,	6249,	6303,
6306,	6307,	6309,	6310,	6311,	6312,
6324,	8335,	8339,	8369,	8430.	(23 locomotives)

CNR old diesel #77 is currently assigned to work trains in Eastern Ontario, having been at Mallorytown in late August.

- D. R. McQueen.

➤ All engines stored at the Hamilton roundhouse of the CNR were removed to London on the

following dates:

August 9:	7442,	7511,	8302,	8304.
August 14:	3459.			
August 15:	2663.			
August 24:	5134,	5296.		

- Russ Leitch

As of September 1st, the following locomotives were stored in the round house at St. Luc, on the CP:

1201,	1227,	1228,	1267,	1270,	2326,
2332,	2398,	2409,	2454,	2816,	2827,
2839,	3759,	5135,	5162,	5170,	5175,
5214,	5325,	5361,	5405,	5406,	5187,
5411,	5413. (total 26 engines)				- W. E. Weighill.

➤ British Columbia Highways Minister P. A. Gagliardi has suggested to Vancouver City Council that the abandoned or freight-only BCER interurban routes be restored as rapid transit routes over a 10-year period. In the meantime, the Council has voted \$6,000 toward the \$15,000 total cost of a study of rapid transit for the Vancouver metropolitan area.

➤ The CNR has placed an order for 150 wide-door boxcars to Canadian Car Company Limited. These cars, scheduled for October and November delivery will be 50'-6" in length, of 50-ton capacity, and will have doors 15 feet wide, to facilitate loading.

Photo: Takes Over Locomotive - A link with another era of transportation, this locomotive, No. 103 formerly operated by the Toronto, Hamilton and Buffalo Railway, is an attraction in Gage Park. Care of the locomotive was turned over Saturday to the Hamilton Chapter, Upper Canada Railway Society, by the Hamilton Parks Board. Raymond Deschenes (left) chapter chairman, represented his group. T. J. Newlands represented the board.

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Photo: **John Street Tower Tour** - Mr. R. Lang, signals Supervisor TTR, shows members the relay racks on the tower's ground floor.

[0188-013.jpg](#)

Photo: **John Street Tower Tour** - Control console and indicator panel.

[0188-014.jpg](#)