

July, 1949 - Number 42

JUNE 25<sup>TH</sup>. JOINT EXCURSION The annual joint excursion of the Society with the Model Railroad Clubs of Toronto was again this year a very great success. A large party from each of the cities of Hamilton and Buffalo (NRHS) helped swell the numbers so that the numbers eventually rose to the impressive total of 22. The train consisted of CNR Pacific 5283, four air-conditioned coaches, two dining cars and an express reefer containing pop and ice cream; a solid steel train. A special mimeographed programme was printed for the occasion which included a map and historical notes covering the lines to be traversed, as well as "do's" and "don't" for visitors to railroad properties. The train left Toronto at 7:50 EST and returned to the city almost exactly 12 hours later giving a full day of railroad enjoyment to the participants.

The highlight and principal object of the excursion was a conducted tour through the Stratford shops of the Canadian National Railways which is the chief locomotive backshops for this section of the country. A full compliment of locomotives in various stages of repair was seen and the new addition to the South side of the main building was also noted with interest.

Outside the shops were seen locomotives 3252 and 6244 both awaiting major repairs as the result of wrecks; Buffalo Creek 26 (to be GTW 8420) in storage awaiting shopping, and the unused diesel electric cars 15826 and 15834 also in storage, as well as other locomotives awaiting entry to the shop. E-7-a Mogul 788, long a favourite in these parts, and one of the last remaining active Moguls, was seen testing on the outside track. About an hour and a half was consumed in the inspection of this nerve-centre of the CNR system.

The other principal stop-over was made in Palmerston, which town is the hub of a net of branch lines that radiate from here throughout the North-western section of peninsular Ontario.

The ancient Grand Trunk roundhouse was the main feature at this point, and although some rain fell at this stage, many left the train to cross the yard to inspect this old edifice. Moguls 808 and 825 are stored behind the house awaiting scrap and naturally attracted great attention.

The route followed by the excursion train was generally a large loop with only the section from Toronto to Hamilton being retraced. Briefly, the loop was as follows: CNR main line to Paris, old Buffalo and Lake Huron line from Paris to Stratford, Stratford and Huron line of Palmerston, Wellington, Grey and Bruce line back to Guelph, original Grand Trunk Railway main line to Georgetown, and Northern and North-western (Hamilton - Allandale line) back to Hamilton.

The train was spotted beside a park in Stratford where the party had lunch while the dining cars were used on the return journey for the evening meal.

Already, next year's trip is being thought of, and if it receives the careful planning and preparation that the 1949 trip did, it will be well worth taking.

#### TTC SUBWAY CONSTRUCTION SCHEDULE

##### SEPTEMBER 1949 TO JUNE 1950

On July 7<sup>th</sup>, it was announced that a joint Toronto - U.S. syndicate of construction firms had been awarded the contract for construction of the tube and concrete for section number 1 of the Yonge Street rapid transit line, that section from Front and York to Yonge and Grenville Streets.

The syndicate is the C. A. Pitts, General Contractor Limited, the members of which have had much experience in building dams, mining projects, airports, etc. as well as subway projects in the U.S.A. Thus construction will definitely start September 1<sup>st</sup> on the Front - Wellington and Queen - Shuter sections and will proceed according to a carefully planned schedule, the first part of

which is printed below. The following is not a timetable of the actual construction of the tube to be used by the trains, but rather concerns itself only with the periods at which surface traffic on Yonge and Front Streets will be disturbed. The first excavations are being made directly below the street surface in order to give room for machinery to be lowered to a sub-surface location and decking installed as soon as possible in order that surface traffic may resume above with a minimum of interruption. After the decking is laid and street traffic resumes its normal course, work will begin below in digging the actual trench which will be used by the railway. At a later stage than is shown in the schedule, when the concrete tube is finished, the street decking will be torn up again and fill dumped in over the tube up to street level. Thus the space originally excavated will be filled in again.

SEPTEMBER 1949

Street closed for decking: (1) Yonge, Wellington to Front.  
(2) Yonge, Queen to Shuter.

Possible Ramp Locations: (A) Shuter, Eastbound from Yonge.  
(B) Yonge, Southbound from Front.

Yonge Route Diversions: (1) Between Front and York, and Yonge and Wellington: via York and Wellington.  
(2) Between Richmond and Yonge and Dundas and Yonge: via Richmond, Victoria and Dundas.

OCTOBER, NOVEMBER 1949

Street closed for Decking: (3) Front from Front of Union Station to Yonge.  
(4) Yonge, Shuter to Dundas.

Possible Ramp Locations (C) Teraulay, Westbound from Yonge.

Street Decking Completed: (1) and (2) above.

Yonge Route Diversions: Same as above.

DECEMBER 1949

Street Closed for Docking: (5) Front, from Front of Union Station to York Street.

Possible Ramp Locations: (D) York, Northbound to Front.

Street Decking Completed: (3) and (4) above.

Yonge Route Diversions: York and Wellington Diversion, only.

JANUARY TO MARCH 1950

Street Closed for Decking; (6) Yonge, Wellington to Adelaide, including intersections at above ends.  
(7) Yonge, Dundas to College.

Possible ramp Locations: (E) Melinda, West from Yonge.  
(F) Melinda, East from Yonge.  
(G) Edward, East from Yonge.  
(H) Elm, West from Yonge.  
(I) McGill, West from Yonge.  
(J) Granby, East from Yonge.

Street Docking Completed: (5) above.

Yonge Route Diversions: (3) Between Front and Yorks and College and Yonge: via York, Richmond, Victoria, Dundas, Church and Carlton.

APRIL 1950

Street Closed for Decking: (8) Yonge, Adelaide to Richmond, including Yonge-Richmond intersection.  
(9) Yonge-Queen Intersection.  
(10) Yonge-Dundas Intersection.

Possible Ramp Locations: (K) Temperance, West from Yonge.

Street Decking Completed: (6) and (7) above.

Yonge Route Diversions: (4) Between Yonge and College and Yonge and Adelaide: via Adelaide, Victoria, Dundas, Church and Carlton.

Harbord Route Diversions: Cars from west end loop via Elizabeth, Louisa, James, Albert and Elizabeth; cars from east end loop from Dundas and Church via Church, Queen, Victoria to Dundas.

Queen Route Diversion: Between Queen and York and Queen and Church via York, Richmond and Church Street.

Street Closed for Decking: (10) above.  
(11) Yonge and Queen intersection extended east and west for Queen Street Subway station work; also Yonge, Queen to Richmond.  
(12) Yonge-College intersection.

Street Decking, Completed: (8) and (9) above.

Yonge Route Diversions: Between Yonge and Adelaide and Yonge and Maitland; via Adelaide, Victoria, Dundas, Church and Alexander (westbound) and Maitland (Eastbound).

Queen Route Diversion: As In April

TTC OVERHEAD CHANGES: Beginning July 17<sup>th</sup>, all cars operating on the Bay, Dupont, St. Clair, Bathurst, Bathurst Tripper and Fort routes were equipped with carbon shoe collectors as was done on Yonge last January. At the same time, Bathurst was equipped with Necessity Action switches so that all PCC's at St. Clair Division are interchangeable as to routes. Bloor will be the next

route to receive the carbon shoes.