

March, 1950 - No. 50

The Society meets on the third Friday of each month in Room 486, Toronto Union Station. The next meeting will be held on March 17, 1950.

FEBRUARY MEETING

One of the Society's members, Mr. Raymond F. Corley, addressed the group at the February 17th meeting on the general subject of diesel locomotives. He traced their development historically, gave a brief outline of their operational features, and summarized the various types offered by the builders in the United States and Canada.

Mr. Corley, who gave an address concerning PCC cars last May, is Transportation Engineer with the Canadian General Electric Company Limited at Toronto. He is one of two such engineers working actually in the field of transportation equipment, application studies and sales promotion.

He works on all type of equipment - diesel locomotives, electric locomotives, street cars and trolley coaches, but diesels are the big business here in Canada at the present. So he is almost as familiar with diesels (with which he deals primarily on business) as with electric locomotives, steam locomotives and street cars (which he enjoys from being a railroad fan).

EARLY RAILWAY STATIONS OF TORONTO

(Based on material originally appearing
in Robertson's Landmarks of Toronto,
contributed by *Robert Duncan*)

In October of the year 1856, the Eastern Division of the Grand Trunk Railway entered Toronto, running into a station at the Don, which station included the superintendent's office. During late 1856 and early 1857, the line was extended westward from the Don past the old jail at the foot of Berkeley Street to Front Street, along the south side of that thoroughfare into in the Northern Railway's depot at the south-east corner of Bay and Front Streets. (This Canadian Northern depot was opened May 16, 1851 - JAC). This was actually little more than a wooden shelter, which afforded passengers very little accommodation. The platforms extended westerly from Bay Street nearly to Sword's Hotel (later the Queen's Hotel). The Northern Railway from this point, ran along the edge of the bank, which was cut away later in the century.

During 1856, the western line of the Grand Trunk was also opened, the initial portion of which extended from the Queen's Wharf to Guelph. (The GTR was opened Toronto to Brampton, October 1855 and Toronto to Guelph, June 18, 1856 - JAC). Opposite the Queen's Wharf was a plain wooden shed, scarcely more than an apology for a station, but which served as one for a short period. Between this shed and the Don Station, passengers were bussed by an American named Jones.

Early in 1857, the western line was carried eastward from Queen's Wharf along the bay shore bank as far as Bathurst Street, south of what was called the Prince of Wales' Walk. It proceeded thence along Front Street and joined the eastern line at the station at Bay Street. All trains used this depot until May 1858, at which time the original Union Station was opened. This station was of frame construction and was located about 50 feet west of York Street. The roof projected over the platform and was held up by ornamental scrollwork supports. This station was small but neat, and considered a fine depot at the time of its opening. It contained two waiting rooms, lavatories, a lunch room, a barber shop, a ticket office, a baggage room and a telegraph office.

During 1858 the Bay and Front depot was demolished, and all tracks moved from the bayshore

bank. The new station at York Street became a Union Station for the Grand Trunk, Great Western and Northern Railways.

Before the erection of the first Union Station, a frame freight house, the property of the Northern Railway, stood on the bayshore bank just west of Peter Street. All local freight was handled at this building, through which the trains passed. However, through freight was handled on the Northern docks, where the Northern elevator later stood. This freight house was later torn down with the removal of the tracks to the Esplanade.

Grand Trunk freight at this time was handled at the Queen's Wharf (later occupied by the C.P.R.), nearby stood the locomotive and car shops. In a large frame building, later destroyed, which stood on the west side of Bathurst Street, were the passenger depot, baggage room and freight house. Up the yard some distance away stood the roundhouse; this was burned down several years later and never rebuilt.

In 1871, the original Union Station was demolished. A temporary shed was erected on the west side of Simcoe Street to serve as a station until the completion of the second Union Station.

This structure was opened to the public on July 1, 1873. The newly-constructed Toronto, Grey and Bruce (now part of the C.P.R.) ran into the north side of the new station on a special three-rail track necessitated by the narrow gauge of this railway. Credit Valley trains also used the station, although tickets were sold and baggage handled by the Grand Trunk. Later, the Ontario and Quebec Railway (the present C.P.R. line to Montréal) used the station.

The Great Western Railway, after using the old Union Station for many years, at length abandoned it and erected a station of its own at the north-east corner of Yonge Street and the Esplanade. Trains ran into the station through a large archway with the waiting room and other facilities located on the north side of the tracks. This building was later used as a freight house; the ancient structure is still standing in 1950, although it has been in use for many years as a fruit market.

The Northern's City Hall Station was constructed at about the same time as the G.W.R. station. At the beginning of 1894, all Northern trains began running into the second Union Station. They departed from the City Hall Station and stopped at the Union Station on their way out of town.

When the second Union Station was built, it was ample for its purpose; trains were small, consisting of from three to five cars. Towards the end of the century, however, it became increasingly evident that the structure was too small to cope with the greater length of trains and their increasing frequency. The article in Robertson's Landmarks of Toronto (1894) states: "If the two companies occupying it (the G.T.R. and C.P.R.) come to an agreement, the station will be torn down, and a new larger one erected on its site." This of course occurred eventually, but it was not until 1927 that the third and present Union Station was opened, fulfilling the need that had been apparent 33 years before.

In the 1890s' there were accommodation stations at the foot of Brock and Bathurst Streets that were little more than shelters. The G.T.R. and C.P.R. maintained separate stations at Parkdale; the Grand Trunk had originally a temporary station there, but began using the Northern's station after that road had been taken over. There was a suburban station at High Park and another suburban station at Windermere which did a very large freight business.

FOREIGN LOCOMOTIVES IN TORONTO 1949

New York Central: 59 locomotives:

4750, 5200, 5201, 5207, 5210, 5212, 5213, 5218, 5220, 5221, 5223
5224, 5225, 5226, 5227, 5232, 5340, 5241, 5242, 5243, 5244, 5254
5355, 5256, 5275, 5277, 5278, 5279, 5281, 5283, 5284, 5305, 5306

5307, 5312, 5314, 5317, 5319, 5328, 5330, 5331, 5339, 5342, 5343
5360, 5361, 5362, 5363, 5364, 5365, 5366, 5367, 5369, 5370, 5371
5372, 5373, 5374.

Toronto, Hamilton & Buffalo: 4 locomotives:
15, 16, 501, 502.

Electro-Motive-owned: 7 locomotives:
765 (on Train of Tomorrow)
7001, 7002, 7003 (Demonstrators on C.P.R.)
9051, 9052, 9053 (Demonstrators on C.N.R.)

- George Horner

THE CITY OF MONTREAL'S TRANSIT PLANS

Contributed by John Griffin

The City of Montreal has asked the Quebec legislature to set up a new form of transportation authority to control its tram and bus lines, a proposed \$60 million east-west expressway and a new 15 mile rapid transit subway estimated to cost \$180 million. The transportation commission would be given to expropriate the system operated by Montreal Tramways Company, thus bringing under public ownership the transportation system of the whole metropolitan area. The proposed bill was drawn up by a board of research on traffic and transportation set up by the city some time ago. At the present time there is nothing in the charter of the City of Montreal which authorises it either to acquire transit facilities or to set up an authority which has such powers.

The routes for the subway have been worked out with a view to future needs of the city in the way of an arterial network of transit routes and also bearing in mind the present layout of streets and ground and underground conditions. It is believed that the subway would eliminate 110 miles of surface tramway operation, leaving 136 miles of the present system intact. The proposed network is as follows:

A line to the northern section of the city under St. Denis Street with a loop via St. Catherine and Craig Streets to Peel and St. Catherine; an east-west route under St. Catherine and Ontario Streets east of St. Denis, and under St. Catherine and Sherbrooke west of St. Denis. There would also be a line extending north from Ontario Street in the vicinity of d'Iberville Street, and a half-circle north and west of the mountain joining with the north and west ends of the system. The total mileage in this initial plan is 15¼. Further lines are not projected as the board feels that there might be changes in the distribution of population and land use which cannot be foreseen at the present time. A preliminary key plan of the subway and three preliminary plans and profiles of the various parts of the routes have been prepared by the works department. It is estimated that the full initial trunk subway system would cost \$140 millions and the rolling stock and other fixed equipment at \$40 millions.

Montreal Tramways to abandon two routes:

The Frontenac (95) and Hochelaga (84) tramway routes will see the end of rail operation during 1950; trolley busses will be substitute vehicles on the former while gas busses will take over on the latter. Both routes are fairly lightly travelled east-end routes and do not operate into the downtown section. The one-man cars on the two lines will be used on two other lines now operated with two-man cars.

GRAND RIVER - LAKE ERIE AND NORTHERN RAILWAYS

ABANDONMENT OF PASSENGER SERVICE

The management of this interurban electric railway in Southern Ontario has applied to the Board of Transport Commissioners for permission to cease all passenger operations on April 30th. The

company states that the recent modernisation program has failed to attract new business and the operation shows a loss. Even the bus subsidiary will be sold. The company is also having studies made for the dieselization of freight service, which will occur at a later date. This is in line with the CPR's policy for eventual complete dieselization of its system (these lines are a Canadian Pacific subsidiary).