

August, 1950 - Number 55

REPORT OF EXCURSION

The 1950 excursion of the Central Ontario Train Trip Committee, held on June 17<sup>th</sup> last, fully upheld the standard set by previous excursions. Months of careful preparation paid off in a smoothly operated and highly interesting trip, on which not a single hitch was observed.

The trip was essentially a circuit of the old Midland Railway of Canada's system (absorbed by the Grand Trunk in 1884); only the last lap from Port Hope to Toronto was made on other than original Midland right-of-way. The train consisted of newly-shopped K-3-b Pacific 5592, a New York Central steel baggage car (which carried pop and ice-cream), three coaches and two diners.

The participants were treated to an unusually fast run up the CNR's winding Uxbridge Subdivision (north from Scarboro Junction) and stopped over at Coboconk (end of the line) for lunch. Here, as promised, 5592 was turned on the steam-operated turntable using exhaust steam from the locomotive, and filled its tender with water from Balsam Lake using the steam injector provided at the end of track for this purpose.

The train retraced its path to Lorneville, then made a half-wye and continued east to Lindsay. Here a lengthy stop-over enabled the excursionists to look around the yards and engine terminal. Much interest was aroused by the four derelict E-7-a Moguls, 755, 793, 800 and 850, which are in a field behind the enginehouse.

There followed the run to Peterborough, then to Port Hope, over the branch that has been in recent danger of abandonment. The trip was concluded by a fast run on the main line back to Toronto.

A total of 212 persons took the trip, and considerable numbers from Hamilton, Buffalo and other points were in attendance.

MOTIVE POWER NEWS

The CNR has received its three new electric locomotives for the Montreal terminal; they are numbers 200, 202, Class Z-5-a, 87-ton steeple cab locomotives, somewhat similar to industrials in appearance. The double pantograph are painted red. They were shipped from the builder, General Electric Company of Erie, PA, on July 21<sup>st</sup>, and were placed in revenue service on July 28<sup>th</sup>.

Two more small Santa Fe locomotives, 4004 and 4024, have appeared as helpers on the CNR's Scarboro grade recently.

On July 22<sup>nd</sup>, New York Central Mikado 2051 was observed passing through Toronto dead, in an eastbound CNR freight.

The CPR is currently taking delivery en masse of the 44 diesels ordered by it from Montreal Locomotive Works for the Algoma dieselization. Road switcher 8406 has been permanently assigned to the Sudbury-Little Current train.

General Motors Diesel Limited has received the following orders for locomotives during recent weeks:

Chesapeake and Ohio Railway (Pere Marquette District):

16 - 1500 HP road switchers

5 - 1200 HP switchers

Wabash Railway (Buffalo Division):

20 - 1500 HP road freight "A"

units

1 - 1500 HP road switcher

3 - 800 HP switchers

Toronto, Hamilton & Buffalo Railway:

4 - 1200 HP switchers

4 - 1500 HP road switchers

Algoma Central & Hudson Bay Railway:

4 - 1500 HP road switchers

Canadian National Railways:

22 - locomotives (details not yet available)

The GMD plant has now a backlog of 93 locomotives.

The Toronto, Hamilton & Buffalo scrapped old Pacific No. 11 during July; during the same month Consolidation 107 was sold.

The British Columbia Electric Railway has received a fourth Alco-GE 70-ton, 660 H.P. Construction work on the subway continues on schedule. On Front Street, immediate lift excavation is being carried on from the York Street ramp, and the support of and excavation under the bank building at Yonge and Front Streets is continuing. Lower lift is under way on the southern part of Yonge Street, operating from the Colborne Street ramp. The Shuter Street ramp was closed last month as all excavation is complete in this area. Pouring of the concrete floor slab is under way in the vicinity of King Station. Heavy rains on July 24<sup>th</sup> caused the failure of a temporary sewer across the excavation at Adelaide Street with the result that the excavation south of that point was filled with up to 20 feet of water, halting work and completely submerging a power shovel which took three days to repair. Fortunately, no permanent damage was sustained and normal operations were resumed when the excavation was pumped out and cleaned.

Piles are now being driven north from Dundas Street, having advanced three blocks to date. The concrete floor is complete from Queen Street to Dundas Street, and pouring of the centre and side walls is now under way. The work is now beginning to take on the appearance of a subway rather than an untidy hole in the ground.

Most buildings have been or are being demolished south of St. Clair Avenue, and tree removal is under way in advance of the work.

Activity may be observed at several points in the region as work begins on the diversion of sewers, etc. Piles are being driven north from Maitland Street, and a new ramp is being constructed at Dundonald Street. The heavy rains of July 24<sup>th</sup> resulted in minor flooding and bad mud conditions in this section, which slowed operations somewhat.

The Harbord and Yonge routes were

road switcher, numbered 943.

## SUBWAY CONSTRUCTION PROGRESS REPORT    AUGUST 1950

by John M. Mills

diverted ahead of the start of construction north from Dundas Square. The temporary single tracks on Maitland and Alexander Streets were laid during the week of July 3<sup>rd</sup> and Yonge cars began using them on the 16<sup>th</sup> as a long section of the route was diverted to Church and Victoria Streets. It is hoped to have Dundas Street decked over and open before the Exhibition starts, at which time Harbord cars will resume normal routing and the Yonge cars will run north on Yonge Street as far as Dundas Street instead of using Victoria Street north of Richmond Street.

### ELECTRIC RAILWAY NOTES

#### Toronto Transportation Commission:

All PCC cars will have "Scotchlite" (reflecting) numerals applied to the rear end and front and rear bumpers will be coated with red "Scotchlite", as a safety measure. An experimental installation of sealed beam headlights has been made on cars 4284 and 4376.

Application of extended dynamic braking to the older PCC's continues actively. Car 4280, one of the 1945 cars, has received red seats, the two-tone blue interior colour treatment, and the application of decorative stainless steel sheets in several spots.

The 1950 track renewal program has included, up to time of writing; tangent track on Queen Street East from Neville Park Boulevard to Maclean Avenue, and Shaw Street from Queen to King Streets. The following intersections have been rebuilt in whole or in part: St. Clair and Avenue Road, St. Clair and Lansdowne, Pape and Danforth, Howard Park and Dundas, and College and McCaul. Removals have included the St. Lawrence Street wye, and unused special work and railroad crossing diamonds at Spadina and Front and at Keele and St. Clair.

#### Lake Erie & Northern - Grand River Railways:

The CPR Electric Lines have appealed the Board of Transport Commissioners' refusal to allow abandonment of passenger operations. There is a threat that they will carry the case to the Supreme Court of Canada if the appeal is refused.

#### Hamilton Street Railway:

The last of the Preston-built series of cars have been scrapped. This included cars 431, 447, 451, 453, 455 and 457. All these had longitudinal seats and deck roofs (except 431) and the bodies were in a very weakened condition. The Burlington Street route will be abandoned the day before trolley buses

On Saturday, July 1<sup>st</sup>, the last street cars of the once great IRC made the "graveyard" run. At its zenith, this company had almost 400 miles of track and operated a thousand cars, both city and interurban, and was truly an international operation with its Canadian (Niagara Falls Park and River) Division operating from Queenston to Chippawa, Ontario, along the edge of the Niagara River gorge. There was also at one time an extension southerly to Slater's Point, Ontario, from which place a boat connection operated to Buffalo. The Queenston - Table Rock portion of the Canadian Division formed half of the famous scenic belt line which was operated in conjunction with the Niagara Gorge Railroad Company (a separate concern, with a line in the gorge on the American side) until 1934.

In the past few years there has been rather too much criticism of transit managements and their policies on the part of railroad fan publications; however, any criticism that was levelled at the IRC was entirely justified. In one of the most flagrant examples of transit mismanagement that this continent has ever seen, the IRC since the mid-1930's was allowed to degenerate into the most disgracefully decrepid property imaginable. Its rehabilitation as a street railway system was made virtually impossible by the woeful lack of maintenance and

commence operation (on Cannon Street) sometime during the coming fall.

On June 24<sup>th</sup>, car 523 was struck by a gondola car loaded with scrap metal of the Dofasco (TH&B) crossing on the Burlington line private right-of-way. The car was overturned, stripped of useful parts and the body carted away for scrap. The car never returned to the car house after the accident.

HSR fares had the second boost in two years on August 4<sup>th</sup>; the new rate is three tickets for 25 cents. The previous rise was from four tickets for 25 cents to four tickets for 30 cents, made effective on May 20<sup>th</sup>, 1949.

#### International Railway Company: progress.

Now Buffalo has all its transit eggs in one basket, while every other city on the continent of its size follows the rule, to a greater or less degree, of applying the proper type of vehicle to the volume of traffic on individual routes.

#### Shawinigan Falls Terminal Railway:

It is reported that this electric railway at Shawinigan Falls, Quebec, is to be taken over by the CNR and CPR as a joint operation on September 1<sup>st</sup>. This may result in dieselization of the property — (C.R.H.A. Bulletin, Montreal).