

UCRS NEWSLETTER - 1958

September, 1958 - Number 152

SOCIETY ACTIVITIES: The Society meets on the first and third Fridays of each month from September to June. The first indoor general meeting of the 1958-59 season will be held in Room 486, Toronto Union Station at 8:30 P.M. on September 19th. The program will consist of a showing of 35 mm. slides and/or movies taken by members during the past summer. It is also hoped that members in attendance will be prepared to give, during the discussion period of the meeting, some brief summary of fantrips or other activities having rail interest which they have indulged in during recent months.

The first Friday meeting of October will be held on the evening of the 3rd, being an observation meeting at Bathurst and Front Streets.

TWO U.C.R.S. EXCURSIONS SCHEDULED

(1) Sunday, September 28th: There will be operated by the Society a six-hour excursion on the Niagara, St. Catharines & Toronto Railway, starting from St. Catharines shops at 11:20 A.M., E.D.T.

The chartered car will meet C.N.R. train 102 at Merritton at 11:32 A.M., E.D.T. and will be back at this point at 5:05 P.M. for the convenience of those who wish to take C.N.R. train 191 back to Toronto. Rumours are again rife that the Welland Subdivision passenger service is imminent of removal and there is accordingly the possibility that this will be the last excursion operated over the rails of this railway; a general attendance of Southern Ontario railfans on this account is hoped for. The fare on the N.S. & T. will be approximately \$2.50. Toronto members will leave Union Station at 9:00 A.M., E.D.T. aboard Train 101-102.

(2) Saturday, October 25th: An excursion by regular trains will be operated on this date to Midland, Ontario via Blackwater Junction, on the C.N.R. Trains 603 and 604, which provide all passenger service between Lorneville and Midland, are due to be removed after October 25th. Those in attendance should purchase weekend return tickets from Toronto to Midland going via Blackwater Junction. The return portion of the trip can be made either via Allandale and Newmarket or via Georgetown, the latter being for the more adventurous who like to see how much they can do with a weekend return ticket. The timetable will be as follows: (Times are E.S.T.)

Leave	Toronto	#92 (Not #41)	9:05 A.M.
Leave	Blackwater Junction	#603	11:02 A.M.
Arrive	Midland		1:50 P.M.
Leave	Midland	#604	2:30 P.M.
Arrive	Orillia		3:25 P.M.
Leave	Orillia	#44	3:44 P.M.
Arrive	Toronto	#44	7:10 P.M.
Arrive	Allandale		4:24 P.M.
Leave	Allandale	#662	4:35 P.M.
Arrive	Georgetown		6:30 P.M.
Leave	Georgetown	#34	6:27 P.M. (NOTE BELOW)
Leave	Georgetown	#36	7:30 P.M.
Arrive	Toronto		8:35 P.M.

Note - Connection with No. 34 not guaranteed if all trains are on schedule.

There are restaurants in Midland, but those planning to return via Georgetown are advised to bring a lunch.

➤ Sincere apologies are offered the membership in respect of the late appearance of the August issue of the *Newsletter*. A compounding of various unfortunate factors delayed the production and mailing of this issue to the point where several events announced therein had already taken place by the time members had read them. Every effort will be made by the Publication and Production and Mailing Committees to prevent a recurrence of this situation in the future.

BLOOR SUBWAY RECEIVES O.M.B. APPROVAL

Commencing on August 19th, the Ontario Municipal Board sat on the matter of the approval of the participation of the Municipality of Metropolitan Toronto in the financing of the T.T.C. Bloor subway project. Six suburban municipalities, led by the small Village of Long Branch, succeeding in delaying approval of the project by questioning the legality of the type of financing proposed.

Little sympathy was shown these filibustering suburbs, (which fear reduced funds for their own works projects), and after a patient hearing of their case, the decision to approve the Metropolitan participation was given on September 5th.

This approval has set in motion various projects which are preliminary to the commencement of subway construction. One of these is the placing before Metropolitan Council a by-law to expropriate land along the 10-mile right-of-way.

The T.T.C. is to call for tenders on \$8 million worth of construction equipment and materials, such as tunnel sections which may be flown in from England. Before the end of the year, various utilities and monuments which lie in the path of construction on University Avenue will be undergoing relocation, and the first task will be the shifting of the South African war memorial at Queen Street (The Sir Adam Beck statue, pictured in the recently released U.C.R.S. *Bulletin No. 50*, will no doubt require moving also, and it seems ironic that Sir Adam, who spent so many years fighting for electric railways that were never built, now has to move over to let an electric railway be constructed.)

Construction of the University Avenue line, to be the first stage of the project, designed to relieve the Bloor-Queen portion of the Yonge Subway which is approaching capacity in peak hour loadings, be completed in three years and will allow abandonment of the Dupont car line. Work on the Bloor Street sections will begin in 1962, to continue for the remainder of the overall 10-year construction period.

A mock-up of a new design of lightweight subway car has been constructed at Hillcrest shops, and this will be used in the study of the type of rolling stock to be ordered for the Bloor line.

MOTIVE POWER NOTES

➤ The C.N.R. has ordered a further 144 diesel locomotives as detailed in the following tabulation:

<u>Quantity</u>	<u>Road Nos.</u>	<u>Builder</u>	<u>Type</u>	<u>Class</u>	<u>Notes</u>
27	6767-6793	M.L.W.	1800 HP RPA	MPA-18b	
5	6867-6871	M.L.W.	1800 HP RPB	MPB-18b	
69	4271-4339	G.M.D.	1750 HP RS	GR-17u	
4	1800-1803	M.L.W.	1400 HP RS	MR-14a	A
16	1034-1049	G.M.D.	1200 HP RS	GR-12t	
23	8500-8522	M.L.W.	1000 HP SW	MS-10q	B

Note A - New type of locomotive; four 1600 H.P. M.L.W. locomotives will be upgraded to 1800 HP to release some electrical and mechanical components to incorporate in 1800-1803. The identity of the 1600 HP units has not been decided.

Note B - 8500-8522 will use a new model engine, although still rated at 1000 HP, and have thus been assigned to this new number series (as distinct from 8000-8299).

- C.N.R. 9005 (E.M.D. 1500 H.P. RFA unit, class GFA-15a) is being rebuilt as a 1500 H.P. road-switcher to be numbered 4824, class GR-15b.
- Grand Trunk Western 79 (E.M.D. 600 H.P. switcher) is slated for scrapping to provide parts to keep the other unit of this class, 78, in operating condition. These locomotives are now 20 years old.
- Grand Trunk 3041 and 3042 (Alco 1600 H.P. road-switchers, class MP-16d, were transferred to the Central Vermont on March 3, 1957 and to the C.N.R. on December 30, 1957.
- Central Vermont 3900 and 3901 (E.M.D. 1200 H.P. road-switchers, class GR-12j, were transferred to the C.N.R. on January 2, 1958.
- Grand Trunk Western 1269 and 1270 (E.M.D. 1200 H.P. road-switchers), class GR-12j have been renumbered from the "light" 1200 series to the "heavy" 1500 series as 1509 and 1510.
- Since the evening of August 25th, the R.D.C. cars on C.P.R. trains 382-381 (Toronto - Peterborough) have been replaced by a 1600 H.P. road-switcher hauling a train. This has also eliminated the G5 Pacific which has always been used in place of the Dayliners on Weekends (up Saturday, down Monday). Dayliners 9050, 9051 and 9052 last ran on Friday, August 22nd and Pacific 1271 last ran on the train on Saturday August 23rd; Monday, August 25th. Since the evening of August 25th, an 8400 or 8500 series road-switcher has hauled the train.
- The dieselization of C.N.R. trains 92-95 as reported last month was short lived. The advent of cooler weather has seen steam locomotives return as the diesels in use have no train heat generators. On 94-93, 4403 made the last diesel run over August 18-19, and since August 19-20, 5257 and 5292 (4-6-2's) have been in use. On 92-95, 4564 made the last GP-9 run on August 18, engine 1267 (1200 H.P.) ran on August 19, and steam took over on August 20. Pacifics 5062, 5261, 5299 and 5302 have all seen use on these trains since that time.
- C.N.R. 1910-1926 (G.M.D. 1200 H.P. road-switchers, class GRG-12g) have been renumbered as 1901-1917, class GRG-12n. This is the same class as the heretofore lone locomotive 1900.
- The five C.N.R., R.D.C. cars ordered some months ago (*Newsletter* 145, Page 6) were delivered as follows:

RDC-1	D-107	April 30	RDC-2	D-201	May 16
	D-108	April 29		D-202	May 21
				D-203	May 23
- C.N.R. motive power observed at Lindsay, August 4, 1958 (of previous lists in *Newsletters* 140 and 147):
2-6-0: 91; 4-6-0: 1520 (for scrap); 2-8-0: 2550, 2580, 2616; 2-8-2: 3228, 3239, 3273, 3409, 3489; 4-6-2: 5589; 0-6-0: 7461, 7465, 7509; 1000 H.P.R-S: 1705; 1200 H.P.R-S: 1231, 1241, 1245.
 Of these, 91 and 7509 are held as spare engines.
- General Motors Diesel Limited will bring out shortly a new model of locomotive known as the Model GMD-1. This is a locomotive for branch line service, available with four or six wheel trucks and having 1200 H.P. The locomotive will be equipped with a steam generator.

MISCELLANY

- The Greater Winnipeg Transit Commission has retained Norman D. Wilson, Toronto transit consultant to make generalized studies toward the provision of a future rail rapid transit system for the Manitoba capital. Subways, monorails and surface railways on a private right-of-way are all mentioned as media to come under study. (Editor's Note: This comes just three years after the last of Winnipeg's centre mall car lines was abandoned, which in themselves were potential rapid transit routes).
- The Ontario Northland Railway stands possibly on the threshold of a new traffic bonanza

as the Ontario government currently studies a proposal to establish a seaport on James Bay at Moosonee to serve as a water-rail trans-shipping point, particularly in respect of the possible development of iron ore mining on the Belcher Islands in Hudson Bay and of nickel deposits at Rankin Inlet.

➤ The Hydro-Electric Power Commission of Ontario is underwriting \$17 million of the \$18 million cost of the relocation of the C.N.R. main line in the St. Lawrence Seaway construction area.

➤ The C.N.R. has announced that the "Continental Limited" will be discontinued for the winter season, and that the schedule of the "Super-Continental" will be slowed so that more local stops can be added. There appears to be an ever-widening gap in the competitive positions of the two major railways as regards transcontinental passenger traffic.

➤ The T.T.C. has undertaken the construction of a fourth escalator at Eglinton Subway Station, connecting the platforms with the concourse above. Increased use of this station over the past year has made the extra facility necessary, as recent counts reveal a daily use of the station by 105,000 passengers, a total greater by 13,700 than last year.