

May, 1953 - Number 88

ONE HUNDRED YEARS OF  
RAILWAY PASSENGER SERVICE TO  
THE CITY OF TORONTO  
1853 — MAY 16<sup>TH</sup> — 1953

The Society meets on the third Friday of each month in room 486, Toronto Union Station at 8:30 P.M. The next meeting will be held on May 15<sup>th</sup>. This meeting will take place on the eve of Toronto's railway centenary, and it is believed that there may be some activity of interest in connection with this event in the Station at that time.

“FOUR WHISTLES TO WOOD UP”

With this issue is mailed the official centenary booklet “*Four Whistles to Wood Up*”. (The title indicates a standard whistle signal used on the Northern Railway). This booklet, while published by the Society, represents many hours of patient research and writing on the part of Dr. Frank Walker, a well known Toronto historian, and father of UCRS member John Walker. Dr. Walker's researches concerned with Frederick Cumberland, a leading Toronto citizen of the 1850's, suggested to him the writing of a monograph on the beginnings of the Northern Railway, with which Mr. Cumberland was intimately associated. Dr. Walker tackled the Northern Railway with the zeal and thoroughness of the true historian some years ago, and in the course of his researches has interviewed many people and delved into many libraries and private collections. He has assembled an unbroken file of Northern Railway annual reports (undoubtedly the only one in existence), for the completion of which he had to search as far afield as the British Museum. He is undoubtedly the authority on the subject of Toronto's first railway, and the twelve interesting chapters of “*Four Whistles To Wood Up*” provide ample evidence of his complete familiarity with his subject.

Dr. Walker timed the completion of his booklet to coincide with the centenary of the first operation of public passenger service on the railway on May 16<sup>th</sup>, 1853. This date, although it is not the earliest that the City of Toronto saw a railway train, deserves recognition more than any other as marking the beginning of railway service to and from the city, and has always been so considered.

The booklet is distributed to Society members as *Bulletin 37*, but as a separate monograph, it will enjoy a much larger circulation than any preceding *Bulletin*. It is expected that copies will be placed on sale at many of the towns served originally by the Northern Railway, as well as in several Toronto bookstores. Members are asked to publicize the publication of *Four Whistles to Wood Up* among other railfans - additional copies should be ordered from:

Book Circulation,  
Upper Canada Railway Society,  
Box 122, Terminal “A”, Toronto.

Price per copy is fifty cents.

Michigan Railroad Club fan trip - The Michigan Railroad Club of Detroit plans to operate a five hour excursion on the TTC on May 30<sup>th</sup>. A Peter Witt train will be used, an~ possibly a PCC car; the tour will include a visit to Hillcrest Shops. Announcement as to price and times will be made at the May 15<sup>th</sup> meeting.

THE C.N.R.'s HISTORICAL TRAIN AND

### THE AURORA CENTENARY CELEBRATION

The May 16<sup>th</sup> centenary of the first public passenger run from Toronto to Aurora will be celebrated chiefly in the latter town. A prime attraction at the festivities will be the exhibition of the Canadian National Railways' recently completed historical train at the Aurora Station. This train will probably be on view, although not for the general public, at Toronto Union Station on the evening of Friday, May 15<sup>th</sup>. It will then leave Toronto and traverse the Allandale division (the old Northern) as far as Concord or King, where it will spend the night, and refuel. On the morning of the 16<sup>th</sup>, it will leave its overnight station, and proceed to Aurora to arrive (about) 10:45 E.S.T.

In the meantime, the CNR will operate a special train, composed of first string equipment and hauled by road diesels, from Toronto to Aurora on the morning of the 16<sup>th</sup>; the train will run on the schedule of regular train # 41, leaving Toronto at 9:20 E.S.T. and arriving at Aurora at 10:29 E.S.T. This train will carry railway officials and other persons of official importance.

Train # 41 will run 15 minutes behind this special train, and carry extra coaches Toronto to Aurora to handle regular passengers bound for the celebration. On train # 41, Society members can traverse the historic original route 100 years after Mr. Maher, as the first paying passenger, covered it in a coach of the Ontario, Simcoe and Huron Union Railway. These trains will pass the historical train en-route, so that the passengers disembarking at Aurora may watch it pull in shortly afterwards.

The historical train will, of course, be of great interest to railfans, and will be comprised of the following equipment!

E-7-a MOGUL 674 (until recently in way freight service in the Montreal area, but since converted to an historical relic).

4-4-0 No. 40 (This is the CNR's historical locomotive which has participated in numerous other celebrations over the past two years).

0-6-0-T No. 247 (CNR 7105) (An original Grand Trunk tank locomotive, subsequently sold to the Standard Paving Company, and recently retrieved by the CNR and rehabilitated as an historical locomotive).

15825 (One of the CNR's original self-propelled rail cars).

7108, 8018, 8029 (former Canadian Government Railways baggage cars, which contain unit exhibits of an historic type).

59262 (an original Grand Trunk coach, latterly a CNR non-revenue car; subsequently restored to original appearance).

2541 (a sleeping car of the Canadian Government Railways restored to original condition).

4006 (a dining car of the Canadian Government Railways, restored to original condition).

The train will actually be powered by locomotive 674 only, and this consist will probably tax its 25% haulage rating to the utmost where the old Northern Railway crosses the morainic hills north of Toronto. In any event, safe arrival at Aurora will provide Society members with a splendid display of refurbished rolling stock and motive power of yesteryear, if they do not manage, to see the train in Toronto the previous evening.

The train has a heavy schedule of engagements up to November. In connection with centenary festivities it will be exhibited as follows:

On display at Aurora	May 16 <sup>th</sup> (2:30 - 8:00)
On display at Aurora	May 17 <sup>th</sup> (12:00 - 6:00)
On display at Barrie	May 18 <sup>th</sup> - 20 <sup>th</sup> .
On display at Collingwood	May 21 <sup>st</sup> , 22 <sup>nd</sup> .
On display at Orillia	May 23 <sup>rd</sup> - 25 <sup>th</sup> .
On display at Midland	May 26 <sup>th</sup> - 30 <sup>th</sup> .

➤ Following this, it will return to the Province of Quebec to take part in the celebration of the 100<sup>th</sup>. Anniversary of the completion of the St. Lawrence and Atlantic - Atlantic and St. Lawrence rail route from Montreal to Portland, Maine. The train will return to Toronto to be put on display at the Canadian National Exhibition. Following this it will engage in its third centenary celebration of the year, that of the Great Western Railway of Canada. It will be on display at various Great Western towns in this order: Sarnia, Stratford, London, Woodstock, Brantford, Hamilton, St. Catharines, Niagara Falls, Welland, Buffalo and Fort Erie, ending this tour on November 3<sup>rd</sup>.

The Society expects to take an extensive part in the Aurora celebration, including the placing of a decorated automobile in the parade. The principal activity of UCRS members, however, will be the sale of copies of "*Four Whistles to Wood Up*" to the general public in the exhibition grounds. Permission for this has been kindly granted by the Aurora authorities in charge of the celebration.

#### APRIL 26<sup>TH</sup>. - A THIRD SECOND HAND P.C.C. EXCURSION

The Society operated the third and final fantrip in a series which saw members become the first revenue passengers on each of the three types of second hand PCC cars recently purchased by the Toronto Transportation Commission. On November 30<sup>th</sup>, the first of the 123 Cleveland and Birmingham cars was operated on a six-hour west end jaunt which included a Hillcrest visit. This car was TTC 4693, formerly Cleveland Transit System 4268. On February 15<sup>th</sup>, the first of the Pullman series from Cleveland; TTC 4657 (C.T.S. 4232) made a four hour tour which featured a fast run to Long Branch. Unfortunately this excursion was marred by rainy weather, and most of the photographs taken that day were of the greyish variety.

Finally, on April 26<sup>th</sup>, the Society chartered TTC cars 4653 and 4703 (Cleveland Transit System 4228 and Birmingham Transit Company 803 respectively) and covered most of the TTC's east and north end trackage. Car 4729 (the first Birmingham car to arrive here) had been planned for the trip, but it was found to be "buried" among other cars in the Roncesvalles yard, while its mate, 4703, which was released from Hillcrest on the heels of 4729, was more accessible. Hence 4703 was substituted at the last moment, but Society members still were Toronto's first paying passengers in a Birmingham car.

Again, this was not a day of fine weather, but the rain which came later held off until after the excursion. The Weather did not dampen the enthusiasm of the 30-odd participants, nevertheless all of whom agreed that it was a most interesting trip.

#### T.T.C. NOTES

As may be deduced from the foregoing excursion report, the 4700-4747 (ex Birmingham) series cars are being assigned to Roncesvalles Division, the last of the five carhouses (apart from the dying Eglinton Division) to receive all-electric PCC cars. They are being placed in service on the Long Branch route, although the temporary linen signs also carry Dundas route markings.

Both Cleveland and Birmingham recently ended PCC car operation, and presumably both properties are anxious to ship their remaining cars to Toronto. This is resulting in probably the worst backlog that Hillcrest shops have ever experienced, and newly-arrived PCC cars are being stored in every available spot. Some cars are sitting on steam road sidings in the south portion of the yard, something without precedent. It is not expected that the last of the 123 cars can be turned out of the shop until the late fall.

The Kingston Road route will have two man operation for the last time on Saturday May 16<sup>th</sup>. A number of 2800 series small Witts were moved into Russell Division on May 3<sup>rd</sup>. Presumably, this shift is preliminary to the moving away of all two man cars from Russell after the sixteenth.

Car 2494, at time of writing, is stored on one of the former trailer yard stub tracks, having suffered collision damage. It has undoubtedly run up Kingston Road for the last time, and may very well have run its last revenue mile.

Effective May 19<sup>th</sup>, the hours of multiple unit operation on the Bloor route are to be increased. The A.M. rush period will remain unchanged, but the P.M. rush is to be extended in both directions. Bloor cars will begin coupling up at 2:28 P.M., and the last train will not be uncoupled until 7:50 P.M. This move follows the settlement of the dispute with the TTC employees' union concerning extra pay for the operators of multiple unit trains. The arbitrator finally ruled that platform personnel engaged in the operation of MU trains should not receive a special rate as their operation is no more arduous or involved than that of a single car.

The former wheel car RS-3, which was built using the trucks and under frame of burned Toronto Civic Railway passenger car 109, and which was well known because of its Witt-like operating cab, has been dismantled. Some of the components are to be used in the construction of a flat general service car for the Yonge Street subway. The various subway non-revenue cars are to be standardized with 31-inch rolled steel wheels, Brill 77-E trucks and G.E. 241-B motors.

#### MOTIVE POWER NOTES

- The delivery of C.L.C.- F.M. road locomotives of series 8706-8744 to the CNR has been completed. The last units were delivered as follows: 8732, 8734-8742, 8744 - March 20<sup>th</sup>. Also in service is series 9438-9456.
- The Algoma Central and Hudson Bay Railway has received G.M.D. GP-7 units 169 and 170.
- The CNR sold 0-6-0 switcher 7260 to the Intercolonial Coal Company of Westville, NS in January.
- The CPR ordered recently the following locomotives:
  - Five 1600 H.P. "A" units from M.L.W. (4094-4098), class DFA-16f.
  - Five 1500 H.P. "A" units from G.M.D. (4099-4103), class DFA-15g.
- The Toronto, Hamilton and Buffalo Railway has on order with G.M.D. three further GP-7 road-switchers, to carry numbers 75-77.
- The CNR is currently taking delivery of 22 660 H.P. M.L.W. switchers, of series 8462-8483.
- General Motors locomotive 521 has been making frequent trial trips from London to Mimico on the CNR main line testing diesel engines which are to be installed in an order of locomotives for Brazil. The Brazilian locomotives cannot be tested as a unit here because of the 5'-3" track gauge in the South American country.

#### 1953 JOINT FANTRIP

The 1953 annual joint excursion, sponsored this year by the "Toronto Train Trip Association", (incorporated successor to the Central Ontario Train Trip Committee) will be held on Saturday, June 20<sup>th</sup>. Unfortunately, some changes in the original plans have been necessitated: **(1)** The Beeton - Collingwood branch is not deemed to be in fit condition for a train of this weight to operate on it, and the trip has been diverted to run via Allandale between Beeton and Collingwood; **(2)** contrary to a previous report air-conditioned cars will not be available for use on the train.

It should be a very worthwhile excursion nevertheless - the price per ticket is \$6.00 up to June 1<sup>st</sup> and \$6.50 after June 1<sup>st</sup>. An abbreviated schedule follows:

LEAVE	Toronto	8:25 A.M. E.S.T.
LEAVE	Georgetown	9:55 A.M.
ARRIVE	Collingwood	12:30 P.M.
LEAVE	Collingwood	4:00 P.M.
ARRIVE	Toronto	7:30 P.M.

As usual, the ticket price includes an evening meal on one of the two dining cars.

Tickets will be available at the May 15<sup>th</sup> meeting, or for out-of-town members, from the Society at its box address.