

March, 1954 - Number 98

S - DAY : MARCH 30<sup>TH</sup>.

The Society meets on the third Friday of each month at 8:30 P.M. in Room 486, Toronto Union Station. The next meeting will be held on March 19<sup>th</sup>.

➤ The society would like to express its appreciation here to Mr. Harvey Naylor for the fine job he did in constructing, arranging and generally overseeing the Society's booth in the recent Coliseum Hobby Show. As all those who saw it will testify, the display was most attractive, and well worth the effort and money expended on it by the Society.

➤ Recently added to the Curator's list are two more periodicals: *TRACKS*, the employees' magazine of the Chesapeake and Ohio Railway, and *PASSENGER TRANSPORT*, the American Transit Association newspaper.

#### A BIG "LAST-CHANCE" EXCURSION

The most historic rail fan excursion ever operated in Toronto will take place on Sunday, April 4<sup>th</sup>. This day will be the last passenger operation of three types of TTC cars, and two of these types will be making their last stand on the entire North American Continent. Retired for all time on the previous Tuesday with the opening of the Yonge Street subway will have been all cars of series 2900-3018 and 2580-2678 (two man Peter Witts) and all trailers. The Society plans to charter a 2900 series Peter Witt train and a Brill Peter Witt for a six-hour excursion to cover the far reaches of the TTC system. This will be absolutely the last true street railway trailer train operation on this continent. It will be also the last revenue run of a Brill-built "Car Riders" "Peter Witt car, a type that was once in vogue in many American cities such as Cleveland, Toledo, Akron, Buffalo, Syracuse and Utica. The Preston-built TTC cars were the only Canadian representatives of this type, and have outlasted all of their American cousins.

Full details of this excursion, as finalized, will be mailed to Toronto area members later in the month. Associate members interested in attending are requested to notify the Society, and they too will be included in this special mailing.

#### DETAILS OF SUBWAY OPENING AND OPERATION

On Tuesday, March 30<sup>th</sup>, an extensive series of changes will take place throughout the course of the day in the routing system of the Toronto Transit Commission. The focal point of all of these changes will be the inception of a medium of transport heretofore unknown in this country. Indeed, true rapid transit exists in only four American cities, although the Cleveland Transit System has a lengthy line under construction. Toronto, nevertheless will be the fifth city in North America to join the rather exclusive ranks of those communities which enjoy the most highly developed form of urban passenger transit — the off-street rail rapid transit line.

The subway will be opened to the public at 1:30 P.M. although concise opening ceremonies will take place some time earlier at Davisville Station. A platform is to be erected on the north side of Chaplin Crescent opposite Davisville Station and the street closed at 10:00 A.M. At 11:00 A.M. with civic, provincial, transit and other official persons present, the opening ceremonies will commence. They will be concluded by 11:25 A.M., when the guests will descend to platform level to take the official first subway ride to Union station. Immediately following this, trains will be brought into service to provide a full subway headway by the time the gates are opened to the public.

OPERATIONAL DETAILS — In anticipation of considerable temporarily diverted and "curiosity" riding,

a heavier initial service will be given on the subway than is likely to obtain later on. Initially there will be a 2'-30" headway all day weekdays and Saturdays starting at 6:00 A.M., except for late evenings (5' after 12:21 A.M. and 10' after 1:15 A.M.). The last northbound train will leave Union Station at 1:45 A.M. There will be a three minute basic headway all day on Sundays and Holidays, with Sunday service to start at 9:00 A.M., while Holiday service will commence at 6:00 A.M.

Initial operation will see 15 six-car trains in use all day (90 cars) except between 7:15 and 10:00 A.M. and 3:00 and 7:00 P.M., when an extra train (run #16) will be added to compensate for slower rush hour running time. There will be thus eight spare cars. Running time will be as follows:

	<u>Northbound</u>	<u>Southbound</u>
Normal	17 minutes	15 minutes
Rush	18 minutes	16 minutes

Three minutes turnaround time is scheduled at both ends, except that changing of ends must be done in 2½ minutes at Union Station in normal hours.

It is expected, that after the initial surge of riding has abated, four-car trains will be operated during normal hours instead of six-car trains, and that a basic three minute headway can be adopted on Saturdays and a four minute headway on Sundays and Holidays.

At time of writing, almost all of the cars have been delivered to the Davisville yard, and test and training runs have been in progress for about a month. The last four subway cars (5100-5103) have been constructed largely of aluminum as a weight saving experiment.

END OF YONGE SURFACE OPERATION — From 2:00 P.M. on March 30<sup>th</sup>, 1954, each Yonge train arriving at Union Station will be there withdrawn from service and driven to storage at Harbour Yard. A ceremonial last Yonge car will leave Eglinton Traffic Office Loop at 2:30 P.M. and will leave service at Union Station at 3:00 P.M. It is expected that this car will be decorated; it will be the last street car to traverse Toronto main street.

Beginning at 1:30 P.M., all Bay cars will run into St. Clair car-house, and the new Earls court and extended Dupont routes will take their place.

#### EQUIPMENT DATA SECTION

##### NO. 3 — NEW C.N.R. SLEEPING CARS

One hundred and four sleeping cars of various types are currently under construction by the Pullman Standard Car Manufacturing Company for the Canadian National Railways, as a part of the greatest passenger equipment modernization program in the railway's history. The cars bear a distinctive new colour scheme, also being applied to 218 first class coaches now being built by Canadian Car and Foundry Company. This consists of black below the windows, green around and above the them, three gold stripes running the car's length, and the red CNR maple leaf emblem near the car ends.

##### **A. FIFTY-TWO 4-SECTION, 4-DOUBLE BEDROOM, 8-DUPLEX ROOMETTE CARS:**

1110	Eastport	1127	Elmira	1144	Erickson
1111	Eastview	1128	Elmsdale	1145	Erinview
1112	Edenwold	1129	Elnora	1146	Ernestown
1113	Edgeley	1130	Elrose	1147	Erwood
1114	Edmonton	1131	Emerald	1148	Escuminac
1115	Edmundston	1132	Emerson	1149	Essex
1116	Edson	1133	Emperor	1150	Estcourt
1117	Edwardsville	1134	Endako	1151	Ethelbert
1118	Egerton	1135	Endcliffe	1152	Euclid
1119	Ekhart	1136	Endeavour	1153	Eureka

1120	Elcott	1137	Enfield	1154	Evandale
1121	Elderbank	1138	Englee	1155	Evangeline
1122	Excelsior	1139	Ennishore	1156	Evanston
1123	Elgin	1140	Enterprise	1157	Evelyn
1124	Elizabeth	1141	Entrance	1158	Everett
1125	Ellerslie	1142	Entwistle	1159	Eldorado
1126	Elliston	1143	Equity	1161	Exeter
				1161	Extew

**B. FOUR 8-SECTION ONE DOUBLE BEDROOM, KITCHEN, 16-DINER SEAT CARS:**

1010	White Rock	1012	White Oak	1013	White Sands
1011	White Rapids				

**C. SIX 10-SECTION ONE DOUBLE BEDROOM AND BUFFET CARS:**

1014	Valleyfield	1016	Valley Park	1018	Valley Road
1015	Valley Mills	1017	Valley River	1019	Valleyview

**D. EIGHT 2-COMPARTMENT 2-DOUBLE BEDROOM BUFFET & LOUNGE CARS:**

1082	Cape Rosier	1085	Cape Race	1088	Cape Chignecto
1083	Cape Brule	1086	Cape Canso	1089	Cape Tormentine
1084	Cape Porcupine	1087	Cape Breton		

**E. TWO 7-COMPARTMENT BUFFET & LOUNGE CARS:**

1098	Burrard	1099	Bedford
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**F. SIX 5-COMPARTMENT 3-DRAWING ROOM CARS:**

1100	Mt. Edith Cavell	1102	Mt. Alberda	1104	Mt. Resplendent
1101	Mt. Robson	1103	Mt. Fitzwilliam	1105	Mt. Tekarra

**G. SIX 10-ROOMETTE 5-DOUBLE BEDROOM CARS:**

2022	Buckley Bay	2024	Chaleur Bay	2026	Thunder Bay
2023	Hudson Bay	2025	Glace Bay	2027	Fortune Bay

**H. TWENTY 6-SECTION 4-DOUBLE BEDROOM 6-ROOMETTE CARS:**

1162	Green Point	1168	Greenshields	1175	Greenvale
1163	Greenmount	1169	Green Bush	1176	Greenway
1164	Green Brook	1170	Greenfield	1177	Green Bank
1165	Green Court	1171	Green Harbour	1178	Greenbrier
1166	Greening	1172	Green Hill	1179	Green River
1167	Green Cabin	1173	Green Lane	1180	Greenwood
		1174	Greenview	1181	Greenwich

Of the above cars, Nos. 1086-1089, 1120-1127, 1162-1176 and 2022-2025 are assigned to Pullman Company service.

C.N.R. RECEIVING 900 H.P. SWITCHERS

The CNR is taking delivery of class Q-7-c, 900 H.P. switchers Nos. 8535-8559, built by General Motors Diesel Limited. Haulage rating is 36%. Delivery dates of the first units follow:

8535	Dec. 31	8538	Dec. 30	8541	Jan. 19	8544	Jan. 29
8536	Dec. 30	8539	Dec. 31	8542	Jan. 19	8545	Jan. 29
8537	Dec. 30	8540	Dec. 31	8543	Jan. 19	8546	Jan. 29

T.T.C. TO RETIRE 163 CARS

In mid-February, the Toronto Transit Commission called for tenders on the purchase (for scrap or otherwise) of 163 passenger and service cars which will be released by the conversion of the

Yonge route and a portion of the Bay route to subway and bus operation.

The cars which are soon to leave TTC property are detailed hereunder:

- all 18 remaining Brill built two-man Witts of series 2580-2678.
- all fifty-one remaining CC&F built two-man Witts 2900-3018.
- Ten selected CC&F built two-man Witts of series 2500-2578:

2510	2532	2540	2546	2554
2514	2534	2542	2552	2558
- all seventy-three remaining CC&F trailers of series 2761-3029
- four snow scraper cars: 2200, 2202, 2208, 2210.
- four single truck sweepers: S-21 to S-24.
- three trailer shunters: Y-3, Y-5, Y-6.

Two man Peter Witt cars to remain in storage after the scrap program are as follows: 2450-2466, 2470-2498, 2500-2508, 2512, 2516-2522, 2526, 2530, 2536, 2544, 2548, 2550, 2556, 2560-2578. This is a group of fifty-one cars — one of these may be converted to one man operation and retained on the active list to replace the scrapped car 2866.

Only three scraper cars will remain in their present form, (2204, 2212 and 2214), and trailer shunter Y-2, used for some months past at Davisville Yard in the unloading of subway cars, will remain as the lone representative of its type. Single truck sweepers remaining will be S-18 to S-20 and S-25 to S-28. S-18 to S-20 are D.E. ex-Toronto Civic Railway sweepers.

Forty cars are to be retired and scrapped as soon as possible after the cessation of Yonge car service north of Eglinton Avenue March 7<sup>th</sup>. These will comprise twenty 2900 series cars and twenty trailers. Eight Yonge trains only will continue to be stationed at Eglinton car house between March 7<sup>th</sup> and March 30<sup>th</sup>, on a rotating basis for purposes of inspection, while the remainder will be kept at Harbour Yard.

After the opening of the subway, retired cars will be stored at Harbour Yard and various car houses other than Eglinton awaiting, scrapping. If necessary, the two sidings at the Exhibition Loop will also be utilized.

#### C.P.R. ORDERS ADDITIONAL R.D.C. CAR

The Canadian Pacific Railway recently ordered another RDC-1 Budd car to be used as a standby-unit for cars 9050 and 9051 on the Toronto - Detroit Dayliner, and to give additional capacity at times of heavy traffic without the necessity of using locomotive power. The Dayliner train has had to be steam-hauled whenever one of the two present units has been out of service.

#### HUNTSVILLE & LAKE OF BAYS RAILWAY TO OPERATE IN 1954

Reports that the Huntsville and Lake of Bays Railway is to be abandoned are without foundation.

A recent letter from the company states that the six days a week, summer-only service will operate again this year, commencing about June 25<sup>th</sup>.

#### T.T.C. CAR 2210 TO BE PRESERVED

The group who acquired TTC car 1326 some time ago has submitted a successful tender on car 2210.

As reported elsewhere in this issue, 2210 was one of 163 cars offered for sale recently. It is a single truck, wooden, arch roof, double end car with hand brakes only. A complete description was published in UCRS *Bulletin* 24.

For any years past, all cars of the 2200-2214 group have been used only as snow scrapers. Therefore, 2210 will require considerable restoration work on its interior. It is otherwise in good condition.

The forthcoming demise of four of the seven remaining scraper cars was unknown until

recently, and it had not been intended to acquire a second car this year. However, historically-minded UCRS members gave sufficient support to make the acquisition of 2210 possible.

The group owning these two cars is to be known as the Ontario Electric Railway Historical Association. It is planned to move both the cars in the spring to the Association's property, which is part of the former Toronto Suburban Railway's right-of-way.

A meeting of supporters of the project is to be held at 11 Highgate Road at 8 P.M. on Friday, March 26<sup>th</sup>. All interested persons are urged to attend.

The Collis Camera Centre, 828 St. Clair Avenue West, Toronto, is now offering a 10% courtesy discount to customers who present an Upper Canada Railway Society membership card.

Associate member F. J. Bechtel, 83 Water Street South, Galt, Ontario, is selling entire collection of photos, negatives, train orders, tickets, public timetables Canadian Official Guides, magazines, and other railroadians; also one Kodak 616 camera with 6.3 lens. No lists — please state wants or call.