

April, 1955 - Number 111

The Society meets on the third Friday of every month at 8:30 P.M. in Room 486, Toronto Union Station.

The next meeting will be held on April 15<sup>th</sup>; the program will consist of a showing of colour slides of American and British lines by member James Beveridge.

#### GRAND RIVER — LAKE ERIE & NORTHERN PASSENGER SERVICE TO END

The Canadian Pacific Electric Lines have applied for and received permission from the Board of Transport Commissioners to discontinue all rail passenger and express service. The decision was handed down at a meeting of the Board in Galt early in March. Permission is still required from the Ontario Municipal Board with respect to substitute bus services, and at time of writing this still has not come through. The chief point of difficulty is the section between Simcoe and Port Dover, where Canada Coach Lines presently holds the local franchise.

However, there is little doubt that this will be straightened out, and that car service will end, as planned, with the completion of the scheduled runs on Saturday, April 23<sup>rd</sup>. The final demise of passenger service on this efficient electric railway comes as no surprise. The "modernization" program for the passenger service in 1946 produced practically no new passenger traffic, and patronage dropped off steadily in post-war years.

As most rail fans well remember, the management made a similar application for abandonment exactly five years ago, but permission was denied at this time. The factor which appears to have swung the decision on the present application is the fact that the management proposed to get out of the passenger business altogether in 1950, abandoning operations of the bus subsidiary (Canadian Pacific Transport Company) also — However, the company now proposes to run bus service parallel to the Lake Erie and Northern Railway (Galt to Port Dover) and parallel to the Preston - Hespeler branch of the Grand River Railway, as well as completing the conversion to bus of the Galt - Preston - Kitchener service. (Buses took over some of the rail trips here in 1946). The surprise in the latest development is the conversion of the express service from rail to truck operation — this business, in contrast to the passenger traffic, has grown greatly in recent years.

Nevertheless, the whole line will be cleared for the unimpeded movement of the bread-and-butter freight traffic. When passenger and express service has passed into the limbo, the two railways will still be a vital factor in the industrial Grand Valley. There has been no recent hint of dieselization, and the railway, with its ten electric locomotives (three of them ex-Salt Lake & Utah), should continue to be of interest to electric railway fans for some time to come.

It is difficult to conjecture as to the disposition of the passenger and express rolling stock, but it would seem probable that most of it will see some form of non-revenue service on the CPR system; perhaps one or two units will remain in this guise on the electric lines.

#### G.R.R. — L.E. & N. FAREWELL FANTRIP

The Syracuse Chapter of the National Railway Historical Society will hold a big farewell excursion on the Lake Erie and Northern — Grand River system on Sunday, April 24<sup>th</sup>, for which a general invitation has been extended to the members of the UCRS.

A rather novel departure in fan trip operation will be introduced: the special car or cars will make two complete round trips between Preston and Waterford, so that excursionists may

board at Preston, Galt, Paris, Brantford or Waterford and still make a complete round trip.

The schedule is as follows:-

<u>STATION</u>	<u>LEAVE</u>	<u>ARRIVE</u>	
Preston (1 <sup>st</sup> )	9:00 AM	4:00 PM	
Galt	9:15 AM	5:45 PM	(All times
Paris	9:30 AM	6:00 PM	Eastern
Brantford	9:49 AM	6:15 PM	Standard)
Waterford	10:30 AM	7:00 PM	
Preston (2 <sup>nd</sup> )	2:15 PM	8:30 PM	

*(FIRST TRIP ONLY OPERATES TO PORT DOVER)*

Owing to limited capacity and the attractive fare, paid reservations should be in the hands of the trip committee not later than April 15<sup>th</sup>. THREE DOLLARS covers a round trip fare from any of the above stations. Canadian residents should remit to Mr. J. A. Whitefoot, c/o Grand River Railway, Preston, Ontario.

Fare on the car, (subject to space availability) will be \$4.00. There will be many photo stops en route, with a 1½ hour layover at Preston car house. Coffee, soft drinks and sandwiches will be available on the cars.

#### T.T.C. CALLS TENDERS ON 34 MORE SUBWAY CARS

Eight car building companies in Canada, United States, Great Britain and France have been invited by the Toronto Transit Commission to Tender on the construction of 34 subway cars, which will enable the complete operation of eight-car trains in the Yonge subway. The tenderers have been asked to quote on steel cars, aluminum cars, and cars with and without control cabs, so the actual type of car to be bought remains somewhat undecided.

Rush hour traffic on the subway has continued on an upward spiral, and recent counts show 28,000 persons being moved in one direction during the maximum hour. More serious is the fact that, for a short period at the peak of the P.M. rush, the subway carries at a rate of 32,000 per hour, and the six-car trains at times have proven incapable of lifting the offering load.

Eight-car train operation would bring the subway's capacity up to the long-advertised "ultimate" of 40,000 passengers per hour. When and if this limit begins to be approached, the need for the University Avenue subway, suggested as a portion of the Bloor project, would become a real necessity.

Nevertheless, in this day of falling transit passenger riding and revenue elsewhere, this increasing usage of a modern rail facility is certainly encouraging to those of us who believe that buses cannot do the whole job in a large city.

ORIGIN-DESTINATION SURVEY — The TTC has retained the services of American transit consultants Simpson and Curtin Incorporated and Joseph R. Ong, and Toronto consultant Norman D. Wilson, to study the results of an origin-destination card survey conducted on April 5<sup>th</sup>. All inbound passengers boarding more than four miles distant from the Yonge and Queen intersection were included in the survey.

MAIN LOOP — Actual construction on this new terminal loop for the Carlton carline began on March 28<sup>th</sup>. Tangent track to be reconstructed this year includes Bay Street (College to Davenport) and Queen Street (Kingston Road to Woodbine Avenue)

#### C.N.R. ABANDONS FALDING-SCOTIA LINE

The Canadian National Railways ran the last train over the lightly patronized Scotia Junction to Falding, Ontario (Algonquin Subdivision) line on March 5<sup>th</sup>. This section of road was planned as a segment of a through trunk line when built in the 1890's as the Ottawa, Arnprior and Parry

Sound Railway and merged with the Canada Atlantic Railway in 1899. It was designed as a link in a combined rail and water route from the west to New England, particularly for grain traffic. To this end, large grain storage facilities were erected at Depot Harbour on Georgian Bay, the west end of the line. Grand Trunk control came in 1904, a merger in 1914, and so the line passed to CNR ownership. The CNR diverted the through traffic via more southerly routes in 1924, and the line east of Falding was left with a trickle of local traffic only. The recent necessity for repairs finally forced the decision.

OTHER C.N.R. ABANDONMENTS — During February, operation of mixed trains 337 and 338 between Napanee and Forfar. With the discontinuance of trains 445 and 446 as reported last month, ends all passenger service between Napanee and Ottawa.

Passenger service has been discontinued on mixed trains 386 and 387 between Lindsay and Coboconk. There is now no passenger service on the Coboconk - Lorneville section. These trains made their last trip on March 25<sup>th</sup>.

The Board of Transport Commissioners sat at Collingwood town hall on March 16<sup>th</sup> and 17<sup>th</sup> to consider the CNR's application to abandon the 18.3 miles of track between Creemore and Alliston. The Town of Alliston and the Township of Nottawasaga, at least, are known to have filed protests. Decision of the Board was reserved at the hearing.

The Board has granted permission to the CNR to substitute bus and truck service for train service between New Glasgow, Pictou, Pictou Landing, Hopewell and Sunnybrae in Nova Scotia, for a \$400,000 per year saving. However, decision has been reserved on the application to abandon the 5.4 miles of line from New Glasgow to Pictou Landing.

#### LOCOMOTIVE NOTES

Further encouraging news of steam interest is reported from the Maritimes: The Sydney & Louisburg Railway, still without a diesel on the roster, has purchased four locomotives from American lines as follows:

<u>OLD ROAD AND NUMBER</u>	<u>TYPE</u>	<u>S. &amp; L. NUMBER</u>	
Pittsburgh & Lake Erie 8031	0-8-0		87
Pittsburgh & Lake Erie 80421	0-8-0		88
Chicago & Illinois Midland 546		0-8-0	89
Detroit & Toledo Shore Line 32		2-8-2	105

➤ Also, the Cumberland Railway and Coal Company (Springhill, NS) has purchased Chicago and Illinois Midland 545, another 0-8-0, and it will be numbered 54 by its new owners.

➤ P. & L.E. 8031 and 8042 passed through Toronto on February 27<sup>th</sup> and Truro on March 12<sup>th</sup>; C. & I.M. 545 and 546 passed through Toronto on March 6<sup>th</sup>; 545 arrived at Springhill Junction on March 18<sup>th</sup> and 546 was through Truro on the same day; D.& T. S.I. 32 saw Toronto on March 10<sup>th</sup> and Truro on March 22<sup>nd</sup>.  
- George Parks and Joe Pratt

➤ The Pacific Great Eastern ordered a further three 1600 H.P. road switchers from Montreal Locomotive Works during February.

➤ The CPR is having a 2400 H.P Trainmaster locomotive built by Fairbanks-Morse at Beloit, WI. with G.E. equipment. This locomotive was to have been a demonstrator originally but the railway has now agreed to buy it outright. This will be the most powerful diesel unit in Canada when completed.

➤ The CNR has scrapped a third road diesel unit, No. 9054. This locomotive was wrecked at Quibell, Ontario on August 1<sup>st</sup>, 1954 and cut up in December. 9048 and 9049 were the units previously retired.

#### RECENT C.N.R. SCRAPPINGS:-

1363, 1366, 2369, 2549, 3221, 3497 - October 14; 4020, 4021 - December 7; 5571, 8419 - December 17; 3414, 9054 - December 31; 2445 - January 12; 7265 January 20; 1361 - January 28.

Locomotives removed from service: Atlantic Region - nil: Central Region: 82, 1313, 1315, 1319, 1358, 1369, 1385, 1394, 1400, 2193, 2448, 4004, 4033, 5057, 5058, 5074, 5602, 6025, 7233, 7246, 7425, 7451, 8202, 8224, 8299; G.T.W. - 3522, 7492, 8417, 8422; Western Region - 411, 1300, 1310, 1430, 2096, 2759, 6005, 6045, 6053, 7542, 8406, 8412; C.N. owned on C.V. - 460, 475, 603; C.V. owned on C.V. - 219, 220, 455, 701, 704.

Stored unserviceable: Moncton - 1124; 1126, 2558, 2595, 2605, 2645; Central Region - 94, 1368, 1398, 2192, 2197, 2378, 2420, 2532, 2545, 2562, 2591, 2623, 3485, 3707, 3718, 3721, 4103, 4205, 5052, 5060, 5533, 5552, 5553, 5560, 5562, 5580, 5581, 5591, 5610, 7361, 7388, 7428, 7447, 7466, 7506, 8223, 8301, 8323, 8345, 8386, 8420; Western Region: - 2112, 2338; G.T.W. - 2666, 2667, 3515, 3524, 3743, 3749, 5038, 6041, 6317, 6318, 6319, 6324, 6336, 7489, 7526, 8313.

RECENT DELIVERIES AND DATES:

6504-6604	November 26	6700-6800	December 14
1724, 1725	February 4	6505-6605	November 29
6701-6801	December 22	1726, 1727	February 11
6506-6606	December 9	6702-6802	January 5
1728, 1729	February 15	6507-6607	December 17
6703-6803	January 17	1730, 1731	February 24
6508-6608	December 29	6704-6804	January 28
1732, 1733	March 5	6509-6609	December 31
1833, 1834	October 7	1734, 1736	March 9
6510-6610	January 12	1835, 1836	October 14
1735, 1737	March 11	6511-6611	January 20
1837, 1838	October 21	1738, 1740	March 18
6512-6612	January 28	1839, 1840	October 27
6513-6613	February - (new order)	1861	September 29
1862	October 2		