

May, 1955 - Number 112

The Society meets on the third Friday of each month (September to May) in Room 486, Toronto Union station. The next meeting, last indoor meeting of the season, will be held at 8:30 P.M. on Friday, May 20th.

T.T.C. TWO MAN CARS TO BE SCRAPPED - SOCIETY TO
OPERATE FAREWELL EXCURSION

It is expected that all of the 51 two man cars of series 2450-2478, 2480-2498 and 2500-2578, which have been held in dead storage by the Toronto Transit Commission since they were last used on March 30, 1954, are to be sold for scrap in the near future.

Accordingly, the Society has planned a five-hour "last trip" on one of these cars for Sunday, June 12th. The fare will be \$1.50 per person, payable on the car. The trip will leave Yonge and Wellington Streets at 9:30 A.M., E.D.T. A trip covering the extremities of the system has been planned. All Toronto area members are urged to support this trip to record the final passing of the two man street car from the Toronto electric railway scene.

LAKE ERIE & NORTHERN AND GRAND RIVER RAILWAY CURTAILMENT

Saturday, April 23rd was the last day of regular operation of passenger and express service on the Canadian Pacific Electric Lines. Car 975 made the last scheduled trip (train 16) on the Lake Erie & Northern, from Galt to Port Dover.

Service south of Galt is now being provided by the Canada Coach Lines, which already held an operating permit in that area granted after schedule cuts on the Lake Erie & Northern a few years ago. The fact that only four bus trips each way per day are being operated over most of the route is a good indication of the meagre traffic potential of the area. Canada Coach service did not start until April 25th; there was no service on April 24th, although a Sunday service is now being operated.

Canadian Pacific Transport Limited is operating the replacement bus service between Preston and Hespeler.

The express service, which is quite prosperous, is being handled by tractor-trailer trucks. This eliminates a certain amount of trans-shipping.

The Canadian Pacific steam road express car heretofore hauled between Galt and Kitchener will be hauled in freight trains.

Most of the railways' passenger rolling stock is to be kept on hand for three months in the event that the successor bus services prove unsatisfactory. Only possible objections to the new service appear to be the poor connections northwards from Paris and the fact that Glen Morris is completely dis-served.

FAREWELL EXCURSIONS — On Sunday, April 24th, the Syracuse Chapter of the National Railway Historical Society operated an excursion to mark the end of the service. Due to congestion in the Preston yards, the train was made up before 10 P.M. on Saturday night and stored on the southbound main line just north of Preston Station. Original consist was 937-939-846-626.

The trip received good advance newspaper and radio coverage; consequently there was a large number of local people on board when it left Galt bound for Port Dover. The passenger section of car 626 was occupied by veteran employees, while the express compartment was used to sell refreshments. Sufficient additional passengers were on hand at Brantford to necessitate the

addition of car 862, obtained from the Brantford barn.

The train did much fast running on the southbound trip, unhampered by meets. The weather was dull with intermittent rain; consequently little effort was made to provide photo stops outside towns. At Simcoe there was a large crowd on hand in spite of the heavy rain falling at the time.

A lengthy stop was made in Port Dover; Ivey Florists gave roses grown in their Port Dover greenhouses to the ladies on the train. Car 975, which had made the last L.E.& N. run the previous night, was still sitting at the end of the main line in the Port Dover yard when the special finally began its northbound trip.

The train was met at Galt by local dignitaries. Following this, it continued to Preston, where a short stop was made.

A power failure occurred at Freeport, when the five car train climbing the grade and locomotive 230 working in Kitchener threw too great a load on the substation. After about five minutes the power came on again and the train continued to Kitchener and through to Waterloo, over a section of line where there has been no regular passenger service since the early 1930's.

Upon returning to the modern station at Kitchener, which even now is less than 10 years old, the train was met by local officials, a pipe band and crowds of citizens.

The official reception of the train at Preston was scheduled to take place on the second southbound trip. Since the railways' headquarters and shops are at Preston, this was by far the biggest turnout of the whole trip, the entire area in front of the shops was crowded with humanity; many of those present climbed to vantage points on the rolling stock, or watched the proceedings from seats in a radial standing close by.

As many of the local riders left the train at Preston, cars 937 and 939 were cut off before the train proceeded. Upon reaching Brantford, 846 and 862 were dropped and run to the barn. 626 alone continued to Waterford carrying far more passengers than its 18-seat capacity, to make the NYC connection. The car finally arrived back at Preston long after dark still carrying a diehard core of fans.

➤ On Sunday, May 1st, the Buffalo Chapter of the N.R.H.S. ran a trip over the road. A three car train consisting of 937, 848 and 846 was dispatched from Preston to meet the New York Central at Waterford. Just as the party arrived at the L.E.& N. Waterford station on foot from the New York Central station, NYC Mikado 2030 arrived with an eastbound way freight and stole the show.

Numerous photographs were taken of the L.E.& N. train crew and the officials present before the fans boarded the cars. In contrast to the trip of the previous week, the weather was sunny and warm.

With the three cars well filled, the train set out for Preston. The run was uneventful until Brantford was reached, when, at the CNR crossing south of the L.E.& N. station, the brakes were thrown into emergency. A late model sedan-delivery truck standing on the parking lot adjacent to the tracks was fouling the line. After the train crew had released the truck's brakes and pushed it away from the tracks, the special proceeded.

Cars 622, 624, 626, 795, 797, 862 and 975 were observed in storage at the Brantford barn.

The usual lunch stop in Preston at the Hotel Kress was made. Following this, the company held open house at the Preston shops. Wooden car 939, which had been used on the trip of April 24th, was observed on the rip track, already half scrapped.

The new line repair outfit, consisting of CPR enclosed speeder M-1766 and a tower trailer, was on display for the photographers. This replaces the old automotive line car M-5.

Car 864 was added to the special at Preston, making a four car train. The train proceeded to Kitchener and Waterloo. On the return trip, the train easily outdistanced the automobile traffic on the rather congested highway which parallels the line between Kitchener Junction and Centreville.

A special run was made across the Freeport bridge for the benefit of photographers. The large

swarm of fans beside the highway created a minor traffic jam as Sunday drivers stopped to observe the activities.

Following a fast trip over the Hespeler branch, the train headed south over the Lake Erie & Northern to Port Dover. By the time the refreshment stop at that point was finished and the train was ready to leave, evening was closing in.

The train reached Waterford not long before dusk, and most of the fans were dropped at that point to make their journey back to Buffalo via New York Central. A few Ontario fans rode back to Preston.

As the American fans reached the NYC depot on foot, they were greeted once more by the uncommon sight of New York Central steam power in service; this time a light engine streaking westwards toward St. Thomas.

➤ As most of the passenger rolling stock will probably be on hand until the end of the summer, other fan trips have been booked, and the railway is also prepared to handle picnic charter business for local groups.

➤ The remaining wooden passenger car, 937, will probably be scrapped shortly. L.E. & N. 797, the wooden combination car which still has seats, may be preserved by the National Railway Historical Society's Syracuse Chapter.

T.T.C. NOTES

As the result of persistent pressure applied since last July 1st by the Lakeshore suburban municipalities (especially Long Branch), the TTC Long Branch carline was partially extended to downtown Toronto during weekday rush hours, effective Monday, April 18th. A 12-minute headway service of cars is extended easterly from Humber Loop via Lake Shore Road and Queen Street to loop via Church, Richmond and Victoria. The service is on a trial basis only and has not been too heavily patronized thus far, at least by Lake Shore through riders. As these cars run in both suburban zones and the central zone, it is necessary for a ground man at Humber Loop to check zone receipts, etc., on inbound cars. The remainder of the Long Branch cars continue between Long Branch and Humber Loop only.

An important group of route changes in the north end occurred on May 16th: The St. Clair route has been shortened to operate west of St. Clair Subway station only, while in its place, the Earls court route has been extended easterly to cover the Mount Pleasant Road section. This will give each route a stretch of free track for adjusting service irregularities. Effective the same date the Rogers Road car line was extended easterly to St. Clair Subway Station during rush hours only.

The new Main Loop was opened on Sunday, May 15th, with Carlton cars now terminating here and not operating on Danforth Avenue. Effective May 16th, the Russell Division-operated Carlton Tripper route (to McCaul Street) was rerouted to run straight north on Coxwell Avenue, looping at Danforth.

The relocated and enlarged Luttrell Loop is expected to open in mid-June. Changes from the original plan include a spur track on Danforth Avenue instead of Kelvin Avenue, the placing of the loop track in the middle of Luttrell Avenue, and the establishment of a concession in the passenger shelter.

On April 25th the TTC made another surprise move — the inauguration of a “take-one” to be known as the Headlight, and to be published monthly. A copy of the first issue is enclosed.

Car 2370 has been withdrawn from service because of extreme corrosion and dry rot. Other pay-enter Large Witts are now receiving extensive body overhauls.

Map: Track Diagram of TTC Toronto Trackage.

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B.C.E.R. ABANDONS LAST CITY CARS

Regular car service on Vancouver's Hastings East carline ground to a halt after the operation of Friday, April 22nd. This was the last city street car route in the Pacific North-west. A "Rails-to-Rubber" celebration was held on Sunday the 24th, with street cars running on the line between 1 and 5 P.M., carrying passengers free. All passengers received a souvenir certificate.

BCER president Grauer presented the controller handle from an old car to the city archives at the ceremonies in the Exhibition grounds at 3 P.M. ST DE deck roof car 53 (a service car since 1916) was restored to its original appearance during recent weeks and was on display at the grounds.

The car is to be presented to the PGE Boosters (the local rail fan group), and will be maintained by them at the PNE grounds.

The last car off the streets was PCC 415 at 6:15 P.M. on the 24th. The 36 PCC's still have no buyer. They were offered to and rejected by the TTC recently. (*Thanks to G. R. Hearn of Victoria, BC, for some of the above information*)

NEW TRANSCONTINENTAL TRAINS ENTER SERVICE

The CPR's new train, The Canadian, which has received more high-pressure inaugural publicity than any other train in Canadian railway history, entered service on April 24th. An amazing amount of public interest was shown in the first run, and all across Canada hordes of sightseers crowded station platforms or grade crossing locations to inspect externally the spectacular new equipment.

Surprisingly enough, the only unsold space on the first westbound run was in the day coaches, which suggests that more intensive advertising of this less expensive accommodation is warranted.

The CNR's Super-Continental, hardly less fine a train despite its more conservative outside appearance and the absence of domes, was inaugurated the same day. This train unfortunately was not subject to the great publicity campaign, and the consequent public interest, that was enjoyed by the Canadian. However, Torontonians were afforded an opportunity (on April 19th-20th) to inspect a typical consist on track 11 of the Union Station. Equipment on display included: Locomotives 6503-6603, Express 9204, coach 5641, buffet-parlour 875 (St. Charles), tourist sleeper 2253, Dinette 429, diner 1349, buffet-sleeper 1072 (Ft. Rouille), open section sleeper 1801 (Regina) and 4-8-4 sleeper 1137 (Enfield).

NEW C.P.R. CAR FERRY

Early in March, the new CPR car ferry "Princess of Vancouver" was launched at the Clyde Estuary.

It is a twin screw vessel of 7,000 tons gross designed to carry 800 passengers and 28 box cars or 115 autos, or a combination of both. Speed is 15½ knots. The ferry will make three round trips per day between Vancouver and Nanaimo.

C.N.R. MAIN LINE TO LOSE SOME DOUBLE TRACK

Our contemporary, "The Michigan Railfan" reports that the famous "double track route" of the CNR - GTW will soon be broken with the removal of second track between Port Huron and Durand. It will be replaced by a C.T.C. installation with long sidings and high speed turnouts.

COMING FANTRIPS

1955 T.T.T.A. EXCURSION — SATURDAY, JUNE 4TH: To Belleville via CNR, returning by way of Peterborough and Lindsay. Leave Toronto at 8:30 A.M., E.S.T., arriving back at 7:15 P.M. (or later). Fare of \$7.95 includes air-conditioned coaches and meal in diner.

N.S.&T. TROLLEY EXCURSION — SUNDAY, MAY 29TH: Leave St. Catharines terminal at Geneva & Welland Avenues at 9:30 A.M. Daylight. Fare \$2.00, pay on car. Meal stop at Queensway Hotel. TWO CARS

WILL BE SUED IF REQUIRED. This will probably be the last fantrip on the line.

T.H.& B. EXCURSION — SUNDAY, AUGUST 7TH: To cover main line and Port Maitland and Waterford branches. Kindly make your reservations early with the Trip Secretary, Buffalo Chapter, N.R.H.S., 55 Meadow Road, Buffalo 16, New York.