



Newsletter

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Another Step Forward



The spacious island platform at Museum station. The clean and functional design of the stations is evident in this photo.

UPPER CANADA RAILWAY SOCIETY
BOX 122 TERMINAL "A" TORONTO, ONTARIO

Another Step Forward



A test train of M.L.W. equipment on the northbound track at Osgoode station (despite the destination sign) prior to the opening of the University Avenue subway.

"ANOTHER STEP FORWARD" was the theme which surrounded the opening of the second link in Toronto's rapid transit system, the University Avenue subway line, on Thursday, February 28th. The opening ceremonies, originally scheduled for Friday, March 1st, but moved ahead one day in order to accommodate Provincial officials who were to attend, took place at 11:15 a.m. at St. George Station, the northern terminal of the new line. The ceremonies were delayed for fifteen minutes from the planned 11:00 a.m. by virtue of the late arrival of the Lieutenant-Governor of the Province of Ontario, J. Keiller MacKay.

Brief speeches by Mayor Donald Summerville of the City of Toronto, Premier John Robarts of the Province of Ontario, and William Allen, Chairman of the Municipality of Metropolitan Toronto were followed by a symbolic throwing of a switch by the Ontario Premier, changing a red track signal to green. This act officially opened the University Avenue subway for revenue operation.

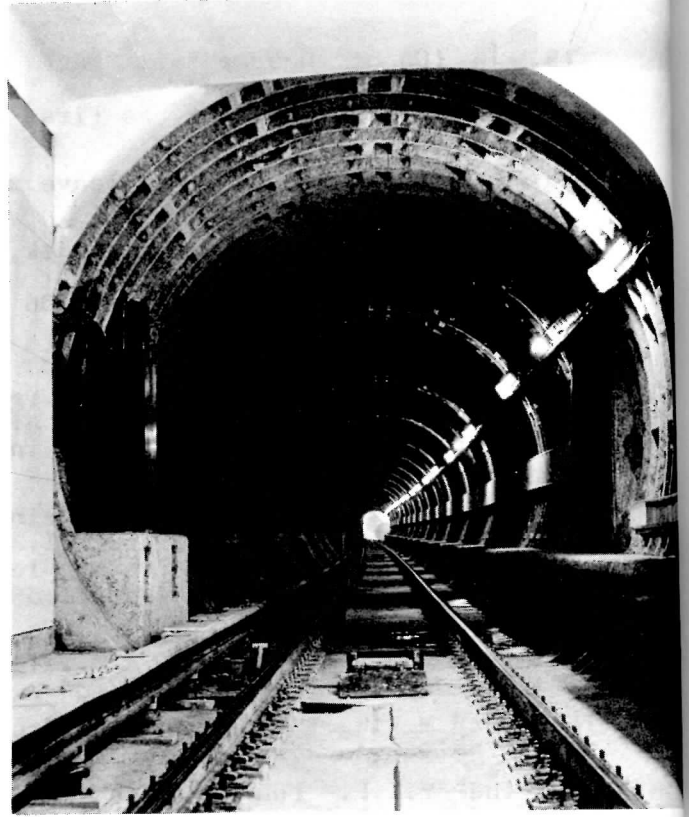
Subway trains had been spotted in positions along the University line in order that regular service could be commenced immediately following the departure of the first train, a "V.I.P." special, southward from St. George station, immediately upon conclusion of the opening ceremonies. A 6-car train of M.L.W. equipment headed by car 5300 was stationed at St. George on the tail track west of the platforms, to be moved into position at the proper moment to receive the dignitaries. In honour of the occasion, a cast aluminum plaque had been mounted on the inside of the front end of car 5300, over the front window, proclaiming the car to be not only the first subway car to be constructed in Canada, but also the first car of the first train to traverse the University subway following its opening ceremonies. This plaque was supplied by Montreal Locomotive Works.

The schedule for the inauguration of the service on the new line was set up as follows:

RUN:	TIME OF DEPARTURE:	EQUIPMENT TYPE:	CARS:
	SOUTHBOUND FROM ST. GEORGE:		
17	(On St. George tail track, move out at 11:40 a.m.) Leave 11:45 a.m. as "V.I.P." train. (To leave Union 11:54 a.m. as revenue run)	M.L.W.	5300-5301- 5318-5319- 5322-5323



New to Toronto with the opening of the University line are the two tubular stations, Queen's Park and St. Patrick. Walls are finished with curved enamelled metal plates in lieu of the tiles used in the cut and cover stations. Note the altered position of the clock.



This view shows the change from cut and cover to tunnel construction. The view looks north along the southbound track from Osgoode to St. Patrick; the circle of light in the distance is the latter station. Note the automatic train control trip.

Two features which catch the public eye on the University line are those not experienced on the Yonge line - the tunnel section between Osgoode and Museum stations, and the closed circuit television installation at St. George station. Particularly remarked were the St. Patrick and Queen's Park "tube" stations, the atmosphere of which is completely different from that of the rectangular stations on the cut-and-cover sections. The inevitable comparison was with the tube sections of the London (England) Underground, although the Toronto tube cross sections are much larger. Then too, the walls of Toronto stations are almost sterile in appearance when compared with the advertisement-covered walls of London stations. Also lacking here are an adequate number of station name signs and route maps to guide those unfamiliar with the intricacies of the system.

The television installation at St. George is essentially an experiment at the present time, but it is intended to cut down on the number of personnel required as collectors. Two cameras scan the token turnstiles at the St. George Street entrance to the station, the picture registering on a screen on the west wall of the collector's booth at the Bedford Road entrance of this station. These "electronic eyes" permit surveillance of passengers entering the St. George station by the St. George entrance when no collector is on duty there. By means of a public address system, the Bedford entrance collector is able to advise intending passengers who may be in difficulty, or to reprehend any person attempting to enter without paying a fare. It is intended that the St. George end will be unmanned after 6:30 p.m. on weekdays and all day on Sundays and holidays.

St. George station contains another item of interest by which the festivities of February 28th will be permanently remembered. A large plaque is mounted on the south wall of the upper level at the Bedford Road end. The plate, headed by the "Another Step Forward" keynote, lists the various personages most closely associated with the construction of the University Avenue subway and the most important of the dignitaries present at the opening ceremonies. (The "opposite number" of this plaque on the Yonge subway, unveiled at the time of its opening, is mounted on the north wall of the mezzanine at Union station.)

The roomy mezzanine at Queen's Park station. The depth of the subway allows generous headroom at this station and at St. Patrick. Transfer dispensing machine is situated in the foreground.



Political and press reactions toward the opening of the new line ran the gamut from enthusiasm over the availability of the new service to strong criticism of the opening of this link in advance of the main Bloor-Danforth project. There appears to be little doubt that the line will not carry to its capacity at least until the Bloor line is open, but there is room for some greater doubt as to the impact that the Bloor facility will have. Unless there is considerable new riding generated by the Bloor-Danforth line (diverted from other forms of transportation) the University line may have to wait for a hook-up with the Spadina rapid transit before its full potential is realised. In the meantime, the convenience of the new facility to the University of Toronto campus and associated institutions, the Provincial Government buildings, the midtown hospitals and for cross-downtown trips, (especially in bad weather), cannot be disputed.



The mezzanine at Osgoode station with the six exit turnstiles for heavy A.M. traffic. An automatic token machine stands in the foreground.

(h) POWER SUPPLY ROOMS - Union station - 1 rack.

St. Andrew - 2 racks.

St. Patrick - 1 rack.

St. George - 2 racks.

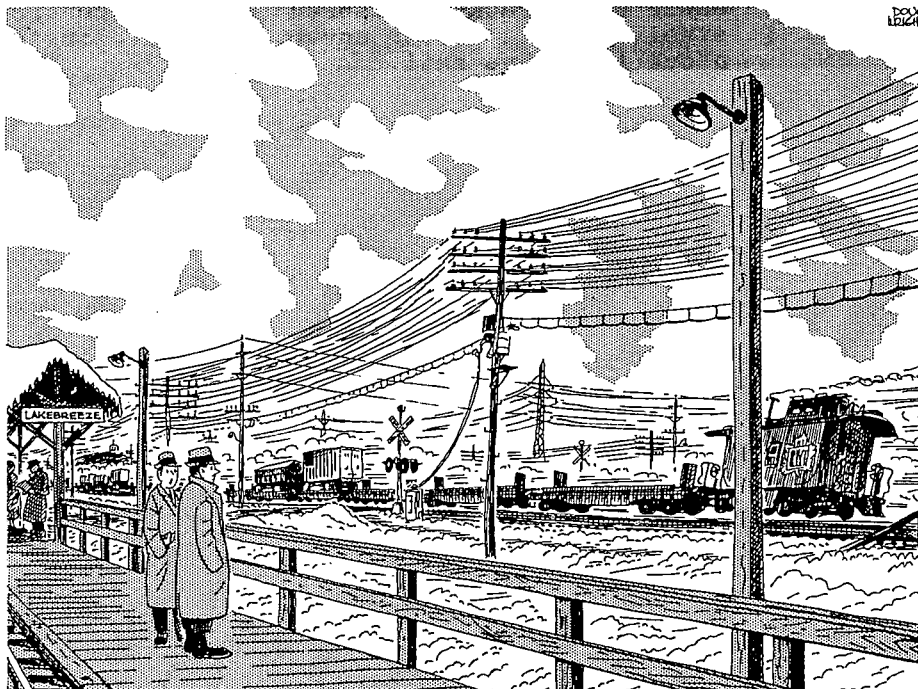
- (i) CONTROLLED AREAS - The Union - St. Andrew - Osgoode interlocking will normally be controlled by unit wire from St. George Tower, but can be controlled locally from Union Tower. St. George Terminal interlocking will be controlled from St. George Tower, and will normally function automatically in conjunction with an automatic train dispatcher. Areas between Osgoode station and Museum station will be controlled by automatic block signals which permit automatic key-by facilities.

Photos Courtesy Toronto Transit Commission.

* A failure in a signal and switch machine power circuit near St. George station at 4:45 p.m. on March 6th disrupted service on the Yonge-University subway line. The northward trip from Union to St. George, which normally takes 8 minutes, required 30 minutes as trains followed within a few feet of each other to the northern terminus of the line.

To reverse trains, it was necessary to limit operation to one platform at St. George and crank one switch laboriously by hand.

Worth a Laugh _____ Courtesy Doug. Wright and the Montreal Star.



"It's probably cheaper now to haul empty flatcars to and fro than to hire a good union man to uncouple them!"

* The speeds of modern buses in Chicago continue to increase, rising from 11.6 m.p.h. in 1961 to 11.7 m.p.h. in 1962. However, advocates of bus transit do not like to be reminded that the speed of electric trams in the same city in 1906 was over 12 m.p.h.

TRANSIT PROGRESS?

Another step forward... UNIVERSITY SUBWAY WILL OPEN AT NOON Thursday, February 28th ALL SUBWAY TRAINS WILL RUN BETWEEN EGLINTON STATION & ST. GEORGE STATION

HOURS OF SERVICE

	FIRST	LAST
FROM EGLINTON	6:00 a.m.	1:27 a.m.
SUNDAYS	9:00 a.m.	1:27 a.m.
FROM ST. GEORGE	6:05 a.m.	1:37 a.m.
SUNDAYS	9:00 a.m.	1:37 a.m.

BUS SERVICE ON BAY STREET

	FIRST	LAST
FROM DUPONT	5:10 a.m.	1:40 a.m.
FROM QUEEN'S QUAY	5:30 a.m.	2:00 a.m.

NO SERVICE ON BAY ST. NORTH OF FRONT ST. FROM 2:02 a.m. to 5:32 a.m.; During NIGHT hours YONGE NIGHT bus will be routed south on Bay Street between Front street and Queen's Quay.

AVENUE ROAD BUSES WILL NOT RUN SOUTH OF QUEEN'S PARK AFTER A.M. RUSH HOUR FEBRUARY 28th. Convenient transfer may be made to and from the Subway at Museum or Queen's Park Station.

ANNETTE BUS ROUTE EXTENDED

	FIRST	LAST
FROM JANE AND BLOOR	5:40 a.m.	1:05 a.m.
SUNDAYS	7:35 a.m.	1:05 a.m.
FROM ST. GEORGE ST'N	5:40 a.m.	1:40 a.m.
SUNDAYS	7:40 a.m.	1:40 a.m.

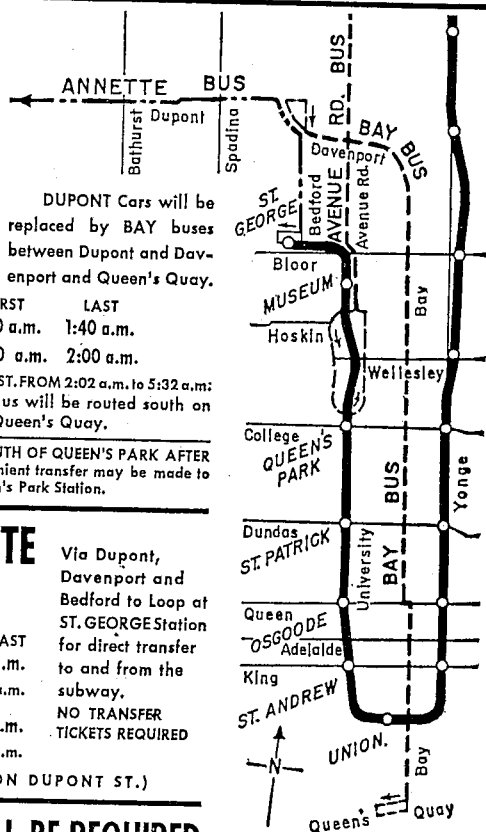
(NO ALL NIGHT SERVICE ON DUPONT ST.)

TRANSFER TICKETS WILL BE REQUIRED FOR TRANSFER TO OR FROM THE SUBWAY

AT STATION	TO OR FROM
ST. GEORGE	BLOOR CAR
MUSEUM	BLOOR CAR/AVENUE RD. BUS
QUEEN'S PK. (College St.)	CARLTON CAR/AVENUE RD. BUS
ST. PATRICK (Dundas St.)	DUNDAS CAR/HARBOR CAR
OSGOODE (Queen St.)	QUEEN CAR/KINGSTON RD. CAR
ST. ANDREW (King St.)	BATHURST CAR/KING CAR KINGSTON RD. Tripper

TTC INFORMATION 487-2424

TORONTO TRANSIT COMMISSION



After 6:30 p.m. on week days and all day Sundays THE ST. GEORGE ST. ENTRANCE TO ST. GEORGE STATION WILL BE FULLY AUTOMATIC Admission by Token only
The BEDFORD Entrance will be manned at all hours

This advertisement, which appeared in all three Toronto newspapers prior to February 28th, explains the opening of the subway extension and the other route changes being made that day. If the opening of the University subway is a step forward, then surely the substitution of buses on Bay Street is a retrograde step. Even before the last DUPONT car reached the end of its run, the BAY buses were badly off schedule, and have remained that way ever since. Hapless transit customers who formerly rode the DUPONT car to stops along Dupont Street must now fight their way aboard already crowded trolley coaches at Bedford Road, or hope that a sympathetic Inspector will route one of the BAY buses all the way to Christie Street.

By eliminating the night service over the former DUPONT route, the Commission is, perhaps, admitting that buses are too expensive to operate on such lightly used services. Experiences on recent trips over this route indicate that, because of its manoeuvrability, the bus is forced by the other traffic to manoeuvre. After stopping at curbside to load and unload passengers, the unfortunate bus driver must force his way back into the traffic stream again, whereas the streetcars helped to regiment automotive traffic into its proper lanes. However, the "bustitution" of Bay Street is "increasing the capacities of these streets at no expense to the motorists", according to Metro Chairman William Allen, who goes on to state that "the removal of streetcars has made Bay Street a motorist's dream." With backing such as this, it is easy to visualize the bleak future of streetcars in this city.

DUPONT	
Thu. Feb. 28	
09407	
UP	DOWN
35	CHRISTIE
20	BLOOR
10	
PAID TO ZONE	
3	4
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20	

Last Run Ceremonies

About 50 members of the Upper Canada Railway Society gathered together on the morning of Thursday, February 28th, to ride small Witt 2894 as it made its last trips over the DUPONT carline, bringing to a close the history of yet another streetcar route in the City of Toronto, one which traces its beginnings back to August 29th, 1906, in the regime of the Toronto Railway Company.

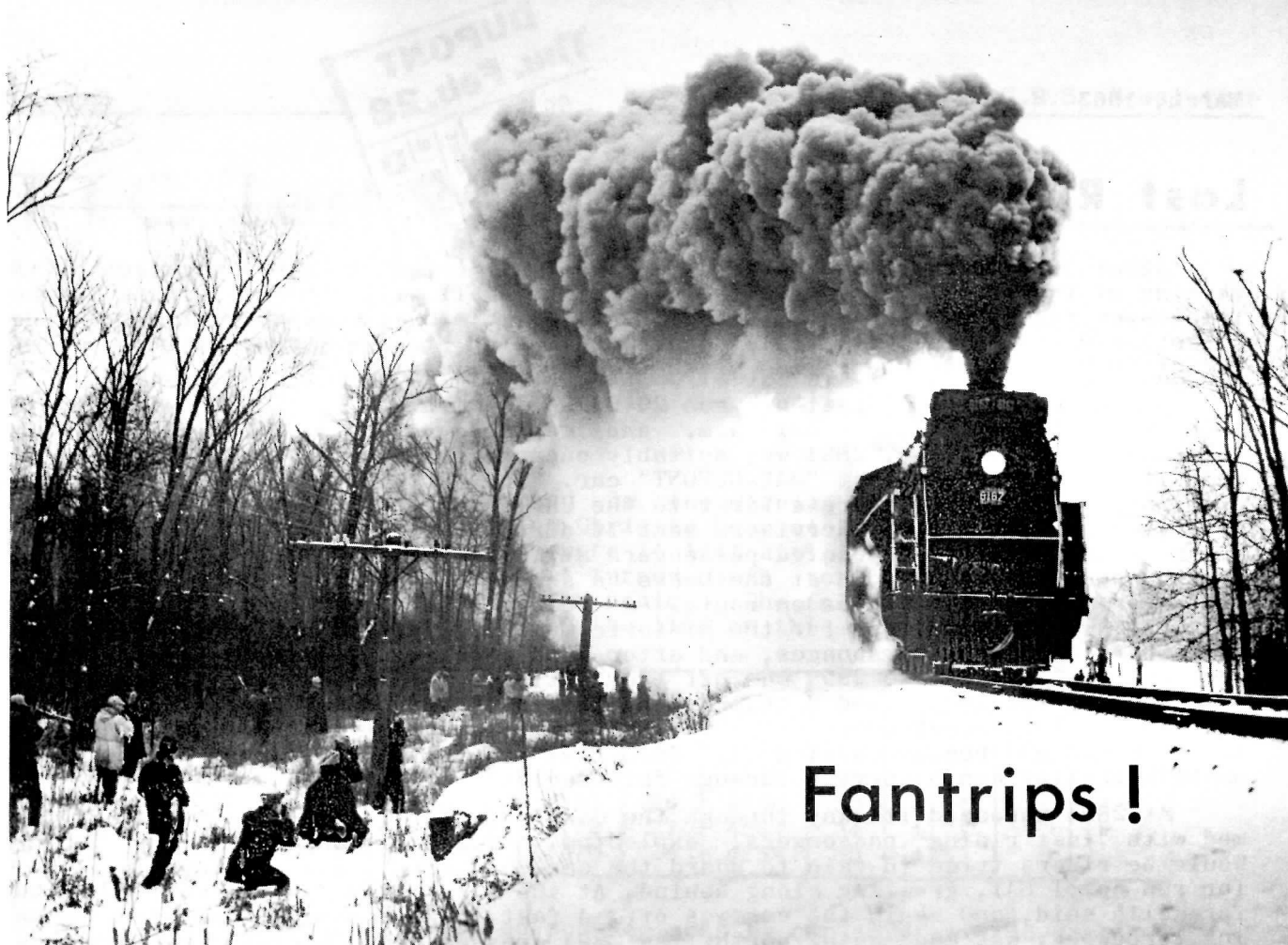
On the morning in question, run 26 DUPONT, with P.C.C. 4156, was operated into the Hillcrest Shops at 9:15 a.m. and replaced by car 2894 for the final two trips over the line. No. 2894 was suitably encased in placards, proclaiming to all that it was indeed the last "BAY-DUPONT" car. The car, as it left Hillcrest, was originally intended to operate first to the Christie Loop, but as it was a little late starting out, the supervisors sent it directly to the Docks, thereby leaving a goodly number of disappointed passengers at Christie. The car made good time heading south, and arrived at the Docks on schedule, picking up U.C.R.S. members and other sundry passengers en route. A return was then made to Christie Loop, where all was in readiness for the historic moment. After many photos were taken by members and other personages, and after much checking of watches and writing in notebooks by Inspectors, 2894 was off from Christie for the last time. Immediately upon leaving the loop, and upon crossing the intersection of Dupont and Bathurst Streets, T.T.C. overhead crews, which had been waiting in readiness, pounced on the overhead and began cutting it down in preparation for the opening of the ANNETTE trolley coach service through this section.

As 2894 threaded its way through the downtown traffic, by now absolutely jammed with "last riding" passengers, exploding torpedoes punctuated the clamour. Would-be riders tried in vain to board the car, and were finally forced to wait for run no. 1 BAY, growling along behind. At the Docks, more photos were taken and farewells said, and again the car was off. A fast trip, accompanied by more exploding torpedoes, was made going north. As 2894 crossed Bloor Street, trackmen began welding the switches shut so that no other streetcars could ever operate north of Bloor. Arriving at Bathurst and Dupont, 2894 swung north and into Hillcrest Shops, and workmen began taking down the last of the now-unnecessary overhead at the intersection. And so ended another carline.

Before bidding farewell to 2894 in the Shops, the U.C.R.S. members gathered along its side and the accompanying photo was taken, recording for all time the last "BAY-DUPONT" car.

(Photo by E.J. Freyseng)





Fantrips !

C.N.'s 6167 charges past a busy group of photographers at a runpast near Gormley on the January 27th excursion to Orillia.
(Photo by R. Ziel)

January 27th:

Several years ago, the idea of a mid-winter fantrip would have been deemed impossible for a variety of reasons, primarily the uncertainty of the weather. Last year, we decided to take the bull by the horns and try one anyway; the result is now history, and choice photos taken that day grace many a collection. And so, it was a foregone conclusion that the winter trip would be repeated again this year.

The weather on January 27th was a far cry from the sun and blue sky of last year's trip. The bitter wind and uniformly gray sky which gave way to snowflurries now and then served as constant reminders that this indeed was winter and that perhaps we were all just a little eccentric to be out in it by our own choosing! However, in spite of it all, a record-breaking crowd of nearly 700 hardy souls appeared at Union Station for the ride to Orillia.

Three run-pasts highlighted the northbound run to Washago, over the Bala Subdivision. The second of these took place at an excellent but bitterly cold spot on the east shore of Lake Simcoe, near Beaverton. In anticipation of the blue skies of last year's trip, it had been arranged for the stoker to be turned off during this run-past so that the tender would not be obscured by stoker exhaust, the frigid air being relied upon to provide white smoke at the stack. From the frozen surface of the lake, the view was memorable indeed (and certainly one you couldn't get on a summer trip), but unfortunately the white smoke blended almost perfectly with the gray sky. Oh well, we tried!

The coaling operation at Washago was over almost before anyone realized it, and after a pause for train orders, we were headed south again for Orillia and Barrie, this time via the Newmarket Subdivision. Two run-pasts later, we made a brief water stop at Barrie (the hoses didn't burst this time), and soon were headed home. En route, we encountered the northbound "Super Continental" at Aurora and, as on many previous occasions, found it waiting in the siding for us. (How-

ever, lest we become too complacent, it should be mentioned that on our way to Washago we took the siding for the southbound "Continental".) Our return to Toronto was a little behind schedule, but no one seemed to mind.

In addition to the usual complement of coaches and open (brrr) baggage car, a Cafeteria Car did yeoman duty feeding the seven hundred; indeed, it was amazing that the worthy staff of this car did not become completely unhinged at the prospect of serving the endless queue of patrons shuffling through from the car ahead.

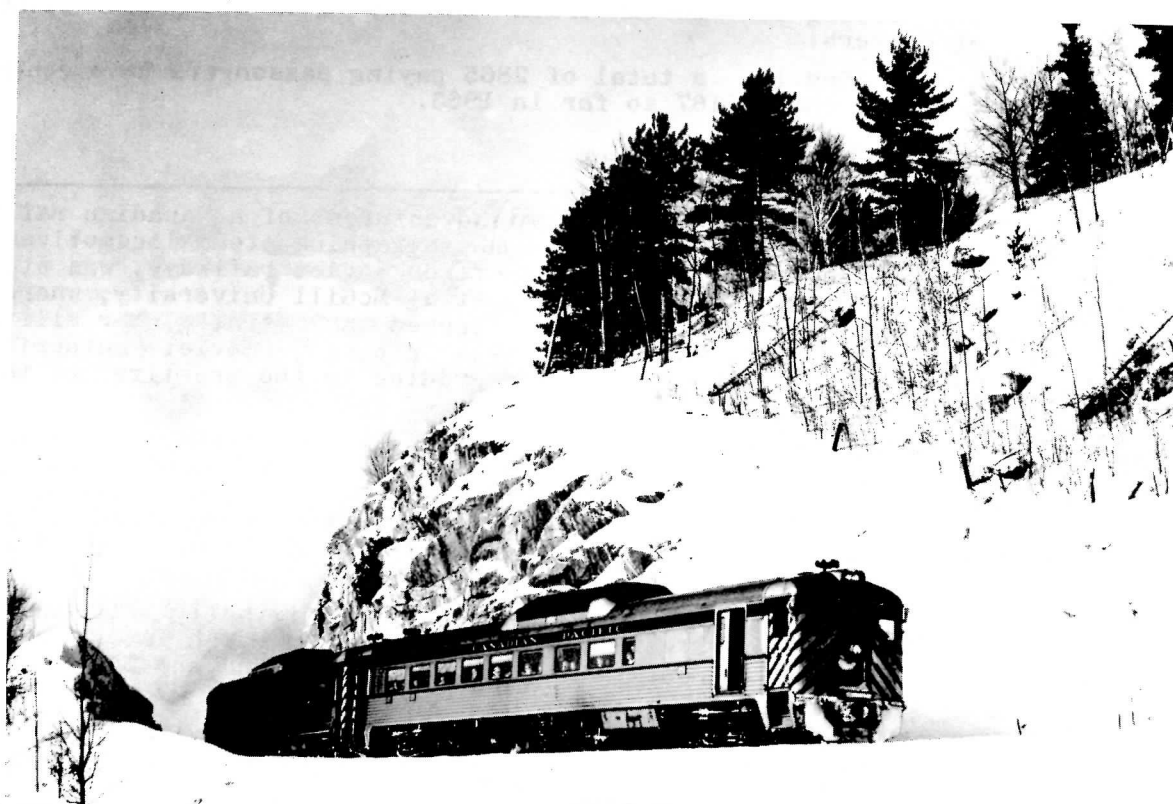
Bringing up the rear in grand style was our observation car, the "visually-re-designed" "Fort Lennox" (or "Fort Lummo", as a few would have it); its lounge was always comfortably full, while the four bedrooms (refuges for the weary trip committee) were constant sources of fascination for the young fry.

February 3rd:

An excellent example of a successful non-steam excursion took place on Sunday, February 3rd, when 160 people rode CPR RDC's 9057 and 9114 from Ottawa to Maniwaki, Quebec, and return. This trip was organized by two Ottawa enthusiasts (one of whom, Bill Williams, a local hobbyshop proprietor, is a member of UCRS) to commemorate the end of passenger service to Maniwaki.

Maniwaki lies some 88 miles north of Ottawa amid the Gatineau Hills; Canadian Pacific rails closely follow the Gatineau River for a good part of the way, and so rugged is the terrain that only once on the entire line does the rider encounter a straight stretch of track more than a mile in length. Happily, perfect weather showed off the scenery at its best, and numerous run-pasts and photo stops gave those aboard ample opportunity to take advantage of it. An interesting diversion awaited the Budd cars at Maniwaki; a plow extra had preceded the special, and during the layover, a cluster of the faithful gathered at the Maniwaki wye to watch the plow perform in the 5 below temperature.

It was indeed heartening to see such support for a non-steam excursion. Present steam operations are limited to lines capable of carrying the 4-8-4, and all too often must bypass some of the choicer pieces of railroad in the area. Moreover, the time will come eventually when steam will no longer be available for fantrips. There is no denying the appeal of the steam locomotive, and we naturally intend to perpetuate its operation for as long as is feasible, but the events of February 3rd demonstrated admirably that a non-steam undertaking can be just as interesting and enjoyable as its steam-hauled counterpart.

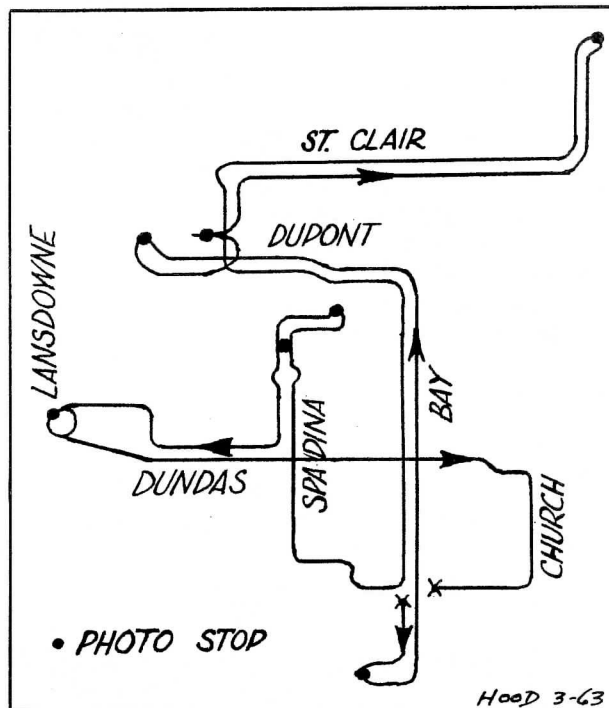


T.T.C. HAPPENINGS

A total of 42 Society members and friends enjoyed the first trolley excursion of the 1963 season on Saturday, January 26th.

Two cars were chartered for the trip, large Witt 2300 and small Witt 2894. Unfortunately, as it was leaving St. Clair Carhouse, 2300 developed controller trouble and had to be replaced by 2834 for the first part of the trip.

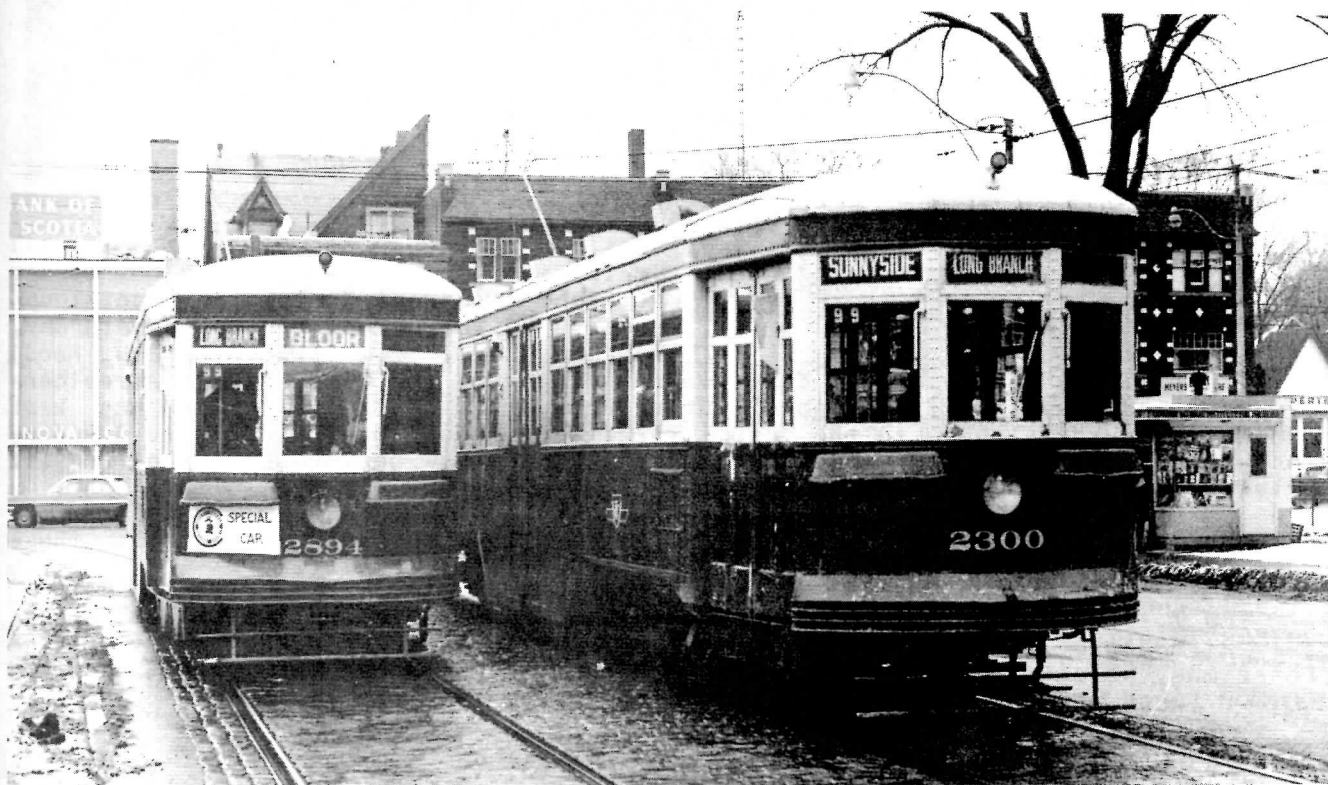
Starting at Bay and Wellington Streets the cars proceeded to the Ferry Loop, where the first photo stop was held. From here, a run was made to Christie Loop, and then to Mt. Pleasant Loop. As the cars passed Hillcrest Shops, the group was agreeably surprised to see no. 2300 waiting at the gate, and was immediately substituted for 2834. A fast run via Bay and Spadina Avenue to Bedford Loop followed, and another photo stop was held. At the crossover on Spadina just south of Bloor, the seldom-seen sight of a large and a small Witt side by side was the setting for the most interesting photo stop of the day. From here, the cars headed for Lansdowne and Dundas, and many movies and still shots were taken here as the cars looped around the block several times, much to the consternation of passers-by. As it was now starting to darken, a non-stop run brought the cars back to Bay and Wellington Streets, where the group dispersed, well satisfied with the excursion and the many photo opportunities that were presented.



BELOW:

Small Witt 2894 and large Witt 2300 pose side by side at the crossover on Spadina Avenue at Bloor Street on the January 26th excursion of the U.C.R.S.

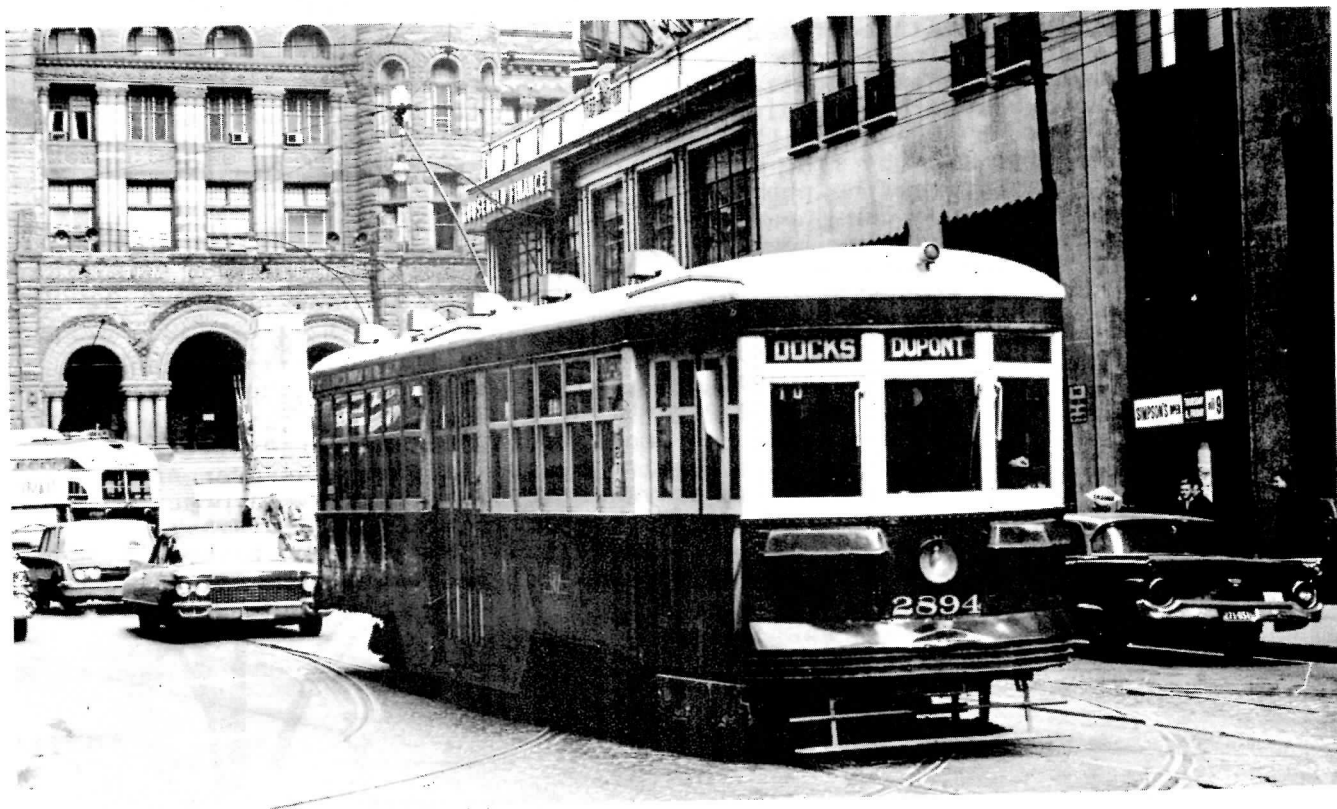
(Photo by J.W. Hood)



T.T.C. HAPPENINGS

* A prelude to the approaching day of retirement for Toronto's remaining fleet of Peter Witt cars was observed recently when, by prior arrangement with the T.T.C., car 2894 was placed in regular service on the DUPONT route for a few hours on Saturday, February 23rd. In spite of the usual frigid winter weather conditions it was observed that nothing could dampen the fans' enthusiasm on that particular morning. Street car chasing was the order of the day and many enthusiasts were to be seen scurrying from one vantage point to another throughout the morning. And those misinformed local politicians who think street cars are slow and traffic-delaying vehicles should have tried, as the editor did, to chase car 2894 by private automobile! It was impossible to photograph the car then overtake it in order to gain another vantage point for another photo while still obeying even some of the local traffic laws!

The Society again wishes to extend its thanks to the Transportation and Public Relations Departments of the Toronto Transit Commission, and a special note of thanks to Inspector Hale and Operator J. Learmonth, badge 3068, both of whom, it must be reported, assisted admirably in the operation of the Witt.



ABOVE: Small Witt 2894 heads south on Bay Street at Richmond Street during the special operation on the DUPONT route on Saturday, February 23rd. (Photo by J.W. Hood)

* The T.T.C.'s George Street Yard, where so many of the Commission's streetcars were scrapped, was itself "scrapped" during February. All the rail which was kept here was removed, along with the actual yard trackage and overhead. It is understood the property has been sold. Car scrappings are now performed at the Russell Division yard.

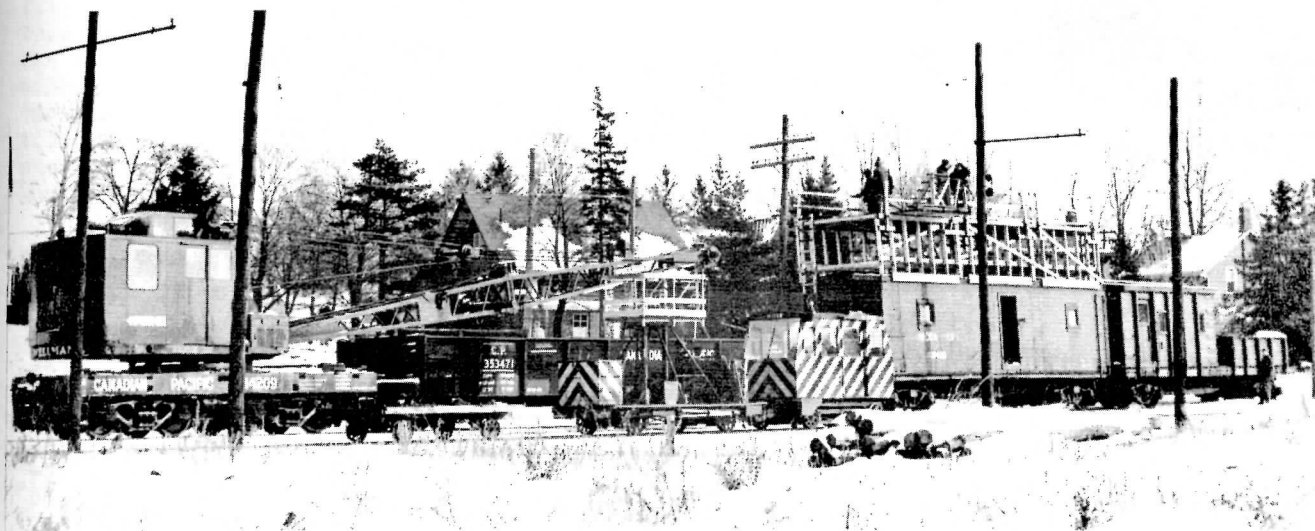
* P.C.C. 4282 has been experimentally fitted with windshield washers. If these prove successful, all the Commission's P.C.C.'s will be so fitted.

* The T.T.C. carried 268,804,636 revenue passengers during 1962, an increase of 1,221,983 over the corresponding total carried in 1961. A portion of the increase must be attributed to the Shrine convention week in July, when an extra 400,000 fares were paid over the same period during the previous year.

NEWS *Railway* PHOTOS

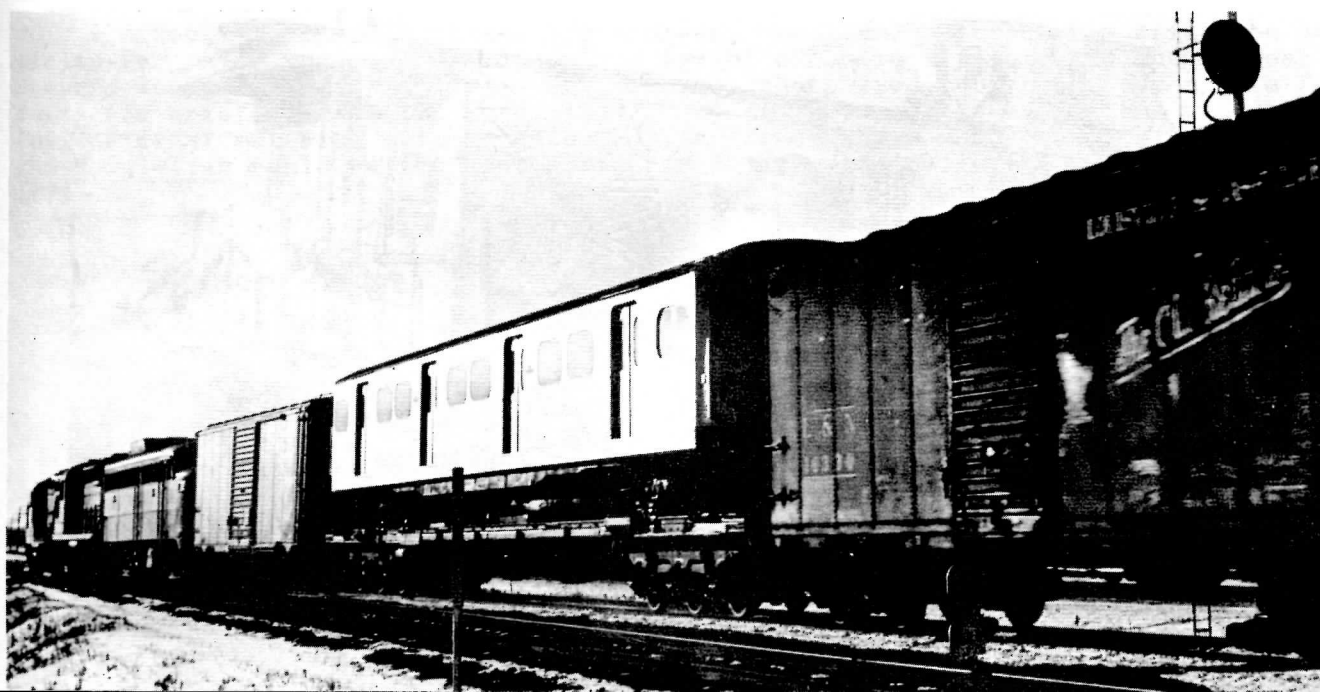
The last of the wire has been removed from the C.P. Electric Lines. This photo shows the line crew removing the overhead in the Preston area. Note the specially modified line car.

Photo: G.W. Roth



T.T.C. car 5329 heads for St. George station (according to its destination sign) aboard Canadian Pacific extra 8827 West. The train is seen leaving the double track of the Belleville Subdivision at Glen Tay on December 21, 1962. The signal showing above the box car marks the easterly limit of the C.T.C. system which extends for nearly 200 miles to Toronto and which is controlled by an operator in this city.

(Photo by J.A. Brown)



Photos by
J.A. Brown



ABOVE:
Engines 1500 and 1502 idle in the dusk at Englehart, Ontario, prior to handling O.N.R. train 46 to North Bay.

BELOW:
Contrary to what some experts first thought, the Canadian National is still upholding its reputation, and has not bought any new steel cabooses. This interesting vehicle is a modified conductor's van, sheathed with masonite and outfitted for passenger train service, and is used as a business car by officials on the Northern Ontario Area of the Great Lakes Region.

