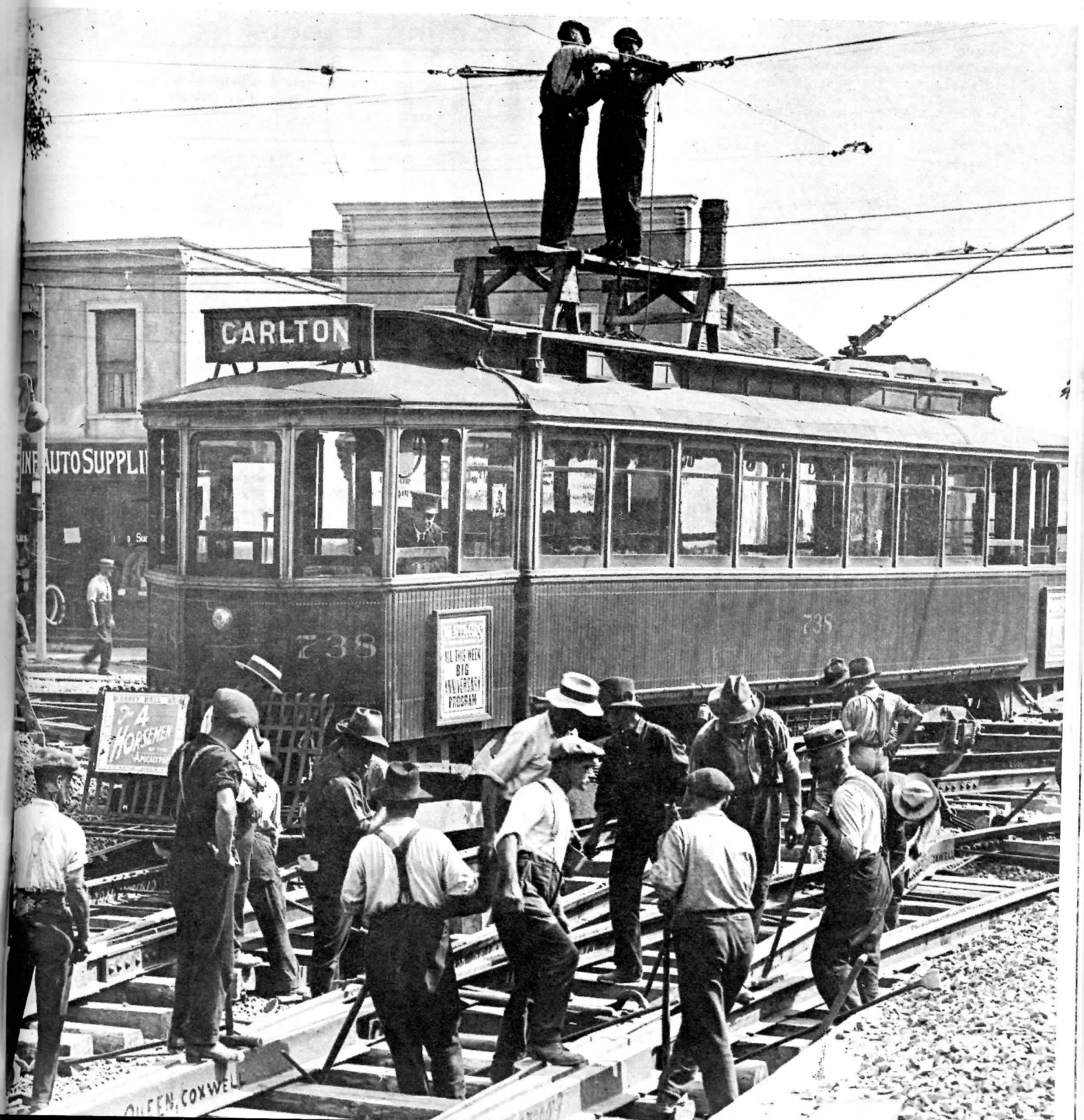
newsletter

Upper Canada Railway Society

1941 1971

September • 90c



newsletter

Number 308 September, 1971

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This September issue of the NEWSLETTER was a long time aborning, particularly to the production problems associated with the drafting of the map on page 135, and the Traction Special sheets that have been sent out with this issue. Every Society member, as well as the exchange and free listings, have received a copy of the Traction Special with this issue. Additional copies of the Traction Special are available--contact UCRS Publications Sales Department. They are 50¢ each, plus 5% PST, and 25¢ for postage and handling.

The Cover

TORONTO TRANSPORTATION COMMISSION track crews are busy installing new specialwork at the intersection of Coxwell and Queen on September 1, 1921, connecting Toronto Railway Company track on Queen with the newly laid extension on Coxwell. This was the first piece of specialwork laid by the TTC (on the very first day of operation of the TRC and Civic systems), and was necessary because access was needed to the Danforth carhouse, as the TRC Scarborough Beach carhouse was not taken over. Note the temporary linecar--car 738's roof serves as the support for two sawhorses and some boards while the first trolleywire is strung over the new intersection.

Coming Events

Regular meetings of the Society are held on the third Friday of each month (except July and August) at 589 Mt. Pleasant Road, Toronto, Ontario. 8.00 p.m.

Nov. 19: Regular meeting. OERHA night.
(Fri.)

Nov. 26: Hamilton Chapter meeting. 8:00 p.m. in the CN
(Fri.) Station. James Street North, Hamilton.

Would the present owner of the only surviving crest of the VALE of RHEIDOL RAILWAY (WALES), believed to be in Canada, please contact Dr. R. E. Kay, P.O. Box 1323, Deep River, Ontario.

UCRS LIBRARY

A newly rejuvenated Library Committee is undertaking the task of reorganizing the Society's Library and Archives at the quarters on Mount Pleasant Road. The members of the committee have asked that any material belonging to the Library that is in the hand of UCRS members be returned to the Library so that it may be included in the catloguing and filing. If you have any Library books or periodicals out on loan give members Dennis Cockburn (447-5469) or Wayne MacNaughton (421-2412) a call so that arrangements may be made for their return.

The Library Committee hope that a limited lending system can be put into operation once reorganization is completed. If you would like to see the Society's Library organized and operating on a regular basis, how about giving a hand?? Dennis or Wayne would be very glad to hear from you.

6213 AT THE CNE

The Chairman of the Society's Preservation Committee, Dave Stalford, wishes to express his thanks to the following Society members who assisted him this year with the display of CN Northern 6213 at the Canadian National Exhibition: Bob Baker, Gord Balmer, Greg Gormick, Art Jones, Grant Kingsland, Wayne MacNaughton, Mal Marchbank, Charlie McGoveran, John Robertson and Dave Spaulding. Some of these people helped a great deal while others contributed in a lesser way; however, it is not so important how much they gave, but rather than they desired to give something at all. Three of the names listed above are new to the locomotive crew this year, and one additional name has already been submitted to help out next year.

During this year's Exhibition, 6553 persons came in to have a look at 6213, compared with 5548 in 1970, 7140 in 1969, 4616 in 1968, and 5428 persons in 1967. Of the 6553 who went through this year, about twelve of them were recognizable as or identified themselves as being Society members. It never fails to amaze the locomotive crew how few Society members show their support for a Society project even by just visiting it. However, those that do attend are always welcome.

The Preservation Committee is always anxious to hear from members who are interested in helping with its various projects. It you would like to lend a hand in this way, please drop a note to Dave Stalford, in care of the Society's address.

-- DAVE STALFORD.

RAILWAY NEWS AND COMMENT

GOODBYE SPANNER; HELLO CP RAIL NEWS

SPANNER (formerly the CANADIAN PACIFIC STAFF BULLETIN) retires this July 1971 after thirty-seven years of loyal and efficient service.

SPANNER, CP Rail's employees magazine, has gone on pension. The final issue--the 340th consecutive edition of the magazine since Canadian Pacific Staff Bulletin No. 1 of 1934--appeared early in July.

"To fill a need for a means of regular communication between the executive and members of the Company's staffs in all branches of service,"--this was the philosophy which brought into existence the Canadian Pacific Staff Bulletin in 1934. Since then over 300 issues of Canadian Pacific's house magazine have appeared, in several formats and under two names.

Over sixty years have elapsed since Canadian Pacific first undertook the publication of an information bulletin. The first of these bulletins, published by the passenger traffic department, appeared in 1909. It was issued primarily to inform traffic staff of changes in service, facilities or equipment, and give advice of new schedules and fares. It also incorporated items of local interest or information, ranging from tables giving the value of foreign money to figures showing school attendance in community areas as an index of community expansion.

Over the years this publication developed the character of a house organ, incorporating a large number of illustrations and printed on glossy stock. A characteristic tariff format, with each new paragraph bearing a consecutive number for index reference, did not lend itself to layout flexibility. So in 1934 the Canadian Pacific Staff Bulletin appeared, issued by the Press Bureau of what was then known as the General Publicity Department of Canadian Pacific.

This new publication began to grow. Begun as a four-column slick paper tabloid published every three months, the magazine became a bimonthly with the December 1934 issue and in October 1935 its format was enlarged to a six column size. By August 1937 the Staff Bulletin had become a monthly and in January 1944 the transformation to a magazine format was completed. A look through issues of the period reveals the concern of the railway to important issues of the time.

In October 1947 the name SPANNER was adopted--the result of a poll conducted among a representative cross-section of railway employees. Three hundred names were submitted, but Spanner was chosen as the "most comprehensive title for the journal of an organization which 'spans the world' and most representative of the many departments which go to make up the organization."

In February 1951, the first full colour cover appeared. Colour was then used occasionally to mark some important event or occasion. Contents of the SPANNER for the period mirror the expansion of Canadian Pacific into other business activities, not particularly of a rail nature.

In 1963 numbering of the magazine by volume began. In 1968 a complete issue of the SPANNER appeared in full colour, marking CP Rail's new visual identification program. With this issue numbering was again changed, and the colour issue bore the designation 1/SPANNER.

During this period SPANNER contained a memorable number of features--the one chiefly remembered by rail buffs was the Collectors' Item feature by Omer Lavallee. SPANNER was the recipient of some recognition--the 1969 and 1970 Distinguished Achievement Awards from the Association of Railroad Editors.

At its peak, SPANNER's print run was approximately 90,000. Currently, some 75,000 copies of the publication found their way to Canadian Pacific personnel on five continents. 45,000 English and 8,000 French editions go to employees; another 20,200 English and 2,300 French editions are distributed to pensioners.

CP Rail News, SPANNER's successor, is a four-page five-column slick paper publication, in newspaper format. It's first edition appeared September 8th. The publication is a mirror of what CP Rail and its people are doing and planning.

HALIFAX CONTAINER TERMINAL OPENS

Halifax's new $15-million container terminal was officially opened September 13th, highlighting one of the recent Maritime success stories.

The terminal, which actually began operation in November 1970 receiving and shipping containerized goods in the North Atlantic trade between Canada, Britain, the European Continent and Scandinavia, has in a short period of time been a major factor in changing the entire transport pattern for general cargo in populous, industrialized Eastern Canada. It promises to carry increasing amounts of cargo to the Detroit-Chicago area of the United States, in competition with U.S. carriers, and has given the city and port of Halifax a new outlook on things.

Previously, Halifax had been a winter port for traffic diverted from the St. Lawrence and was idle and deserted in the summer. Now because of the container terminal, the port is working year round and is diverting cargo from St. Lawrence and Great Lakes ports.

According to F. H. Howard, president of Halicon, the promotion body for the terminal created jointly by the City of Halifax and the Province of Nova Scotia, the economics in the use of the Maritimes port is based on quick turnaround of the expensive container vessels, and the substituting of rail transport to Montreal for the time consuming voyage up the St. Lawrence. For shippers to the U.S. Midwest, it offers faster delivery from a ship-rail interface not available at U.S. East Coast ports, and single-line transport by Canadian National. Grand Trunk Western continues right to Chicago. U.S. rail transport of containers is based on carrying them on truck chassis and is further handicapped by a multiplicity of line and by regulations.

"Westbound, there is most definitely a time advantage (to the U.S. Midwest), and there could be, it the steamship owner cares to behave that way, a cost advantage." Mr. Howard notes that the shipping lines and consortiums in selling their transportation services, quote rates from Toronto, Montreal or Chicago, not Halifax. They then buy rail transport wholesale from CN, which allows them a certain flexibility in the through rates they are able to offer.

When the decision was made in 1968 by a group from Halifax and the province to go ahead with the terminal, the object was to revitalize the stagnating and threatened port of Halifax and at the same time benefit the city. Because of the success of the container terminal, there is hope that the city can increase its spinoff industries.

One of the effects of the first few months' operation of the terminal is the confirmation of CN as one of the leading container haulers in the world. R. Lawless, general manager, intermodal systems for CN, notes that the railway actually got the expertise earlier but with the opening of Halifax developed the long-distance hauling of containers in unit trains to the high-volume Montreal and Toronto areas. One of the aspects of this is that "you design your equipment to take advantage of through runs, terminal-to-terminal trains that bypass other trains."

Mr. Howard says that one of the main advantages of Halifax as a container port is that it is only 25 miles off the great circle North Atlantic shipping route and a natural port of call for ships continuing south. Since the terminal began operations, it has handled 33,000 container units, almost equally divided between import and export. Because of world economic conditions, this is not as high as the 100,000 rate originally projected. "I suspect that we will be handling at the rate of 65,000 to 70,000 by the end of the year."

"With the berth space (for two large ships), and two cranes we have today, we could handle 100,000 a year." One of the guiding rules is to get maximum utilization out of existing equipment so as to keep costs and rates down. He said Halifax does not compete with the St. Lawrence Seaway--90% of Seaway throughput is bulk, and much of the general cargo component is not containerable. "We say that Montreal, Toronto, and Chicago is our market. We think that we're the gateway to the whole heartland of North America, Detroit, Ohio--all of it. We think we can give Chicago better container service than any other port."

CN FORMS GRAND TRUNK CORPORATION

Canadian National Railways has formed a holding company, Grand Trunk Corporation, to direct the administration and operation of its three U.S. railway subsidiaries. R. A. Bandeen, CN's Great Lakes Region vice-president, will assume additional responsibilities as president of the new holdings.

Properties included in the new GT Corporation are the Grand Trunk Western Railroad with headquarters at Detroit, the Central Vermont Railway, and the Duluth, Winnipeg & Pacific Railway. GTW is a 946-mile rail system operating in Michigan, Indiana, and Illinois, providing international rail connections at Windsor/Detroit, and Sarnia/Port Huron between Canada and the U.S. midwest and western states at Chicago, and to southern states through Toledo. GTW also operates rail carferry service across Lake Michigan, between Muskegon and Milwaukee. DW&P operates over 168 miles of trackage in Central Minnesota, with headquarters at Virginia, Minn. CV operates over 366 miles of track in the five New England states and Quebec. It provides rail connections between major eastern Canada and U.S. points.

Heading the management team that will direct the day to day operations of the new corporation from Detroit headquarters are new appointed vice-presidents J. H. Burdakin, operations; D. G. Wooden, corporate planning and finance; W. H. Cramer Jr., marketing. These officers will report to Mr. Bandeen.

CN says the restructuring will give the U.S. subsidiaries greater freedom and autonomy to carry out their marketing and operating strategies. Taking GTW as an example, CN notes the railway is no longer merely a CN feeder line, but has a major role in serving one of the largest U.S. manufacturing areas.

CN FORMS PIPELINE STUDY GROUP

Canadian National has acted to strengthen its position in the field of solids pipelines with the creation of a permanent pipeline study group. The new group, headed by P. H. Buckland, manager of pipeline projects, will report to CN's research and development department.

CN is particularly interested in the movement of coking coal and iron ore. Both minerals abound in numerous regions of Canada and the demand for these resources is high because of the steel industry's expected growth throughout the world.

At the outset, the team's primary concern will be slurry pipelines which carry substances such as coal, mineral ores, potash, sulphur, reduced to a granular form in a liquid solution. The group will gather the technical and economic data required to estimate competitive design and construction costs of solids pipelines.

CP RAIL OPERATIONS CENTRE CONSOLIDATION

CP Rail will bring together in Calgary, Alberta, its Alberta administration and operating divisions next year. The new operations centre will replace similar divisional facilities at Edmonton, Medicine Hat and Lethbridge. Other railway personnel--in maintenance, marketing and sales and customer service, and train crews--will not be affected by the plan. The railway will form in Calgary the nucleus of a new operation managers' group for its western region.

NEGOTIATIONS ON PGE EXTENSION TO YUKON

Negotiations are under way between British Columbia and the Federal Government to extend the province's Pacific Great Eastern Railway to the Yukon border on a shared-cost basis. This was announced by B.C. premier W.A.C. Bennett at a press conference in Vancouver August 25th, after announcing a $50-million roll-over issue of PGE parity development bonds bearing 6.5% interest to mature Sept. 5, 1976.

Mr. Bennett said the PGE 250-mile extension from Fort St. John to Fort Nelson would be officially opened on September 10th. The provincially owned development railway has been laying more track than all other railroads combined in North America and ranks first in new line construction. Tenders have been called for clearing the right-of-way from Fort St. James to Dease Lake for a 420-mile line extension to the now inaccessible area of northwestern British Columbia. It is the extension of this line, to be completed by 1974, to the Yukon border that is the subject of discussion between the provincial Government and the Federal Government. Mr. Bennett would like to see any such railway go on to Alaska. Talks are continuing between the railway and the federal Transport Department. Each side is preparing proposals for sharing the cost.

The provincial Government also has offered to pay half the cost of constructing a highway, where it travels through British Columbia, from Fort Nelson to Fort Simpson in the Northwest Territories. This highway has a higher priority for the province than a Federal Government proposal to pay the full cost of a highway through British Columbia from the Yukon to a U.S. port in the Alaskan Panhandle, where it skirts the northwestern region of the province. "We feel it is our responsibility to help in the development of the Yukon and the Northwest Territories," Mr. Bennett said. "We don't want to see them locked out" because of a lack of transportation to the south.

Revenue from PGE rail operations last year totalled $31.3-million with a surplus of $12.2-million before interest and depreciation charges. This compares with $13-million and $3.8-million in 1960, according to a prospectus.

INDIANS BLOCK INAUGURAL TRAIN

Indians seeking payment for use of their land threw up barricades across the Pacific Great Eastern tracks near Fort Nelson, British Columbia, on the night of September 9th, twelve hours before premier W.A.C. Bennett was to arrive on a special train to open the PGE Fort St. John extension.

Chief Harry Dickey of the Fort Nelson band said the action was taken to protect Indian rights as landowners around this northern British Columbia town. PGE has for two years promised the band a settlement for using reserve land, but has come to no agreement.

Band members put up no trespassing signs and laid small trees where the tracks enter and leave the reserve of the band. The railway runs six miles through Indian land southeast of Fort Nelson, between the Nelson River and the Alaska Highway.

Premier Bennett's train, carrying provincial government officials and executives of several Canadian and American railways was to arrive in Fort Nelson September 10th to open the 250-mile Fort St. John extension of the PGE.

CN MERGES TWO OPERATIONS

Canadian National's prairie region purchases and stores functions have been integrated and E. N. Bailes, formerly purchasing agent for special projects, has been named to head the new organization as manager.

The office staffs of the two functions will be merged into one operation when relocated at the Transcona Shops complex in the latter part of September. They will occupy a two-storey building now undergoing renovation at the end of the midway.

D. A. Spriggs will continue to serve as regional purchasing agent, while G. E. Smith, formerly assistant manager of materials, has been appointed manager of stores.

The waters of Moose Lake and surrounding mountains reverberate to the rumblings of an Extra West from Jasper bound for the Tete Jaune Sub and McBride, British Columbia. CN 9088 and unknown F7B, 4210 and 4244 are a mile or so east of Red Pass, British Columbia, July 23, 1969. (Clayton F. Jones)

PLANNERS WANT METRO CENTRE CHANGES

The $1-billion Metro Centre development must be redesigned to provide better access to rail transportation, more parks, and additional family housing and public housing, Toronto's town planners have concluded. In a long-awaited report released recently, the planners state that numerous meetings with senior government agencies and citizens have convinced them there are serious flaws in the proposed development.

The most contentious issue in the joint CN/CP Rail development is probably the achievment of reasonable waliing distances between the subway and GO Transit facilities and between the subway and long distance trains in the new station, says the new planning report. The distances between GO Transit and TTC subway facilities would be 850 feet, and between long distance trains and the subway 1600 feet. The corresponding distances at Union Station are 630 feet and 720 feet respectively. The report goes on to say that the planners are unable to recommend the presently proposed distances and believe it is important that at least the existing walking distances are not increased.

The planners suggest that the original CN/CP Rail plans calling for the extension of the Yonge-University subway loop to the waterfront might provide the desired walking distances. The loop extension was ruled out as too costly by Metro-level officials in 1970.

The planners' report also calls for 33 acres of public parkland on the Metro Centre site, including six acres in the east end of the development, sit of nine new office towers. The developers have presented no specific plans for public parkland in Metro Centre, expected to have a daytime population of 50,000 when completed.

The report also urges an infusion of family and public housing in the developers' plans and cites the support of the Ontario Housing Corporation and the Central Mortgage and Housing Corporation for such a policy. The report in part complains that the continuing shortage of housing in the Metropolitan areas for families on low or moderate imcomes, especially those which have children, is not being alleviated by the type of accommodation being built in the city.

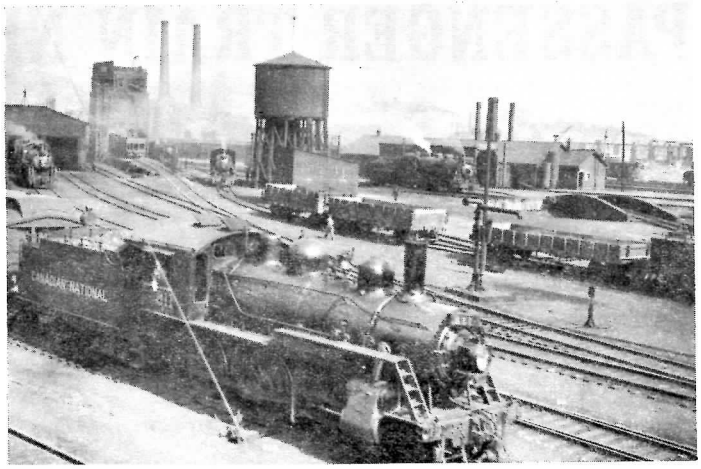
Toronto politicians thought they had opened the door for a construction start this summer, when they completed a massive land swap with CN and CP Rail in the spring. The planners' report, two months late according to the deadline set earlier this year by city politicians anxious to get on with the development, was to be presented at a City planning board meeting for final consideration. If the politicians were to adopt the planners' recommendations, Metro Centre would have to be redesigned and the construction start would be delayed again.

ANGUS SHOPS WHISTLE STILLED

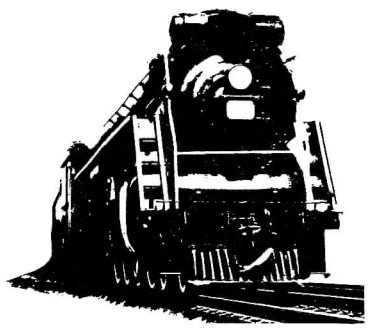
The sound of the steam whistle, so familiar to the employees of Canadian Pacific's Angus Shops and all the neighbouring community in Montreal, has run out of steam. The five-foot whistle which had tooted out the break for lunch and the break for home since 1903 gave its last hoot at 1630 on August 13, 1971.

Angus Shops employees now listen to electrically operated whistles installed in the shops which sound similar to buzzers.

The old steam whistle could heard for more than a mile away and sometimes for five or six miles depending on wind velocity and direction. It whistled itself through many a changing time, but got caught by the public's current concern with noise pollution.



This is what the area to be occupied by Metro Centre looked like 44 years ago. The view is looking southeast from the Spadina bridge, with former Grand Trunk engine facilities still being used by Canadian National. In the background work has begun on the new Spadina engine facilities. E-7-a class Mogul 811 switches a baggage car. (J. K. Lee)



RECORD GRAIN SHIPMENTS FOR CP RAIL

CP Rail moved near-record amounts of export and domestic grain during the 1970-71 crop year which ended July 31. During the crop year the railway moved 208,080 carloads of export and domestic grain from prairie elevators. Of this 121,806 carloads of export grain were moved to Thunder Bay and 71,984 carloads to Vancouver. The remainder was domestic grain moved to Canadian points. An average carload is 2000 bushels of grain.

CP Rail's total represents about 55% of all export grain carried by Canadian railways. In the all-time record year of 1966-67, CP Rail carried 220,310 carloads of grain.

Announcing the totals, D.M. Dunlop, CP Rail Vice-president, Operations and Maintenance, said the railway had experienced "a high degree of cooperation from the grain industry." He singled out the industry's new block loading system at prairie points and arrangements to pool export grain at port terminals as significant factors in speeding the handling of grain by rail.

WORTH NOTING

* Canadian National's timber trestle bridge over Little Boggy Creek near Cote, Saskatchewan, is to be replaced by a culvert extension topped with 100,000 cubic yards of fill. A contract for the work has been awarded to Low Brothers Construction Ltd. of Foxwarren. The project will take about two years to complete. There will be no delays to trains while work is in progress.

* Canadian National has begun work on construction of a 10-mile spur line to serve the Becancour industrial park, across the St. Lawrence River from Trois-Rivieres. The construction is under an agreement between the railway and Central Quebec Industrial Corp., a provincial government organization.

* Mayor H.J. McClure of London said August 20th that the Federal Government has authorized use of a military supply depot for storage of five pieces of historic Canadian railway equipment (see August NL, page). It had been feared earlier that the equipment would be sold to an American museum because there was nowhere to keep it around London.

* The Western Hemisphere's longest railroad tunnel was plugged by derailed freight cars July 5th. Twelve cars were derailed midway through Burlington Northern's eight-mile-long Cascade Tunnel over Stevens Pass in the Cascade Mountains. Crews worked from both ends of the tunnel to unscramble the wreckage, a dispatcher said. There were no injuries and officials said the cause of the derailment had not been determined.

PASSENGER TRAIN NEWS

* Canadian National has now applied to the Canadian Transport Commission for the discontinuance of all its major passenger service lines in Canada. This it must do, under the National Transportation Act, to qualify for the 80% subsidy from the Federal government for losses incurred. Hearings must be held by the CTC before any subsidies can be paid. No date has yet been set for hearings.

The latest batch of applications for discontinuances by CN include all passenger services in the Windsor-Quebec City corridor.

The following is the listing as tabulated by the CTC:

Service	Trains	Application Date
Ottawa-Toronto	48-49	May 3, 1971.
Toronto-Windsor	141-142-144-145-146-147-148-149	August 3, 1971.
Toronto-Sarnia	151-154-158-159-649-650-653-654	August 3, 1971.
Toronto-Stratford	152-153	August 3, 1971.
Toronto-Niagara Falls	635/636-637/638-639/640-641/642/643/644-651/652	August 3, 1971.
Kingston-Toronto	647-648	August 3, 1971.
Montreal-Toronto	60-61-65-64	August 3, 1971.
Montreal-Ottawa	30-31-33-34-36-37-38-39-130-133	August 3, 1971.
Montreal-Quebec	20-21-24-25-633-634	August 3, 1971.

* GO Transit's Sunday bus and rail service between Hamilton and Oshawa was reduced September 8th, because of a lack of demand. The major change was the reduction of one hour train service to 90 minutes.

A spokesman said the reduction was decided on after a four-year study of GO travel on Sundays showed only 2900 passengers on an average Sunday.

In addition, there were minor changes to Monday-Friday off-peak schedules. Schedules for peak periods were not affected, except for Gray Coach-GO express bus service from Hamilton to Toronto which now leaves on the quarter past each hour instead of half past.

* Canadian National announced September 8th the introduction on October 2 of reduced fares for people 65 or older that will result in savings of 25% on rail transportation. The fares will be available to people holding special CN identification cards and will apply to travel originating every day except Friday, Sunday and during peak periods.

The lower rates are designed "to make rail travel more attractive to these persons at times when accommodation on trains is more readily available."

Identification cards now are available for $3 each at CN passenger sales offices.

(BELOW LEFT) CN GM cab and booster units 6539/6635/6527 are the power for the Super Continental at Ottawa's Union Station, June 6, 1971.

(BELOW RIGHT) Units 6535/6618 lead CN train 51 The Lakeshore through Brockville, Ontario, June 6, 1971.

(Two photographs -- Pierre Patenaude)

* CP Rail has placed four attractive hostesses aboard its new twice-daily passenger service between Calgary and Edmonton in a determined effort to attract travellers to the railway. The modishly-dressed girls--trained for the jobs at CP Air's stewardess school in Vancouver--added a bright, new look to the intercity train service. The Calgary-Edmonton service was inaugurated August 30, with air-conditioned Dayliners departing both morning and evening from Calgary and Edmonton.

The train hostesses assist passengers and look after them en route. They provide a variety of refreshment on airline style snack trays, including breakfast rolls and danish pastries on the morning trains.

The RDC coaches were refurnished for the new service with reclining armchair seats and adjustable footrests in place of the former commuter-type seating. The revised seating plan gives passengers added leg room and greater comfort.

Introduction of the new service was bolstered by a promotional advertising and publicity campaign in Calgary, Edmonton and Red Deer newspapers.

The Canadian Transport Commission is keeping a close eye on the new Calgary-Edmonton service. Despite a loss of $2,379,819 in 1967-69, the CTC said CP Rail should continue to operate the service "in a concentrated effort to provide a faster, more efficient and more attractive intercity service." CP Rail took up the challenge of the CTC and experimented with fares, schedules, equipment and on-train amenities. In its judgement, the CTC added that the real test of whether the loss can be reduced will be in the public reaction. "Improvement (in economics) will in large part depend upon the response of the public to the new service and particular attention will be paid to this aspect."

Greyhound Bus Lines instituted extra-fare executive coach service between Edmonton and Lethbridge, via Calgary on September 8th. The move was undertaken to give CP Rail competition on it's new service. It will be interesting to watch who makes out best in the Edmonton-Calgary corridor--CP Rail or Greyhound.

* Continued use of a second coach on the Toronto-Havelock service cannot be guaranteed until the Federal Government says so, according to a CP Rail spokesman. An announcement by Thomas Wells, provincial minister of social services, the last week of August, that the second coach would continue to be used, was 'strictly political' and not a certainty.

CP Rail asked to have the RDC coach removed in July because of reduced passenger use. It has not yet received a reply from the Canadian Transport Commission.

* CN has announced that Wilfred Sergeant, formerly project manager, commuter services, Toronto, has been appointed manager, urban transit, for Canadian National. Mr. Sergeant, in his most recent position, worked closely with GO Transit in Toronto, which is operated by CN for the Ontario Government. In his new position, he will head a group that will study urban transit problems in Canada and define the terms under which CN could provide and operate urban rail transit services.

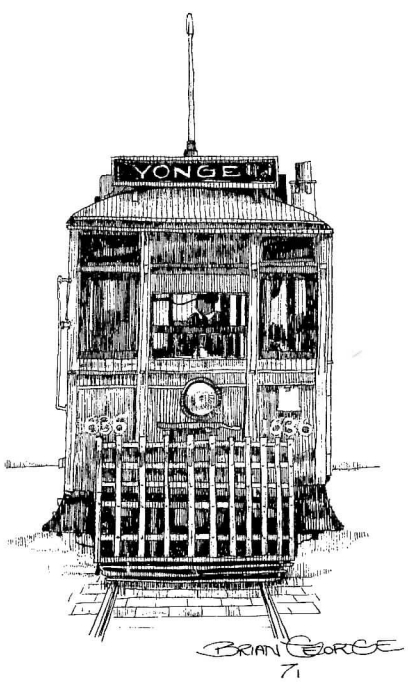
all about TTC's

TRACK REHABILITATION PROGRAM 1921-1924

BY ROBERT MCMANN

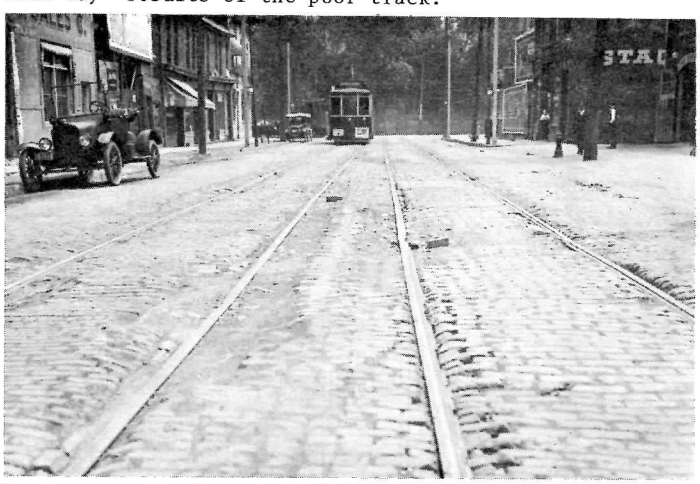
Fifty years ago, public transportation in Toronto was unified into a single one-fare system. At 1:00 a.m. Daylight Time on September 1, 1921, the Toronto Transportation Commission assumed operation of the streetcar lines of the Toronto Railway Company and the smaller Toronto Civic Railway. The new commission was faced with some very impressive responsibilities--the amalgamation of the two systems into one, the extensive rehabilitation of the worn-out TRC system, provision of new rolling stock, improvement of services and the extension of TTC one-fare service into new areas of the city. The TTC's task could be summarized in three words --rebuild, rehabilitate, and expand.

The purpose of this article is to examine one particular phase of the TTC's rehabilitation and expansion program --the reconstruction and rehabilitation of existing trackage and the construction of new track extensions on the system. Good trackwork is a prime prerequisite for any trolley system, and for the TTC especially so. The commission had placed or was about to place orders for 350 Peter Witt cars and 225 trailers. In order for this new rolling stock to perform its best, and to be able to improve schedule speeds and hence the service, good trackwork was absolutely necessary. In addition the TTC had made plans for a major system rerouting after the track rehabilitation program was completed. Much of the trackage on the TRC system was unsafe, and there was not a single TRC route on which the new equipment could be operated without rehabilitation. The Civic trackage, on the other hand, was in good condition, but lacked facilities for the operation of single-end equipment. The majority of the track rehabilitation done by the TTC was from 1921 to 1924, and it is this period we will examine.



More must be mentioned about the condition of the trackwork on the TRC system. As mentioned previously, there was not one route on which the new Witt equipment could be operated, and this was due to two reasons--narrow devilstrip (3'10") on double track and at intersections, and insufficient clearances on curves at many intersections, thus not permitting two Witt cars to pass each other in the opposite direction. The narrow devilstrip was the reason for the TRC building all new cars after 1908 four inches off centre. The City of Toronto allowed the TRC to build track extensions with a wide devilstrip width of 5'4" in 1903, but refused the reconstruction of any old trackage to the new width until 1908. There was approximately 17 miles of track with the old narrow devilstrip still in city streets in 1921.

The condition of the trackage on TRC lines in the city was something else again. The TRC over the years had tried to keep up with the need for repairs and renewals. Much of the original trackage laid in 1892-93 had been replaced, but some of the replacement rails were badly worn. Some of the early renewals made between 1902 and 1908 were on the original foundations, and the light construction of the renewal on top of the old foundation broke down under heavy traffic. During World War I the TRC faced a difficult time of procuring rail for replacement projects. The TRC was also subjected to an economic squeeze play during the war. Rising costs, coupled with the fixed fare structure, cut into the company's profits, so that after the war was over the company was financially unable to undertake any extensive rehabilitation program of trackwork. Much of the TRC tangent trackage in 1921 was in very bad condition, with wornout rails, bad foundations, dished joints, and poor paving. The TRC had been forced to repair special work with pieces of rail bolted together because rail was unobtainable during the war, and these patch jobs soon broke down under traffic. As a result, TRC patrons faced a very rough ride on the trolley to and from work each day--results of the poor track.



Trackage on the Toronto Railway Company system was for the most part only in fair to poor condition. The track depicted in this scene is typical of conditions on the TRC system. Car 1704 approaches the camera northbound on Ossington Avenue, looking south to Queen Street.
(City of Toronto)

82% of the specialwork installations on the Toronto Railway Company system required partial or complete replacement by the TTC. This is the old TRC specialwork at Queen and Yonge on November 11, 1921, prior to its removal by track crews. Note the wornout frogs and mates and switchpoints, and the rough ride that the patrons of the YONGE car will soon experience going over the rough diamonds. (UCRS/TTC Collection)

An engineering survey was undertaken by the TTC early in 1921 to evaluate and report on the condition of the TRC trackage, and what rehabilitation would be needed to bring the trackage back to good condition. The survey was also to report on what work was needed to join the TRC and Civic systems together, and what should be undertaken in the way of immediate and future expansion of the street railway system under TTC operation. Included in the expansion plans were the eventual amalgamation of Toronto & York Radial Railway and Toronto Suburban Railway lines within the city limits into the TTC system. T&Y lines within the city came under TTC management in stages between December 1921 and August 1922, and TSR lines were taken over on November 15, 1923.

The TTC was intent on establishing the best standards for its track rehabilitation and construction. In May 1921 the services of Mr. A. T. Spencer (formerly on the engineering staff of Montreal Tramways) as engineer of way were engaged. Mr. Spencer set about developing a standard set of specifications for trackwork and organized an engineering staff to carry out the work. A special section was organized to handle excavation and concrete work under the direction of Mr. A. E. Gibson, a prominent Toronto engineer who specialized in concrete work.

Let us take a look at the specifications devised by Mr. Spencer for TTC trackwork (the excellent standards established for the track foundations at the time meant that 40 and 45 years later, when the original rails on certain installations were worn out, TTC track crews simply had to install new rails on the old foundations, still as good as the day they were put down.). As far as possible, the standards of the American Electric Railway Association were adopted.

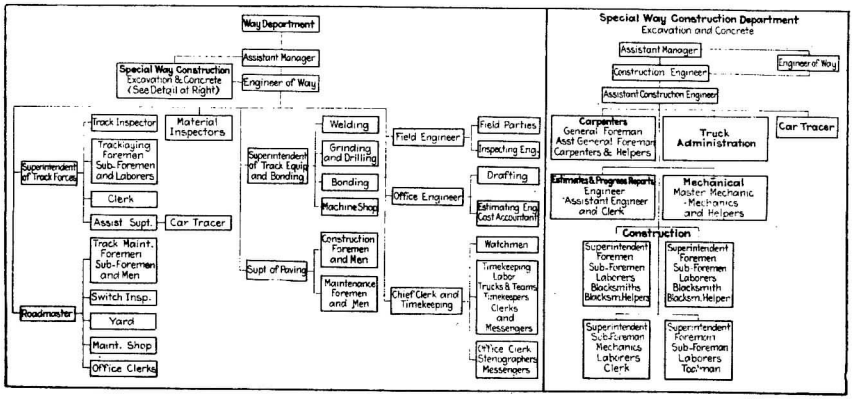
AERA 122-1b. per yard grooved girder rail was selected as the standard for track in streets, while 108-1b. grooved girder and 70-1b. ASCE T-rail sections were adopted for carhouse and yard trackage. Track for specialwork installations were also fully standardized. Three standards for specialwork pieces were adopted: type-A, solid manganese switches, mates and crosses, with class #1 rail; type-B, solid manganese switches and frogs and crossings of steel castings, having manganese inserts at the points of greatest wear, with class #1 rail; type-C, solid manganese switches with mates, frogs, and crossings of rolled rail arms bound together with cast-iron or cast-steel bodies, having manganese inserts at the points of greatest wear, with class #1 rail.

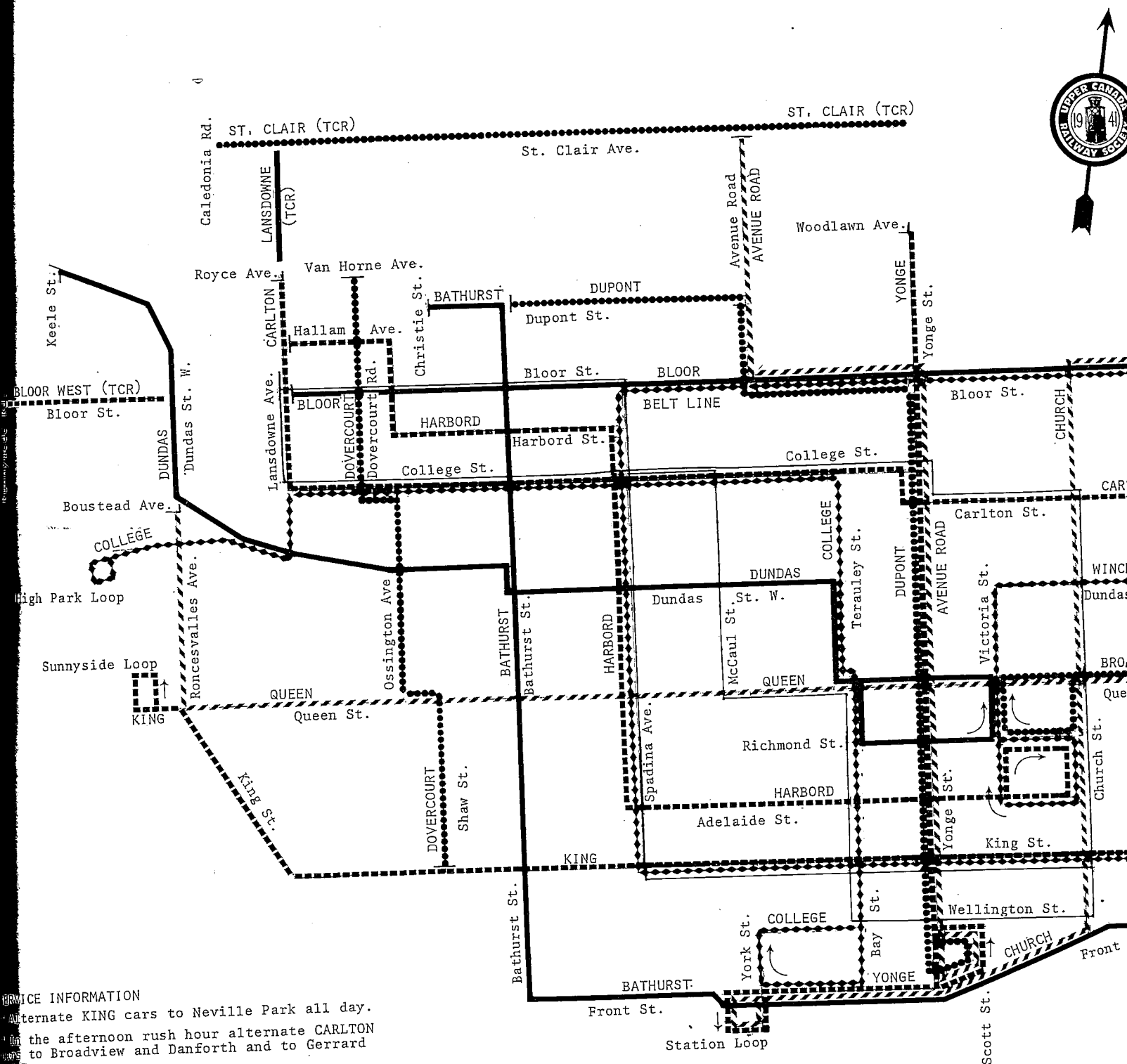
Permitted were ties of white oak, cedar, jack pine, tamarack, hemlock and long-leaf 90%-heart Southern yellow pine. For specialwork, the only ties acceptable were white oak, rock elm, chestnut, hemlock, and long-leaf 90%-heart Southern yellow pine.

Specifications for tie rods, spikes, track bolts, tie plates and rail joints were standard.

Particular attention was paid to foundation standards. Two types of foundations--one for use on a firm soil base and the other for locations where a sub-base was needed--were rendered necessary because of soil conditions. These differed in their sub-bases. One construction employing a concrete slab was adopted, and one using a crushed rock base. A tile drain in the centre of the track allowance below the sub-base was specified, consisting of 6" farm or bell-mouthed tiles laid in a trench 12" deep, backfilled to the level of the subgrade with clean gravel. A sub-base of concrete 9" thick or crushed rock in a layer 11" thick was to be laid on the sub-grade. Before ties were placed on the sub-base, a layer of fine gravel was to be laid and tamped. Ties 8' x 8" x 6" were then distributed with 2' centres on the tamped gravel. The rails are then laid on the ties so that the joints are opposite to each other, the necessary amount of track hardware being used to fasten the rails properly to each other and to the ties. The track structure is then levelled and tamped, the tamping being done with pneumatic tampers. Once the track structure is in grade, a concrete paving base was to be poured, of softer concrete than the sub-base. Depending on the final wearing surface, the concrete paving base varied in depth. Where granite setts were to be used, a layer of fine sand and cement was then tamped on top of the paving base, and then the granite setts laid and grouted in to the correct crown of the street. Asphalt surfacing was also employed. See the accompanying diagram of the various types of track construction employed.

ORGANIZATION OF TTC WAY DEPARTMENT





SERVICE INFORMATION

Alternate KING cars to Neville Park all day.

In the afternoon rush hour alternate CARLTON cars to Broadview and Danforth and to Gerrard and Pape.

Morning rush hour BLOOR service from Bloor and Lansdowne via Bloor, Spadina, King, Church, Carlton, and College to Lansdowne.

Afternoon rush hour BLOOR service from Bloor and Lansdowne via Lansdowne, College, Carlton, Church, Wellington, Bay, Queen, McCaul, College, Spadina, and Bloor to Lansdowne.

NORMAL WEEKDAY SERV

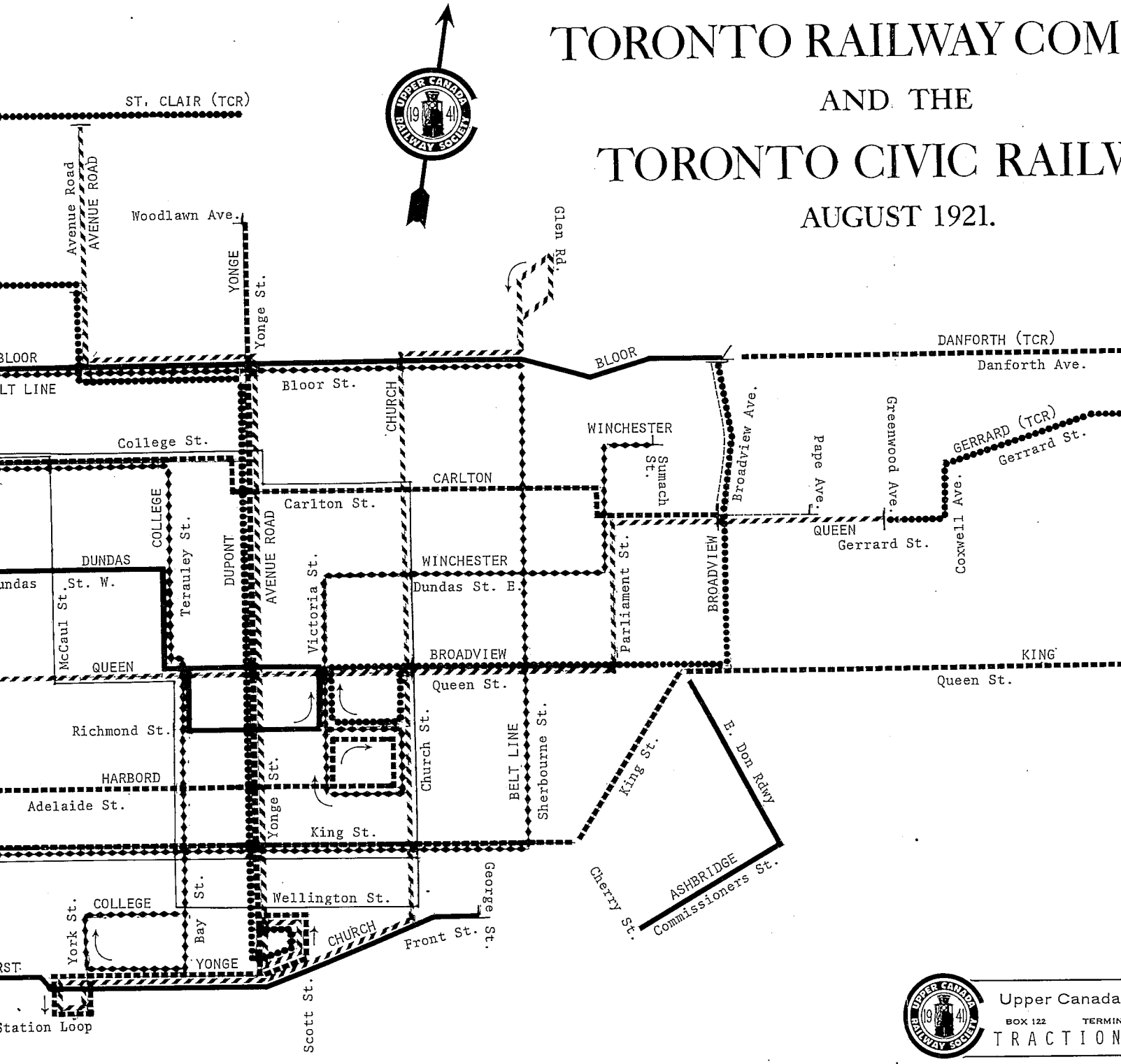
OF THE

TORONTO RAILWAY COM

AND THE

TORONTO CIVIC RAILW

AUGUST 1921.

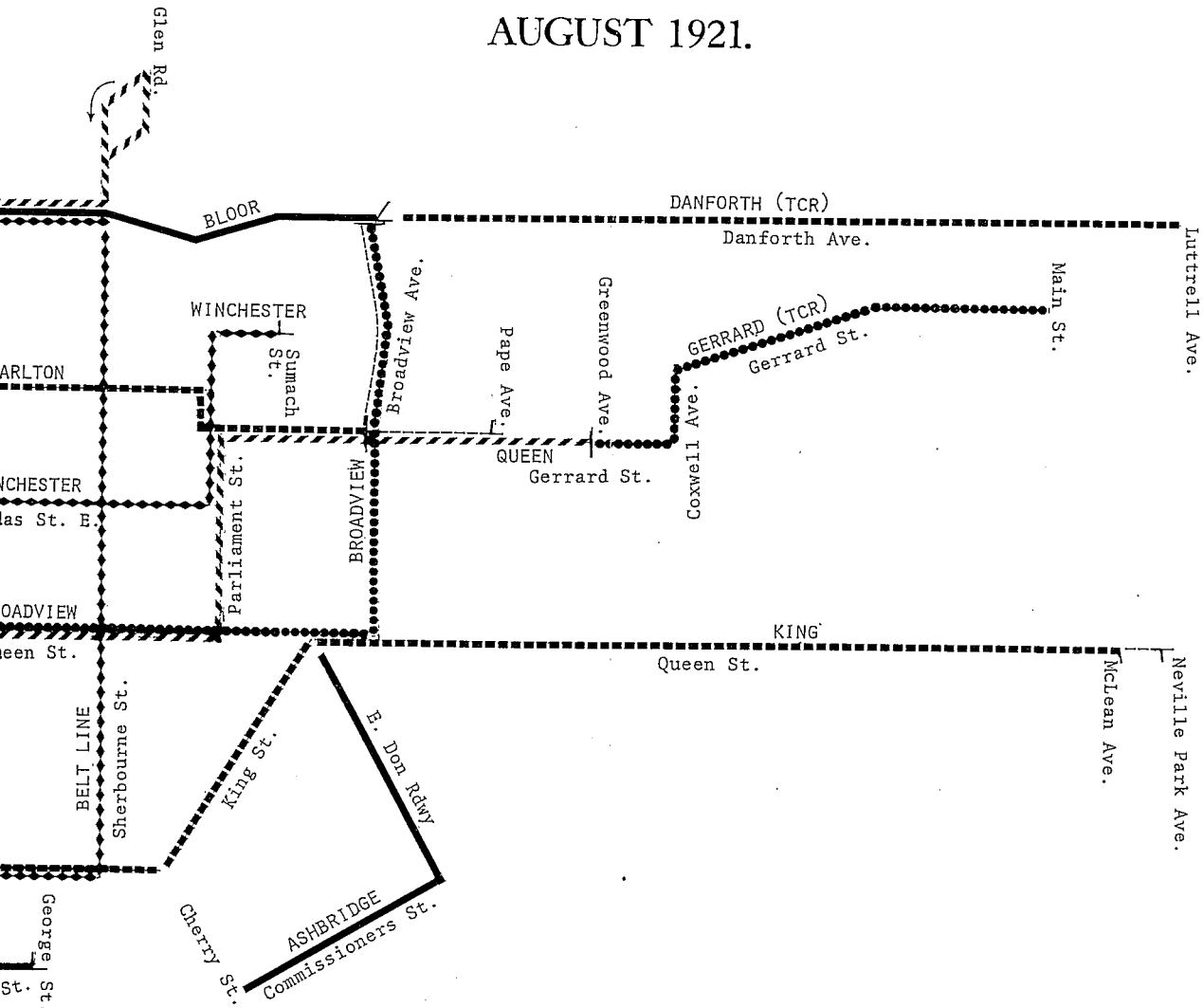


Upper Canada

BOX 122 TERMIN

TRACTION

NORMAL WEEKDAY SERVICES
OF THE
TORONTO RAILWAY COMPANY
AND THE
TORONTO CIVIC RAILWAY
AUGUST 1921.



Upper Canada Railway Society
BOX 122 TERMINAL "A" TORONTO
TRACTION SPECIAL
Number 7109-2

DATA: Stuart I. Westland
John F. Bromley
Robert D. McMann

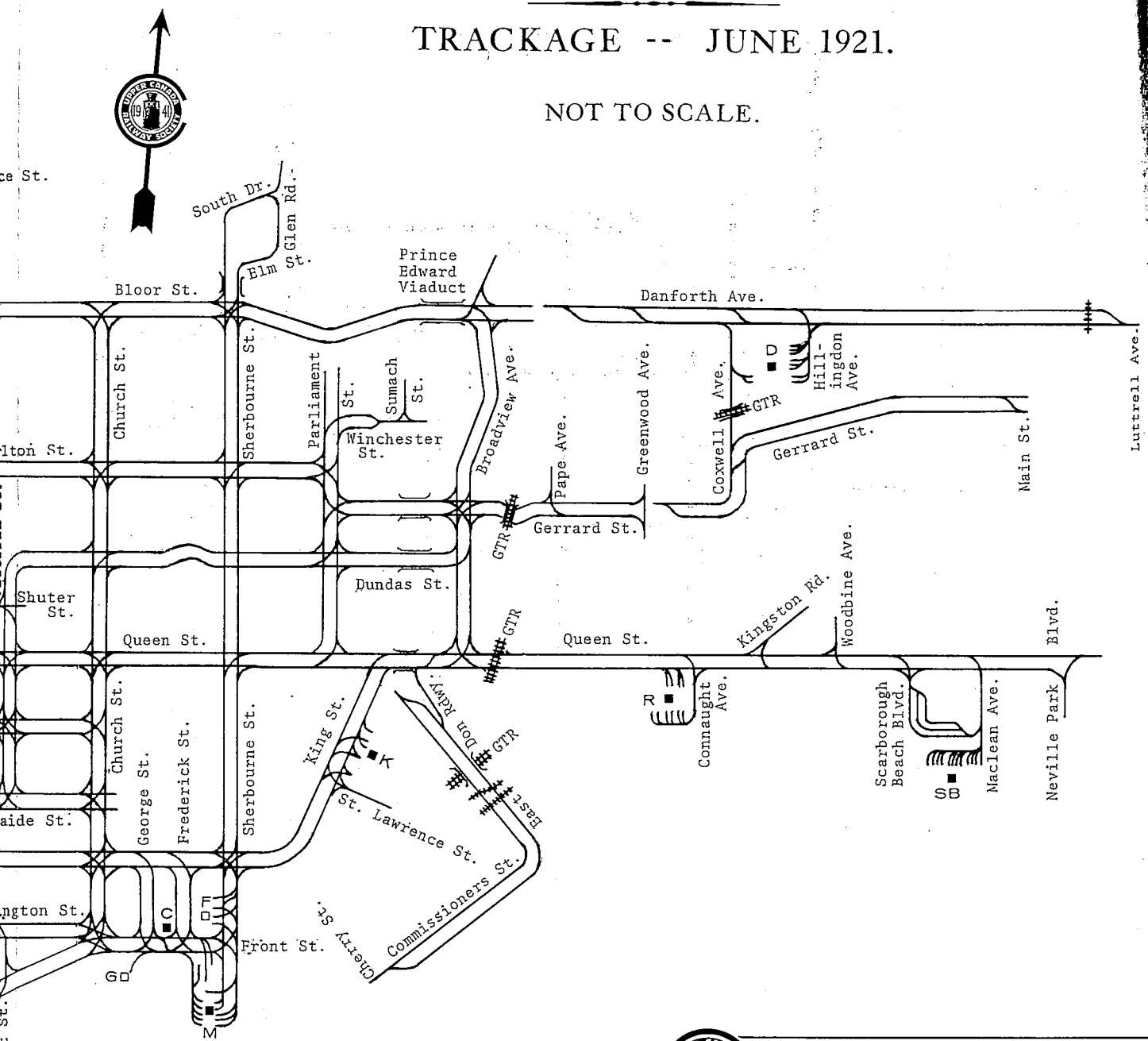
PRODUCTION: Robert D. McMann

TORONTO RAILWAY COMPANY

TORONTO CIVIC RAILWAY

TRACKAGE -- JUNE 1921.

NOT TO SCALE.



Upper Canada Railway Society
BOX 122 TERMINAL "A" TORONTO
TRACTION SPECIAL

Number 7109-1

DATA: Stuart I Westland
John F. Bromley
Robert D. McMann

PRODUCTION: Robert D. McM

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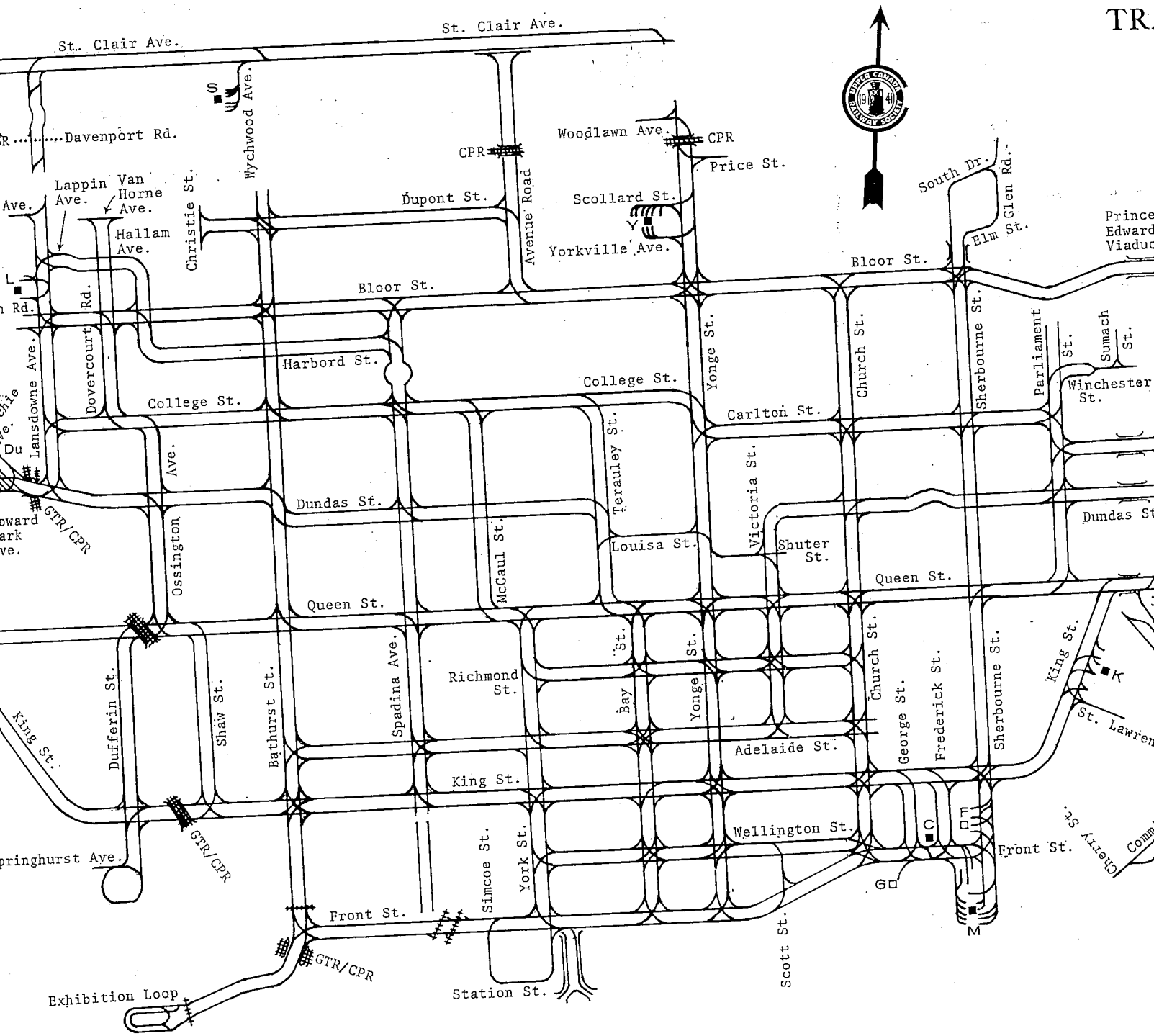
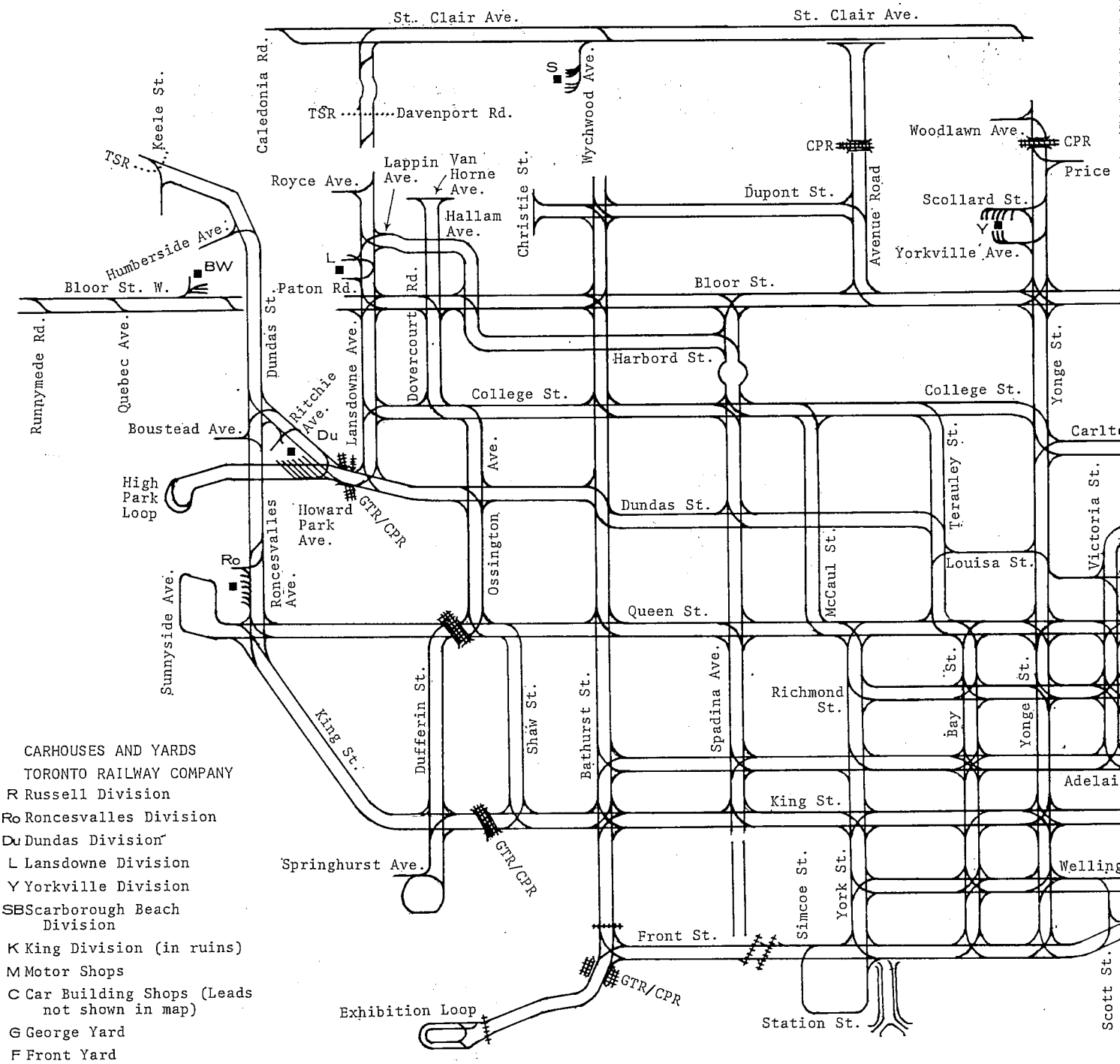




CARHOUSES AND YARDS

TORONTO RAILWAY COMPANY

- R Russell Division
- Ro Roncesvalles Division
- Du Dundas Division
- L Lansdowne Division
- Y Yorkville Division
- SB Scarborough Beach Division
- K King Division (in ruins)
- M Motor Shops
- C Car Building Shops (Leads not shown in map)
- G George Yard
- F Front Yard

TORONTO CIVIC RAILWAY

- D Danforth Division
- BW Bloor West Division
- S St. Clair Division

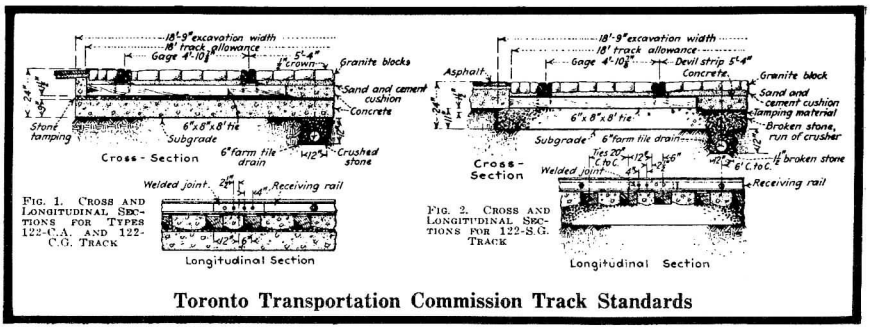


FIG. 1. CROSS AND LONGITUDINAL SECTIONS FOR TYPES 122-C.A. AND 122-C.G. TRACK

FIG. 2. CROSS AND LONGITUDINAL SECTIONS FOR 122-S.G. TRACK

Toronto Transportation Commission Track Standards

It may be gathered from the preceding description that track reconstruction was an involved undertaking, with a number of operations to be carried out. Work was organized on each trackwork project according to a progress chart which told how much work was done, how much remained to be completed, and how fast the work could be done. A number of track gangs were employed, each with its special duty. These gangs and their functions were as follows: Gang A does all excavation and concrete work, and all delivery of material except rails. Gang B does track laying, tamping and surfacing, and when necessary blocks up track for streetcar traffic. Gang C does all paving and arranges track drains and connections with the city sewers. Gang D delivers tangent rails and makes changes and repairs in specialwork. Gang E delivers material for blocking, whenever needed.

The TTC for all intents and purposes was in the construction business in the early 1920's.

In order to keep all of the trackwork projects supplied with materials, the TTC established three materials yards in various parts of the city: one in the east end on Coxwell Avenue at Hanson, with rail connections to the Grand Trunk; a second on Merton Street in the north end with rail connections to the Toronto Belt line; Hillcrest yard in the northwest-central part of the city off Bathurst Street (on the old Hillcrest Race Track) with rail connections to Canadian Pacific. The former TRC George Street yard and the Coxwell yard were used to handle the vast amounts of rail needed for the rehabilitation. The other two yards handled sand, gravel, cement, paving materials and ties.

The Way Department made extensive use of the latest in construction techniques for the handling of materials both in the yards and on the jobs. In the materials yards locomotive cranes were used to unload railway cars of sand, gravel and stone, and to unload cars of ties, rails and pieces of specialwork. A number of Barber-Greene loading machines were used to lift sand and stone, from the piles into measuring hoppers or loading bins for transfer. In order to simplify the work at the concrete mixers on location at the track job (there was no ready-mix concrete in use at this time), an ingenious system of proportioning materials for the mixers was used. The loading machines at the yards were used to proportion the correct amounts of sand and gravel for concrete into the measuring hoppers. The materials were then loaded in the correct amounts into batch boxes of 33 cu.ft. capacity, bottom opening. Bags of Portland cement were placed on top of the loaded batch boxes, to be opened enroute to the job. These batch boxes were then loaded onto a motor truck (two to a truck), or on a flat motor for transport to the job. At the track job, the batch box was then lifted from the truck or flat motor by a boom on the mixer, and the contents dropped into the hopper of the mixer.

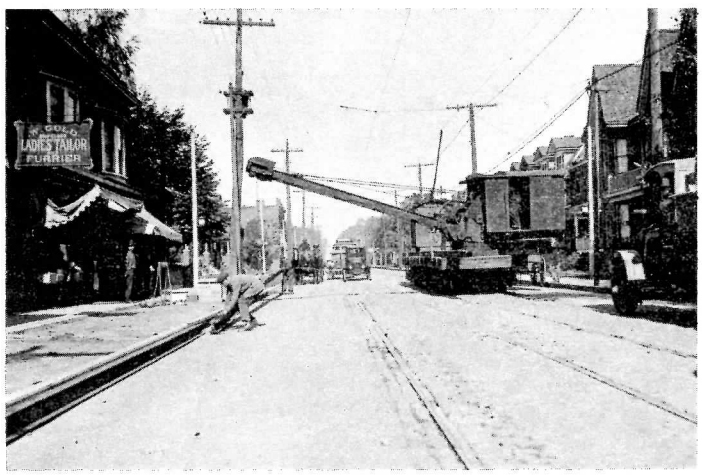
To expedite the movement of rail and materials on the street railway system, the TTC was forced to expand the work equipment fleet inherited from the TRC. Follows a listing of equipment built or purchased specifically for use in the track rehabilitation program:

Crane Cars
C-1 SE DT built by TRC Front St. Shops 1911
C-2 SE DT built by TTC Front St. Shops 1921

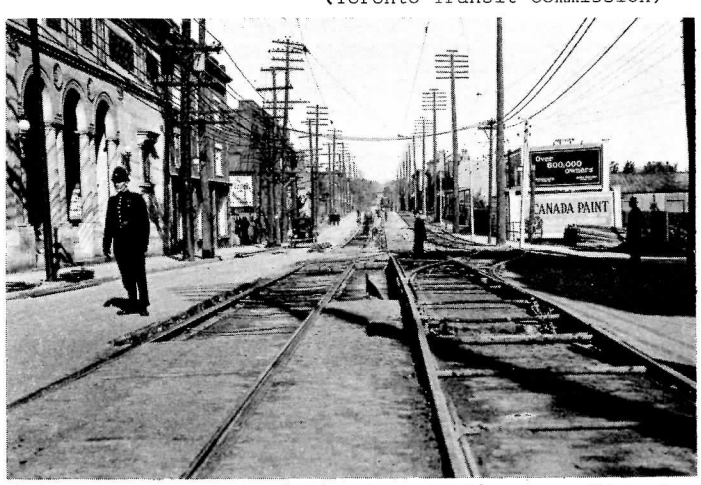
Flat Motor Cars
W-1 SE DT built by TTC Front St. Shops 1922
W-2 SE DT built by TRC Front St. Shops 1904
W-4 SE DT built by TRC Front St. Shops 1904
W-3 SE DT built by TTC Front St. Shops 1922
W-5 SE DT built by TTC Front St. Shops 1922
W-6 SE DT built by TTC Front St. Shops 1922
W-9 SE DT built by TTC Front St. Shops 1922
W-7 SE DT built by TRC Front St. Shops 1909
W-8 SE DT built by TRC Front St. Shops 1909
W-10 flat trailer built by TTC Front St. Shops 1922 (equipped with concrete mixer)

Dump Cars
W-11, W-12, W-13 purchased in 1921;
W-14 to W-21 purchased in 1922; bodies built by Differential Steel Car Co., trucks motors, control equipment, compressors, etc., fitted by TTC.

Compressor car 2 SE DT built by TRC Front St. Shops 1909 (This particular car shows up in very many photographs of track jobs taken during the period.)



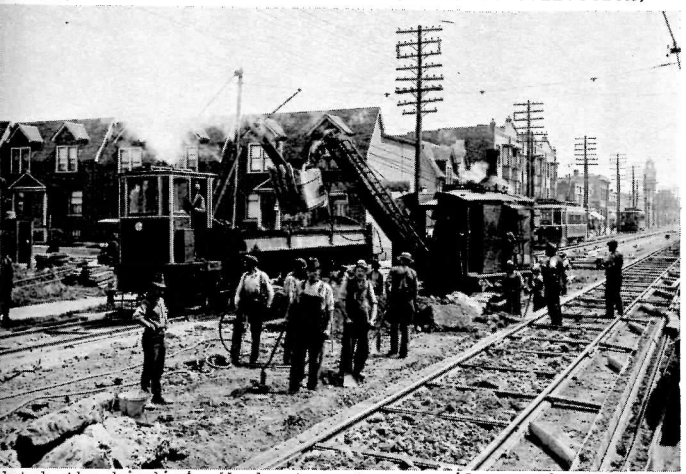
Traffic comes to a halt as crane car C-1 unloads rail for the construction of temporary track to divert streetcar traffic, on Bathurst Street near Wells, October 13, 1921. The reconstruction of trackage on Bathurst Street from Dupont south to Dundas and from Queen to Front was one of the first major rehabilitation jobs undertaken by the TTC, being completed by the end of November 1921.
(Toronto Transit Commission)



A temporary crossover is in place to divert northbound YONGE cars onto the temporary track laid in the traffic lane, while southbound cars use the northbound track as work progresses on the reconstruction of the old southbound track. This view is looking north on Yonge from Davenport Road during track reconstruction from Bloor to Price Street. The helmeted policeman keeps flivver traffic away from the open trackwork.
(Toronto Transit Commission)

This steam shovel equipped with a drop hammer is hard at work breaking up the pavement in the track allowance on Dovercourt Road near Hallam Avenue, during the track reconstruction project on Dovercourt from Bloor north in June 1922. (UCRS/TTC Collection)

Another method employed by the TTC to remove old track paving consisted of jacking up the old track and pavement away from the ties. Here a portion of the old track has been jacked up away from the ties on Lansdowne Avenue south of Bloor. The paving setts are broken away from the rails, and will be picked up by the steam shovel working away in the background and deposited in the waiting Differential Dump cars, and carted away to a disposal area. The rails are cut into suitable lengths and removal is done by truck. (UCRS/TTC Collection)



Watch the birdie! Work stops temporarily as the TTC photographer snaps the picture of the steam shovel dumping spoil from the excavation into Differential Dump W-16. Two TRC KING route cars are held up by this activity. The view was taken June 9, 1922 looking east on Queen by the old Woodbine Race Track during the reconstruction project of Queen trackage between Kingston Road and Woodbine. (Toronto Transit Commission)

Motor truck haulage was used to assist work cars in the transportation of batch boxes of material, and the removal of spoil taken out of the street on certain operations in the renewal project.

Motorists in the City of Toronto were forced to accept a certain amount of inconvenience as TTC track crews were busy tearing up streets in various parts of the city to rehabilitate the track or to lay new extensions. In contrast to today, the TTC literally took over a street for a track job. Let's look at how a typical rehabilitation project was done.

The first thing to be done was to arrange for diversion of the streetcar service from the track that was to be replaced. This was done by either diverting the service to an adjacent street (easily accomplished in the downtown areas) or by laying temporary track on one or both sides of the roadway, temporary switches connecting this track into the track in the street. In certain cases where only one temporary track could be laid, only one half of the double track would be worked on at a time, and temporary crossovers would permit streetcars to use the other track with wrong-way operation. The temporary trackage permitted work equipment access to the job. In certain instances where traffic could not be diverted, the track was blocked up to permit traffic to move, and the work carried out.

Once diversion of the streetcar service was arranged, the next step was the removal of the old track structure and pavement. Three methods were employed for breaking track and pavement foundations: [1] by means of a drop hammer in leads on the boom of a steam shovel; [2] by means of a steam hammer mounted in leads on the boom of a steam shovel; and [3] by pneumatic tools. After the material encasing the track was loosened, the track was jacked up and the rails, when designated as scrap, were cut up by means of an acetylene torch, and the pieces removed in section by crane and truck or flat motor to the materials yards for disposal. In certain jobs, a different method was employed to remove the track structure. Openings were made in the pavement, jacks introduced, and the whole track structure was jacked up off the ties. After the paving blocks were removed, a steam shovel was able to handle all excavation without the use of a pavement breaker.

The next stage was the excavation of the roadbed to the proper depth. This was done by means of 3/4-yd. steam shovels. The TTC had twelve shovels working at the height of the rehabilitation program in 1922-23. Spoil from the escavation was removed using the Differential Dump cars, or by dump truck.

After the shovels completed their work on the trench, the latter was trimmed to line and grade. The tile drain was laid down the middle of the trench and backfilled with gravel. The trench was then ready for the concrete sub-base (if a stone base was to be used, crushed stone was dumped into the trench and rolled and compacted to a depth of nine inches in two rollings). The concrete was mixed on location by means of Foote steam-powered caterpillar concrete mixers, in 21 cu.ft. batches. Materials for the mixers were supplied via batch boxes. The concrete was spread, and the slab allowed to harden for 36 to 48 hours.

After the base had hardened, a layer of tamping material was placed, ties distributed and laid, rails and track materials distributed and laid, the rails spiked and jointed, the joints made by first tightening up the joint plates with four bolts, the welding the joint top and bottom with carbon or metallic arc. After the joint was welded, two of the bolts were removed. Joints not welded were bonded with #0000 copper bonds. The track was then aligned, ready for the paving operations.

A concrete paving base was then poured around the track structure, the concrete being mixed on location by Foote mixers. The paving base was allowed to harden for 24 hours, after which the final paving surface was applied. When granite setts were used, a layer of sand was laid, and the granite setts laid and grouted. When asphalt was used as a paving surface, two layers were applied on top of the concrete paving base, and a longer time allowed for the paving base to cure.

The street was then opened again to streetcar and auto traffic.

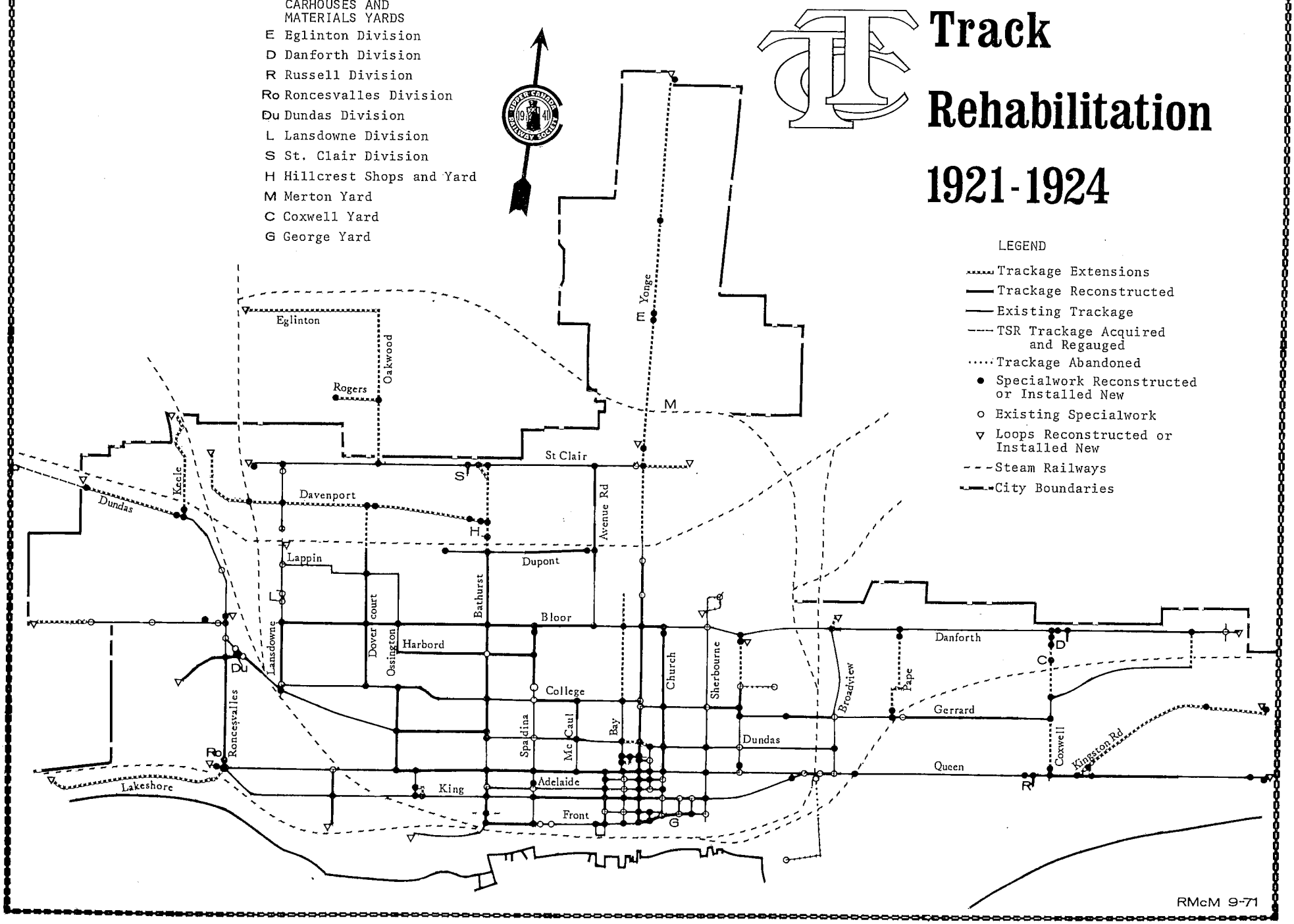
Track Rehabilitation 1921-1924

CARHOUSES AND MATERIALS YARDS

- E Eglinton Division
- D Danforth Division
- R Russell Division
- Ro Roncesvalles Division
- Du Dundas Division
- L Lansdowne Division
- S St. Clair Division
- H Hillcrest Shops and Yard
- M Merton Yard
- C Coxwell Yard
- G George Yard

LEGEND

- Trackage Extensions
- Trackage Reconstructed
- Existing Trackage
- TSR Trackage Acquired and Regauged
- Trackage Abandoned
- ● Specialwork Reconstructed or Installed New
- o Existing Specialwork
- ▽ Loops Reconstructed or Installed New
- Steam Railways
- City Boundaries



RMcM 9-71

The replacement of specialwork trackwork was a major item in the TTC's rehabilitation program. Of the 131 pieces of specialwork on the TRC system in September 1921, 82% of these installations required complete renewal.

The installation of specialwork used methods similar to the rehabilitation and laying of tangent track. The TTC did not fabricate any of the specialwork parts, but purchased intersections ready to be installed for a particular location from steel fabricating companies. The specialwork piece would be assembled by the manufacturer prior to shipment, and inspected by a TTC representative. The piece was then knocked down and shipped to Toronto.

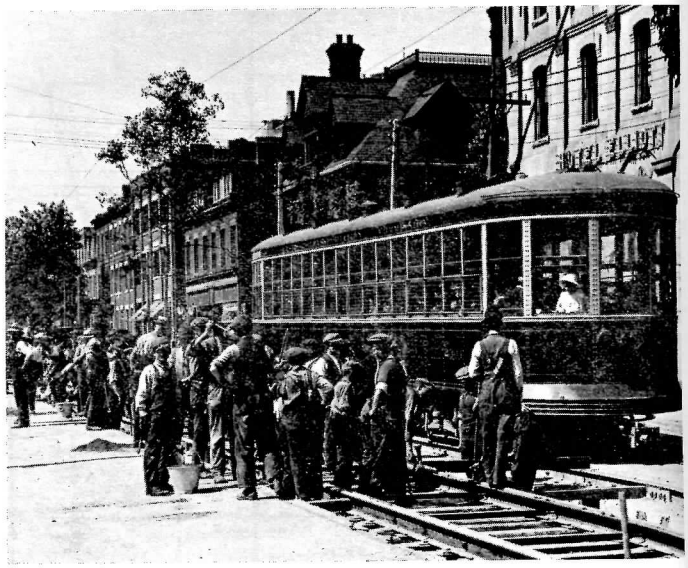
For installation in situ, the sections for the piece of specialwork in question would be loaded on one of the crane cars and a flat car, and transported to the location. The work of changing was done at night, so as to cause a minimum of disruption to service. All preparations having been previously made, the old specialwork was lifted out section by section using the crane car, and the new pieces lifted into place in quick time.

The intersection installation work was highly systematized. Instead of having one gang of men do the excavating, laying of ties and steel, lining and bolting up, tamping and paving, the work was divided up among smaller gangs, each one of which performing one part of the work on each job. As an example, the first gang did the excavating, breaking up the old paving around and under the rails, and removing it. It was followed, on the night of the installation of the intersection, by the steel gang, and the foundation and tie gang, the first removing the old steel and track structure, the second following up with the laying of the new foundation (usually crushed stone) and special ties, the steel gang starting in again with the laying of the new steel. Following these, a lining and bolting up gang worked on the job, being followed in turn by the tampers. The foundation gang returned to lay the paving base, then a paving gang laid the final wearing surface (usually granite setts). The use of such gangs experienced in one branch of the work, meant that maximum efficiency and speed was obtained in the installation of specialwork in various parts of the city.

Labourers work a cable on the boom of the Foote concrete mixer, hoisting a batch box of sand, gravel and cement off the truck over the scoop of the mixer. The mixer is being employed to pour the concrete foundation for new track on Queen Street West near Spadina in June 1922.
(UCRS/TTC Collection)

STATISTICS OF THE TTC'S TRACK REHABILITATION PROGRAM

Track completely rehabilitated	57 miles
New extensions	90 miles
Double tracking	13 miles
Loops constructed	31
Carhouse yards reconstructed	3
Carhouse yards, new	4
Specialwork units, reconstructed	133
Specialwork units, new	339



A little child gazes intently out of the back window of large Witt 2304 at the gandy dancers hard at work tamping crushed stone around the newly laid track on Church Street at Shuter on May 29, 1922. The track on Church between Dundas and Queen was reconstructed in two stages; the northbound track (on which the Witt is standing) was done in September 1921 (to allow Witt operation on the BROADVIEW route), and the southbound track in the spring of 1922.

Note the number of men in the track crew; many men found employment with the TTC during the rehabilitation program 1921-1924.

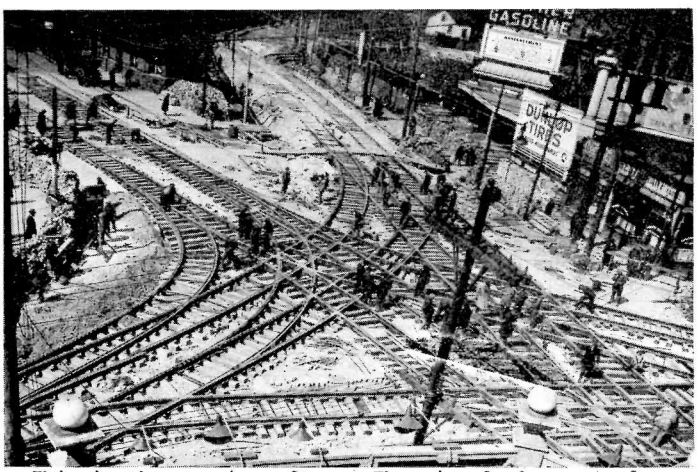
(UCRS/TTC Collection)

The largest and most complicated piece of specialwork installed by the TTC was the five-way intersection of King-Queen-Roncesvalles-Lakeshore Road at Sunnyside in the west end of Toronto. This intersection was installed in April 1923. Preliminary operations of the breaking and removal of pavement in the old TRC intersection began on April 12th, work progressing with the laying of the crushed stone foundation under traffic to the evening of April 18th, when the changing of the steel was done. On that evening, car operation over the intersection was stopped at 8:45 p.m.; the old steel was removed, together with the old ties, the subgrade and foundation being already prepared, the new ties were put in; the new steel laid and bolted up, and the overhead layout changed to conform with the new curves, and cars were again in operation over the intersection at 5:45 a.m. on April 19th, nine hours after the job started. About 164 men were used on the job. As soon as the final car had gone over the intersection on the evening of the 18th, two crane cars and four flat cars were brought up with the new pieces for the intersection loaded on board (they had been loaded on the cars at the George Street yard earlier in the evening), and the new steel unloaded near the scene of the work. The old steel was then lifted out and loaded on the cars and moved back about half a block on Roncesvalles and on Queen and then unloaded. The old ties were then removed and piled up clear of the work. The foundation was prepared, and the new ties which had been piled near the intersection beforehand were laid in the intersection, and the new steel brought up on the cranes and flat cars and lefted into position and bolted. The cars were then run back and the old steel loaded and taken back to George Street yard. The intersection was then lifted to grade and all ties pneumatically tamped. After tamping, the concrete paving base was poured, and the wearing surface consisting of 45,000 granite setts was laid on May 3rd and 4th.

The intersection was fabricated by Canadian Steel Foundries Ltd., and was put together at their plant in Montreal and taken apart before shipment. The intersection was of solid manganese steel and weighed 266,185 lb. complete with bolts, tie rods and other accessories. The complete layout contained 2252 single track feet of steel, 429 joints, 129 cast pieces, and 140 pieces of rail. Some of the special ties used were 21 feet long, some of them being 7" x 12". 308 standard 7" x 12" ties were put in. The foundation required 777 tons of crushed stone.

Toronto's Five-way Intersection

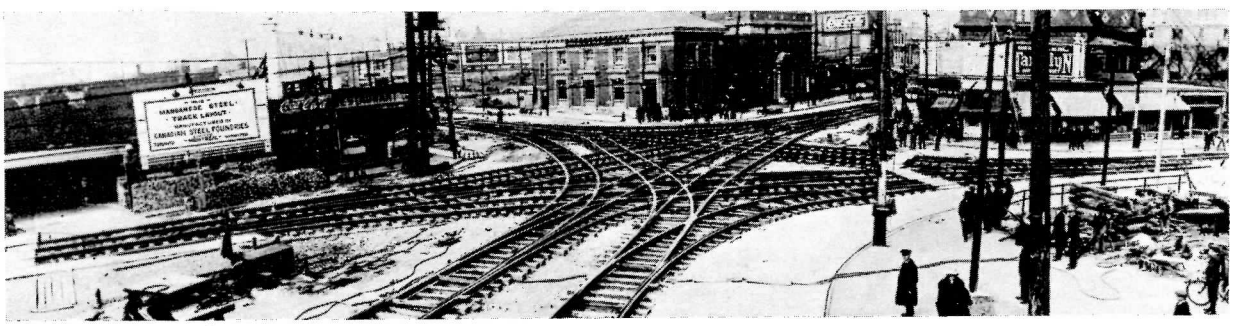
Toronto's most complicated piece of specialwork was the five-way intersection of King, Queen, Roncesvalles and Lakeshore Road. The intersection was installed on the night of April 18-19, 1923. ABOVE: This view looks northwest on April 17, and TTC trackcrews are busy on the old TRC intersection, blocking it up and getting it ready for removal. (UCRS/TTC Collection)



This is the morning after. The view looks westerly (it was taken from the roof of the building on the southeast corner); trackcrews are busy tightening up bolts on the pieces of the intersection.
(Toronto Transit Commission)

This night photograph was taken on the night of April 18-19 at 1:00 a.m. and shows crane car C-1 and an unidentified flat car sitting on Roncesvalles. Approximately one-third of the specialwork has been installed by this time. Crane cars C-1, C-2 and flat motors W-1, W-5, W-6 and W-9 were required to move all the pieces for the intersection to the location from George Yard.
(UCRS/TTC Collection)

Car 1388 sees temporary duty as a linecar as overhead men adjust the trolley wires to conform with the new curves and crossings. This view was also taken on the morning of the 19th. (Toronto Transit Commission)



This 180° view of the King-Queen-Roncesvalles-Lakeshore intersection was made a few days after the installation of the specialwork. In reality it is three separate photographs, very skilfully joined together to produce the composite picture. The photographer then made a copy negative. Note the "billboard" for Canadian Steel Foundries Ltd. of Montreal; it was added to the composiite, blocking out the Dunlop Tire billboard that appears in the photograph looking to the west immediately above. The TTC was proud of this photograph; it appeared in many trade journals of the period. (UCRS/TTC Collection)

Among the improvements to the system carried out in conjunction with the rehabilitation program was the installation of 106 powered electric switches on car-lines, at intersections and at loops, ending the TRC practice of turning switches by hand with a switchiron extending through the floor of the streetcar.

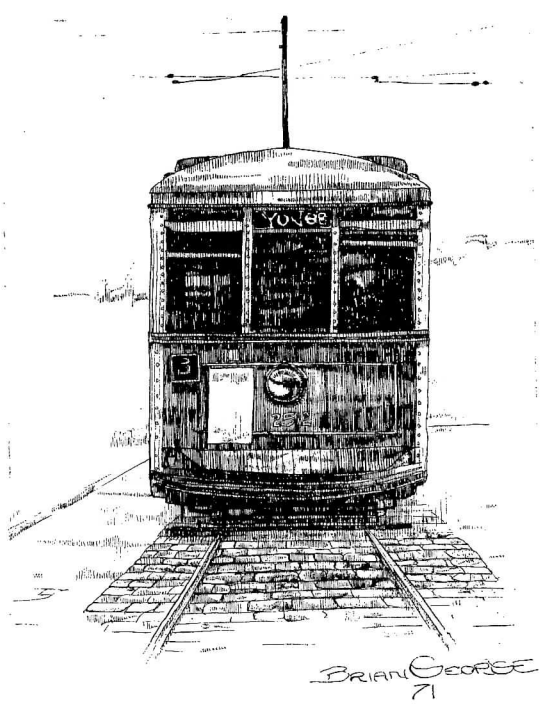
The TTC's track rehabilitation program provided employment on a seasonal basis for many men. For example, 2600 men were employed by the TTC in construction and rehabilitation in addition to the regular operating organization, in the autumn of 1921. Work was carried on to as late in the year as possible (when the ground became frozen hard), and began in the spring as soon as the frost was out of the ground. It must be realized that there was some carryover of work between construction seasons.

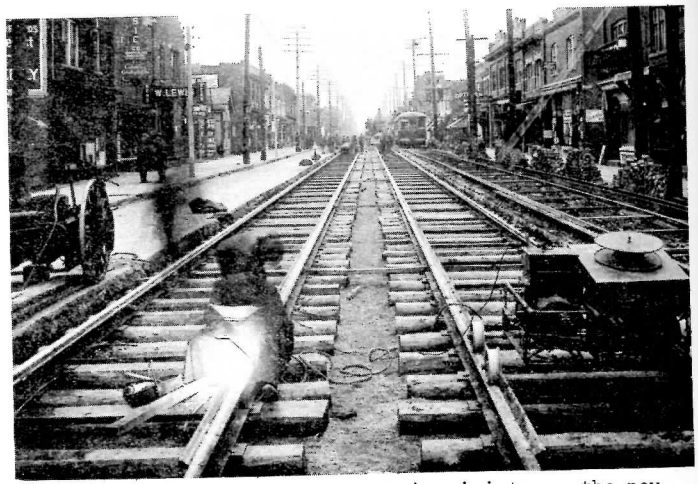
The map accompanying this article shows the extent of the rehabilitation program between 1921 and 1924. Lou Pursley's book The Toronto Trolley Car Story 1921-1961 carries an extensive listing of the track and special-work rehabilitation year by year.

It is hoped that this article has given the reader some insight into the methods employed by the TTC in their track rehabilitation program of fifty years ago. The work undertaken by the TTC was necessary at the time, and when the job was finished, the Toronto street railway system was in excellent condition--the envy of many other cities in North America. The importance and extent of the rehabilitation was not to be matched in cost and effort until the TTC entered the subway building era in the 1950's and 1960's. Total cost of rehabilitation of the system, including cars, track, buildings, etc., was close to $30-million. The cost in terms of today's dollars would be somewhere between $100 and $150-million.

The TTC built well, so well that the foundations laid on many miles of track rehabilitated in the program of the early 1920's are still in excellent condition--only the rails wearing out. Track rehabilitation programs undertaken in the past few years have simply required the installation of new rails on the old foundations.

The track rehabilitation program was but one of the steps undertaken by the TTC in the 1920's to give the citizens of Toronto cheap, dependable public transit. Fifty years later the Toronto Transit Commission still gives the citizens of Metropolitan Toronto excellent public transportation.





This welder is hard at work welding joints on the new track on Dundas Street West at Pacific, on November 28, 1923. Double track was laid on Dundas from Keele west to Runnymede replacing the single Toronto Suburban Railway track. The TTC upgraded all TSR lines within the city limits to double track, after the city acquired the lines from Canadian National on November 15, 1923.
(Toronto Transit Commission)

This concrete mixer is pouring the concrete paving base on newly rehabilitated track on Bathurst just south of King, October 25, 1921. After this, the granite sett wearing surface will be laid.
(Toronto Transit Commission)

The granite setts have been laid and the work is finished on this section of track in Cemetary Hollow looking north to the Belt Line bridge on Yonge Street, October 9, 1922. TTC's work is finished and soon city forces will be along to lay the first permanent pavement on this section of Yonge. The extension of double track on Yonge from Woodlawn to Glen Echo was the most important extension made by the TTC during the rehabilitation program.
(UCRS/TTC Collection)

TROLLEY LAND

Across our land there used
to be
Transportation as you like to
see.
Big green trolleys running by
your door
Now they've disappeared; for
evermore.

Interurbans and streetcars,
the very best
On ten minute headway,
sometimes less,
A smiling conductor and
motorman
Serving the public throughout
the land.

It was cold without but warm
inside
On wintry mornings, a
luxurious ride.
A large coal stove to keep you
warm
Snug and cozy on a rainy
morn.

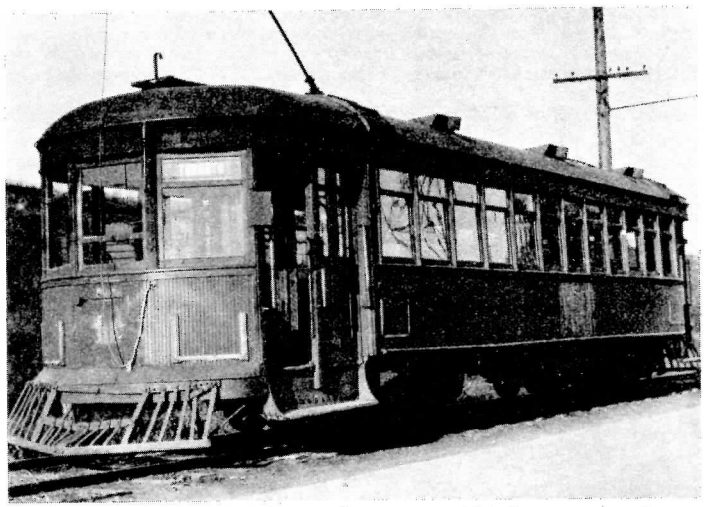
The fare on these cars was
just five cents
Miles and miles for what you
spent.
Polished oak panelling and
rattan seats
Indoor toilet with splendor
repleat.

Rocking and rolling, humming
along
Clicking and clacking, singing
their song.
Clanging their bell at every
pause
Serving the public---what
better cause?

Now all gone, or just about,
Why, oh why! Because of
some lout
With efficiency plus upon his
brains
Would replace them all with
subway trains.

A trolley was cheap, and it
made good time,
When automobiles stayed off
its line.
No smoke, or fumes, or
combustion gases,
Satisfaction plus, for all the
masses!

-- JAMES J. SHETLER SR.



Toronto & York Radial Railway car 119 lays over at Long Branch prior to leaving for a run into the city. (J. K. Lee)

TTC'S FIFTIETH ANNIVERSARY DISPLAY AT THE CNE A GREAT SUCCESS

An estimated 225,000 people viewed the Toronto Transit Commission's Fiftieth Anniversary exhibit during the nineteen days of the Canadian National Exhibition in Toronto that finished September 6th. The display, which was the largest, most imaginative exhibit ever undertaken by the TTC, and was designed to recap the fifty years since September 1921 when the transportation system in Toronto became publicly owned, and also to give a glimpse into the future for public transit in the Toronto area.

Among the features of the display were the following:

* Toronto Railway Company single-truck closed car 306, moved from the Museum of Science & Technology in Ottawa to Toronto, specifically for the display. The car was built by the TRC in 1892 and ran up to December 1921, when it was retired by the TTC.

* Brand-new Western Flyer trolley coach 9268, which was placed opposite to 306 in the display, providing a real contrast in transit vehicles over fifty years. 9268 is one of the 151 trolley coaches being rebuilt by the TTC at a cost of $5-million.

* An exciting, three-screen audio-visual slide presentation through fifty years of transit history in Toronto, shown in the A-frame. Large blowups of photographs, old and not so old, and scenes of the present, were liberally placed throughout the exhibit.

* A sixty square foot illuminated map which 'built up' progressively to show the extent and pace of the fifty years of transit growth.

* A full scale mock-up of a 16-foot diameter concrete subway tunnel lined with photographs depicting various stages of construction on the North Yonge Subway Extension.

* A large illuminated aerial photograph of Metropolitan Toronto depicting the TTC's concept for an integrated rail-rapid transit-commuter system.

* Models of subway stations now under construction and posters of before and after views showing the extent of building development along subway lines.

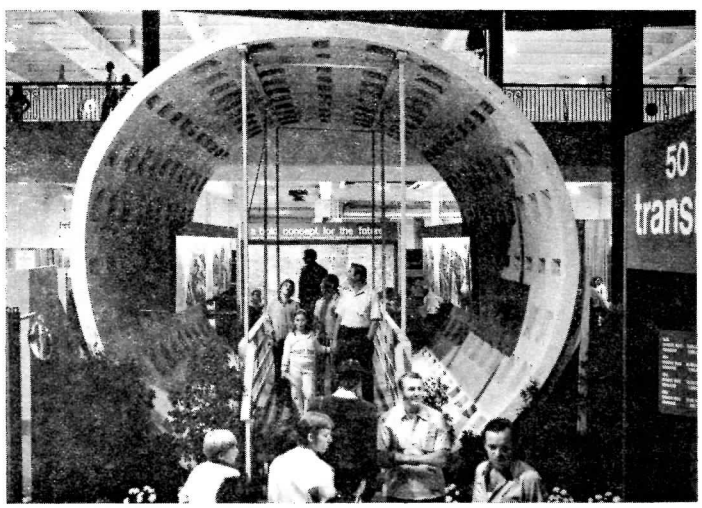
An eight-page four-colour souvenir booklet was given to visitors who went through the display.

Following the CNE, a portion of the photographs, and posters were placed on show at Toronto's new City Hall on the second floor of the council chambers. The show was to remain in the City Hall until the middle of October.

TTC streetcars and buses operating to the CNE for the 1971 'Ex' carried a total of 1,702,522 passengers, a gain of 74,649 over 1970. Direct-to-gates service was provided on four regular fare routes and on eight premium-fare express bus routes. Total CNE attendance exceeded three million.

TTC's 50th Anniversary Exhibit in the Leisure Building at the Canadian National Exhibition occupied 4200 square feet. Among its features were new trolley coach 9268, 79-year-old TRC car 306, and the A-frame theatre which featured an audio-visual trip. (NEWSLETTER/Robert McMann)

The audio-visual trip in the A-frame theatre covered fifty years of transit history, with the aid of three slide projectors showing black and white and colour slides. Some youngsters have paused for a moment for a trip into the past. (NEWSLETTER/Robert McMann)



Come aboard the car your grandparents rode.... The BELT LINE route sign in white on blue lettering was a prominent fixture on 306, along with the Watson fender. (NEWSLETTER/Robert McMann)

TTC 50 YEARS!

Tunnel construction work was shown in photos inside a full scale model of a subway tunnel section. In the background may be seen the conceptual map outline on the aerial map of Metropolitan Toronto. (TTC)

TTC Guide Barbara Potter, attired in the new white "special events" hotpants outfit, hands a copy of the 50th Anniversary booklet to a little girl. Over 60,000 copies of the booklet were distributed. (TTC)