

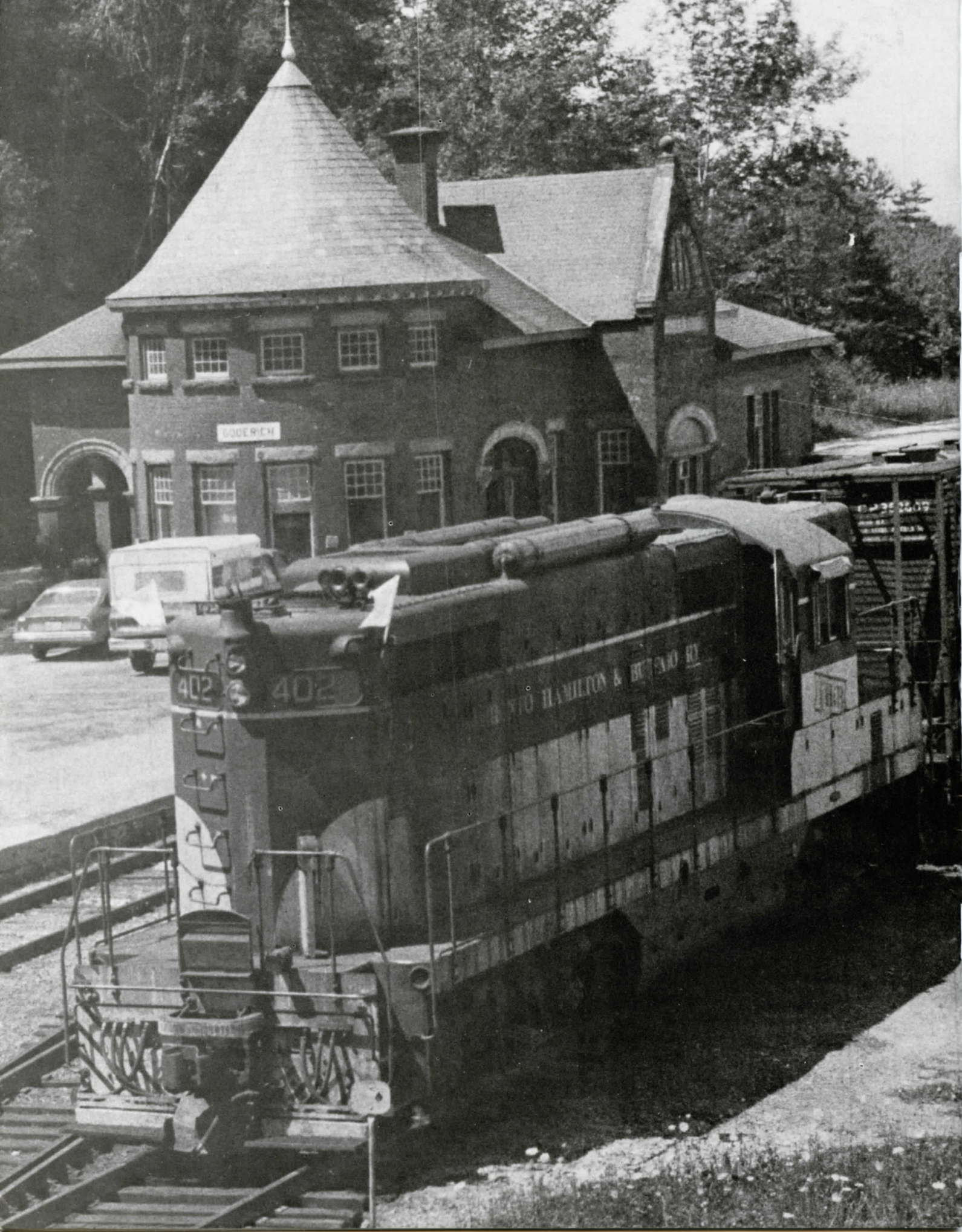
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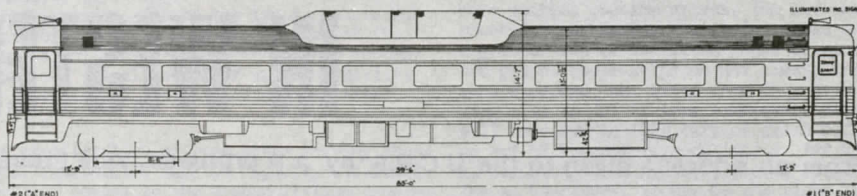
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FRONT COVER

The FA's are gone now but back in the winter of 1975 they passed by at 60 mph with this train of crushed stone from Uthoff to Toronto. Photo taken in January 1975 at Ypres (near Alliston), Ontario of train #84. (K.A. Gansel)

BACK COVER

CP Rail Extra 8813 East on the Princeton Subdivision with the Merritt - Spences Bridge wayfreight. The photo was taken in May 1977 near Clapperton, B.C.

(Ken Perry)

OPPOSITE PAGE

TH&B GP-9 #402 switching cars at Goderich, Ontario. With the TH&B fully under CPR control, these Hamilton based units are showing up in CP territory served out of Hamilton. Photo taken on July 18th. 1979. (I.C. Platt)

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GRAIN TRANSPORTATION IN WESTERN CANADA

From an address given to the U.C.R.S. by A.R. Williams, Vice President, Great Lakes Region CN Rail

I chose "Grain Transportation in Western Canada" as the subject for several reasons. The main reason is that I would be less than entertaining if I attempted to speak to as knowledgeable and interested a group as yours on railway matters.

A second reason for speaking on the subject of grain transportation is that the information we receive here in Eastern Canada, usually via the newspaper, is at best only a small part of the story. The myths that have grown up around the grain industry are legion. However, in addition to giving you an overview of grain transportation, I will speak on CN's ability in handling large increases in grain volume along with such other products as coal, sulfur, potash, etc., which have been moving in ever increasing amounts to the west coast of our country in recent years.

In 1975, the time of the appointment of the Hall Commission, which was instituted to inquire into the rail needs of prairie communities, the economics of a modernized rail system, and the probable conduct of producers and elevator companies in changing circumstances, and basically to recommend the type of rail network needed to serve the grain trade in Western Canada.

The total mileage of rail lines in the three prairie provinces of Alberta, Saskatchewan and Manitoba in 1975 was roughly 19,285 miles. Of this, 4,970 miles were located in Manitoba, 8,555 miles in Saskatchewan and 5,760 miles in Alberta. There would be very few of those lines which did not have one or more grain delivery points situated on it. However, it is interesting to note that while the number of grain delivery points and grain elevators have decreased over the years, very few miles of railway lines were allowed to be abandoned. For example, there were 2,113 delivery points in 1945 but only 1495 in 1976. There were 5,633 grain elevators in 1945 but only 3,964 in 1976, a decrease of 1,669. The reason for this of course is that there is no restriction on the closing of a grain elevator but there are, as you know, very stringent regulations governing the abandonment of a railway branch line.

What led the government into the appointment of the Hall Commission? For a number of years prior to 1975 a large number of the grain gathering branch lines had fallen into disrepair and in many cases the railways were applying for abandonment due to the absence of traffic. Coupled to this was an upsurge in the demand for Canadian grains and an accompanying increase in grain prices.

Why were the grain lines allowed to fall into disrepair? For several reasons. Two of these were: The lack of adequate traffic and the lack of replacement material. Two thousand six hundred and thirty-two miles of these lines were laid with 56 and 60 pound steel back in the late 1800's and early 1900's and replacement steel was not available. Forty six miles were laid with 79 pound rail and some with 65 pound rail. Due to increas-

es in weights of locomotives and cars, the weight of rail has increased materially from those days and rail mills are no longer set up to produce those weights of rail. The main reason is the Crows Nest Pass Rate structure, which limits the export grain rate to a level 3¢ below the level in effect in 1897. This works out to about 12½¢ a bushel for grain shipped from Saskatoon to Thunder Bay, and is almost the same rate the elevator companies charge the farmer to elevate his grain 50 feet in a grain elevator. The Crows Nest Pass Agreement has played such an important part in the grain transportation picture of Western Canada and is so misunderstood in many cases that I think some discussion of it is in order.

The Crows Nest Pass Agreement was a contract between the Government of Canada and the Canadian Pacific Railway Company. The agreement stipulated that in return for a subsidy to build a rail line into the coal deposits of the Kootenay District of British Columbia, CP would make certain concessions to the Federal Government. As you know, coal was a very valuable commodity to a railway in those days. One of these concessions was to lower the rate on export grain from 325 points in Western Canada to Thunder Bay.

These rates were set at a level 1.5¢ lower in 1898 than in 1897, and a further 1.5¢ lower in 1899. There were certain other rate concessions covering settlers' effects, binder twine, and other farm necessities. In return, the Canadian Pacific Railway received a cash subsidy of \$3.4 million, also 3,755,733 acres of land from the British Columbia Government, 55,000 acres of which was transferred to the Federal Government. In 1925 Parliament cancelled the Crows Nest Pass Rates on all commodities other than grain and flour. The grain and flour rates were made statutory and were to apply to all points on all railways in the west to Fort William (now Thunder Bay). In 1927 the rates were applied to all grain and flour shipments through the west coast ports and in 1931 to the port of Churchill, Manitoba. So, in effect, Canadian National was stuck with the rates negotiated by Canadian Pacific, and received nothing in return. No \$3.4 million, nor 3,755,733 acres of land. Strangely enough, very few people in Western Canada seem to want to believe the history of these rates. Throughout the farm community, farmers who want the retention of the Crows Nest Pass rates argue that the railways received millions of dollars and millions of acres of land in return for a promise not to raise the grain rates. Canadian National received nothing, but this fact seems to elude them. However, it is not just the farmers who perpetuate the mistake, or myth. In the presentation of the Alberta Government which they made before the Hall Commission in 1975, they referred to the concessions the railways received in 1897 by the Crow Agreement. Only last month in an article on Western Grain in the Financial Post, the reporter referred to the railways getting huge land grants under the Crow Agreement. It is unfortunate that the so-called responsible

people don't want to be bothered with the facts.

The foregoing is only a cursory look at the rate question, but it is undoubtedly the most important part of the grain transportation picture. If you lose money continually on a branchline, you don't invest money in it unless such investment gives promise of a return. The same can be said of a commodity. If the carriage of a commodity does not cover your expenses, you don't rush out and buy new cars.

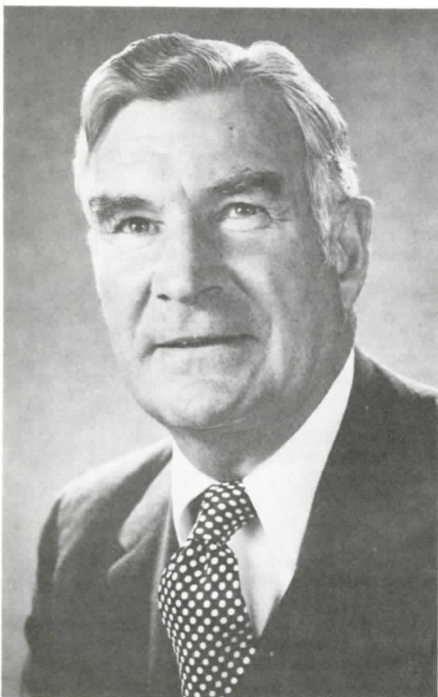
This leads us into the grain fleet and the complaints of the lack of grain cars. CN had 11,600 standard 6-inch door box cars in 1974 which were available for grain. Four thousand of these were normally used in moving forest products, mainly lumber. At the same time we had 9,600 covered hopper cars, but these were used in the potash, fertilizer, sand, salt and cement trade, and only used in the grain movement when they were available. Unfortunately the box car fleet was of ancient age, the newer cars being 17 years old, with the large majority being 30 to 50 years old. These were mainly 40-foot cars, with some very old 36 foot cars included. Box cars with doors larger than six feet or with double doors cannot be used, as it is necessary to install grain doors inside the cars before and during loading to prevent leakage and prevent damage to the car doors.

As a result of the age of the fleet the cars were taking themselves out of service very rapidly, and the number of cars marked for scrapping was continually increasing. This gave rise to two serious problems: First, the diminishing car fleet, and second, the need for light-weight cars for the many grain gathering lines laid with 56 and 60 pound steel. The first problem was partially solved by the purchase by the Federal Government of 2,000 hopper cars of 100 ton capacity. This of course did nothing for the second problem, and while further government purchases have included 90 ton capacity aluminum hoppers, the light steel branch lines were still a problem.

Our solution to this was to eliminate the unnecessary grain gathering branch lines, decide on a grain gathering network, and upgrade the lines in this network to a level where they would accommodate at least the 90 ton aluminum hopper. I am sure you all appreciate the superiority of the hopper car over the box car in handling grain.

Opposition to our plan did not come so much from the elevator companies such as Saskatchewan Pool, Alberta Pool, Manitoba Pool, United Grain Growers, Pioneer Grain, etc., but from the small farm communities and the farmers themselves.

Generally, the grain elevator companies were delighted to have us play the role of the heavy. Originally, as in the case of the railways, the elevator companies had over-



A.R. Williams Vice President, Great Lakes region of CN Rail. (CN photo)

built. Their system was geared to the horse and wagon era where a farmer could travel with a horse and a wagonload of grain up to seven miles to a grain elevator, unload and return to his farm in one day. As a consequence, there were many small, uneconomic elevators still in the system which the elevator companies wanted to close. There are no regulations preventing them from doing this, such as there are on railway companies. Their problem was they are co-operatives, with some exceptions, owned by farmer members and they were afraid of their own members. It was therefore left to the railways to argue the need for change.

In the network proposed by us we endeavoured to ensure that no farmer would have to drive more than 25 miles to deliver his grain to an elevator. This particular point was a major objection at most of the hearings before the Hall Commission. Some farmers said that if they had to drive more than 10 miles they would sell their farms; others said they would go broke. These objections seemed to impress the Commission until we went to the Peace River country in Northern Alberta and heard from farmers who regularly drive 40 to 50 miles to deliver their grain and thought nothing of it.

In the same vein, the farmers said that if the railway was abandoned, the elevator would close and the town or village would die. They did not know the elevator company was going to have to close the elevator in time in any case because of economic conditions. As for the town dying, in many cases there really was no town, only an elevator and a siding. The town or village had disappeared years ago, and what killed it was the Provincial Government consolidation of school districts. They removed the village schoolhouse and bussed the children to larger centres, to big, modern schools. The

parents of these children did not like to see their children spending up to an hour a day each way on these school busses, and gradually moved their residences into these larger centres. One of the ironic twists was that Justice Hall, who was chairman of the Commission, was the same man who had recommended the consolidation of school districts in Saskatchewan, which started this trend.

The proliferation of rail lines serving these small communities and low capacity elevators added of course to the transportation problem and to the cost. However, there are other factors that compound the problem. Grains are marketed through the Canadian Wheat Board. They are paid for in two stages: First an initial payment which is set each spring and a final payment which consists of the difference between the initial payment and the sales price the wheat board gets for the grain, less the costs of administering the wheat board. This does not present any problem for the railways, but the manner in which the grain is purchased by the wheat board does. In order to get money into the hands of all farmers, a quota system is set and each farmer is allowed to deliver only so much grain. Consequently, it is necessary for the railways to give service to each elevator in order to provide room for farmers' deliveries to fill their own quota. This leads to far more serious problem, as it is necessary to move this grain to export terminals to unload the grain cars for further use, and the grain being unloaded in the export terminals is not always of the type or grade ordered by an overseas buyer. As a result, the terminal elevator has very little room to handle deliveries to a ship. You have often read in the press or heard on the radio news of ships waiting to load grain at Vancouver, but there is no grain. Even during the worst periods there has never been less than 9 to 10 million bushels of grain in the Vancouver terminals. The trouble was, it was the wrong kind of grain, and the railway gets its orders for grain deliveries from the wheat board.

A further problem is the work practices at the terminals. The railways work 24 hours a day, 7 days a week. The terminals work 5 days a week with some overtime. However, for some weeks now the grain inspectors at the terminals are working to rule and refusing to work overtime. It is easy to see how a car fleet can lose its effectiveness when loaded cars are left sitting at the terminals. To add to the terminal problem, there are usually 6 or 7 different unions at the terminals and it is not unusual for the different groups to have differing lunch hours, so that the operation is shut down for as much as two hours in the middle of the day, as one piece of the operation is missing.

I think you will gather from some of these remarks that there are more problems to the exporting of grain in Canada than the railways.

The system itself leads to problems. There is no compulsion on any part of the system except the railways. The farmer does not have to grow any grain. If he does, he does not have to deliver it. He can store it on the farm and save it for his retirement if he wishes. Also, he does not have to deliver it at any particular time. He receives the same price for the grain whether he delivers it in January or June. Who wants to get up on a cold January morning and load grain for a trip to your friendly country elevator? Why not wait for a nice sunny spring morning? As a result, there is not a steady flow of grain which would optimize the use of the grain car fleet. If the farmer does deliver

his grain, it can sit in the elevator for months until it is called forth by the wheat board. As a common carrier, the railways are obliged to transport the grain as directed. Here another problem arises, the overseas countries purchasing the grain insist on using their own or chartered ships to pick up the grain. These ships do not always arrive when expected, but often when they have nothing else to do. At some time every year we will have 900 to 1100 cars of grain backed up out of Vancouver, sometimes as far back as Edmonton, waiting to be placed for unloading at Vancouver. It may be the right type of grain or it may be the wrong type of grain. In emergencies this leads to further problems, in that the authorities want us to switch out and deliver only the types of grain required for any particular ship. Often the terminals will be loaded with #1 Northern, expecting a Russian ship for loading, but before the Russian ship arrives, an Italian ship appears for a load of #3 Northern for making pasta. So what should be a simple exercise in transportation logistics turns into a fiasco. As mentioned earlier, only part of the system is regulated; the remainder must depend on the co-operation of the participants. All of which has led to the oft quoted remark, "Canadian wheat is 13% protein and 87% politics."

If it did nothing else, the Hall Commission provided us with an opportunity to look inward - to recognise the overall complexity of the grain handling system and how its final performance can be impacted by many factors under the control of the individual system components. One of these components is track capacity, particularly to the west coast, if we are to participate in the large growth that has been forecast for western grains, and in talking of rail capabilities one cannot of course isolate the needs of an individual commodity.

The demand for Canadian grains has been growing in the last decade and world prices, as for most other commodities, have been climbing. In addition, this increased demand has been mainly for shipment through the west coast, which of course puts a greater strain on our western facilities. Coupled with a forecast increase in coal, sulfur, potash and forest products, it appears that demands on CN will rise quite sharply and could possibly translate into a near doubling of our present handlings by the mid-1990's. Our problem is, can we provide capacity for this kind of growth.

Our capabilities in this regard will be a function of four principal factors:-

- 1) The number of trains we can operate in a westward direction in a given period of time.
- 2) The number of cars per train.
- 3) The capacity of these cars, and
- 4) What we can call for the moment "line outages" or "down time".

The number of trains that can be operated over a section of track in a set time span is determined by the speed of the movement and the spacing of sidings or other sections of track to permit "meets" or "overtakes", and finally, the efficiency of the dispatching process.

Train speed is determined by curvature, gradient, general track conditions and the horsepower used in relation to gross ton weight.



More sidings and short sections of parallel track could be added, leading to the creation of a full double track plant. However, in mountain territory this is not always possible. We can also make refinements in our intermediate terminals, further improve our train control system and add signals in long sidings to permit faster exit and entry speeds at "meets".

Closely akin to train movement, of course, is the matter of train length. Some of our unit trains now run at 98 car lengths. However, with winter conditions, switching requirements at local stations, specialized equipment and other operating requirements, this will not always be achieved with every train, and all we can say here is that our average will continue to move up.

Car capacity is the next item. The old 40 ft. box car has not disappeared but its use now is mainly in the grain trade, subject to its being loaded with lumber on the return movements from the west and pool car traffic for the west on its return from the United States through Toronto. Most other commodities going to the west coast travel in 100 ton cars, and as the grain branch lines become rehabilitated, more and more grain will also be loaded into 90 or 100 ton hopper cars. This will add further to our capacity.

Now lets talk about the less positive side of the picture - "line outages" or "down time". There is no sense avoiding or not talking about mishaps because we do have them. The size and weight of the trains we now operate and can foresee may well interrupt normal traffic for several days in the case of an accident. Much has been done, however, to reduce accident frequency through detection devices, a stronger track structure, extensive grade stabilization and other programmes. Therefore we think these interruptions should not be any more frequent than in the past despite the increase in activity that has been forecast.

A factor that concerns us more is the impact of heavier loads and longer trains on our maintenance requirements. Rail wear has been an increasing problem and is particularly noticeable on curved track. This problem has recieved a great deal of attention in the last few years and it appears there have been some major breakthroughs. First, the heavier weight of rail and installation of concrete ties has helped. We are using additional lubrication and grinding to control corrugation. We are also changing the profile of the wheels on our cars to fit the curvature, and, more important, we are experimenting with "Steering trucks" which steer themselves around a curve rather than try to climb it. Coupled with all this is a new chrome columbium treated rail for use on curves which should give the rail a much longer life. These programmes, and they represent the latest technology in railroading, will extend the life of our rail and so reduce maintenance and replacement. We must face the fact, nevertheless, that heavier traffic volumes in larger cars in larger trains will still demand time to work on the plant.

This has been a very cursory look at the capacity problem, and there are many other important facets of it. For instance, when we talk of more sidings and sections of parallel track, we need wider rights of way, new rights of way, more ballast pits, enlarged terminal areas, etc., and we know from past experience that in many locations these needs will be in apparent conflict with the goals of park authorities, municipal planners and environmental control agencies. Something has to give.

I am not suggesting the railways be given carte blanche authority to do what they want or to plan without proper respect for community and environmental objectives. There must be an acknowledgement, however, that if the railways are to handle more traffic, they must grow. Recognising this, I am sure we will be able to find the compromises which are necessary.

Looking ahead to the projected increases in commodities moving particularly to the west coast, including grain, the question is can CN meet these large, forecast increases? The answer is yes. We have the technology and know-how to make changes in our plant, we can improve our train length and our car capacity. CN has as well, insofar as the west coast traffic is concerned, and that is where the forecast increases appear to be destined, the unique option of our B.C. north line to provide an alternate route to tidewater at or near Prince Rupert.

When I say we can handle these large increases I realize it will not be easy. The orderly creation of additional line and terminal capacity and the physical and operating changes I have been talking about represent a formidable challenge. It will take first rate planning, imaginative engineering, innovative and determined management. In addition, and of great importance, it will require a favorable climate of understanding by government and the public that what is being done is for the good of all Canada.

Therefore, it is suggested that we set aside concern about the physical ability of CN to cope with the higher traffic demands projected for the years ahead and address ourselves instead to the resolution of the specific problems

Ray Williams

BOOKS IN REVIEW

A HISTORY OF THE LEHIGH VALLEY RAILROAD, "The Route of the Black Diamond" by Robert F. Archer, 8 1/2" x 11", 372 pages about 655 photographs, maps and drawings, bibliography, index. Hardbound with coloured dust jacket and frontispiece, US\$17.50 published by Howell-North books, 1050 Parker Street, Berkeley, CA 94710, USA

The Lehigh Valley Railroad was the last of the five New York-Buffalo trunk lines to be completed and also the one with the longest route between the two cities. It nonetheless was a busy anthracite carrier and soon diversified into general merchandise haulage.

The book is likely to be of interest to Ontario C.N.R. fans, for it deals with C.N./G.T.'s old partner on the passenger services Philadelphia/New York to Toronto and to Chicago via London.

The author was fortunate in having an overabundance of material from which to write his text and he acknowledges that the selections made were accordingly somewhat arbitrary. The treat-

ment is scholarly and analytical, yet sufficiently fast-moving to sustain a reader's interest.

He chronicles the growth of the L.V. from its original Mauch-Chunk-Faston Pennsylvania line in the 1850's, in the late era of coal transport by canals, then describes L.V.'s repeated enforced extensions to retain a competitive position. These extensions were both eastward toward the great markets of New York City and westward toward Buffalo. L.V. gained access to Buffalo in 1876 by trackage rights and a third rail on the 6' gauge Erie. L.V. became a trunk line in its own right in 1892 when it completed its own line from Geneva to Buffalo.

Like other railroads serving New York City, L.V. developed extensive maritime operations. L.V. also became involved in Great Lakes steam navigation in an effort to achieve and maintain a competitive position. Both of the waterborne operations are described and illustrated in the book.

Motive power development is outlined, commencing with the wide profusion of early designs and progressing through Mother Hubbard locomotives and other

engines with huge Wooten fireboxes to the super-power steam era and dieselization.

The various changes of control of L.V. through the years are explained, along with the final dissolution coincident with the startup of Conrail.

The very extensive illustration in this book will give even the reader who has never seen the property a good overall impression of what the Lehigh Valley Railroad was like, for the pictures include not only motive power and rolling stock, but numerous station, yard shop, mine and early canal views. Mountain valley line scenes convey both the difficulties and beauty of the terrain traversed. In this category is the colour reproduction on the dust jacket of a fine painting by Ted Xaras, which is also used as a frontispiece. Much of the illustrative material is presented as an Album at the back of the book.

This is another outstanding book from Howell-North. The publisher's usual excellent standards are to be found in all aspects of this work. In summary the book is highly recommended for anyone with an interest in northeastern U.S. trunk lines. -J.D.K.

THE WITT ERA

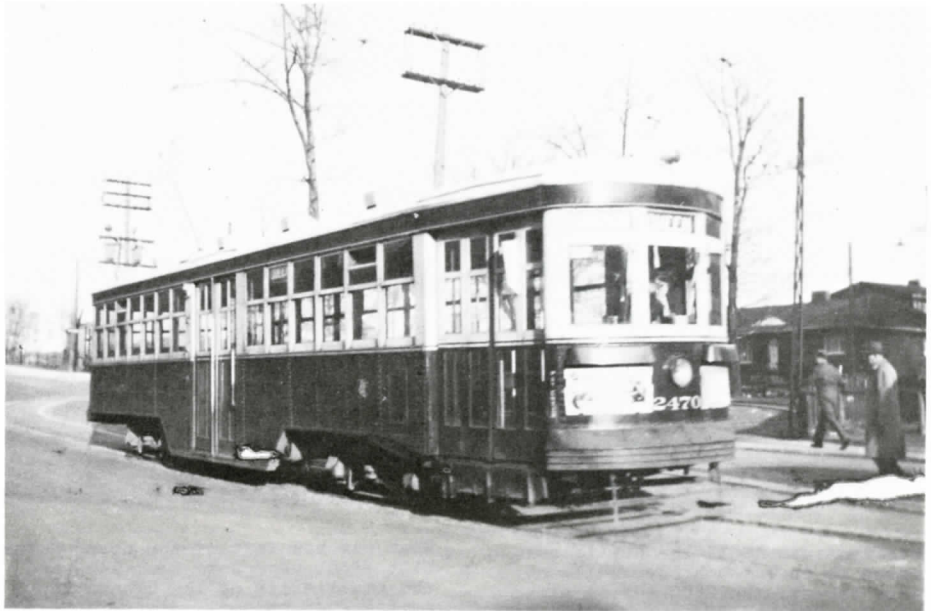
by Larry Partridge

In the time period from 1938 until 1963, the familiar Peter Witt streetcars of Toronto were running on numbered days. During those years, few people could envision the time when these workhorses of the Toronto streetcar fleet would finally retire and disappear from the roster forever.

When I was 6 years old, I had the good fortune of an uncle working as a motorman for the then Toronto Transportation Commission (it was shortly changed to Transit). Many were the times from then until he retired in 1960, that I rode the cars with him, and even a couple of occasions when I had a brief turn at the controls in the yard, at the end of a day's run. During those times, my uncle would reflect back on his days with the TTC and its predecessor, the Toronto Railway Company, which he joined in 1916. We had many long talks, but unfortunately the era of the tape recorder wasn't in vogue then, so most of what I'm setting down here comes from memory of those chats. As well, both of us didn't take many pictures during those years, my uncle because of his job and family, and myself because I didn't own a camera or even knew then how to operate one. So it's mainly the memories I have to rely on, plus information I later picked up from many sources, to relate here just how the era ended.

So let's turn the clock back, and come to the year 1951. The important decision taken here was the removal from passenger service of car 2300; it became the new training car at the Hillcrest Shops, and would remain in this capacity until replaced by air electric PCC car 4000. A group of the large Witts had been transformed into one-man operated cars, with some others transformed partially. But the big story was centered around Yonge Street, and Kingston Road, where these two routes still enjoyed trailer train service with a crew of three to operate them.

The new subway system was fast approaching completion, and the days for many of the large Witts were numbered even then. Into 1952, the decision was taken to retire trailers on Kingston Road, and large Witts ran along with small Witts and PPCs. But the large Witts were at a disadvantage; they continually held up gaps in service, as they never seemed to finish loading! They were finally removed from Kingston Road service, and used mainly on King and Queen for rush hours.



The famous Brill Peter Witts had had Bay Street as their home route since 1933, when they were transferred to St. Clair Division from the old Dundas Division. They had the best trucks and motors on the system, which gave little trouble, and many hadn't even seen an overhaul. But the bodywork was very inferior, and suffered greatly from salt damage during the winter, when

TTC Witt 2470 westbound on the Queen Route having just left Neville Loop in Toronto's east end. April 1945. JTA Smith/UCRS Coll.

Witt 2462 southbound on Bay Street at Front heading for the Ferry Docks on the Bay Route, just prior to the opening of the Subway in Feb. 1954. Mel Smith photo/DW Smith coll.

roads were salted during snowfalls. In their early days, the Brills had hauled trailers, but on the hills of the Bay route, this was considered dangerous. However, most of these cars carried their couplers until 1947, when they were all removed.





Entering into 1953, the Brills continued to operate on Bay, while on Yonge Street, the 2500 series along with the 29s and 30s, were still in train service. By now, the Yonge route had been cut back to Eglinton from Glen Echo, and a new yard near the Toronto Harbour Commission building had been opened to accommodate cars, as Eglinton Carhouse was directly affected by subway construction, and many cars could not be stored there. As will, cars requiring maintenance were taken to Russell Division in the east end during the night.

During the subway construction, Yonge trains were often diverted, and as well, many trailer train combinations were kept intact, due to car moving restrictions because of Harbour Yard's size, and the number of cars stored there. This continued right up to the end of the Yonge carline; and many motor cars had carried the same trailer for two years.

1954 was the year of exceleration. On March 30, 1954, the Yonge subway opened. During the morning of that day, Yonge trains carried on as if nothing had happened, but in the afternoon, about 1:30 pm, the trains ran south to Harbour Yard for the last time, never to go north on Yonge again. As well, the Bay St. Brills ended service. In the months that followed, all of the 25s, 26s, 29s, and 30s, as well as the odd

numbered 27 and 28 series trailers, the last on the Toronto system, were scrapped, with some managing to live a little longer as cottages, work sheds, and homes. One of these was 2835, which still reposes in a vacant lot near Honey Harbour, Ontario, but alas has been stripped to just a shell.

What was now left of the proud Peter Witt fleet were some 23s, 24s, and the small Witts of the 27 and 28 series even numbers. Their lives were prolonged as Toronto would need these cars for several years as rush hour extras and specials. Only with the addition of second hand PCC cars over the years would the Witts remaining see ultimate retirement; and it was during this period that I came upon what was left, and was given the chance many others were given of riding out with the end of the Witt era in Toronto.

With the disappearance of the Yonge and Bay routes in 1954, changes were made. One of these was in the Dupont route, which largely replaced the Bay cars. Dupont cars ran to the docks and to a loop on Christie Street, so in a sense, Bay service hadn't entirely disappeared, but had been given a different name.

During these years I suppose myself and others could be found doing the same thing. Waiting downtown during the evening rush hours, patiently letting as many as 10 PCC air electric cars go by, waiting for that one tired old Peter Witt to come along, its outside paint covered by dust and dirt; but the sounds were what captured most of us (had many of us known that the air electric PCCs would also be gone shortly after the Witts, we'd probably not let so many go!).

Those sounds are still etched firmly in my mind; the air brakes, hissing as the car started up; the doors, center and front, with sliding and folding operations; and of course, that definitely recognizable gear whine, which was a cross between an unfed dog chasing a cat, or a rusty buzzsaw cutting through petrified wood.

Left: Trailer train with 2552 in charge, southbound at Yonge and St.Clair. Another southbound trailer train (Right) at Yonge and Wellington. Both by Mel Smith/DWS Coll.

Even the cars' appearance, both exterior and interior, would still be reflected to me long after they were gone; those windows which often reminded me of greenhouses; the draft vent windows, which probably gave more of a draft than they prevented; the open back window in summer, which allowed a through breeze during the hot summer days; and of course, the 6 seater in the back of the car which was often used like the family couch by those of our society who had had one too much. My uncle often recalled many nights when he would be on late shift, and one of these denizens of the night would enter, haphazardly drop his fare into the box, and then proceed to stagger to the back of the car to his waiting bed. This he occupied until my uncle came across an intersection (his favourite was the one at Queen and Church, going eastbound on Queen), when he would take the car across rather quickly; the occupant of the back seat suddenly being awakened from his other world by being deposited face down on the floor of the car.

One of the characteristics of the Witts in those years was the fact that everytime you were out watching for them, it always seemed to be a rainy day. Many times I stood at Queen and Yonge during the evening rush hour, waiting patiently for one to come along, while my skin drank in large amounts of rain, which led to me being constantly inundated with several colds, bouts of pneumonia, etc. But to me it was worth it, as I felt I was witnessing something that would eventually pass from existence. Little did I realize that the time would come soon enough.

The small Witts saw more service during these years than did the large cars on the regular routes, the large Witts being used mainly for school charters, and special bathing cars for school children. As well, they were often chartered for picnics and trips to High Park, so in a sense they saw their own legion of service.

While most of the cars were well maintained, many of them badly needed cleaning, and this was a characteristic of the cars which had come during the end of Yonge and Bay service. During that time, cars were hardly ever washed, and they were always of a rather filthy exterior appearance. But one turn through the wash rack, as this did occur at times, made them look shiny and new, and many of the cars did receive paint jobs from time to time.

But time had caught up with the Witts. The TTC had made several purchases of second hand PCC cars over the years, with cars coming from Cincinnati in 1951, Birmingham in 1953, and Cleveland towards the end of that great system. Some of the Witts which were in bad condition were scrapped; and the torch made the first call towards the large Witts of the 23 and 2400 series.

But 1957 was the turning point. In that year, the TTC purchased 30 PCC cars from Kansas City, and this made redundant several Peter Witts, mostly of the large car class. It was at this time that my uncle made an observation about car maintenance.

Cars were often brought into Hillcrest Shops on rotations when they required work. My uncle liked to tell about the car that was sent into Hillcrest one day for a new floor, which was installed. The day after the car had the new floor installed, someone decided that its useful life was over, and placed it on the scrap list! And the order was carried out. Things like this often carried on, right up until the end of the era.

Five large Witts were involved in a unique experiment. They were completely rebuilt structurally, to see if their life could be prolonged for future use as rush hour cars on some routes. One of the cars of this group was 2424, which of course is one of the three restored cars now running in this city. Now owned by the Halton County Radial Railway Museum at Rockwood, it is temporarily on loan to the TTC.

As time went on, many more cars disappeared, never to reappear again, except perhaps as razor blades or new fenders on autos. It was very difficult to keep track of these subtractions from the fleet, and I didn't get much chance to do this while in school, and my uncle at this time was involved more and more in his job and family.



ABOVE:Rear end shot of Witt 2744 at Russell Division. It was to be another nine years before the Witts made their last run in regular service. MIDDLE:Northbound trailer train on Yonge Street at King. About the only recognizable building is the Hotel Victoria in the background. BOTTOM:Brill Witt southbound on the Bay route at Bay and Front. ALL by Mel Smith/DWS Coll.



Then came the changes. By 1961, there were only two large Witts left, 2300 and 2424. 2300 continued as the training car, and 2424 was used as a special car, mainly for school children. By now the Witts were slowly approaching more than 38 years of service, and the TTC was having thoughts of keeping a standard fleet. Needless to say, this would result in final retirement of the Witts, and an all PCC fleet. Looking back now, even I am surprised that the Witts lasted as long as they did, when most cities had retired their standard conventional equipment much earlier, and replaced it with PCC cars. But Toronto had made good use of the Witts, and would continue to do so until the very end, which now was only two short years away.

In 1962, large Witt 2424 was finally retired, and became part of the collection of the Rockwood Museum. 1962 saw more cars removed from service and lined up in front of St. Clair and Russell Carhouses, but they were still active in case the TTC needed spare cars for emergencies, which indeed did happen.



Restored to service after 8 years in storage at St Clair Division, 2766 is seen here eastbound on the Queensway during a fan trip. The car had been retired in 1965. However, in 1973 the TTC had been persuaded to restore the car for downtown Tour Tram service as well as charters. Later car 2894 was restored as a backup car for 2766. Unfortunately the service did not last, but the service was taken up a private operator on a charter basis with the TTC providing the car and operator. (R.W. Layton) BELOW: St. Clair Division in July 1924 with a line up of 7 Witts and a mixture of various ex TRC cars. St. Clair is now used by the UTDC as a base for the new CLRV's, making 4 generations of cars to operate out of it. (TTC Photo)

No cars were scrapped in February, but one ended life in March. And while February 28, 1963, was supposedly the retirement date for all the Witts, such wasn't the case.

April saw no scrappings, but was the month when time finally ran out for Peter Witt's namesakes in Toronto. Up to this time, the cars had been "retired", but cars were seen being used as specials and emergencies from time to time. The stage was now set for one final appearance by the Bathurst Battleships, and the date was April 24, 1963.

On that day, the International Baseball League season opened at Maple Leaf Stadium, and the Bathurst car line was bursting to the seams, carrying fans to the stadium at the foot of Bathurst St. Such was the demand after the game was over, that six Peter Witts were pressed into service, among these being 2766. Fate was to deal this car a rather rosey future later on.

With this final appearance, the Witts were retired, never to see regular service on Toronto routes proper again. Thus began the scrappings, with 14 cars in May, 3 in June, 14 in July, 9 in August, and a final 2 in September.

1963 saw the end of the large Witts, as 2300 was finally retired as the training car, its place being taken by air electric PCC 4000, which itself would be replaced in 3 years by 4700. 2300 was sold by the TTC to the Canadian Railroad Historical Association Museum at Delson, Quebec, where it went. 2300, however, has since returned to Toronto, and is in storage at Hillcrest Shops, pending a decision by the TTC and the CRHA on its future.

With the last of the large Witts gone, the story now turns to the remaining small Witts of the 27 and 2800 series.

These cars had been involved in rush hour work, with some cars taking turn in base service, but only in limited numbers. As 1963 approached, so was the opening of another subway in Toronto, this time along University Avenue.

That opening took place in February, 1963, and with it the end of the Dupont carline. This had been home to the small Witts for many years, and by this time, 10 small Witts had been scrapped in the preceding month. This left 97 cars still on the property, in various states.

But some have lived on to see another day.

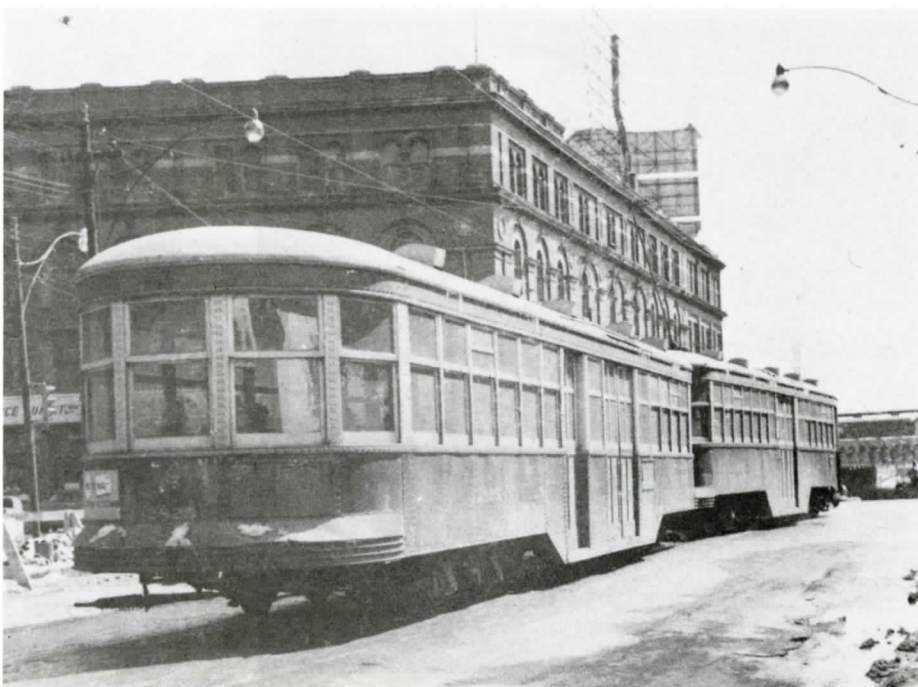


Car 2770 was stripped of parts, and these have been used for restoration at Rockwood of cars 2890 and 2786. 2770's trucks went to a museum in the U.S. No. 2778 found a new home at Trolleyville, U.S.A., where it now resides, completely rebuilt. Cars 2786, 2806, and 2894 went to housemover Charles Matthews. 86 is now at the Rockwood museum, and 06 has been put to use for spare parts. 2894 was purchased by the Ontario Rail Association, which has leased it to the TTC where it is now used for special services. The body of 2802 was later used as the basis of the "Trolley Restaurant", a part of the Village by the Grange Development at McCaul Loop.

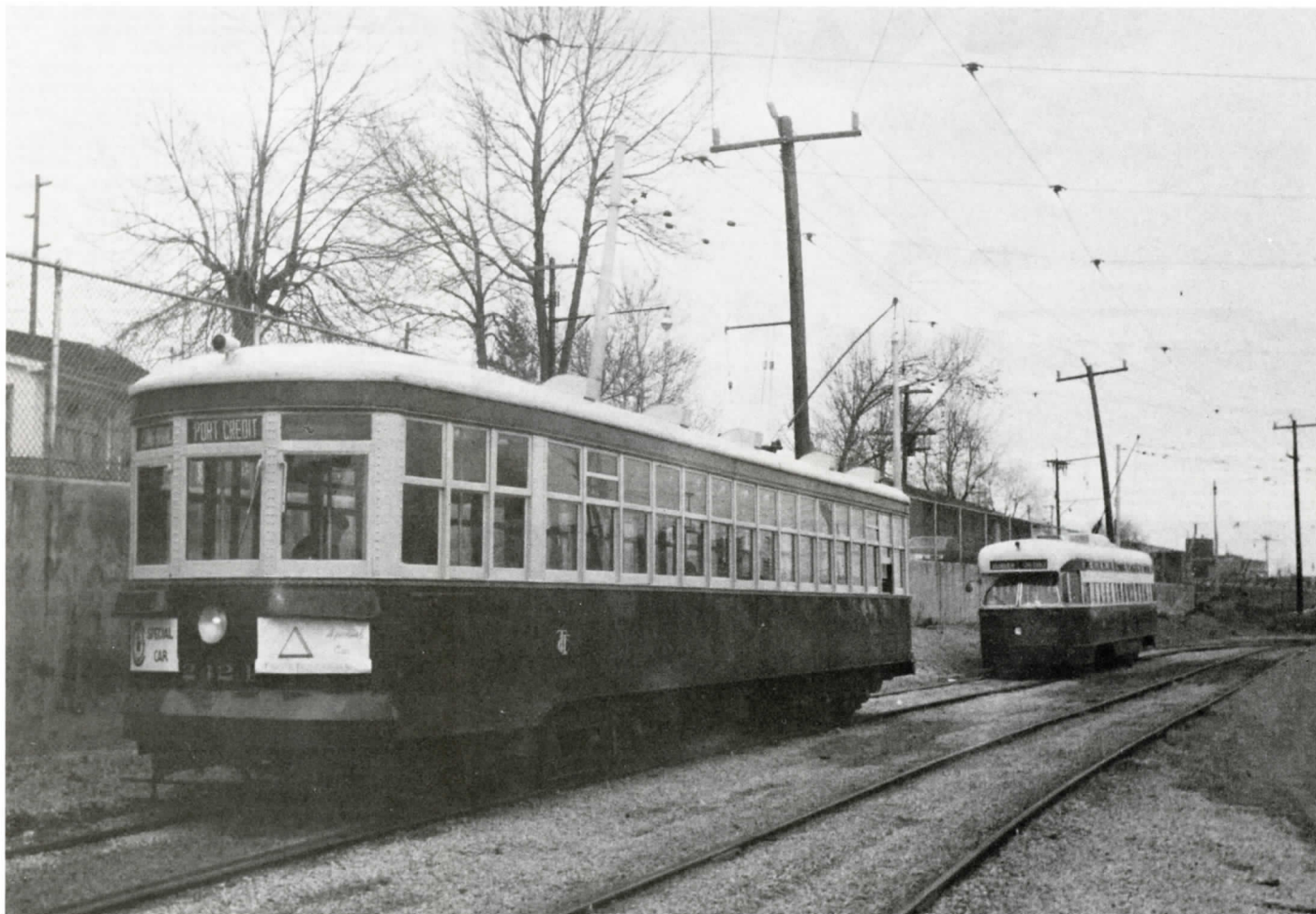
One of the more unusual stories involving a Witt was 2802, which was sold for scrap, but was used in a Father's Day promotion by a local radio station. Alas, this car has now disappeared as well.

2898 was sold to the Branford Electric Railway Association in the U.S. where it operates today, still in its Toronto colours.

And now we turn to 2766.



ABOVE:1954 and a Witt train with Harvey three door trailer 2825 just starting the turn from southbound Yonge Street onto Front Street westbound.Mel Smith photo/DWS coll.BELOW:Restored Large Witt 2424 at Long Branch Loop on a joint UCRS-Toronto Transportation Society charter.Ironically the Witt will outlast the younger, by 33 years Birmingham Pullman in the rear.(L.Eyres)





ABOVE: Lineup of equipment at Russell Carhouse that cannot be repeated now: two Witts, trailer shunter, ex TRC wooden car, another Witt and an air electric PCC. LEFT: Peter Witt 2932 and trailer at Exhibition Loop the week after Subway service wrote finis to Yonge Street and the Witt trailer trains on a fan trip that was the last trailer train operation in Toronto and North America. Both by Mel Smith/DWS Coll. BELOW: A Contrast in disposition—two Witt trailer bodies reposed on a farm just near Kleinburg for years before they finally reached the point of no return and were cut up. JTA Smith/UCRS



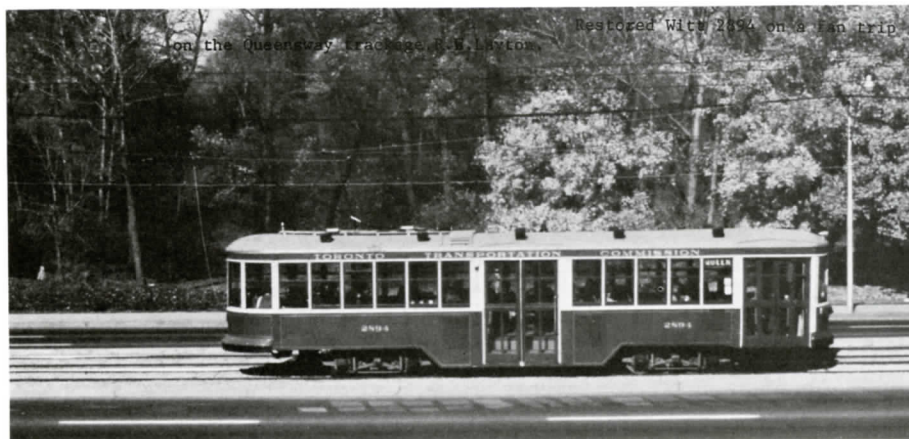
As the other cars were being scrapped or sold, 2766 managed to escape the torch, and was used for a two year period as a charter car. After a final charter in July, 1965, the TTC deemed the car to be not up to the system's safety standards. It then began a retirement at St. Clair Carhouse for 10 years before fate would again move in its favour.

During that period, many rumours abounded that the car would be sold, and in fact, it received a complete repainting, which was deemed a step in this direction. I made many trips to St. Clair division on Friday afternoons to make sure the car was still there, and each time I was greeted with a glimpse of it poking its nose through the dim light on one of the tracks.

In 1972, came the decision to save Toronto's remaining streetcar system, and with it something else—a proposal to restore 2766 to operating condition for use as a tour car. It was a happy day indeed on Friday, June 22, 1973, almost 10 years since a Witt car was seen on Toronto streets, that 2766 made a special press tour of its new duties. For many of us who gathered on York St. that night to witness the event, it is something we would never have said would happen in 1965. But here was the actual proof, right down to the gear whine!

Of course, the rest is history. 2894 was acquired from the ORA as a backup car, and later came 2424.

The title of this series has been the end of the Witt era. Truthfully, that took place on February 28, 1963, but did it really end? Looking into 1980, I see three Peter Witt cars still running on Toronto streets, and can only surmise that with the end of one era comes the dawning of a new one. Long may this one last!



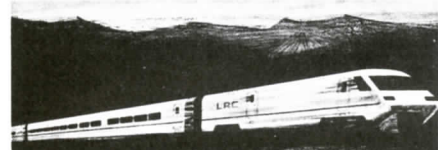
TEN YEARS AGO

SEPTEMBER-OCTOBER 1969

CANADIAN CONSORTIUM DESIGNS LIGHTWEIGHT TRAIN

MLW-Worthington Ltd., Alcan Aluminum Ltd. and Dominion Foundries and Steel Co., have acquired a loan from the federal government under the Program for the Advancement of Industrial Technology (PAIT) to build a 120-mile-an-hour train for both domestic and export markets.

The basic unit will be comprised of a diesel locomotive and five coaches with capacity of 328 passengers. Two basic units can be combined with one locomotive pulling and the other pushing. The train was designed and computer tested by the consortium before a government loan was received. Company and government spokesmen declined to reveal the size of the loan.



The train itself was designed around existing technology rather than experimenting with more radical concepts, such as the air cushion vehicle or jet engines. "We have exploited known technology to its maximum limit," John Byrne, transportation division manager of MLW said in an interview. "We are using a fully-developed powerplant but have changed the shell considerably."

"The shell" is built almost entirely of aluminum, insulated from track noise. The train rides on a banking suspension system specially designed for this purpose and will incorporate many of the comfort features of airliners. However, after the flurry of publicity which has surrounded many unsuccessful rapid transit projects, including the Turbo Train, MLW is reluctant to praise its new brainchild too highly. "We don't want to talk about what we might do in the future," Mr. Byrne emphasized. "All we can say at the moment is that we have designed a new train, got the money to build it and tested the project on a computer."

The company has also done a considerable amount of market research with CN and CP Rail, although no negotiations have been carried out. The government loan comes at a time when MLW, like many companies in the railway supply business, was recovering from a severe slump.

CN chairman and president, N. J. MacMillan, has hinted that the Maritime provinces might see first application of the prototype train.

SAFETY COUNCIL STRESSES LEVEL CROSSING DANGERS

An educational campaign aimed at lessening the toll of death and injury at level crossings is being conducted this fall by the Canada Safety Council in co-operation with the railway industry.

A recent study carried out by a special committee made up of representatives of the Canada Safety Council, the railways and the Canadian Transport Commission showed unmistakably that carelessness by drivers of private automobiles is the biggest single cause of accidents at highway-railway level crossings.

Fewer than one-half of one per cent of all highway accidents occur at level crossings. Yet death or serious injury to the motorist is more likely to result from a train-car collision than from any other type of accident.

The highway-railway crossing study revealed that four of every 10 crossing accidents in the latest five-year period involved motor vehicles driven into the side of trains, and almost one-third of all level crossing accidents happened at crossings protected by automatic warning devices such as bells, flashing red lights and gates.

Between 1962 and 1966 there were 480,000 motor vehicle accidents involving death or injury on all highways in Canada, resulting in 22,928 deaths and 688,612 injuries. In the same five-year period accidents at highway-railway level crossings caused 804 deaths and 2,891 injuries.

Investigation of accidents revealed the prime cause to be failure by the driver to make proper observations in approaching a crossing or to abide by the existing laws, but other factors were also identified. They include the physical condition of the crossing, lack of uniformity of laws governing driver action, and divided jurisdiction among various levels of government.

The Canada Safety Council has urged provincial authorities to revise existing laws dealing with driver behavior in approaching grade crossings. At the present time laws differ in varying degrees from province to province. The Council claims that the safety of the motoring public depends on realistic, integrated and uniform legislation in each province.

By the end of 1968 there were 2,504 grade separations—overpasses or underpasses—representing 7.4 per cent of the total of 33,984 highway-railway crossings in Canada. Another 5,347—15.7 per cent of the total—are manually or automatically protected crossings. The rest are marked by crossing signs.

A railway grade crossing fund, established by the Federal Government and administered by the Canadian Transport Commission, supplies money to help finance the elimination of dangerous level crossings, and to help finance construction work and signal installation at other level crossings to make them safer.

The fund covers 80 per cent of the cost of level crossing elimination up to a grant of \$500,000; the highway authority pays 15 per cent and the railway five per cent.

For new or improved automatic signal devices and for improvements to visibility and approach grades, the fund covers up to 80 per cent of the cost, the highway authority pays 12½ per cent, and the railway 7½ per cent.

The railways completed a program in 1968 under which 52,000 crossing signs were reflectorized to increase the range of their visibility.

But in spite of all measures to make level crossings safer, the Canada Safety Council maintains that only an increase in driver awareness will lessen the number of accidents.

A NEW MINING RAILWAY FOR ELLIOT LAKE

Elliot Lake, Ontario has a new point of interest for the traction buff—a 1.3 mile \$1.25 million electric railroad. The semi-automatic electric train has been hauling uranium ore for Rio Algom Mines Ltd. from the New Quirke uranium mine to the mill at Old Quirke for the past few months. The 37-ton trolley locomotive hauls thirteen 15-ton cars at twenty mph, transporting ore at 400 tons per hour.

Operation of this facility culminates eighteen months of intensive planning, engineering and construction by Rio Algom Mines Ltd. It also constitutes the last surface link in the development program started in 1958, suspended during the slowdown of uranium operations in 1960, and reactivated again three years ago.

In 1960 many methods of moving ore were considered but no final decision was arrived at. When the problem was considered again during 1967 the systems of haulage were compared on the basis of combined capital and operating costs.

Trucks, both highway and heavy duty, were the most obvious method, but also proved to be the most costly. A rubber conveyor or an aerial tramway could be operated at a much lower cost, but operations during winter months would increase costs.

Pipeline transportation was feasible but the complex requirements or ore preparation at New Quirke resulted in high overall costs. An electric railroad was found to be most economical, reliable and well suited to full automation.

A few months ago produced at New Quirke was emptied from the bin into trucks which dumped it into an ore pass at Old Quirke. The ore passed down to the underground loading pocket, into skips, and was hoisted again to the Old Quirke ore bin at surface.

Now ore is diverted from the New Quirke bin via a chute to a new ore pass adjacent to the shaft house. It drops 150 feet to the new underground train loading station. The train moves slowly under the chute as material is continually fed in. Both the chute and the train are remotely controlled by the train operator. Overlapping cars ensure that spillage of ore is minimized. When loaded, the train travels 1,000 feet through a small tunnel, passes under Panel Road, and emerges on the surface to begin its trip across the muskeg to the Serpent River. The width and shallowness of the river at this point required the building of a causeway constructed of mine tailings to carry water and power lines, the railway and a road. The train then climbs a one per cent grade to the unloading station, passing through at three miles per hour as the cars automatically unload.

As the train reverses direction to return to the loading station, the ore is fed from the receiving hopper onto a conveyor belt forty feet below the track. This belt carries the ore the final 550 feet into the Old Quirke ore bin and onto the mill circuit.

The age of the "instant replay" has come to the Toronto Transit Commission. With \$5,000 worth of video-tape equipment, TTC planners will be able to make their case with pictures when they try to convince transit commissioners or Metro police of some necessary move or change.

The equipment consists of a camera and sound recorder on a tripod and a portable camera-recorder together with a TV screen on which tape can be played back instantly. When not in use for planning the audio-visual tape can be used for training TTC operators, showing safety procedures and public education.

CP Rail has filed applications to cancel the following services (with losses in 1968 listed in brackets):

Montreal-Toronto-Vancouver	(\$19,550,900)
Halifax-Yarmouth	(\$317,100)
Montreal-Saint John	(\$2,145,100)
Montreal-Quebec City	(\$1,905,600)
Montreal-Sherbrooke-Megantic	(\$137,000)
Montreal-Mont Laurier	(\$159,500)
Montreal-Ottawa, North Shore	(\$727,800)
Sudbury-White River	(\$243,400)
Sudbury-Sault-Ste. Marie	(\$260,800)
Calgary-Edmonton	(\$1,088,800)
Calgary-Lethbridge	(\$202,300)
Lethbridge-Medicine Hat	(\$169,800)
Victoria-Courtenay	(\$139,800)

CN has filed applications on these routes:

Toronto-Markham	(\$61,785)
Toronto-Guelph	(\$114,205)
Montreal-Chambord-Chicoutimi	(\$1,602,176)
Chambord-Dolbeau-Quebec-Chicoutimi	
Quebec-Senneterre-Cochrane	(\$2,892,768)
Montreal-Hervey	
Senneterre-Noranda-Rouyn	
La Tuque-Parent	(\$7,901)
Parent-Senneterre	(\$14,019)
Toronto-North Bay-Kapuskasing	(\$915,111)
Winnipeg-The Pas-Thompson-Churchill	(\$5,705,545)
Jahowden-Gillam-Churchill	(\$19,257)
Edmonton-Camrose-Calgary-Drumheller	(\$120,937)
Jasper-Prince George-Prince Rupert	(\$2,091,345)
Moncton-Saint John	(\$246,510)
McBride-Prince George	(\$1,075)



'END OF THE LINE, SIR JOHN'

-- JACHPERSON,
TORONTO DAILY STAR.

FREIGHT RATE ADJUSTMENTS MEAN MORE REVENUE FOR RAILWAYS

The Railway Association of Canada says \$4-million in additional revenues will be generated by Canadian railways as a result of temporary increases that will be applied to some freight transportation charges Sept. 1 to Dec. 31 this year. The association said extra revenues were required to offset higher costs of operation and added that the move will affect about 28 per cent of total traffic moved by rail in Canada. "The increases are being established on a temporary basis to allow time for the examination of the railways' total cost and revenue position in 1970," the association said.

Export grain and flour, moving on statutory rates, will not be affected by the increases. International traffic shipments moving on agreed charge contracts, certain rates published to and from the Maritimes and rates on some other types of traffic will also be excluded.

In addition, the freeze on Maritimes rail freight rates—originally established in 1967 when Parliament passed the National Transportation Act—was lifted on September 25th. While the Act allowed railways freedom to set their own rates for most freight, governed only by competition with other forms of shipping, the Maritimes area was specifically exempted for two years.

A spokesman for Canada's major railways said that as a result of the decision to lift the freeze, Canadian National Railways, Canadian Pacific Railway Co. and other Canadian railways are filing tariff changes with the Canadian Transport Commission covering adjustments in class and normal commodity rates on shipments to, from and within the Maritimes. The increases average 11 per cent.

It is expected the adjustments will yield approximately \$2-million in additional revenue for the railways during the remainder of this year. This represents about one-half of one per cent of total freight revenues of the railways.



CNR hudson #5704 in full flight on a Montreal - Toronto express. Built by MLW in 1930, she lasted until June 1961. (R. Hope)

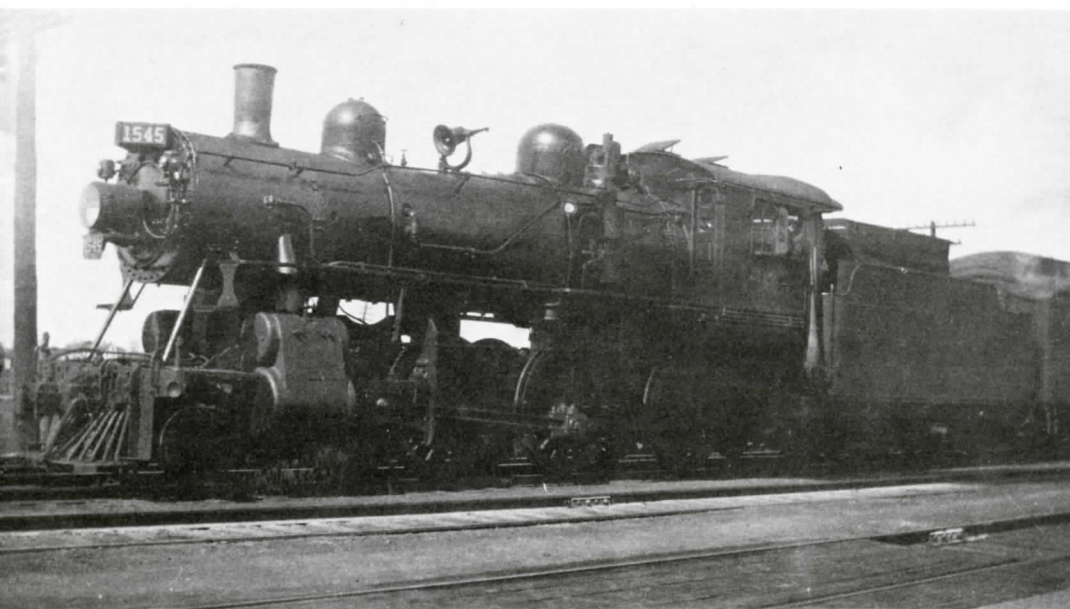
K-3-a class pacific #5573 outside the shop at Lindsay, Ontario. This engine usually worked the many passenger services that used to run out of this division point. Built in 1913 as GTR #237, #5573 lasted on the CNR roster until August 1957. Just visible in front of the pacific is mogul #717. (R. Hope)



RAILFOTOS

CENTRE PAGES

New TTC class L-1 car #4004 with class L-2 car #4019 for company are seen here on the loop track at Roncesvalles carhouse. (J. Carter)



The CNR class I-6-a ten-wheelers were distinctive by their small drivers and high-pitched boiler. #1545 is seen here on local passenger duties at Lindsay. Built by the Grand Trunk in their own shops in 1899, she emerged as #313. This engine was in service until November 1938. (R. Hope)



CHARTERED

4004

40

NO PARKING
CAR HERE



125TH. ANNIVERSARY REMEMBERED

by Ron Layton
photos by Larry Eyres

It may have been the chuckle from the streetcar operator or the disbelieving stares from the early morning cabbies that convinced us that when you wear 1850's outfits in the 1970's in downtown Toronto, especially at 6.00 am, you automatically become the centre of local colour. In fact after waiting outside the Lord Simcoe Hotel at the corner of King Street and University Avenue for ten minutes, it became downright embarrassing. Perhaps it was my grey top-hat and black cane or maybe Mary's hoop skirt and large lace sun hat that attracted the attention, but anyway, when David Wilson of VIA Rail finally arrived "Brett" and "Scarlett" crammed the outfits into his Chevy. Top hats and GM's don't fit! Arrival at Union Station was only slightly more dignified with more than one disbelieving comment coming from the U.C.R.S. crew.

The City of Toronto had declared the day as "Railway Heritage Day", our commemorative train to depart at 08.00 with train preparation starting at 06.30. At 07.00 the equipment finally arrived. This meant that the U.C.R.S. and the catering crews were scurrying to get the train ready for occupancy. With the waiting crowd of passengers lined up the length of the station departure concourse, boarding started at 07.25.

At the east entrance to Union Station there is a plaque commemorating the Ontario, Simcoe and Huron Railway, it was by this plaque that the first ceremony of the day took place.

Hosted by David Stremes, Vice President of the Upper Canada Railway Society, greetings and comments were heard from the chief guest of the day, The Hon. Pauline McGibbon, Lieutenant-Governor of Ontario. Following Her Honour, greetings were heard from David Russell from the Ontario Archives, Alderman David White from the City of Toronto, Robert Doty from CN Rail, Lorne Ste. Croix from the Ontario Ministry of Culture and Recreation, Karl Bateman from the Town of Collingwood, Mayor Allister MacDonald from the Town of Stayner, Sgt. John Brooks from the RCMP, Elizabeth Wilmot - Author and John Campbell from the Toronto Globe and Mail as George A. Brown, owner of the Toronto Globe at that time.

With the speeches said, the official party moved into the Great Hall of Union Station where John Kerr of the U.C.R.S. re-enacted the purchase of the first railway ticket using an appropriate silver dollar. David Wilson of VIA Rail, who acted as ticket seller on this occasion, and John were appropriately dressed in period costume. The first ticket having been sold, Her Honour then purchased an additional ticket to complete the ceremony.

The official party then moved to the ONR business car "Onakawana" coupled to the rear of the train. The press and U.C.R.S. members of the party were seated in "Cape Race", the Society's business car.

The interest generated by the excursion was such that the usual ten car load of engine 6060 was strengthened to 14 cars and a CN GP-9 diesel was cut in behind the diesel to provide extra power. As the train left Union Station at 08.02, it consisted of:-

- Steam engine 6060
- GP-9 diesel
- Open baggage car
- 2 EM coaches
- 1 snack coach
- 2 EM coaches
- 1 snack coach
- 1 EM coach
- 1 AC coach
- 1 snack coach
- 1 AC coach
- Display baggage car
- UCRS "Cape Race"
- ONR "Onakawana"

Tom McClear and Bud Olson were engineer and fireman on 6060 with Master Mechanic Bruce "Cannonball" Kearney officiating. Engineer Haggard was in charge of the diesel unit. On the train N. Wilson was our conductor with D. Harvey and G. Hatten as brakemen.

With the 720 passengers on board settling down for the journey, the engines hauled us past Bathurst St. Junction and north on the route of the "Oats Straw and Hay" Railway. The routing is apparently round about for a line heading north, but in the 1850's Bathurst Street represented the western edge of built-up Toronto and a railway built on a shoestring could not afford to buy up prime city land even at 1850's prices. We headed north now through what were the villages of Parkdale and Davenport to Concord where the CN's freight line intersects and then on up

The official party taking part in the anniversary ceremony alongside the OS&H plaque outside of Union Station.



the grade past Maple to the summit at King City. At this point the route swings east, crossing Yonge Street just south of Aurora (at that time known as Matchell's Corners). It was the modern town of Aurora that was the destination of Upper Canada's first scheduled train. Concord, on the other hand, has the dubious distinction of being the site of Upper Canada's first railway accident. A steer was hit by a test train which derailed, one passenger car rolling down the embankment. On this occasion our crew were not eating steak after passing Concord.

From Aurora our route paralleled Yonge St. through Newmarket to Bradford, where we stopped for water. At this stop Her Honour left the train and viewed the watering operation as well as meeting the passengers and posing for a number of people's photographs.

Whilst we were taking water at Bradford, a second excursion train began its journey. This was two diesel units and 5 AC coaches that the evening before had been Train #169 "The Barrie Bullet". Usually laying over in Barrie for the weekend, this equipment was used to bring Barrie people to the anniversary festivities in Stayner and Collingwood.

With water taken it was on to Barrie and the second ceremony of the day. Hosted by James Worfolk, President of the Simcoe County Historical Association, the ceremony took place at the south end of the platform. Those taking part in addition to Her Honour and the other Toronto participants who had travelled with us were Alderman Meg O'Donal from the City of Barrie, Warden William Gibbins from the County of Simcoe, George Taylor who is M.P.P. for Simcoe Centre, Peter Oehm, President of the Upper Canada Railway Society and Norbert Moran, archivist emeritus. After the speeches were said, Her Honour took part in a gold spike ceremony in front of the engine parked by now on Meaford Subdivision trackage by the station. The Lieutenant-Governor then left the train to return to Toronto, Barrie police providing a motor cycle honour guard as far as the City Limits.

With the ceremonies complete and the engine water tank topped up from the station diesel watering standpipe - a futile act as the engine used water nearly as fast as the hose filled the tender, we waited a few minutes for the "commuter" train to clear the block at Collingwood. Then we were off along the Meaford Subdivision, the first time that an engine of 6060's type had worked this line. The first rumpast of the day was soon reached at the Nottawasaga River bridge near Angus. With plenty of whistle, lots of black smoke and the minimum of diesel noise the train made its photo run over the trestle.

Passengers reboarded and we were off to Stayner Holland Days Festival. Stayner was also celebrating the 125th. anniversary as it was the railway that brought settlement to what is now the town. In fact without the OS&H, Stayner would probably not exist. More details of Stayner and its station were published in the March-April 1979 issue of RAIL AND TRANSIT. During our stay in Stayner a gold spike and dedication ceremony, hosted by Peter Oehm, President of the Upper Canada Railway Society, was held. In addition to the Toronto party, the following local people took part. Mayor Allister MacDonald from the Town of Stayner, Reeve Donald Hennessey from the Township of Nottawasaga, Reeve Lloyd Pridham from the Township of Sunnidale and the Honourable George McCague M.P.P. for Differin-Simcoe and Chairman of the Management Board.

Pauline McGibbon, Lieutenant-Governor of Ontario assisted by Robert Doty of CN Rail drives the gold spike at Barrie.

Gold spike spiked and speeches said, it was all aboard for our destination - Collingwood. The engine stopped a few feet beyond the station building where the final gold spike ceremony of the day was held. In addition to the Toronto and Stayner parties, host John Markovich, President of the Collingwood Chamber of Commerce introduced greetings from Mayor Harry Bell of the Town of Collingwood, Warden William Gibbins from the County of Simcoe, Controller Frank Faubert from Scarborough - representing Metropolitan Toronto, James Elder - President of Collingwood Shipyards, Cliff Leonard - former CN Agent at Collingwood and John Smith - former engineer on the Meaford Subdivision, Eleanor Hughes from the Collingwood and District Historical Society and Charles Cooper - Author.

When the ceremony was complete, 6060 was cut off and run forward for watering. At the same time the two private cars and the display baggage car were moved to a siding across from the station. Following this the diesel train from Barrie and the steam train from Toronto were combined to form a 16 car train with two diesels at the south end and a steam/diesel doublehead at the north end. With a capacity for nearly 1100 people the train ran



		WESTON SUBDIVISION		Office Signals
		STATIONS		
Miles from Toronto	Yard Limits			
0.0	I.T.R. Co. ↑	TORONTO... *KPWX	U N
1.1		BATHURST ST. *KPWXV
1.2		Jct. with Oakville Sub.
1.3		CABOT D.
1.4		Jct. with C.P. Rail
2.4		PARKDALE... *RPXZ	Q N
2.6		Jct. with Newmarket Sub.

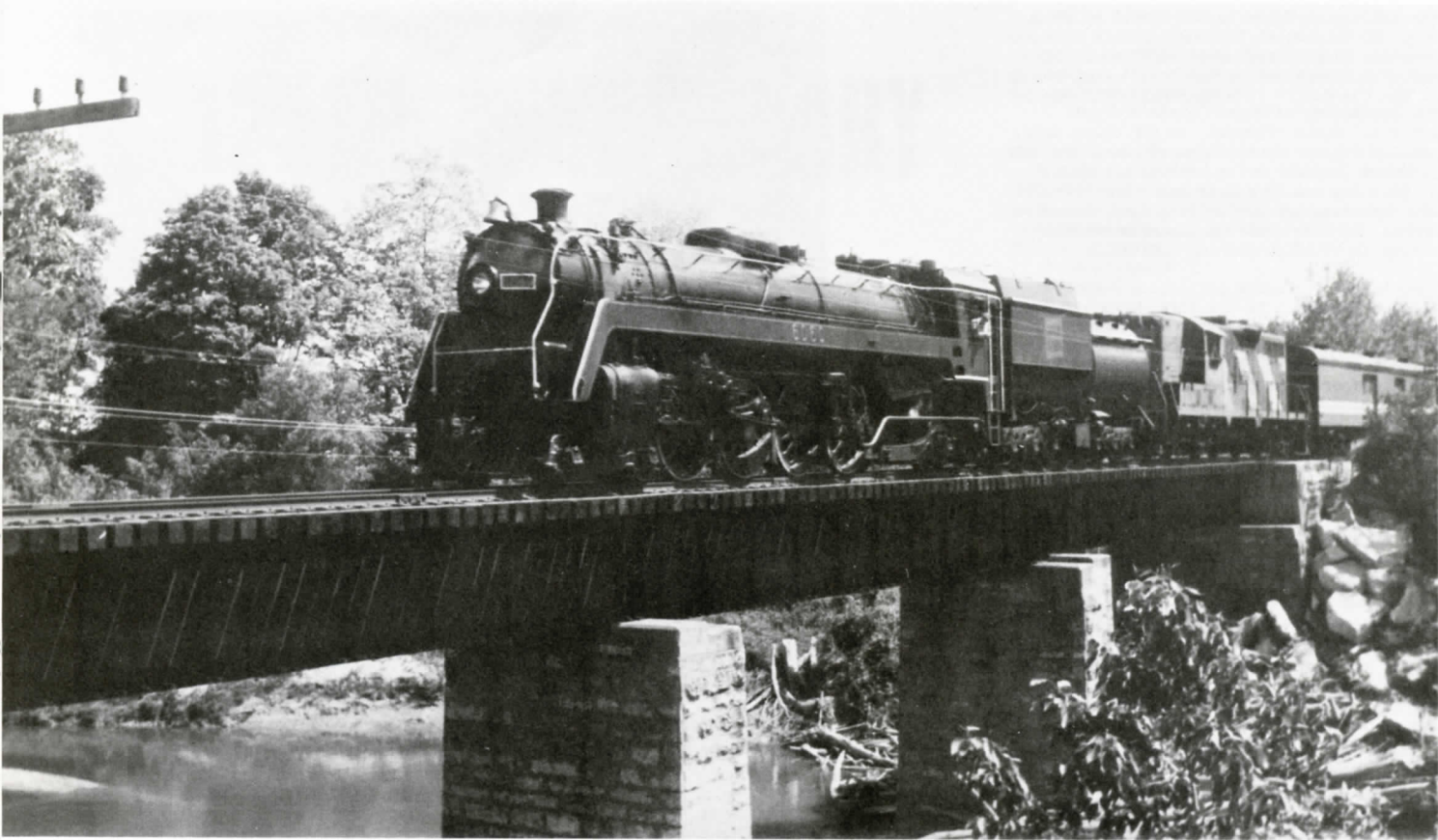
Rules 251-257 applicable between mile-ages 1.3 and Keele.

Line-up regulations not applicable.

		SPEEDS	
		MILES PER HOUR	
		Passenger	Freight
		**Railiner	
Mileage	zone		
1.1 to 3.1	westward track	35	35
*2.5 to 5.5	eastward track	55	35
1.6	Strachan Ave.-until crossing occupied	10	10

*Not marked with speed restricting signs.
**Restriction for two railiners (RDC) or similar cars running alone as per item 6.1 (E) form 696 not applicable.

		EASTWARD MOVEMENTS	
		MILES PER HOUR	
		Passenger	Freight
		**Railiner	
Mileage	zone		
*3.1 to 2.5	westward track	35	35
2.5 to 1.1	zone	35	35
1.6	Strachan Ave.-until crossing occupied	10	10



two packed trips from Collingwood to Stayner and return. Each trip featured a massive steam-diesel runpast at Stayner.

The two side-trips were completed and the Barrie and Toronto trains were re-formed. This time the Toronto train had its motive power reorganised, the diesel unit was on the south end next to the business cars and the steam engine was alone at the north end. This meant that at the next runpast at Stayner, the train was apparently "pure steam" although a geep was giving some assistance at the rear. Sarcasm was rife on the radio at this point when the steam locomotive crew were ribbing the diesel engineer for not giving enough power. Comments like "Have you run out of steam up there?" were typical. A double runpast was made at Stayner in order to kill time until the Barrie diesel train had cleared the block. It also meant that the planned runpast at Colwell had to be abandoned.

Arrival at Barrie was in near darkness. The diesel was replaced at the head end between 6060 and the baggage car and we headed north for the wye at Orillia. The entire train was wyeed here, the steam engine being cut off and running into the yard for water. On a summer evening Orillia Station and yard has a problem called thousands of mosquitos. I found this out the hard way on the back platform of "Onakawana".

Problems developed with 6060 during the watering when the air operated grease gun failed to work. An hour was lost whilst the head end crew and the master mechanic worked on and cursed at it. Darkness had long fallen when we pulled out of Orillia for a non-stop run to Toronto. This was not to be as a passenger in the baggage car experienced a heart attack at Barrie and we were delayed further as ambulances were summoned and the unfortunate person was helped off the train. We have since learned that the attack was only slight and he was released from hospital after observation.

Return to Toronto was uneventful and non-stop, a late GO train being held at Union Station for the benefit of our passengers.

It was a long day but a memorable one for all concerned. The commemoration of Ontario's first railway had been achieved almost without a hitch and in a way that in ten years time may not be possible.

OPPOSITE PAGE

TOP - CN 6060 with GP-9 assistance crosses the Nottawasaga Bridge on the first runpast of the day.

BOTTOM - ONR business car "Onakawana" brings up the rear of the train.

PUBLISHED SCHEDULE

TRAIN A - Toronto to Collingwood & return

Depart	Toronto Union	08.00	
Arrive	Bradford	09.05	Water stop
Depart		09.50	
Arrive	Barrie	09.55	Ceremony & water stop
Depart		10.20	
Arrive	Nottawasaga River	10.40	Runpast
Depart		11.00	
Arrive	Stayner	11.25	Ceremony & Runpast
Depart		11.55	
Arrive	Collingwood	12.15	Ceremony, Water & combine trains
Depart		16.50	
Arrive	Stayner	17.20	Double runpast
Depart		17.40	
Arrive	Barrie	18.50	Water stop & diesel unit runs round
Depart		20.00	
Arrive	Orillia	20.30	Water stop & wye train
Depart		20.50	
Arrive	Toronto Union	22.50	

TRAIN B - Barrie to Collingwood & return

Depart	Barrie	08.30	
Arrive	Nottawasaga River	08.50	Runpast
Depart		09.10	
Arrive	Stayner	09.35	Runpast
Depart		09.55	
Arrive	Collingwood	10.10	Ceremony & combine trains
Depart		16.15	
Arrive	New Lowell	17.10	Runpast
Depart		17.30	
Arrive	Barrie	17.40	

TRAIN C - Collingwood to Stayner & return

Depart	Collingwood	13.15	
Arrive	Stayner	13.45	Runpast
Depart		14.05	
Arrive	Collingwood	14.25	
Depart		14.40	
Arrive	Stayner	15.10	Runpast
Depart		15.30	
Arrive	Collingwood	15.50	Water stop & reform trains A & B

MEAFORD SUBDIVISION					
NORTHWARD TRAINS	Miles from Barrie	Yard Limits	STATIONS	Office Signals	SOUTHWARD TRAINS
	0.0	1.5	BARRIE CKPWZ	GO	
	5.5	9.6	COLWELL		1730
	10.3	10.8	ANGUS Z		
	22.8	30.2	STAYNER		620
	31.4		COLLINGWOOD Z		1750
Rules 41 and 44 applicable.					

GENERAL FOOTNOTES

BARRIE—Connection from Newmarket and Beeton Subdivisions is via yard tracks. Meaford Subdivision main track begins at switch, mileage 0.1 just south of Essa Road crossing.

INTERLOCKING

Railway crossing at grade
CP Rail mileage 7.5 automatic.
All trains must stop at the signal regardless of indication displayed and be governed by Rule 672, except that the knife switch must remain open until entire train clears the crossing. (B.T.C. 62815-90054).

SPEEDS

Mileage	zone	Miles Per Hour
0.0 to 31.4		All Trains 30
*0.1 to 0.6	Essa Rd., Anne St., Innisfil St. (B.T.C. 80564)	10
*10.4	Cross St. (B.T.C. 63908) until crossing occupied	10
*30.9	Hume St. (B.T.C. 56596) until crossing occupied	10
*31.2	Ontario St. (B.T.C. 98611) until crossing occupied	20

CONDITIONAL SPEEDS

Mileage	Miles Per Hour
9.7 Bridge, 220,000 lbs. gross or cars and auxiliary cranes	15

Miles from Toronto	Yard Limits	NEWMARKET SUBDIVISION		Office Symbols	Siding Capacity in feet
		STATIONS			
2.4	2.5	PARKDALE	*RPKZ	Q N	
2.8	2.8	Jct. with Weston Sub.			
5.2	5.2	ST. CLAIR AVE.	RZ	D	2960
8.1	8.1	DOWNSVIEW	*RPZ	D O	1730
10.4	10.4	AIRBASE			5180
12.1	12.1	SNIDER SOUTH	Y		
12.9	12.9	Jct. with York Sub.			
14.0	14.0	SNIDER		C G	
14.3	14.3	SNIDER NORTH	YZ		
14.3	14.3	Jct. with York Sub.			
18.3	18.3	CONCORD	PZ		1690
22.7	22.7	MAPLE	P	M A	2600
27.5	27.5	KING	P		2020
30.0	30.0	CHEERY			1550
34.1	34.1	AURORA	P		1650
41.5	41.5	NEWMARKET	P	N W	710
51.8	51.8	BRADFORD	P	B F	4725
56.8	56.8	LEFROY	P		1500
63.0	63.0	BRAMLEY	P		1500
70.0	70.0	BARRIE	C-KPWZ	G O	4830
74.6	74.6	SHANTY BAY	P		2510
86.1	86.1	ORO			2720
86.3	86.3	Jct. with Midland Sub.			
		ORILLIA	PYZ	O R	6120

Rules 261 and 262 applicable between mileage 2.5 and mileage 4.6.
 CTC between Snider South and Snider North controlled by Train Dispatcher YB MacMillan Yard.

Line-up regulations not applicable between Snider South and Snider North.

SPEEDS		MILES PER HOUR		Designated Units
Mileage		*Passenger	*Freight (DU)	
2.5 to 9.5	zone	35	35	
9.5 to 12.9	zone	75	60	
12.9 to 14.0	zone	50	50	
14.0 to 17.9	zone	75	60	
Southward trains handling loaded ore cars.			30	
17.9 to 33.3	zone	60	50	
33.3 to 36.4	zone	50	40	
36.4 to 42.0	zone	60	60	
42.0 to 52.6	zone	75	50	
52.6 to 65.5	zone	60	50	
63.0 to 65.5	(B.T.C. 65774)	25	25	
65.5 to 98.8	zone	75	60	
67.1 to 67.5	zone	60	50	
84.1 to 85.7	zone	60	55	
85.7 to 86.5	zone	20	20	

*ALL TRAINS having a DESIGNATED UNIT in the consist are subject to the additional speed restrictions listed in the DU column.

**Not marked with speed restriction signs.

***Restriction for two railiners (RDC) or similar cars running alone, as per item 6.1 (E) form 696 not applicable.

EXPRESS TRAINS: Unless otherwise restricted, trains designated as express trains by time table schedule or as express extra by clearance may run five (5) miles per hour in excess of freight train speeds. They must not exceed 65 miles per hour or passenger train speeds.

CONDITIONAL SPEEDS		MILES PER HOUR	
Mileage		Passenger	Freight
63.1 Tiffin St.	All movements stopped within 600 feet of crossing until crossing occupied.	5	5
85.9 West St.	All movements stopped or delayed within timing circuits until crossing occupied.	10	10

EQUIPMENT RESTRICTIONS

Heaviest auxiliary crane permitted 250 tons

Cars exceeding 263,000 pounds gross must be covered by handling instructions.

Six axle locomotives in the 2000, 2300 and 5000 series are not to be operated on industrial spurs and other tracks within the Toronto Division without permission from the Yardmaster or Trainmaster.

Rules 261 and 262 applicable between mileage 2.5 and mileage 4.6.
CTC between Snider South and Snider North controlled by Train Dispatcher YB MacMillan Yard.

Line-up regulations not applicable between Snider South and Snider North.

SPEEDS

Mileage	zone	MILES PER HOUR	
		*Passenger	Designated Units
2.5 to 9.5	zone	35	35
9.5 to 14.0	zone	75	60
12.9 to 13.3	zone	50	50
14.0 to 17.9	zone	75	60
Southward trains handling loaded ore cars			
17.9 to 33.3	zone	60	50
33.3 to 36.4	zone	50	40
36.4 to 42.0	zone	60	50
42.0 to 52.6	zone	75	60
52.6 to 65.5	zone	60	50
63.0 to 65.5	(B.T.C. 65774)	25	25
65.5 to 98.8	zone	75	60
67.1 to 67.5	zone	60	50
84.1 to 85.7	zone	60	55
85.7 to 86.5	zone	20	20

CONDITIONAL SPEEDS

Mileage	MILES PER HOUR	
	Passenger	Freight
63.1 Tiffin St.—All movements stopped within 600 feet of crossing until crossing occupied	5	5
85.9 West St.—All movements stopped or delayed within timing circuits until crossing occupied	10	10

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With 1100 people on board #6060 eases her 16-car train into the yard at Collingwood for the finish of the first Collingwood - Stayner round trip of the day.

THE WINCHESTER CARLINE

A route which is rapidly falling into the limbo of forgotten things (except for railfan historians) is the once important Winchester route. The Parliament route is the modern counterpart of this old line but the Winchester portion of the operation has long been abandoned, and Winchester St. now is a rather unimpressive residential thoroughfare in east-central Toronto, giving no hint that both horse and electric cars rolled along it for many years.

Street railway operation to the vicinity of Winchester Street began as early as November of 1874 with the inception of the Sherbourne horse car route. This route began from downtown and followed King, Sherbourne, Carlton and Parliament Streets to terminate at Parliament and Winchester. The operation with which this article is concerned actually began sometime during 1881, when the tracks of what was by this time the Parliament branch of the Sherbourne route (the other branch continuing north on Sherbourne to Bloor) were extended easterly along Winchester Street from Parliament for three long blocks to Sumach St. The one way mileage of this extension on Winchester Street was 0.21 miles.

In July, 1883, the Winchester route as such came into being, as the Winchester branch of the Sherbourne route was so renamed. The routing was unchanged at this time, and remained fixed until after the assumption of street railway services in the city by the Toronto Railway Company in 1891.

On September 26th, 1892, the downtown routing of the Winchester route was changed from Sherbourne to Church Street. Electrification came to Winchester Street on September 28th, 1893, and at the same time, the routing was completely changed: Cars ran from Sumach via Winchester, Parliament, Carlton and Yonge to Front St. For a time during 1894, the Winchester route was combined with Parliament, but was separated after a few months' operation and returned to Church Street.

During this year a wye was installed at Winchester and Sumach Streets, the outer terminus of the route. The stem of the wye extended north on Sumach from the intersection.

The next major change in routing came on December 24th, 1906 when Yonge Street was used in place of Church. On December 18th, 1911, cars were routed from Winchester via Parliament St., newly constructed track on Wilton Ave. (now Dundas St.) and Victoria to Adelaide, for another basic alteration in downtown routing. This routing saw out the remainder of the period of existence of the Toronto Railway Company.

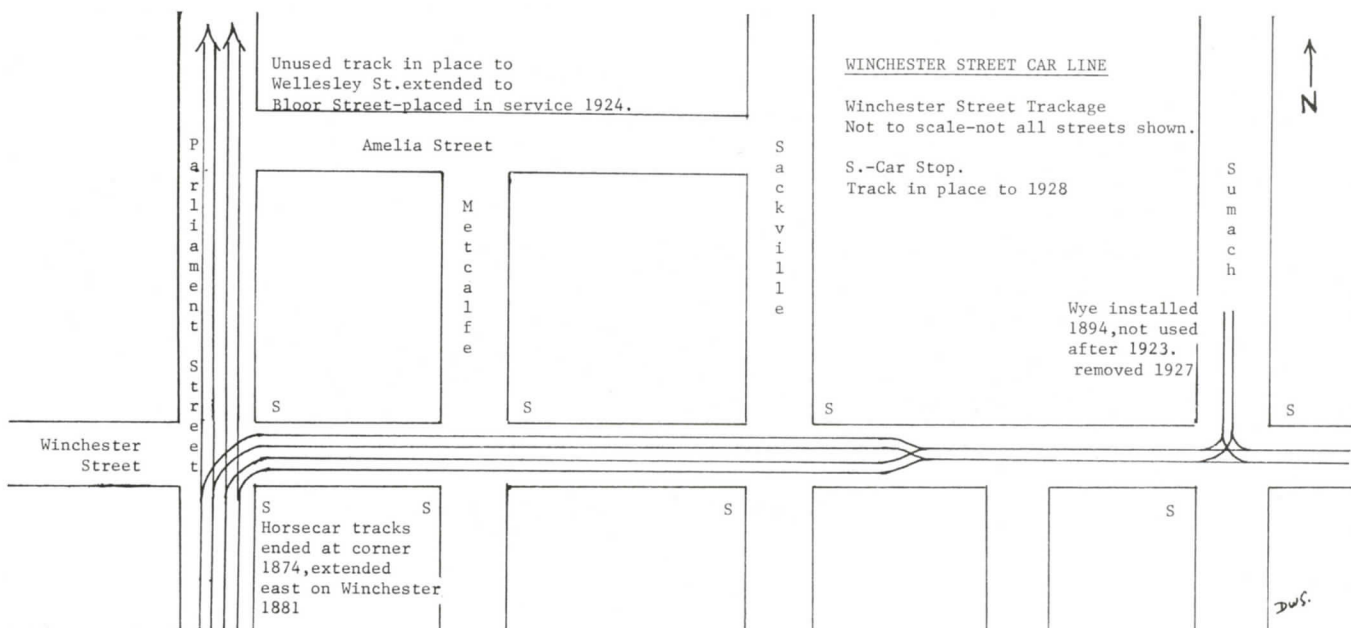
With a major shift in routing made on October 2nd, 1921 by the then new Toronto Transportation Commission, the Winchester line was routed via Parliament and Queen to Victoria. During rehabilitation of the aged trackwork on Parliament Street south of Winchester in 1922, a shuttle service operated on Winchester only.

The name "Winchester" was discontinued on July 1, 1923, as the route was renamed "Parliament". However, the Winchester Street trackage remained in use.

In 1924, the T.T.C. extended double track on Parliament Street north from the point where rails had previously stub-ended (Wellesley St.) to the Prince Edward viaduct, and constructed the Viaduct loop at this point. (Unused track had previously been in place from Winchester to Wellesley). On August 3rd, 1924, Parliament cars were routed over this new trackage, and the Winchester street rails were vacated. A shuttle bus route took over service on Winchester Street on the same date, but as might be expected, patronage was very light, and the route was abandoned on April 1st, 1926. Since that date this street has never figured in any transit routings.

During the latter period of its operation, the Toronto Railway Company used a mixture of Class D single truck and Class L double truck cars on Winchester Street; as the T.T.C. retired these classes, single truck cars of class F (1564-1710) were assigned Winchester runs. In mid-1923, ex-Civic Railways Birney cars displaced the Toronto Railway cars, and the Sumach wye was, of course, no longer required.

Thus the Birney was the last type of car to serve the trackage under discussion.



Stops on Winchester were located at Parliament (westbound), Metcalfe, Sackville and Sumach. The trackage in use during the Toronto Railway and T.T.C. periods of operation was light 69 lb. rail laid in 1893, the year of electrification. The arrangement was rather unusual in that the segment from Parliament to Sackville was double tracked while the last block, from Sackville to Sumach, was single - one of the few stretches of two-way single track ever to have existed in the city. The shuttle bus route which succeeded car operation was forced to operate over the rough paving of this old trackwork, as the latter was not removed until well after the end of bus service. The wye at Sumach Street was removed the following year.

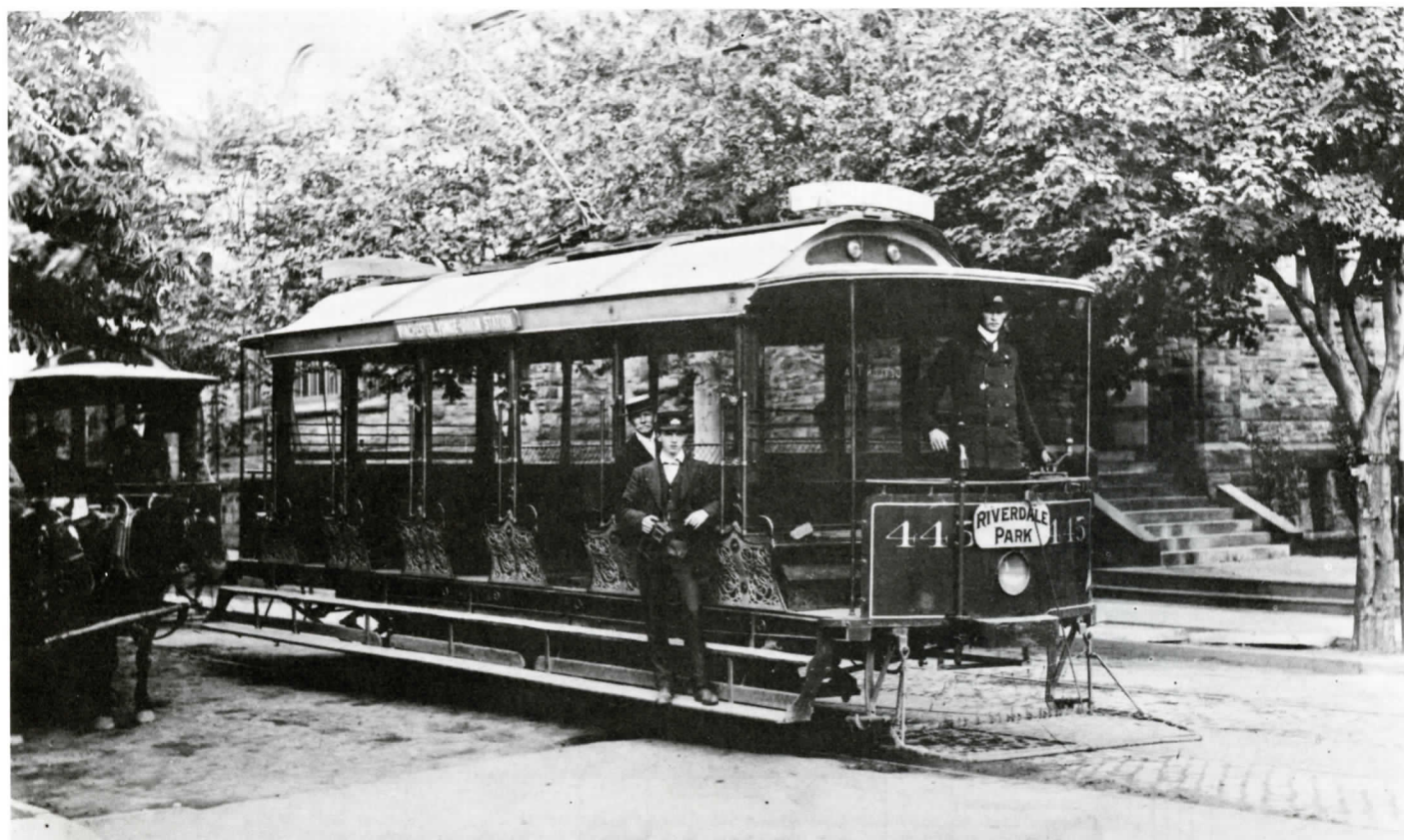
The cessation of car service on Winchester Street constituted a relocation rather than an abandonment; however, it destroyed the features of the line which made it unusual in Toronto, principally the picturesque operation along a narrow residential street, suggestive of many small town trolley routes.

The History of the Winchester Car Line was written by Stu Westland and originally appeared in the September 1953 issue of the Newsletter.



Track reconstruction on Winchester Street in July 1923. The view was taken just east of Sackville at the start of the single track line that ran east to Sumach Street. Ironically, the track was used for only another year before the tracks on Parliament were extended to Viaduct Loop at Bloor and Parliament, resulting in bus replacement of the Winchester stretch of track. The bus itself lasted until April 1926. The track on Winchester itself was not lifted until 1928. (TTC Photo)

The Winchester Street Line in Toronto Railway Company days saw car 445 on Winchester, presumably near Sackville in the early electric days. The route was electrified in 1893. Note the second car behind 445. The building in the background is still standing on Winchester and was at one time a church and now serves the area as a community center. (TTC Photo)



ON THE ROAD WITH THE E.T.S.

by John Carter

Edmonton, capital of the Province of Alberta houses approximately 490,000 people. It is the home of many businesses and industries, a mid point on Canada's two transcontinental railways and is the southern terminus of a third railway. As such, it is also the business and communication center for the northern part of the Province and has become a major air, rail and highway center, as well as a communication hub for a vast north-land, whose people and resources are served from this rapidly growing city. Edmonton's population has almost doubled from 1961 to 1979 and by the year 1997, is expected to reach a figure of 720,000. The Edmonton Transit System is growing rapidly as well in an effort to keep up with rapidly rising population.

**Take the bus and
enjoy your trip!**



The first rail service in the City of Edmonton was provided by the Edmonton Radial Railway in 1908 using 6 2 man operated streetcars over a 12 mile system. By the year 1913, the system had expanded and they were operating a total of 58 cars. In 1932, the first motor bus route began operating on 102 Ave., between 124 St. and 149 th St., in the west end of the city. September 4, 1939 saw the introduction of trolley coach operation in Edmonton. The route was from a central downtown loop to 95 St and 111 Ave., via 95 Street. Another route ran from downtown to 95 Street and 82 Ave., via the Low Level Bridge. The year 1951 saw the last operation of streetcar service in the City as all remaining carlines were converted to trolley coach operation. At the height of trolley coach operation there were a total of 92 Brill trolleycoaches in Edmonton. Both T-44 and T-48A's were in use. The year 1974 saw the introduction of the Western Flyer Trolley coach on the ETS and by 1976, there were 37 on the property. November 17, 1978 saw the withdrawal from service of the last of the Brill built trolleycoaches. Two of them, 191 (T-44) and 202, the last T-48A to be built in Canada have been preserved in the ETS Transit Collection. Among other pieces in the Transit Collection are Car 1, the last streetcar from the rail days, a Fageol-Twin propane coach, and a Ford Transit.

The oldest buses currently on the property are 10 GM built TDH 5301's dating from 1960. At one time the ETS had a mixed bag of buses, ranging from GM built to Fageol-Twins, a small series of Japanese built buses that were not a great success, to a longer lived fleet of English built Daimler Roadliners. The present fleet is a mixture of GM built "new Look" of various models and Flyers. The first Flyers appeared in 1970, although the first bus of that order a D700 has since been sold, in early 1979. As well as their own buses, the ETS also operates the transit systems in the adjoining St. Albert and Sherwood Park (County of Strathcona).

Throughout 1977 and 1978, the ETS, along with the Calgary Transit System took part in a series of tests of the operating capabilities and characteristics of two different articulated buses. There were three buses involved in the tests, two M.A.N. buses built in Germany and one from Sweden, built by Volvo-Hess. The Volvo started out in Edmonton and the two M.A.N.'s were in Calgary. All three were used in Calgary during the Stampede and then they were moved to Edmonton for the Commonwealth Games and Klondike Days. After the games were over and everything returned to normal, the two M.A.N.'s remained in Edmonton and the Volvo went to Calgary.

Flyer Industries Model E800 Trolley Bus
Number 218 at Westmount Terminus of Rt#5
Note Pullman Standard #113 on Special
Tour. (J.A. Kernahan)



DOWNTOWN TRANSIT ZONE LOCATIONS

Listed below in numerical order are all routes that operate in the downtown area. Beside each route number is a list of all the Transit Zones where each route stops.

Use the Map Above

1. Locate the bus route you wish to use.
2. Examine the Transit Zones through which the bus passes, selecting the one that is closest to your point of departure or desired destination.

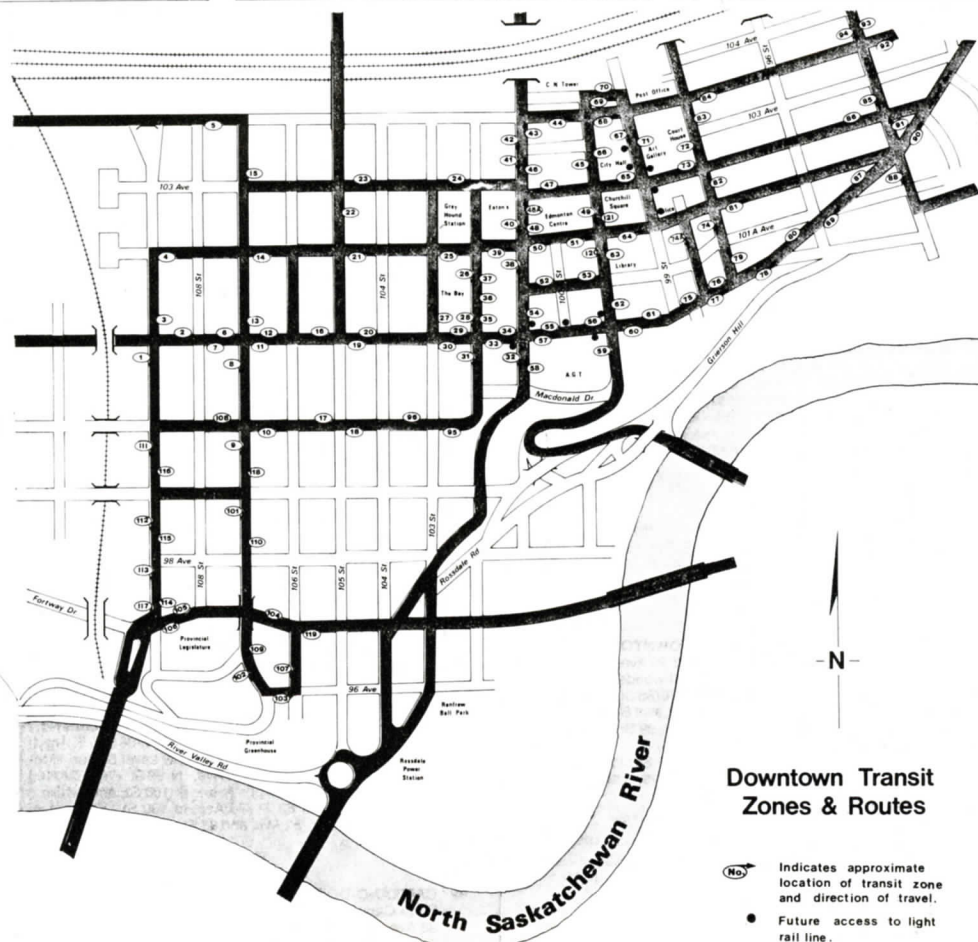
☐ PEAK HOUR BUS ONLY

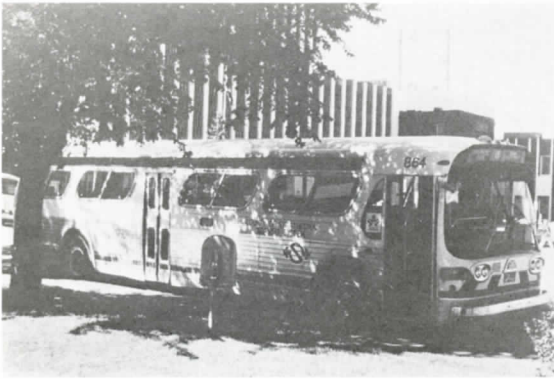
3. BLUE print identifies Basic Service.
RED print identifies A.M. and P.M. Peak Hour Service Weekdays Only.
ARROWS on the Transit Zones indicate direction of travel.

Route	Transit Zone Numbers
1	87, 80, 76, 61, 56, 34, 29, 20, 12, 6, 2
2	7, 11, 19, 30, 33, 57, 60, 77, 78, 89, 90
3	79, 73, 49, 56, 34, 29, 20, 12, 6, 2
4	7, 11, 19, 30, 33, 57, 60, 77
5	72, 74, 76, 61, 56, 54, 48, 43
6	41, 39, 50, 64, 82, 83
7	74, 76, 61, 56, 54, 48, 43
8	41, 39, 50, 64
9	94, 85, 87, 80, 76, 61, 56, 34, 29, 20, 12, 6, 2
10	7, 11, 19, 30, 33, 57, 60, 77, 78, 89, 91, 93
11	94, 85, 87, 80, 76, 61, 56, 34, 29, 20, 12, 6, 2
12	7, 11, 19, 30, 33, 57, 60, 77, 78, 89, 91, 93
13	74A, 75, 56, 54, 48, 43
14	41, 38, 32
15	58, 54, 48, 43
16	86, 73, 49, 53
17	52, 46, 44, 68, 84, 92
18	69, 67, 47, 24, 23, 15
19	5, 14, 21, 25, 50, 66
20	65, 47, 28, 20, 12, 6, 2
21	5, 14, 21, 25, 50
22	65, 47, 28, 20, 12, 6, 2
23	5, 14, 21, 25, 50
24	70, 45, 49, 56, 34, 29, 20, 12, 6, 2
25	7, 11, 19, 30, 33, 57, 60, 77, 79, 73, 71
26	42, 28, 20, 12, 6, 2
27	3, 4, 14, 21, 25, 48A, 43
28	86, 73, 49, 53
29	52, 46, 44, 68, 84, 92
30	42, 40, 34, 29, 20, 22
31	72, 73, 49, 53, 52, 48, 43
32	72, 74, 75, 55, 34
33	36, 50, 64, 82, 83
34	72, 74, 75, 56, 34, 29, 16, 8
35	10, 18, 95, 36, 50, 64, 82, 83
36	Additional Peak Hour Stops
37	9, 101, 102, 103, 107, 109, 110, 118
38	42, 40, 34, 29, 20, 22
39	42, 40, 34, 29, 20, 22
40	86, 73, 49, 53
41	52, 46, 44, 68, 84, 92
42	86, 73, 49, 53
43	52, 46, 44, 68, 84, 92
44	42, 40, 34, 29, 20, 22
45	72, 73, 49, 53, 52, 48, 43
46	72, 74, 75, 55, 34
47	36, 50, 64, 82, 83
48	72, 74, 75, 56, 34, 29, 16, 8
49	10, 18, 95, 36, 50, 64, 82, 83
50	Additional Peak Hour Stops
51	9, 101, 102, 103, 107, 109, 110, 118

Route	Transit Zone Numbers
29	86, 73, 49, 53
30	52, 46, 44, 68, 84, 92
31	72, 74, 75, 56, 34
32	36, 50, 64, 82, 83
33	72, 74, 75, 55, 34
34	36, 50, 64, 82, 83
35	87, 80, 76, 56, 32
36	58, 57, 60, 77, 78, 89, 90
37	Additional Peak Hour Stops
38	29, 16, 8, 9, 101, 102, 103
39	107, 109, 110, 118, 10, 18, 95
40	72, 74, 75, 55, 34
41	36, 50, 64, 82, 83
42	87, 80, 76, 56, 32
43	58, 57, 60, 77, 78, 89, 90
44	Additional Peak Hour Stops
45	34, 27, 26, 33
46	87, 80, 76, 56, 34
47	36, 121, 68, 84, 92
48	Additional Peak Hour Stops
49	72, 74
50	87, 80, 76, 56, 34
51	36, 121, 68, 84, 92
52	Additional Peak Hour Stops
53	72, 74
54	P.M. Peak Hours Only
55	72, 73, 65, 47, 26
56	33, 57, 60, 77, 79, 82, 83
57	74A, 55, 34, 29, 20, 12, 6, 2, 1, 111, 112, 113, 117
58	114, 115, 116, 3, 4, 14, 21, 25, 64
59	41, 38, 32
60	58, 54, 48, 43
61	41, 38, 32
62	58, 54, 48, 43
63	65, 47, 26, 31, 96, 17, 9, 101, 102, 103, 104, 105
64	106, 107, 109, 110, 118, 10, 18, 95, 35, 50
65	62, 63, 65, 47
66	26, 33, 57, 59
67	62, 63, 65, 47
68	26, 33, 57, 59
69	58, 54, 120, 59
70	62, 63, 65, 47
71	26, 33, 57, 59
72	62, 63, 71, 70
73	45, 49, 59
74	70, 68, 65, 47, 38, 32
75	58, 54, 48, 44
76	91, 73, 49, 56, 34, 29, 20, 12, 13, 15
77	5, 11, 19, 30, 33, 57, 60, 77, 78, 89, 88
78	62, 63, 71, 70
79	45, 49, 59

Route	Transit Zone Numbers
52	58, 54, 48, 44, 68
53	65, 47, 38, 32
54	62, 63, 65, 47
55	26, 33, 57, 59
56	62, 63, 71, 70
57	45, 49, 59
58	91, 73, 49, 56, 34, 29, 16, 8, 9, 101, 102, 103, 104, 105
59	106, 107, 109, 110, 118, 13, 14, 21, 25, 50, 64, 81, 88
60	62, 63, 71, 70
61	45, 49, 59
62	104, 105, 114, 115, 116, 7
63	8, 108, 111, 112, 113, 106, 119
64	58, 54, 48, 44, 68
65	65, 47, 38, 32
66	58, 54, 48, 44, 68
67	65, 47, 38, 32
68	91, 73, 49, 56, 34, 29, 16, 8, 9, 101, 102, 103
69	107, 109, 110, 118, 11, 19, 36, 50, 64, 81, 88
70	62, 63, 65, 47, 40, 32
71	62, 63, 66, 69
72	67, 49, 59
73	69, 67, 47, 24, 23, 15
74	5, 14, 21, 25, 50, 66
75	A.M. Peak Hours Only
76	72, 73, 65, 47, 26
77	33, 57, 60, 77, 79, 82, 83
78	62, 63, 65, 47
79	26, 33, 57, 59
80	62, 63, 65, 47
81	25, 120, 59
82	87, 80, 76, 56, 34, 29, 20, 12
83	13, 14, 19, 30, 33, 57, 60, 77, 78, 89, 90
84	62, 63, 65, 47
85	26, 33, 57, 59
86	62, 63, 71, 70
87	45, 49, 59
88	114, 115, 101, 102
89	103, 104, 105
90	62, 63, 66, 69
91	67, 49, 59
92	P.M. Peak Hours Only
93	72, 73, 65, 47, 26
94	33, 57, 60, 77, 79, 82, 83
95	A.M. Peak Hours Only
96	72, 73, 65, 47, 26
97	33, 57, 60, 77, 79, 82, 83
98	62, 63, 65, 47
99	26, 33, 57, 59





The withdrawal of the last of the Brill trolleycoaches left the ETS with a shortage of trolleycoaches to cover all routes sufficiently. As a consequence, some are rush hour only, operating with diesel in the off peak hour. The ETS is supposed to purchase 100 new trolley coaches over the next 3 years, at a price of \$142,000 per unit. It is most likely that the new buses will be equipped with the same equipment that the Brills had, for as they were retired, their motors, compressors, heaters and controls were taken out and stored.

The first service facility of the Edmonton Radial Railway was the Cromdale Shop, later the Edmonton Transportation System Cromdale Bus Garage. This facility made way for the Light Rail Maintenance Facility when the line was under construction. Besides Cromdale, which handles the LRT line's cars, there are 3 garages and shop facilities. Strathcona, opened in 1951 has a capacity of 100 buses. Although it has trolley access, no trolley coaches are stored here. The Westwood Service Garage was opened in 1961 and has a capacity of 300 vehicles, and handles both buses and trolley coaches. This facility also houses the equipment used by the St. Albert Transit. In the early 1970's, the Ferrier Service Garage was opened and has a 200 bus capacity. There is no trolley access to it and so no trolley coaches are rostered here. Located across the street is the Davies Shop. This shop is the heavy equipment repair facility for all buses. Although there is no trolley access, trolley coaches are repaired here if the need arises.

Edmonton Transit		
1	1	1
2	2	2
3	3	3
4	4	4
5	5	5
6	6	6
7	7	7
8	8	8
9	9	9
0	0	0
EARLY SPEC. NIGHT		
N	W	E
7	PLEASE DO NOT FOLD	0
8		15
9		30
10		45
11		0
12		15
1		30
		45

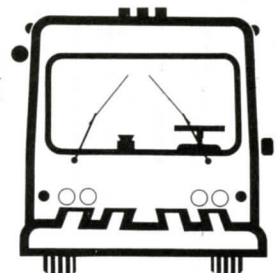
A new era of transit operation began for the ETS in August of 1973 when the Edmonton City Council approved the proposal for the North East Light Rail Rapid Transit Project. The rapidly growing transit ridership pattern being experienced convinced the City Council to act on the proposal before the mythical million mark was reached in the City's population figure. After studies were completed, the decision was made to go ahead with the project with the assistance of the Provincial government. The 4½ mile line was opened for service 22 April 1978 and has been a great success. There are plans to extend the line from its present terminal downtown across the High Level Bridge to the southern part of Edmonton, at the Clareview Town Center.

The ETS has served the City of Edmonton since 1908, first as the Edmonton Radial Railway, then as the Edmonton Transportation System, and from 1947 as the Edmonton Transit System. The author would like to thank Mr. R.W. Rynerson of the ETS and Mrs. Marianne Kuchma of Edmonton for their assistance.

Top Left: County of Strathcona Transit T6H 5307 number 864 at the end of Route 401 from Sherwood Park to the Edmonton CN Station. ETS operates the CST on behalf of the County on a contract basis and maintains the buses as well. (John Carter)
Below: Flyer Industries E800 Trolley Bus on Route 3 operating through the downtown section of Edmonton. The bus, one of a group of 21 acquired in 1975 was photographed by D.W. Smith.



Left: T6H 5307 No. 584 on Northgate-Belvedere Route 30. The ETS new look paint scheme is an attractive white with blue trim and black lettering as well as black around the front window. (D.W. Smith)



 Edmonton transit

ROUTE STRUCTURE:

The ETS uses a route numbering system and the draft policy is as follows:

1.) Short turn operations will have a separate number from that of the mother route.

2.) Route numbers in each neighbourhood grouping will relate to each other by the first or last digit.

3.) When lines are merged, the lowest number will be maintained.

00's - assigned to mainline routes
90's - assigned to industrial lines
101/109 Rapid Transit routes.

ROUTE	DESTINATION	NIGHT, SUNDAY HOLIDAY.
1 Jasper Place	Highlands	
2 Oliver	Churchill Squ.	
3 Groat	Cromdale	
4 Westmount	Downtown	*
5 "	Coliseum	
6 Groat Road	81 St/118 Ave.	*
7 Jasper Place	Stadium	124th St/107 Ave.,
8 Bonnie Doon	University	
9 Southgate	N.A.I.T.	
11 Jasper Place	Belvedere	
12 " "	Capilano	Downtown
13 " "	(Local Service Only)	
14 " "	" "	" "
15 " "	Downtown	*
16 Rio Terrace	"	Jasper Place
17 Jasper Place	"	Westmount
18 Kingsway Mall	Beverley	
19 Northgate	University	
20 Beverly	Coliseum	
21 Westmount	Downtown	124 St/118 Ave.
22 " "	" "	" "
23 Kingsway Mall	Montrose	
24 Calder	Downtown	
25 " "	" "	
26 Wellington	"	*
27 " "	" "	124 St./118 Ave.
28 Beverly	Coliseum	
30 Belvedere	Northgate	
31 " "	" ")Service extended to Gov't Center in Rush Hours
32 " "	University	
33 " "	Northgate	
34 " "	" "	
35 Castledowns	"	Downtown in Rush Hours
36 Southgate	University	
37 Calder	"	
38 University	Jasper Place - Bonaventure Industrial	during Rush Hours
39 West Jasper Place	University	
40 Southgate	Downtown	University
41 Belgravia	N.A.I.T.	
42 Parkallen	"	
43 Southgate	Downtown	109 St/86 Ave.
44 Downtown	North Ottewell	Bonnie Doon
45 " "	South Ottewell	
46 University	Downtown	
47 Ritchie	"	
48 Avonmore	West Jasper Place	
49 Kaskitayo	Downtown	
50 Capilano	Valley Zoo	79 St/106 Ave.
51 " "	Downtown	
52 Aspen Gardens	Southgate	- Downtown in Rush hour
53 Millwoods	Downtown	
54 Brander Gardens	Kaskitayo	
55 Capilano	Downtown	
56 Brander Gardens	Riverdale	University
57 Riverbend	Kaskitayo	



Not too many years ago, the idea of an articulated bus in transit service in North America was not looked on with much enthusiasm by operators, preferring instead to use more single unit buses. However with the increasing costs of labour, fuel and buses themselves, a lot of properties have started looking at the possibilities of articulated buses. Edmonton and Calgary have been among them, testing both MAN and Volvo-Hess buses. ETS 103, one of two MAN articulateds that were tested in Calgary and then sent to Edmonton is shown here at the ETS Strathcona Service Garage. (John Carter)

58 King Edward Park	Downtown	
60 Millwoods	Davies	
61 Kaskitayo	Downtown	Southgate
62 Westbrook	Southgate - Downtown in Rush Hour	
63 University	Gov't Center	
64 " "	Downtown	
65 Millwoods	(Local Service Only)	
66 Coliseum	N.A.I.T.	N.A.I.T. - Northgate
67 Millwoods	Downtown	
68 Primrose	Meadowlark	
69 Millwoods	University	Southgate
70 Hermitage	Belvedere	
71 Southgate	University	
72 " "	" "	
73 Castledowns	Downtown	University
74 Clareview	Belvedere	
75 " "	Kingsway	*
76 Ritchie	Downtown	
77 Capilano	University	*
78 Westridge	Meadowlark	*
79 Clareview	Belvedere	*
80 Belvedere	Coliseum	
81 Millwoods	Downtown	
82 Capilano	"	*
83 Southgate	Gov't Center	*
84 Millwoods	Downtown	*
86 Castledowns	"	
87 " "	Northgate - Downtown in Rush Hours	
92 Coronet Industrial	Downtown	*
93 Southgate	Bonnie Doon	*
94 Jasper Place	Calder	*
96 Westmount	Bonaventure Industrial	
LRT101	Central	Belvedere
112 Primrose	Downtown	*
113 Jasper Place	"	*
114 Downtown	Jasper Place	*
119 N.A.I.T.	University	

Routes 71, 72, 77, 119 operate while University is in session only

* Rush Hours only

Bus Roster as of 11 January 1979:

Fleet Number	Builder	Model	Year Built	Seats	No. In Service
1-10	GMC	TDH 4521	1968	45	10
11-25	GMC	TDH 4521	1969	45	15
26-35	GMC	T6H 4523	1973	45	10
102	MAN	SG192	1977	64	1
103	MAN	SG192	1977	73	1
213	FIL	E800	1974	49	1
214-234	FIL	E800	1975	49	21
235	FIL	E800	1976	49	1
236-237	FIL	E800	1975	49	2
238-249	FIL	E800	1976	49	12
301-321	GMC	T6H 5307	1974	49	21
322-371	GMC	T6H 5307	1975	49	50
372-396	GMC	T6H 5307	1975	47	25
397-399	GMC	T6H 5307	1976	49	3
409-433	GMC	TDH 5105	1955	To be withdrawn from service 1979	
434-438	GMC	TDH 5301	1960	53	5
439-473	GMC	TDH 5301	1962	53	34
474-493	GMC	TDH 5303	1964	52	20
494-510	GMC	TDH 5303	1966	52	17
511-535	GMC	TDH 5303	1967	52	25
536-569	GMC	T6H 5307	1972	49	34
570-590	GMC	T6H 5307	1973	49	21
591-600	GMC	T6H 5307	1974	49	10
601-657	GMC	T6H 5307	1976	49	57
658-697	GMC	T6H 5307	1976	47	40
698-767	GMC	T6H 5307	1977	47	70
768-799	GMC	T6H 5307	1978	47	32
801-810	Bluebird	FC3400	1975	72	10
831-840	FIL	D800A	1974	49	10
841-858	FIL	D800B	1977	47	18
900-925	GMC	T6H 5307	1978	47	26

School Bus Service.

ST ALBERT TRANSIT

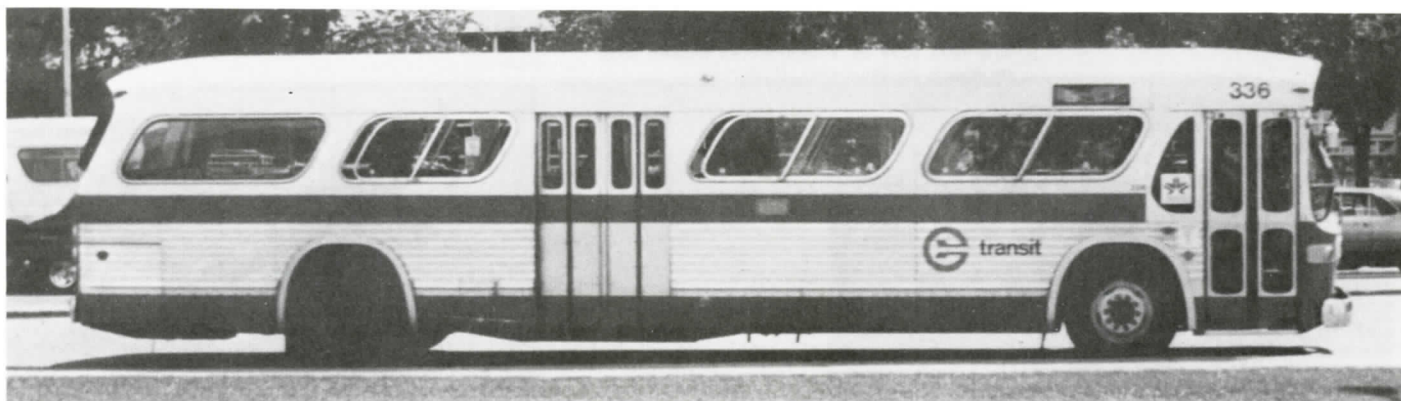
811-820	GMC	T6H 5307	1976	49	10
821	GMC	T6H 5307	1977	49	1

COUNTY OF STRATHCONA TRANSIT SYSTEM (SHERWOOD PARK)

859-868	GMC	T6H 5307	1977	49	10
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TOP RIGHT: Three ETS buses, 323, 797, and 595 at the Edmonton Transit Ferrier Garage in August 1978. All three are GMC model T6H 5307, the most numerous model on the Edmonton Roster. RIGHT MIDDLE: ETS 504, Model TDH 5303 outside the Ferrier Garage. The bus is one of 62 vehicles of that model on the ETS, and was acquired in 1966. (John Carter) BOTTOM RIGHT: St. Albert Transit T6H 5307 number 817 and sisters at the ETS Westwood Garage. They operate to St. Albert, which is located to the northwest of Edmonton. Photo by John Carter

BELOW: T6H 5307 in front of the CN Station in Edmonton on a layover between runs. The bus is still in the older white and red paint scheme, although the new Edmonton Transit logo has been applied. The number is also in the newer decal, rather than the riveted on metal numbers. (D.W. Smith)



TTC - GRAY COACH BUS ALLOCATION

BIRCHMOUNT:

General Motors

TDH 5301: 3100-25, (26)
 TDH 5303: 3700-18, 20-25,
 27-35, 62-69,
 7110-31, 70-79, (74)
 TDH 5304: 3982-95 (14)
 TDH 5305: 7321-24, 30-34,
 75-79, 80-89, (24)
 TDH 5307: 7725-30, 55-74,
 75-99, 7900-14,
 8034-43, 45-69
 8180-8204 (126)
 264



Toronto Transit Commission TDH 5307 number 8100 on a layover at Sherway Mall. (L.Eyres)



Newly delivered Flyer Industries Model 800B number 8237 awaiting inspection at Hillcrest Shops. All Flyer diesel buses are assigned to Queensway Garage. (D.W.Smith)

LANSDOWNE:

General Motors

TDH 5303: 3314-21, 3918-41, (32)
 TDH 5304: 3167-69 (3)
 TDH 5305: 7355-59 (5)
 TDH 5307: 7745-54, 8112-17 (16)
 56

Flyer Industries

Trolley Bus 700E: 9200-82,
 84-9326 (126)

DANFORTH:

General Motors

TDH 5301: 2921, 2940, 2974 (3)
 TDH 4517: 2991, 2999 (2)
 TDH 5303: 3736-47, 77-99, (55)
 3916-17, 63-65,
 7100-09, 65-69,
 TDH 5304: 3150-54, 7190-91 (7)
 TDH 5305: 7335-44, 90-95, (16)
 TDH 5307: 7915-51, 8010-33 (61)
 144

DAVENPORT:

General Motors

TDH 5303: 3542-79, 3950-62,
 66-81, 7132-41 (77)
 TDH 5304: 7192-98 (7)
 TDH 5305: 7325-29, 64-71 (13)
 TDH 5307: 7731-39, 7961-62,
 8076-83, 8107-11 (24)
 121



FIL 800B 8256 on a layover at Humber Loop on Route 80 Queensway. (L.Eyres)

WILSON:

General Motors

TDH 5301: 3126-32 (7)

TDH 5303: 3300-13, 3500-22, 28-41, 80-96, 97-99, 3748-61, 74-76, 3900-09, 42-49, (106)

TDH 5305: 7300-20, 7523-52, 7372-74 (54)

TDH 5307: 7700-15, 16-19, 40-44, 7956-57, 58-60, 8070-75, 8140-58, 60-79 (78)
242

S8H 5304A: 1410, 12, 13 (3)

QUEENSWAY:

General Motors

TDH 5302: 3146-49 (4)

TDH 5303: 3353-79, 3770-73 (31)

TDH 5304: 3160-66, 7180-89, (17)

TDH 5307: 7720-24, 8084-8100 (22)
74

Flyer Industries

FIL 700: 7500-22 (23)

FIL 800A: 7560-69, 7965-8004 (50)

FIL 800B: 8210-23, 30-60 (45)
118

General Motors

S8H 5304A: 1414-16 (3)

 EGLINTON:

General Motors

TDH 5301: 3133-45 (13)

TDH 5303: 3322-52, 3523-27, 3910-15, 7142-64, (65)

TDH 5304: 3996-99 (4)

TDH 5305: 7345-54, 60-63, (14)

TDH 5307: 7570-99, 7952-55, 8101-06 (40)
146

Flyer Industries

Trolley Bus 700E : 9327-51 (25)

Mini Bus: 8132-35 (4)

Division Totals:

Danforth: 144 Diesel

Birchmount: 264 Diesel

Eglinton: 146 Diesel

25 Trolley Coaches

4 Mini Bus

Davenport: 121 Diesel

Lansdowne: 56 Diesel

126 Trolley Coaches

Queensway: 192 Diesel

3 Gray Coach

Wilson: 242 Diesel

3 Gray Coach

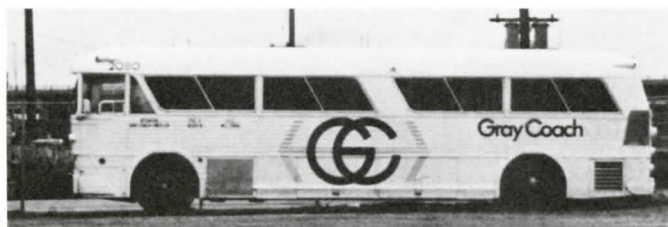
Sherbourne: 162 Gray Coach

131 GO Transit

1619



Gray Coach Lines 2080 at the now closed Sherbourne Garage. The buses that were assigned to Sherbourne have been moved to the new new garage at Leslie and the Lakeshore. The bus is an MCC5A built by Motor Coach Industries. (D.W.Smith)

SHERBOURNE:

TTC 7187, a GMC built TDH 5304 on a layover at Sherway Mall. The bus is working Route 15, Evans Ave., Sherway to Islington Subway. (L.Eyres)

GO TRANSIT:

General Motors

T8H 5305A: 1000-19 (20)

T8H 5307A: 1020-39, 50-56, 1100-14, 16, 18, 19 (45)

S8H 5304: 1060-99 (40)
105

Motor Coach Industries

MCI MC8: 1250-63, 70-81 (26)

GREY COACH LINES:

General Motors

P8M 4905A: 1420-34 (15)

S8H 5304A: 1400-04, 11, 17-19 (9)

SDH 5302: 2046-59 (14)
38

Motor Coach Industries

MCI MCC-5A: 3060-67, 69-84 (24)

MCI MC5B: 2310-14 (5)

MCI MC7: 2200-34 (35)

MCI MC8: 2235-74, 80-99 (60)
124

GMC built suburban version of the so called "new look" bus, also referred to as the "fishbowl". Number 1402 is model S8H 5304A at the now closed Sherbourne Street Garage. (D.W.Smith)



The following buses assigned to Wilson Garage are equipped with C.I.S. Equipment:

3500-22
3528-41
3580-96
3774-76
7700-15
7740-44
7958-60
8140-58



Rail and Transit