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CINDERS

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TORONTO CALLING

by

B. NEVIS

Shakespeare once said: "breathing there a railfan with soul so dead, who to himself hath never said, I must, away, to Toronto." Shakespeare said that??? Hum. Well, anyway, the siren call of this Canadian city is strong in the railfans' ear and my recent trip was most rewarding.

I drove to Toronto this time, entering Canada via the Thousands Islands Bridge and then traveling on the M-C Freeway to Scarborough. We found a motel on Kingston Road near the Guildwood station and, after stowing our luggage, caught a GO train into the city. The basic GO service appears to be provided by 4-car sets of the Hawker-Siddeley cars, augmented during the rush hour by two 4-car sets of Ontario Northland coaches. Each of the ON sets has a F-unit on each end, to assist bi-directional operation. Toronto seems to have taken to the GO service quite well; our train was almost full on arrival at Union Station. The cars are reasonably smooth riding and the seats most comfortable.

My other interest in Toronto this time was the Bloor Street Subway. The outer extensions to Warden and Islington had opened just two days prior to our arrival and, as I had never ridden the Bloor Subway, I looked forward to seeing the line in full operation. I believe the extensions have given the line just enough extra interest to make it more than just a subway ride. The eastern end to Warden is especially appealing, as the right of way is the open and passes through an attractive park. Other points of interest on the route are the Prince Edward Viaduct and the Old Mill station. However, I couldn't help but feel a bit nostalgic when I looked at the Danforth Avenue: the streetcar tracks and wires were gone, along with the 2-car trains of OCC's. It was great while it lasted but times have changed.

Our visit to Toronto ended all too quickly and we had to start our homeward journey. There will be other trips to Toronto, though, and I am already planning for the next one.

Something of interest to train chasers and photographers; there are two excellent spots along highway 401, and the M-C Freeway, to shoot up trains on the CN mainline, between Montreal and Toronto. The first spot is about two miles

west of the Gananoque interchange where the CN parallels 401 for about half a mile. The second spot is about six or seven miles further west where the CN main dips under 401. You must be traveling west toward Toronto to be on the right side for photography.

SHORT LINES NEWS:

The ICC has given the Tennessee Central permission to abandon the entire line. The line runs from Hopkinsville, Ky. to Harriman, Tenn. The line primarily source of income was serving the Tennessee Valley Authority power plants.

PASSENGER NEWS:

The Southern Railway recently ran two passenger extras from Atlanta to New York arriving in New York on the evening of the 18th of May, and leaving New York for Atlanta on the 19th of May. Both of these trains ran about 17 cars each. These two trains are run for the DE KALB County Safety Patrol; they have been run to New York for the past couple of years. Both of these trains were all coaches with lightweight and heavyweight equipment in their consists.

The commuter service on the Grand Trunk & Western from Detroit to Pontiac is up 42 per cent for the first quarter of 1968 versus the same period of 1967.

The Penn Central intends to drop Albany-Boston trains 404 and 405 on June 23rd.

The C&O has dropped the Westbound #3 "F.F.V. and the Eastbound #4 "Sportsmans" between Washington and Cincinnati. They were discontinued around the 18th of May.

April 7th, 1968 was the last night of operation for the Southern Pacific "LARK" between San Francisco and Los Angeles, after running since 1910, the trains had recently been operating with four or five cars, but had 15 and 16 cars on the final run.

In May the Pullman Company, repair shop in St. Louis was closed with the explanation given as declining business. Only 12 Pullmans now arrive and depart from once busy St. Louis Union Station.

The Long Island Railway has just bought five sleepers from the Penn Central to be used as Parlor Cars for this summer. The five cars are all lightweight sleepers, their names are Hamilton County, Jefferson County, Lake County, Imperial Trail and Pine Falls, all cars are pre-war built.

A FEW SUMMERTIME SUNDAY TRIPS IDEA:

The Wilmington & Western Railway is running again this year from Greenbank to Mt. Cuba, on Saturdays, Sundays and Holidays. Train leaves Greenbank at 1:00 P.M., 2:15 P.M. and 3:30 P.M., a 4:45 P.M. trip is added on Sundays and Holidays. The Wilmington and Western is easy to get to by car being located near the junction of Delaware Routes 2 and 41. For those who must go by Public transportation, the Delaware Coach Company operates a line to Newark which stops near the W&W, before you plan this trip give the Delaware Coach Co. a call, the service is not so hot. This reporter did one Sunday, he caught a bus at 4th & French in Wilmington (the

bus was too slow) after seeing the W&N, the next bus back to Wilmington was to go by 6 o'clock, instead of waiting for the bus, this reporter walked all the way back to the Penn Central Wilmington Station and boarded the Afternoon Congressional for a nice cold beer. Boy, what a long walk back.

Do you like to ride old streetcars??? Who doesn't - there's a museum down in Tansboro located on Blue Anchor Road just off the White Horse Pike, called the Trolley Valhalla, although not operating as yet. They would like to have visitors down there to see their old streetcars. As a goodwill gesture on behalf of the Philadelphia Chapter, maybe a few of the members would like to volunteer their services on some nice Saturday.

MUSEUM NOTES:

Two little four-wheeled trolley cars that were built in Philadelphia 65 years ago and have been operating on the streets of Oporto, Portugal will start running in Orbisonia, Pa. on June 1st. The cars were built by the J. G. Brill Car Co. of Philadelphia. One looks like the "Toonerville Trolley," the comic cartoon of a number of years ago. The other is an unusual maintenance car with a flat platform and cabs at both ends. These cars have been acquired by Railways to Yesterday, a non-profit railway museum in Orbisonia.

Fire apparently started by vandals, damaged the interior of a dining car of the Heart of American museum in Independence, Missouri, in separate blazes in the evening and again in the morning.

The museum is comprised of several early vintage railroad cars. The fires were confined to the rear of the dining car.

CANADIAN NEWS:

CP's new spring timetable contained a small surprise: ten minutes has been chopped off the times of trains 152-3-4-5 between Montreal and Quebec. Otherwise, the CP passenger services are much the same as that in the Winter timetable. CN also had a surprise in its new timetable: A nominal increase in its Red, White, and Blue Fares. The Cabot is back on the schedule for the Summer.

YE OLDE RUMOUR MILLE has it that GO service may be extended into a new area of Metro Toronto. This columnist is of the opinion that it will go out the CN's Brampton Sub-division to the northwest, with the ultimate destination being the airport.

GO Transit has altered its Spring Timetable slightly by eliminating 3 Sunday trains in each direction. All were early morning trains, presemably lightly patronized.

Two developments from CN, one in passenger and one in freight. First, CN in co-operation with the Ontario Northland has started a unit ore train between Temagami and Hamilton, Ont. Second, CN has tested the first of its new TEMPO train sets which are intended for service in southwestern Ontario this summer. The TEMPO trains consists of five cars each, 3 coaches, a club car and a cafe car. Hawker-Siddeley built the equipment. Meanwhile the TURBO'S are still being held in the padlock.

Some changes were made to Toronto's dwindling streetcar system when the Bloor Street Extensions were opened, the Bloor-Danforth shuttles were discontinued, along with the west end of Dundas, from Bloor to Runnymede.

RAPID TRANSIT NEWS:

The Chicago Transit Authority will begin service over its new South Side Dan Ryan Expressway line, sometime after the New Year. Trains will crossover to the Southside EL but run up to the loop behind the YMCA (where the North Shore Line terminated) and up Wabash and west over the Lake Street Line. The Ravenwood trains will go around the loop counter-clockwise on the outer loop and the Evanston Trains (Rush Hours) will loop clockwise via the inner loop. At other times, a shuttle will circle the loop on the inner tracks.

The Massachusetts Port Authority has won a contract from the Redevelopment Authority in Boston to build a trade center motel garage complex on the site of Boston South Station. Construction is expected to start in 1969.

Cinders needs News Now for its next issue. So if you have any news of interest for Cinders, send it to the Acting Editor Joseph Rafferty, 2635 Daggett Street, Philadelphia, Pa. 19142. All News items will be printed and published.

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