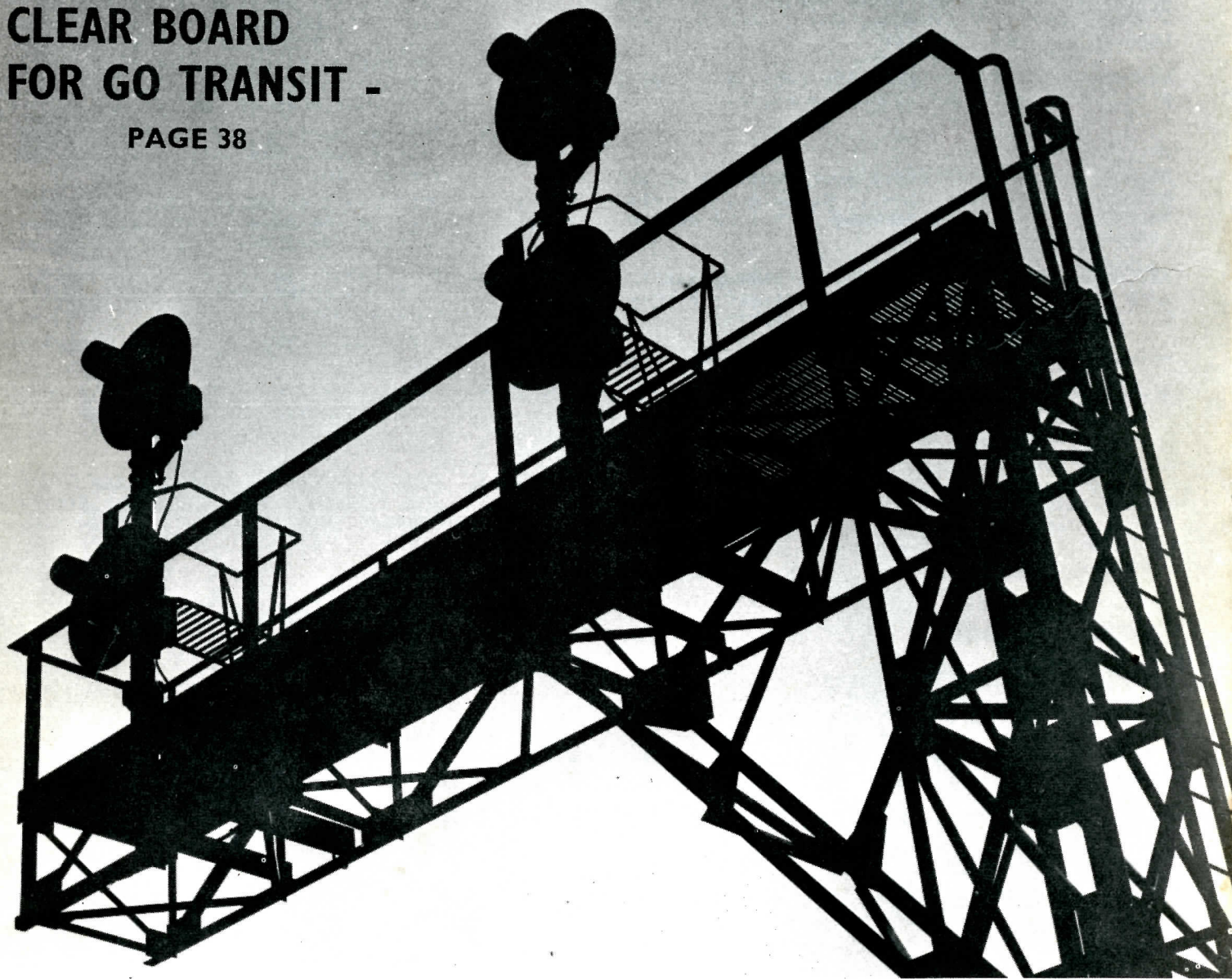


# newsletter

March 1967 • 50c

**CLEAR BOARD  
FOR GO TRANSIT -**

**PAGE 38**



Upper Canada Railway Society



# newsletter

Number 254

March, 1967

Published monthly by the  
Upper Canada Railway Society, Inc.,  
Box 122, Terminal A, Toronto, Ont.

Editor \_\_\_\_\_ James A. Brown

Authorized as Second Class Matter by the Post Office Department, Ottawa, Ont., and for payment of postage in cash.

Members are asked to give the Society at least five weeks notice of address changes.

\* \* \*

Please address NEWSLETTER contributions to the Editor at 3 Bromley Cres., Bramalea, Ontario. No responsibility is assumed for loss or non-return of material.

All other Society business, including membership inquiries, should be addressed to UCRS, Box 122, Terminal A, Toronto, Ontario.

## The Cover

The recent -- almost startling -- appearance of extra tracks, structures and signal bridges (like this one) on CN's Kingston and Oakville Subdivisions gives tangible evidence of the traffic densities that can be expected when GO Transit rolls into operation in May. See page 38.

/Tom Henry

## Contributors to this Issue

Dwight Beattie, John Bromley, Bruce Chapman, Bill Coe, Ray Corley, Bob Damm, Ron Deiter, Tom Henry, George Horner, Bryce Lee, Bill Linley, Bob Loat, Ian MacDonald, Frank McNairn, Bob McMann, Steve Munro, Alf Nanders, John Rushton, W.D. Short, David Stalford, R. Button.

Production; John Bromley, Tom Henry.

Distribution; Chas. Bridges, Dave Hanbridge, Chas. Kent, Tony Kerr, Bill Miller, George Pearce, John Thompson, Ted Wickson.

## READERS' EXCHANGE

WANTED: Information as to the availability of several copies of H. Naylor's LP recording, SOUND OF STRETCARS. Please contact Ralfe J. Clench Jr., 168 University Avenue, Kingston, Ontario.



Regular meetings of the Society are held on the third Friday of each month (except July and August) at 587 Mt. Pleasant Road, Toronto, Ontario. 8.00 p.m.

Apr 1st; (Sat) Members wishing to participate in a daytime Transit Rally should meet at Christie Station of the B-D Subway at 11.00 a.m., complete with a supply of TTC tickets. Route maps and rally instructions will be distributed there for an outing that will take most of the afternoon.

Apr 15th; (Fri) Regular meeting, at which Ed Jordan will discuss the intricacies of the Turbotrain.

Apr 22nd; (Fri) UCRS Hamilton Chapter Regular meeting. Board room, CNR James Street Station, Hamilton, Ont. 8.00 p.m.

May 13th; (Sat) A 12-hour Spring Steam Excursion, to Gravenhurst, Ont. Full details coming soon!

May 14th; (Sun) A five-hour TTC tour is in the planning.

May 19th; Regular meeting. Canadian National representative J. Norman Lowe will discuss "Getting There Is Half the Fun".

May 26th; (Fri) UCRS Hamilton Chapter Regular meeting. Board room, CNR James Street Station, Hamilton, Ont. 8.00 p.m.



## IN THIS ISSUE...

- A Pre-service Report on GO Transit,
- A Look at the Governor General's Funeral Train,
- Up-to-the-minute Rail and Traction News and Photos.

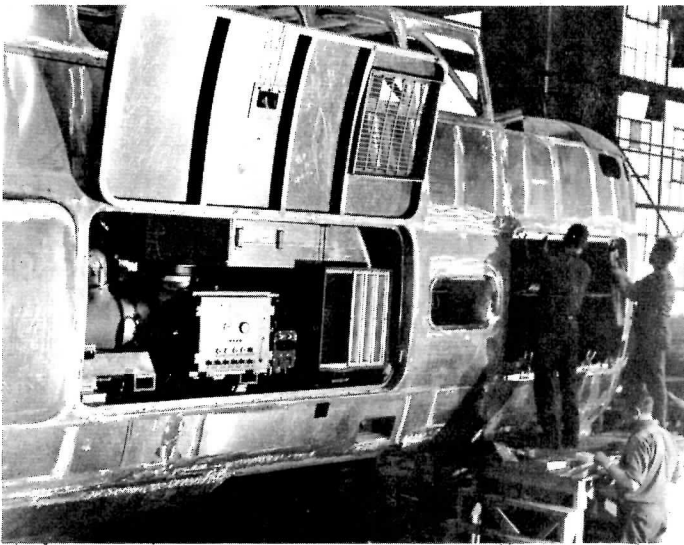
## ...AND NEXT:

- Tabulation of Preserved Locomotives of Canada's Other Railways
- An Itinerant Railfan's Look at Bayview,
- "Nova Scotia's" Showbiz Experiences,
- And Much More.



## RAILWAY

### *News and Comment*



ABOVE: Canadian National's new Turbos will be powered by compact but powerful gas turbine engines such as the one shown here, installed in the side of a power dome car. Four of these engines will provide the power for a seven-car set, and a fifth engine will be used for electrical power for air conditioning, heating and other services. The design is such that engines may be changed out within an hour.

/Canadian National

## TURBOTRAINS READY FOR TESTING SOON

Testing of CN's first Turbotrain is expected to get under way in a few weeks. Proving ground, at least initially, for the sleek aluminum speedster will be CN's Joliette Subdivision, northwest of Montreal. Later testing will bring the train to the Toronto-Montreal main line, where it will enter revenue service this summer. Rumour has it that July 15th will be the starting date for the new service, but the determining factor will be the outcome of the forthcoming test programme.

The Turbotrains are being constructed at Montreal Locomotive Works on an assembly line similar to those used in aircraft construction. The sub-assemblies are constructed separately, then welded together to create a strong, lightweight structure. Once the aluminum sheet is cut for the exterior of the Turbos, the car shells can be welded together into a complete unit in a few days, ready for the more complex and time consuming installation of engines, wiring and other interior systems.

The Turbotrains will be capable of 120 m.p.h., but initially will operate at a maximum of 95 m.p.h., observing all speed restrictions. The completed train will weigh less than half as much as a conventional diesel-powered train, and will be capable of operation on any well-maintained existing track.

RIGHT: Power dome cars take shape at Montreal Locomotive Works as construction continues on CN's Turbotrains. In all, there will be ten of these welded aluminum units, two to each train set.

/Canadian National



## RAILS CARRY GOVERNOR GENERAL TO FINAL REST

The railways played a prominent part in Canada's farewell to her late Governor General, Georges P. Vanier. A special Canadian National train rumbled out of the capital at 1.10 p.m., March 8th, transporting General Vanier from a state funeral to his final resting place, Quebec City.

This was the first funeral train to operate in Canada in the last 24 years. On March 26th, 1943, the body of Sir Edward W. Beatty, president of Canadian Pacific, was borne from Windsor Station, Montreal to St. Catherines, Ont., by a special train, capably handled by a gleaming Royal Hudson.

General Vanier's train was equally impressive. On the point were freshly waxed Rapido units 6519-6624-6525; members of the Vanier family, government and military officials and other mourners were accommodated in the train, consisting of:

- 9105 - Baggage
- 5445 - Coach
- 1353 - Dining Car
- Caribou - Parlor
- 94 - Official
- 100 - "
- Acadia - "
- Val d'Amour - Sleeper
- 2 - Official - Governor General
- 1 - " " "

Significantly, this was probably one of the last official functions for General Vanier's old cars, Nos. 1 and 2. Two new cars for official government service are being constructed at Hawker Siddeley's Fort William plant, and should be ready for the summer round of duties in connection with Expo 67.



ABOVE: Flags are dipped and the assembled honour guard salutes as the coffin of the late Governor General is placed on board the funeral train at Ottawa Station.

BELOW: Official cars 1 and 2 graced the rear end of the funeral train.

/Both photos, Bruce Chapman



## CPR BUSINESS CARS AVAILABLE FOR CHARTER

For the first time in memory, Canadian Pacific is making a 'limited number' of its business cars available for charter, particularly for trips to Expo 67 in Montreal.

The cars are air conditioned, sleep six to eight in well-appointed bedrooms. They have a lounge, dining room-bar, kitchen and usually two stewards -- one a top-flight chef.

How much will it cost? "Anyone who has to ask.. can't afford it," said a CP passenger representative.

## NEW CN GASPE SERVICE MEANS UPGRADED FACILITIES

Canadian National will spend close to \$500,000 on stations in Quebec's Gaspé Peninsula to install facilities necessary for the operation of a first class passenger train there this summer. The facilities are required as a result of CN's decision to operate the Chaleur -- now running between Montreal and Campbellton -- on to Gaspé, replacing the existing RDC service.

Looking to an early June start to the new run, the railway has begun installation of a new boiler and lighting fixtures at Gaspé. Platforms are being extended at other points on the line. Fifteen additional full time employees will be required to serve the new train.

## ELECTRONIC DEVICE PROBES CN'S DIESELS

SEARCH -- a newly acquired electronic detector which automatically tests the mechanical and electrical systems of diesel locomotives -- is now troubleshooting full-time at CN's Montreal Yard diesel shop. Similar to electronic servicing of missiles, SEARCH (System Evaluation And Reliability Checker) discovers faults, at the rate of 1,000 to 1,500 tests per hour, and pinpoints possible future trouble spots. The complex control equipment of modern locomotives will thus come under a regular and more thorough checking than was previously possible by manual methods.

SEARCH will at first be used only for electrical systems, and will likely be used for mechanical detection later. Similar detectors will probably be installed in shops across the CN system once SEARCH proves itself.



## DORION ACCIDENT NOW CN'S FAULT -- JURY

A revised verdict was handed down February 7th by the coroner's inquest into the disaster at Dorion, Que., on October 7th last year, in which 20 persons were killed when a school bus was struck at a level crossing protected by gates, flashers and bells. The five-man coroner's jury, re-assembled to hear additional evidence, confirmed its verdict of "accidental death", but went beyond that verdict in placing partial blame for the accident on CN and the Board of Transport Commissioners.

At the first hearing, there was considerable conflicting eyewitness testimony given, concerning mainly the presence, or otherwise, of persons at or near the gates just before the mishap. Subsequent evidence failed to resolve satisfactorily this problem.

BTC testimony at the first hearing revealed that an inspection of the gates showed them to be working perfectly, and that a malfunction "outside of malicious tampering" would be "extremely improbable". CN's offer to bring in expert witnesses to testify on the safety of the gates was rejected by the magistrate in charge.

Regardless of the weak basis of its censure of CN and the BTC, the jury went bravely ahead and listed a number of recommendations, in themselves implicit criticism of the railway's operations:

- Construction of overpasses for both the CNR and CPR tracks that transect St. Charles Rd. (in Dorion). The jury deplored the fact that neither of these companies nor the BTC had done anything about eliminating the level crossings up to this time.
- Reduction of speed over the Dorion crossings (of both lines) to 25 m.p.h.
- "Since the gate system at both the CNR and CPR crossings are apparently insufficient to ensure the protection of the public, there should be guards posted at the crossings." (
- Elimination of all visual obstacles, including the banning of switching in the crossing area, that might hamper visibility.
- Erection of fences along rights of way to keep people from trespassing.
- Replacement of long-nose road switchers by locomotives which afford perfect visibility.
- Installation of "better gates" than those presently at the Dorion crossing, to provide adequate security.
- "Since many level crossing crashes occur when opposite-going trains meet near a crossing, it would seem elementary that the conductor of the second train, on approaching the intersection, would give numerous toots of the whistle to warn motorists and pedestrians."

The jury failed to recognize that the initiative for crossing elimination must come from the municipality, making application to the BTC. Also ignored was the fact that in 1912, the Grand Trunk approached the town of Dorion with a view to building an underpass at this very

crossing; the matter was dropped when the property rights of nearby individuals appeared to be in jeopardy.

In late developments, the BTC has established 35 m.p.h. speed limits on both railways' crossings, ordered the erection of right of way fences in the crossing areas, approved in principle the construction of an overpass for both lines, and rejected the town's request for watchmen and a boxcar parking ban.

## UNION PROTESTS CN SALE OF NFLD. COASTAL SHIPS

The Canadian Brotherhood of Railway Transport and General Workers has expressed concern over CN's apparent plan to replace its fleet of Newfoundland coastal vessels with chartered ships. The move could eliminate CN's dock operations and the marine facilities at St. Johns.

Railway officials contend that the expansion of road facilities results in less need for the coastal ships and that the gulf service will maintain or increase the manpower and also eliminate the requirements for so many charters.

Latest CN vessel to be put up for sale is the S.S. Northern Ranger, retired last September 16th after 30 years' service.

## NOW B.C. WANTS ALL OF THEM

Robert Strachan, leader of the opposition in the British Columbia legislature, has advocated "provincialization" of all railways in the province. Speaking in the legislature, Mr. Strachan said that all CNR and CPR operations in B.C. should be taken over by and amalgamated with the provincially-owned Pacific Great Eastern Railway.

His remarks came about eight months after B.C. premier W.A.C. Bennett expressed a desire to incorporate CN's Prince George-Prince Rupert line in the PGE fold. There have been no further developments in this regard.

## TOKAIDO LINE BOOMS, EXPANSION PLANNED

Japan's New Tokaido Line has surpassed even the most optimistic predictions. Since its opening in 1964, the line has carried 62 million passengers a total of 19 million train miles. Averaging 100,000 passengers a day, the line set a record last October 10th, when 199,500 passengers were carried.

Plans have been announced for the extension of the line westward 100 miles by 1972. Cost of the extension -- which includes 30 tunnels -- is estimated at \$472-million. Japanese National Railways expects to finance the work from its own funds.

## CN EXTENDS KINGSTON SUB CTC

Considerable construction work has been completed in CN's programme to extend CTC to a point just east of Bowmanville on its Kingston Subdivision main line. The work is to be com-



ABOVE: CN's B&B forces made short work of the demolition of Pickering station, thanks to a block of concrete used as a battering ram.

RIGHT: Reason for the demise of Pickering station is evident in this view. An extension of the York Subdivision will pass directly through the station site.

/Both photos, J.A. Brown



## NEW FACILITIES, CTC, FOR CPR IN '67

Canadian Pacific's 1967 projects include a \$1.6-million one-spot car repair shop at St. Luc yard, Montreal, and a new \$597,000 ferry slip at Vancouver, B.C. CTC work will go ahead on the Calgary, Revelstoke and Canyon Divisions (\$3.7-million), Schreiber Division (including siding extensions - \$2.3-million) and the Winchester Subdivision (\$320,000).

pleted and operating coincident with the CTC additions for GO Transit, described elsewhere in this issue.

An extension of the York Subdivision approach track at Pickering some 2000 feet east has necessitated the removal of Pickering Station. The office was closed for train order business on March 14th, and was completely razed by the 17th.

Farther east, between Whitby and Simcoe St., Oshawa, a new third track is being constructed south of the existing main lines to serve the new Oshawa yard. CN's new Oshawa station, at Thornton Road, will be built in this section.

Between Bowmanville and Newcastle, at the eastern end of the present CTC extension, new sidings almost two miles long are being constructed both north and south of the existing lines. To be known as Clarke, these sidings will permit the operational flexibility necessary to integrate Freight traffic to and from the York Subdivision at Pickering with the high speed passenger services, with a minimum of delay. Clarke siding will enable an eastward freight, for example, to clear a fleet of passenger trains some 22 miles east of Liverpool where, under present conditions; it would be held for them. (The switches at Clarke East are about ½ mile west of Newcastle station.)

## CNT, CPT TO CUT SERVICE DUPLICATIONS

Canadian National and Canadian Pacific Telecommunications have announced a plan aimed at eliminating duplication of services of the two companies. Under the plan, service duplications in about 50 communities served by both companies would be eliminated. Economic pressures resulting from rising costs and dwindling message traffic were blamed for the move, which will eliminate about 100 jobs.





LEFT: The longest grain train of the year in eastern Canada, a mile-long Canadian Pacific extra with 133 boxcars laden with 266,000 bushels of export grain, is shown on the Winchester Subdivision, approaching Montreal in late February.  
/CPR photo

## WORTH NOTING . . .

- To better describe the scope of its territory, the name of CN's London Area was officially changed to Southwestern Ontario Area on February 1st.
- The BLE and BLF&E have announced the terms for renewal of contracts covering enginemen in CN services. Hefty wage hikes -- 35% and 30% respectively -- are the major demand. The BLE wants a reduced number of hours duty to constitute a day's pay, and is demanding a bonus for enginemen operating a radio-equipped engine in yard service.
- Six shopcraft unions have indicated that they will reject most recommendations of a presidential emergency board which is attempting to head off a U.S.-wide rail strike April 12th.
- CN carried 57,700 passengers during the Dec 22-31 Christmas season on its Toronto-Montreal trains, a 20% increase over the same period last year. Maritime traffic showed a 10% gain.
- The transportation committee of the Sudbury and District Chamber of Commerce has applied to both CP and CN for RDC service between Sudbury and Toronto.
- Soviet railway designers have come up with designs for an "eight wheel, two-storey carriage with a transport cupola." The USSR dome car was developed in view of booming tourist travel.
- B.C. Premier Bennett, chairman and president of the PGE, is optimistic that the provincially-owned line will climb out of the red in the near future. His prediction of a 15% jump in carloadings for 1967 is based on the amount of industrial development springing up in PGE territory in northern B.C.
- Bell System plans to install public telephones on the experimental high-speed PRR trains to enter service soon on the New York-Washington route.
- The ICC has ordered that Western Pacific continue to operate its portion of the California Zephyr, between Salt Lake City and San Francisco, for at least another year. It conceded that despite their popularity, the CZ 'imposed a substantial economic burden on WP', and estimated the 1967 operating deficit at \$560,000.
- Canadian Pacific is calling for tenders for extensive renovations to its King and Yonge office building in Toronto.
- Towers and lifting machinery on the lift bridge over the disused Lachine canal one mile south of CN's Central Station, Montreal, are to be removed.
- Canadian Pacific's station at Flamboro, on the Goderich Subdivision, has been demolished.
- Canadian Pacific's summer Eastern Region timetables will be printed in booklet format, similar to those of CN. While this will be the first trial of the new format on CP proper, the booklet form has been in use on Quebec Central, Dominion Atlantic and Lake Erie & Northern for some time.
- Large numbers of CN's main line switchstands are having the fresnel lenses in their lamps replaced by reflectors; lighting of these lamps, of course, will be discontinued.

# EQUIPMENT *Notes*



ABOVE: In case you've been wondering what an ONR road switcher would have looked like in the now-defunct new-image paint scheme, here's one that made it, at CN's Toronto Yard in March.

/J.A. Brown

## CANADIAN PACIFIC MOTIVE POWER NOTES

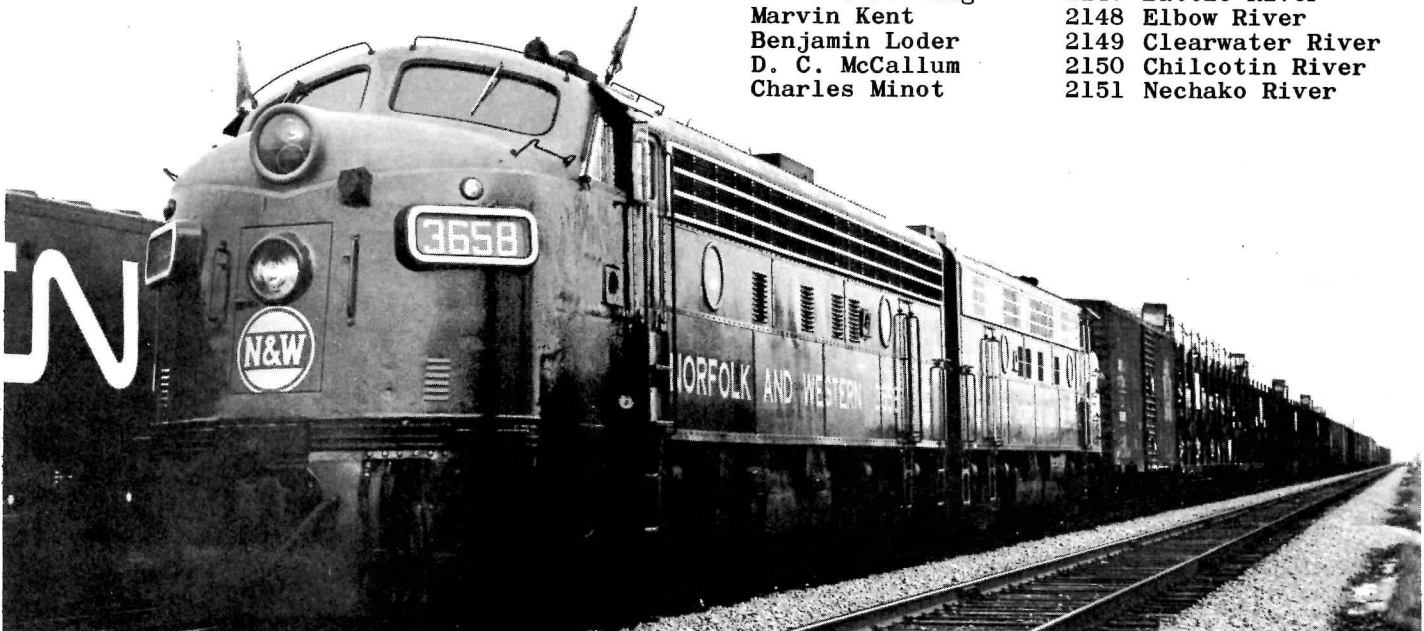
-CP has taken delivery of ten more SD-40's from GMD, as follows:

5544 - Feb 24th	5549 - Mar 8th
5545 - "	5550 - Mar 16th
5546 - Feb 28th	5552 - "
5547 - "	5553 - Mar 22nd
5548 - Mar 8th	5554 - "

Unit 5551 was delayed, waiting parts.

-K-1-a 4-8-4 No. 3100 has been moved to Ottawa, from storage at Winnipeg. The engine is slated for display in Canada's National Museum, when plans solidify.

BELOW: Two of the Norfolk & Western units that have seen recent CN service -- Nos. 3658 and 3662 -- were captured by Reg Button at Parkdale Yard in Hamilton, on March 2nd.



## CNR CAR RENAMINGS, RENUMBERINGS LISTED

Canadian National has renumbered several of its official cars, as follows:

Old No.	New No.
94	100
99	94
100	99

Old 99 was named 'Bonaventure', a name which has been reassigned to car 98, in the service of CN's president, N.J. MacMillan.

Names have also been assigned to the 26 cars recently purchased from U.S. lines (Dec/66 NL, page 176), as follows:

OLD NAME	NEW CN #	NEW CN NAME
<u>Florida East Coast</u> (4-4-5-1)		
Scott M. Loftin	1700	Windigo
Jamaica	1701	Manitou
(6 DBR)		
Magnolia	1095	North Star
Oleander	1096	North Wind
(10-6)		
Guatemala	2130	Terra Nova River
Argentina	2131	Grand Codroy River
Venezuela	2132	Moose River
Brazil	2133	Ecum Secum River
Chile	2134	Nashwaak River
Oriente	2135	Grande Riviere
Caparra	2136	Riviere Cloche
Cuba	2137	Riviere St-Francois
Colombia	2138	Belle River
Bahamian	2139	Deep River
Havana	2140	Petawawa River
Honduras	2141	Naiscoot River
<u>Milwaukee Road</u> (10-6)		
Lake Coeur D'Alene	2142	Wanapitei River
Lake Keechelus	2143	Warpath River
Lake Pepin	2144	Vermillion River
Lake Pend Oreille	2145	Dauphin River
Lake Pewaukee	2146	Torch River
<u>Erie-Lackawanna</u> (10-6)		
James Gore King	2147	Battle River
Marvin Kent	2148	Elbow River
Benjamin Loder	2149	Clearwater River
D. C. McCallum	2150	Chilcotin River
Charles Minot	2151	Nechako River





ABOVE: Just two days before returning to GMD for conversion to GO Transit service, GO 606 departs CN Toronto Yard on westbound tonnage, in the company of two leased N&W units.  
/J.A. Brown

#### BRIEFLY...

-CN has received the BTC OK to order 85 100-ton tank-type ore hopper cars without running boards and end ladders. The cars will run in unit train service between Temagami-area mines on the ONR and the Hamilton mills of Dofasco. Boxcars sans running boards are already appearing on CN.

-TH&B recently outshopped a home-made bay window steel caboose. Painted yellow and black, the new van was reportedly built on the frame of a retired caboose.

-Ex-London & Port Stanley freight motors L2 and L3, also caboose C2, are stored in CN's Sarnia roundhouse, disposition unknown.

#### CANADIAN NATIONAL MOTIVE POWER NOTES

-During the past month, CN retired a further five locomotives, several of which as a result of wreck damage:

4815	- Feb 20th;	(Collision Aug 3/66,
		Vanderhoof, B.C.)
9066	- "	; (Hit rockslide, Mar 13/66,
9124	- "	; Boothroyd, B.C.)
1609	- Mar 3rd	; (Repairs not economically
1616	- "	; justified.)

-Canadian National has received Century 424's of its current MLW order, as follows:

3222	- Jan 13th	3227	- Feb 10th
3223	- Jan 17th	3228	- Feb 21st
3224	- Jan 27th	3229	- Feb 24th
3225	- Jan 31st	3230	- Feb 28th
3226	- Feb 10th	3231	- Mar 16th

-Leased locomotives were a part of CN operations again this winter. The list includes;

#### DULUTH, MISSABE & IRON RANGE;

SD-9R; 127/131/132/133\*/139/144\*/145\*, 149/154\*.

SD-9; 161\*/163/169/171\*.

\*Unit returned to DM&IR March 13th.

#### CHICAGO & WESTERN INDIANA; (on GTW lines)

RS-1; 252/253/255/257.

#### NORFOLK & WESTERN;

F-7A; 3658/3666.

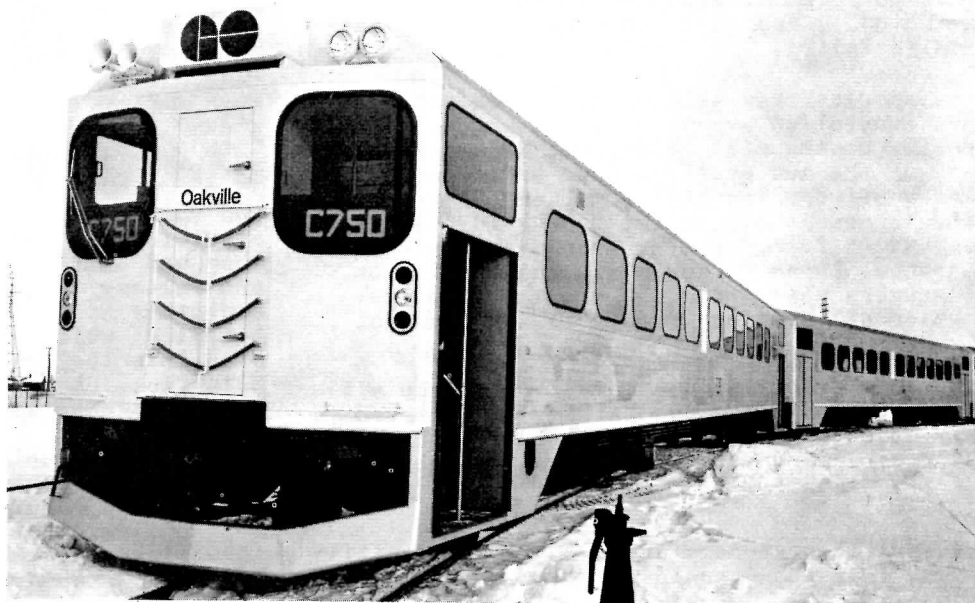
(3666 replaces 3662, leased earlier. Units operate in southern Ontario.)

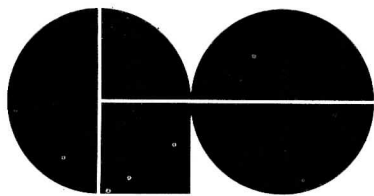
#### GO TRANSIT;

GP-40; 601-607. (Entire group to be re-leased to GMD by Mar 31st, for repainting & modifications for GO Transit service.)

RIGHT: The first cars of GO Transit's fleet roll out of Hawker Siddeley's Fort William plant. This cab car has a full locomotive control stand, enabling trains to be run in push-pull service. The GO symbol above the door conceals the bell.

/GO Transit





## Progress Report

Government of Ontario Transit service is just weeks away for thousands of Toronto's Lakeshore commuters; May 23rd will see the first operation of the sleek new aluminum trains over 60 miles of CN main line from Pickering to Hamilton. GO Transit trains will go into service in four stages, initially providing 17 weekday trains, ultimately increasing to 45 Monday-to-Friday trains by September; weekend and holiday services will start on June 26th.

The new commuter operations will spell the end of CN's present Toronto-Hamilton commuter trains, which will probably make their last runs on the morning of May 23rd.

As GO Transit's starting date draws closer by the day, preparations for the new trains are being rushed to completion.

### STATIONS & SERVICING FACILITIES

A station a week would be the impression of a sidewalk superintendent who could continuously monitor GO Transit's 60-mile route. While this rate of progress seems commendable indeed, much preparation has preceded the actual erection of the aluminum and glass ticket buildings and platform shelters. Ground has been cleared and staked out for parking areas, platforms and concrete work placed (including precast pedestrian underpasses at a number of stations; these were installed in an average of 12 hours each, minimizing interference to CN trains.), and lighting conduits and standards installed.

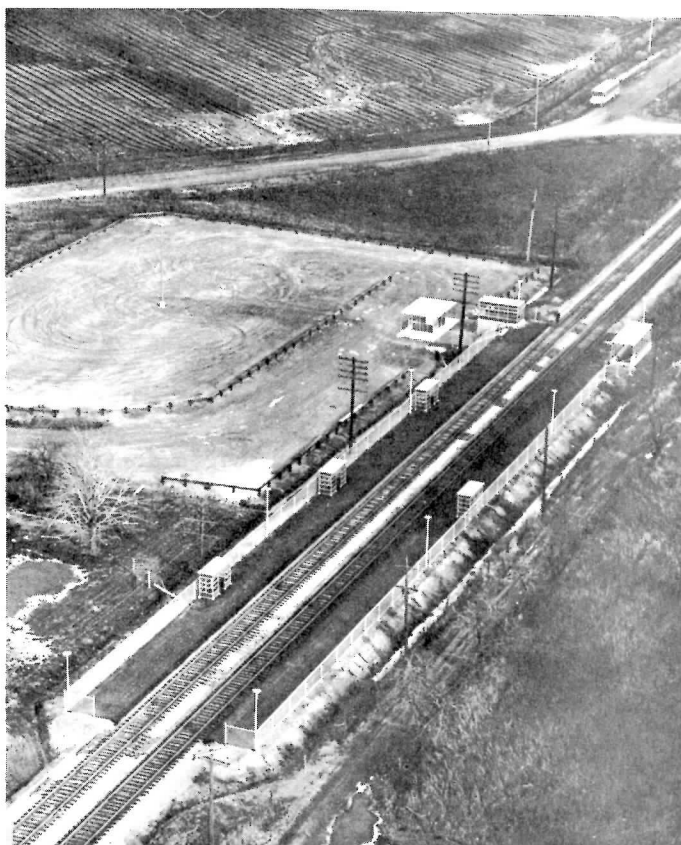
Station platforms will be fully fenced to afford controlled access. Ticket sales and collection booths will be located at access gates. Many of the new stations have under- or overpasses between the platforms, and fences are being erected between the tracks to discourage passengers from crossing them at grade. At Scarborough, Lorne Park, Bronte and Burlington, passengers will cross the tracks under protection of existing grade crossing signals.

One casualty of the new commuter service will be venerable Sunnyside Station. Now served only by CN's Hamilton trains, the depot will go into permanent retirement when these trains are withdrawn.

The equipment storage and maintenance facility for GO Transit -- known as Willowbrook Shop



GO Transit's typical station layout is shown here in detail (above) and overall perspective (below). The ticket office and platform shelters are of modular aluminum and glass construction, finished in green trim. This station is GO -- Rouge Hill.  
/GO Transit



and Maintenance Yard -- is nearing completion at Mimico. A new maintenance shop, 165 feet long and 41 feet wide, containing run-through and release tracks, is being constructed immediately north of the present car department buildings which themselves are being incorporated into the facility. The new shop contains a 15-foot, 65-ton drop table and a seven-ton overhead travelling crane.

Up to 150 CN employees will be employed at Willowbrook to handle the heavy repairs and maintenance required to keep GO equipment in top running condition. Major locomotive work, wheel turning, etc., will be handled by CN's Spadina roundhouse.



Passengers will be accommodated by the new GO station on the east side of Royal York Road in Mimico, while the present CN station becomes a booking-in office and lunch and locker room for commuter train crews.

The name Willowbrook was chosen for the Mimico facilities not only for its attractiveness but because the entrance to the yard lies opposite Willowbrook Road in the new borough of Etobicoke.

### TRACKWORK & SIGNALLING

GO Transit and CN's own burgeoning passenger and freight traffic have necessitated a substantial amount of line improvements both east and west of Toronto.

In the 42-mile Oakville-Pickering section, CN has laid 19 miles of new mainline track and five additional miles of sidings and storage track. To permit passes and meets between GO and CN trains, the new mainline tracks have been laid mainly in the Scarborough, Port Credit and Clarkson areas; perhaps the most spectacular operation in this regard will occur between Scarboro and Guildwood, when GO trains will be regularly overhauled at speed by Rapido and Turbotrain.

A major track realignment has been instituted at Mimico, where main lines which formerly skirted Mimico Yard's north edge now run directly through the centre of the old yard area, following the original alignment of bygone days.

About 100 new track switches, including some high-speed crossovers, have been placed. Excavation for the project has reached 300,000 cubic yards, not large as major projects go but difficult in view of the close quarters in which the work was carried out. More than 65,000 new ties were laid, and the two and one half miles of new platforms required 40,000 feet of timber in their construction.

Signalling plays a tremendously important role in high-density railroading, and the GO Transit route is no exception. The route will be under two-direction CTC control throughout, with the exception of the interlocked Toronto Terminals zone and the junction at Bathurst Street (Cabin D). To maximize the capacity of the line, signals have been erected at intervals of just over a mile on the average, having consideration for the braking distance of present GO and CN equipment. New, non-standard signal indications have been introduced, to convey the specialized information on traffic and route conditions that will be essential for the engineman working this territory; the new indications are illustrated in CN's Toronto Area timetable, and supersede those of the Uniform Code of Operating Rules in the territory between Burlington and Sunnyside and between Cherry Street and Oshawa.

Supporting the new signals are 35 signal cantilevers and bridges, and over 170 miles of cable on pole lines and in underground conduits are used in the circuitry.

Control of the commuter CTC will be in the hands of the Toronto Yard dispatching office. Two new control consoles are being installed for control of the lines east and west of Union Station; these, of course, will be in addition to the two existing consoles which handle freight movements on the access lines (and a portion of the Oakville Subdivision) east and west of Toronto Yard. Thus, a total of four CTC dispatchers will be required to operate the complex at peak times.

### THE EQUIPMENT

GO Transit's locomotives, on lease for the winter months to CN, have been returned to GMD's London plant for installation of the auxiliary generator (for train power requirements) and painting in GO colours. The trains, of course, are push-pull type, and will operate with the locomotive leading in the eastward direction.

Delivery of the first coaches from Hawker Siddeley's Fort William works has been completed, and in mid-March GO unit 600 worked test trains over CN's Kinghorn Subdivision, between Fort William and Longlac. Further testing, with CN's Dynamometer Car, will be carried out on the Cayuga Subdivision and in the commuter territory before regular operation begins in May.

The nine Rolls-Royce-powered self propelled cars will be delivered during the summer, taking up their base service duties in stage three or four of the service expansion.



/GO Transit

### TICKETING & SCHEDULES

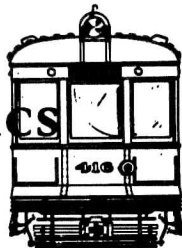
Ticket sales and collection will be by station attendant at GO Transit facilities, and by on-ground personnel at joint facility locations.

GO Transit riders will use a two-part ticket, each half colour-coded according to the entering or leaving station. Thus, a ticket will be required both when entering or leaving a platform "paid zone" area.

Pocket timetables, incorporating a "mileage chart" type of fare calculator, will be available for public distribution shortly.

# Traction Topics

Edited by John F. Bromley



\* The much-discussed TTC fare increase finally became reality on March 25th. Basic adult one-zone fare will be 25¢ cash, or 5 tickets for \$1, an increase of 20%. Two-zone fares will be increased to six (combination) tickets for \$2, an increase of 6.6%. Currently, one-zone fares are 20¢ cash or six tickets for \$1, and two-zone fares are four (combination) tickets for \$1.25. Childrens fares, purchased four tickets at a time, go from 25¢ to 30¢, while the 10¢ cash fare remains. Student tickets are increased from 9 for \$1 to 10 for \$1.25. This is the sixth fare increase since 1951, when fares were raised for the first time since the TTC came into being in 1921. The TTC lost \$1.2 million in 1966 and, at the old fare level, expected to lose \$5 million and \$9.5 million in 1967 and 1968 respectively.

Several members of Metro Council want the increase delayed until the possibility of a subsidy can be discussed in council. Another idea to be considered is the assumption by Metro and the province of 100% of subway construction costs. /JFB

\* The Boston MBTA recently examined the TTC's Pullman-built 4625-4674 series and asked the TTC the price per car for a total of twenty. The MBTA was informed that no Toronto street cars are for sale. The 4625's are very similar to MBTA 3197-3221. It appears certain now that MBTA will purchase Pittsburgh 1775-1799, using 20 cars for service on the MATTAPAN line and scrapping the balance for spare parts. MBTA presently operates only Pullman-built cars, and the 1775's are of St. Louis manufacture of 1949 vintage. MBTA wants to scrap their 3002-3021 series (19 cars) due to old age. /JFB

\* A large number of diversions occurred in the last month and another was about to take place at the time of writing. A fire on Gerrard east of Broadview February 27th resulted in CARLTON cars being diverted after 2.00 a.m. Normal service was restored after the morning rush. Westbound cars operated via Coxwell, Queen and Parliament, while eastbound cars used Broadview in place of Parliament.

A second fire on March 1st, this time at Queen and St. Patrick Streets resulted in diversions on QUEEN, LONG BRANCH and KINGSTON ROAD. QUEEN eastbound cars operated via Spadina, Adelaide and York, while westbound cars used Church, King and Spadina. LONG BRANCH cars followed the eastbound QUEEN cars to Church, then returned via the westbound QUEEN diversion in place of looping via Richmond and Victoria. KINGSTON ROAD cars used the LONG BRANCH loop. Several QUEEN cars were short-turned at Broadview Station, as well as the usual short turn locations.

At the height of evening rush hour March 10th, the east annex of St. Lawrence Market at King and Jarvis collapsed, littering the intersection with rubble and narrowly missing a KING car loaded with homeward-bound riders. KING and KINGSTON ROAD TRIPPERS were diverted via Church and Queen Streets, and KING cars continue along the diversion as of the afternoon of the 12th. It was expected that normal service would be restored prior to rush hour on Monday morning. The NA switch at Queen and King and the SR switch at King and Church, E to N, were removed from service and plugged for the duration.

Effective at 9.30 a.m. on March 13th, CARLTON cars were diverted east on Danforth to Luttrell Loop to allow contractors to finish work at Main Station Loop. The diversion began two weeks early, as extra cars were not scheduled to begin until March 26th. The diversion will remain in effect for about ten weeks. /JFB, RM

BELOW: Brill Witt 2662 holds its place in line during morning rush hour on Avenue Road at Poplar Plains Crescent in March, 1951, just three years before abandonment on the opening of the YONGE Subway.

/J.F. Bromley Coll'n

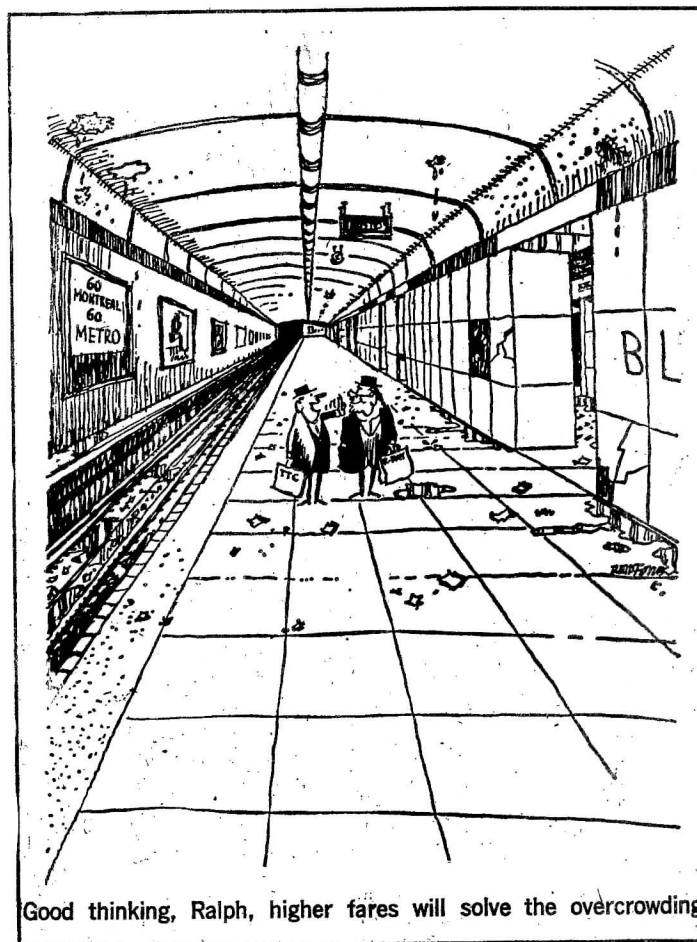


S Multiple unit service has been approved for  
H the QUEEN route and may be extended to the  
O KINGSTON ROAD service as well. Further de-  
R tails will be announced.....4397 and 4551  
T returned to their respective divisions on  
T February 14th.....KINGSTON ROAD service to  
U McCaul and Roncesvalles has been improved  
R by operation of runs normally cancelled due  
N to lack of operators.....odd assignments  
recently included 4201, 4413, 4418, 4426,  
4695 and 4238 on KING, 4408 (LONG BRANCH)  
extended to Neville February 16th, 4275 on  
LONG BRANCH March 6th, KINGSTON ROAD TRIPPER  
run #85 to Dundas West, Neville and McCaul in  
a single rush hour and 4703 on DANFORTH run #4  
March 11th.....cars stored for Egypt are gra-  
dually being taken to Hillcrest for drying out  
and inspection and are then being returned to  
their divisions. Danforth stored cars go to  
and from Hillcrest via Russell, resulting in  
such sights as 4019, 4075 and 4131, among oth-  
ers, being parked in Russell Yard for varying  
periods.....latest air-electric cars to re-  
ceive overhaul and paint are 4199, 4228, 4236  
and 4597.....4395 (DUNDAS) rear-ended 4392  
(KING) at Broadview and Withrow March 9th.....  
an NA switch has been installed at Russell  
trailer yard, E to SE.....the facing switch,  
curve and diamond at Bathurst and Adelaide, S  
to E, was removed late in February.....minor  
intersection replacement is being carried out  
at Queen and Victoria, and Crane C-2, which  
carried new specialwork to the sight, is being  
used to "clear the rails" on Danforth between  
Cedarvale and Danforth Carhouse in preparation  
for the closing of Coxwell Avenue for sewer  
construction.....minor rail replacement will  
take place on St. Clair in the spring in con-  
nection with a repaving contract between Yonge  
and Bathurst.....G-1 class subway car 5056  
is sporting experimental yellow paint below  
the windows in the interior, and a small sec-  
tion of the ceiling is also painted yellow, in  
an attempt to brighten the interior of these  
cars.....a low acoustic fence has been con-  
structed on the YONGE line at Glebe Road for  
the testing of sound-deadening materials.....  
the TTC was recently asked by the city to re-  
move the ST. CLAIR street cars east of Yonge  
to facilitate street widening. The TTC refused  
and Commissioner Walton is quoted as saying  
"Our passengers would far rather have street  
cars than buses".....Subway officials re-  
cently suggested short-turning BLOOR trains at  
Christie and Broadview, but the Commissioners  
didn't agree.....Metro Toronto will have its  
name placed on one of the Expo Express cars...  
....we offer the following "Statement Of The  
Month", credited to Toronto Alderman Michael  
Grayson, without further comment: "The Univer-  
sity subway should be closed to save \$200,000  
a month". (Mr. Grayson was commenting on the  
reasons for a fare increase).....recent pass-  
enger counts on QUEEN deflated arguments for a  
Queen Subway, showing QUEEN operating at 67%  
of the capacity of BLOOR street cars before  
their removal.....the TTC will keep the seg-  
regated subway system indefinitely, and no  
meetings have been scheduled to discuss each  
system. Even partial integrated service would  
require 68 new (long) cars and new motors for  
Gloucester trains..... /JFB, RM, SM, AN

## PHOTOGRAPHS NEEDED

Almost ready for publication is a medium-sized Bulletin describing the Toronto Transportation Commission as it was in early 1928. Photos suitable for this Bulletin are urgently needed. In particular, scenes of the MIMICO and SCARBORO lines before double-tracking in the inner zones, and views of the LAKE SIMCOE line are wanted, as well as scenes of the LAMBTON line with TRC equipment. Photos of other lines are also required. Photos should be from the period 1921-1938, and should be sent to John F. Bromley, 32 North Drive, Scarborough, Ontario, or phone 691-3383 and advise what is available. Great care will be taken with all photos and all will be returned no later than July.

\* The route changes noted on page 26 of the February NL were approved by the TTC at the annual budget meeting March 7th, although the TTC still hopes to open the subway extensions in 1967, thus hastening the demise of the DANFORTH and BLOOR shuttles, and the replacement of DUNDAS cars west of Dundas West Station by the JUNCTION trolley bus line. The balance of abandonment dates are purely tentative, and the 1980 removals (on opening of the Queen St. Subway) currently appear to be very premature. Newspaper references to a KINGSTON ROAD bus, we hasten to mention, refer to a partial replacement of the SCARBORO bus line. /JFB





# Bull Session



Sharp-eyed western readers have drawn our attention to a labelling error on CP's new SD-40's. Units 5500-5531 were (and still are) classified DRF-30a. Yet, Bob Loat and John Rushton have both noted several of these units sporting 'DRF-30b' plates. The matter has since been rectified. (For the record, units 5532-5564 are class DRF-30b.)



/Bob Loat

A few corrections to recent Locomotive Data Sheets:

No. 6612; K-3-a 5570 was heading train No. 5, not a freight, when it was wrecked at Brantford.

No. 6701; The conical nose of a U-1-f removes completely, rather than swinging as suggested in the text.

No. 6702; The passenger train powered by 5914 and 5922 is actually westbound, having just descended the Big Hill. This view shows the old Field Station, replaced over ten years ago by a new structure.

/John Rushton

We have more information on FM cab units with the unusual B-A1A wheel arrangement, apropos John Freyseng's article in the December issue.

Ron Deiter (of Washington, D.C.) tells us that FM built locomotives similar in appearance to CN's 6700-05 for several U.S. roads. Eight 2,000 h.p. units went to the Long Island, while 2,400 h.p. locomotives were used by the Long Island (4), NYC (8) and New Haven (10). The locomotives were all built in 1950-51, and it seems that most -- if not all -- have been withdrawn.

Bill Linley also provided this data, in a letter which arrived the same day as Ron's!

Conductors to 32 Order on this line.

ENGINE DRIVER'S COPY.

GREAT WESTERN RAILWAY--TELEGRAPHIC TRAIN ORDER.

From *Palmerston* To Conductor *Lillis*

and Engine Driver *James* of Train No. *2*

Station *North Guelph*

*met at 47 forty seven and at Supers 31*

Received at *11/25-9* M. by *Ramsey*

*Train Dispatcher*

This interesting souvenir (LEFT) of the Great Western's western Ontario operations was contributed by Bob Damm, and is an 1881 train order to train No. 2 at Guelph, setting up a meet with southbound special No. 47 at a siding called Supers. This line, from Guelph Jct. to Palmerston now constitutes part of CN's Fergus Subdivision. Can anyone tell us where Supers siding was located?

This line does not appear in the reproduction of an 1867 Great Western employees' timetable that appeared in our November, 1965 issue since it was not taken over by GWR under lease until 1871. The line was incorporated as the Wellington, Grey and Bruce Railway Co. in 1864.

During frosty weather no special freight train shall exceed FIFTEEN MILES AN HOUR, and no special passenger train THIRTY-TWO MILES AN HOUR, unless by orders signed by the Superintendent or General Manager.

Before accepting this order the Conductor must see that the figure "0" and the Train Dispatcher's initials are written underneath the Receiving Operator's signature, which means that the order has been repeated to the Train Dispatcher, and is his acknowledgment that it is correct.

This order must be read aloud by Operator to Conductor, it must be read aloud by the Conductor to his Driver, and fully understood by both of them before starting; and must then be given to the Driver, who will place it on clip, handing it to the Locomotive Foreman at the end of the journey. Conductor's copy will be retained by him till end of journey, and then sent with Journal to Assistant Superintendent's Office.

This order gives no right of way but that is on its face.

Both Driver and Fireman are to read this order independently of the Conductor having done so.

Conductors must see, before starting, that the proper number of their Train is on Headlight of Engine.

O. STIFF, Superintendent

Members' copies of this issue include Data Sheet No. 6703, describing the 2-8-4 type locomotives of the Toronto, Hamilton and Buffalo Rly. Non-members may purchase the Data Sheets from the Society at 10¢ each, and are reminded that membership in UCRS includes a subscription to the NEWSLETTER plus complimentary copies of all Data Sheets issued. Details from the Membership Secretary.

NOW READY.....LIMITED EDITION

The new Book Committee of the UPPER CANADA RAILWAY SOCIETY is pleased to announce their first publication of 1967. Now ready for mailing is

### THE RDC CAR IN CANADA

Fully twenty-eight pages plus covers in attractive plastic spiral binding, profusely illustrated, each and every one of the many Budd RDC cars operated by the many Canadian Railroads is listed in detail.

The RDC cars are fully responsible for saving many passenger services in Canada that otherwise would have long been abandoned due to rising costs and competition from the private automobile and buses.

Why not order your copy today?

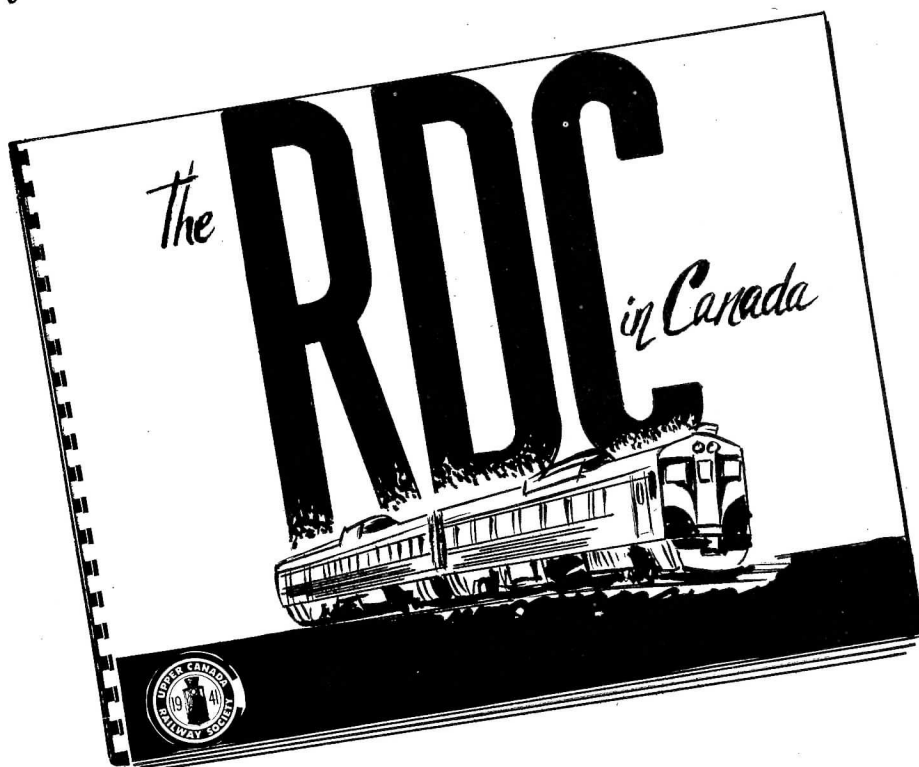
Just \$2.50!

A handy order form is included below for your convenience.

#### UCRS MEMBERS DISCOUNT

All members of the UCRS are entitled, as a benefit of membership, to purchase one copy of THE RDC CAR IN CANADA at a special price of just \$1.25, 50% off. Your membership number must be shown on the special order form to qualify for the discount.

The special discount expires October 1/67.



Publications Sales Committee,  
Upper Canada Railway Society,  
P.O. Box 122 — Terminal A,  
Toronto, Ontario, Canada.

(PLEASE PRINT CLEARLY)

42C

\_\_\_ copies of THE RDC CAR IN CANADA. Enclosed \$\_\_\_\_. Membership #\_\_\_\_ \*  
\_\_\_ copies of UNIFORM CODE OF OPERATING RULES. Enclosed \$\_\_\_\_.

Send to: Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ Zone/Zip \_\_\_\_\_  
Province or State \_\_\_\_\_

Please send details of membership at no obligation. ☐

Cheques/Money orders should be payable to UPPER CANADA RAILWAY SOCIETY, in Canadian funds. Out-of-town cheques, add 15¢ exchange or it will become necessary to delay your order.

NOW READY.....LIMITED EDITION

The Publications Committee of the Upper Canada Railway Society is pleased to announce that the

### UNIFORM CODE OF OPERATING RULES

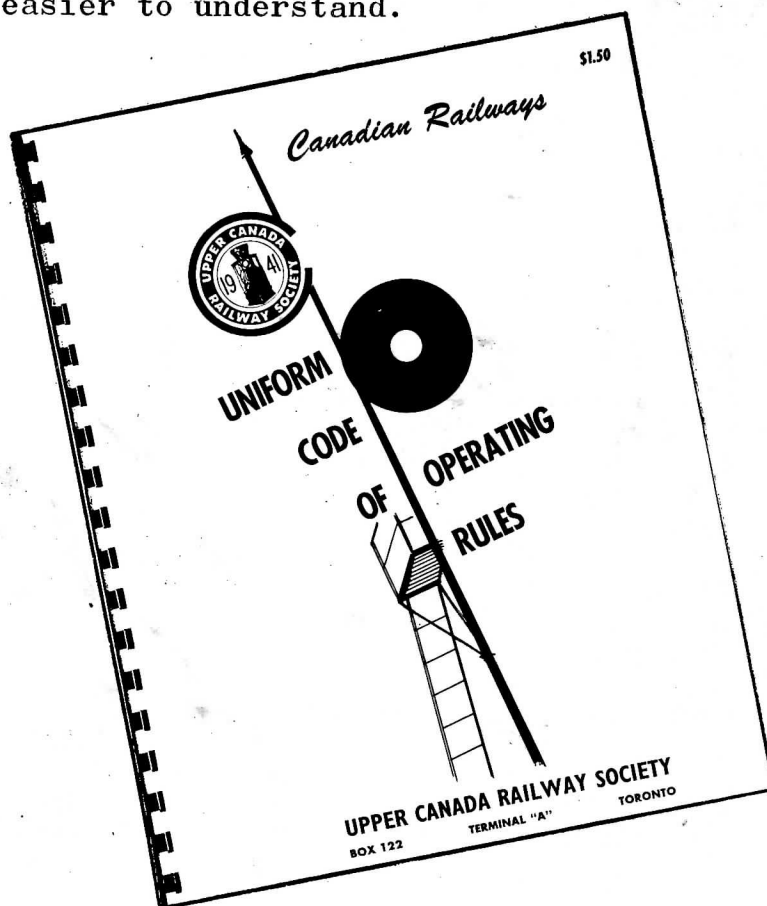
for Canadian Railways is now available. Here, in the popular 8½x11 format, is a twenty page volume, plus covers, spiral bound, is the complete book of rules, regulations and definitions governing railroading in Canada and the American operations of the Canadian National as well. Train order forms, whistle indications, interlocking and block signals (in colour).....presented and designed to make railroading more interesting and easier to understand.

The special printing of this edition was limited to just 450 copies.

Why not order your copy now?  
Avoid disappointment.

Just \$1.50!

A handy order form  
is included over-  
leaf for your con-  
venience.



42D

INTERESTED IN CANADIAN RAILROADING? Or does your preference lean to the electric railways of Toronto? The latest news and views of each is available regularly in the Upper Canada Railway Society's monthly NEWSLETTER. Our photo-offset, high quality publication is available free to all Society members. Data sheets on Canadian railway locomotives are also included in your membership. Ask for details now by checking the appropriate box on the special order form overleaf.

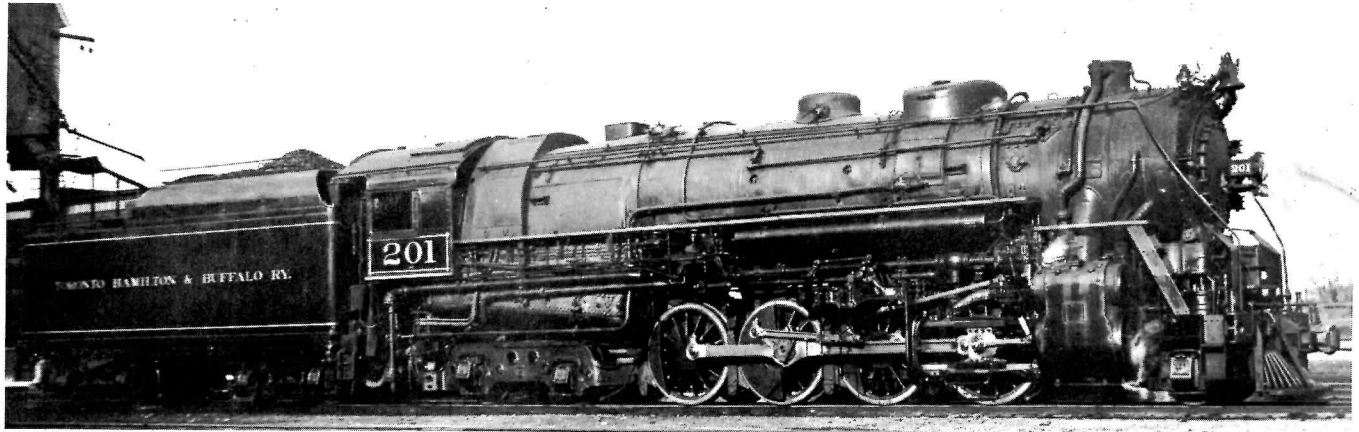


TH&B

# 201-202

TH&B

A<sup>Ⓢ</sup>



The Toronto, Hamilton and Buffalo Railway has long enjoyed a respectable trade on its Hamilton-Welland (Ont.) main line. In addition to a sizeable "bridge traffic" between Canadian Pacific and NYC connections at these points, the heavily industrialized Hamilton district originates numerous carloads for TH&B.

By the mid-1920's, tonnage was becoming too arduous, particularly over the stiff Niagara Escarpment climb between Hamilton and Vinemount, for the fleet of light 2-8-0's then in charge, and TH&B began casting about for suitable designs for new power. In 1927, the railway initiated experiments with a borrowed New York Central H-10-b 2-8-2 and brand new Boston and Albany 2-8-4 No. 1433. The outcome of these tests was the placing of an order with Montreal Locomotive Works in February, 1928 for two 2-8-4 type locomotives, the first and, as events were to prove, the only 2-8-4's owned by a Canadian line.

The new locomotives, Nos. 201 and 202, Class A, were delivered in July of the same year. While one engine immediately entered service, the other was placed on a week's public exhibition on Company tracks at Hunter and Bailey Streets, Hamilton, by the proud TH&B. A stairway was built so that visitors could view the cab and during the exhibition period movies of the 2-8-4's construction were shown at Hamilton's Pantages Theatre.

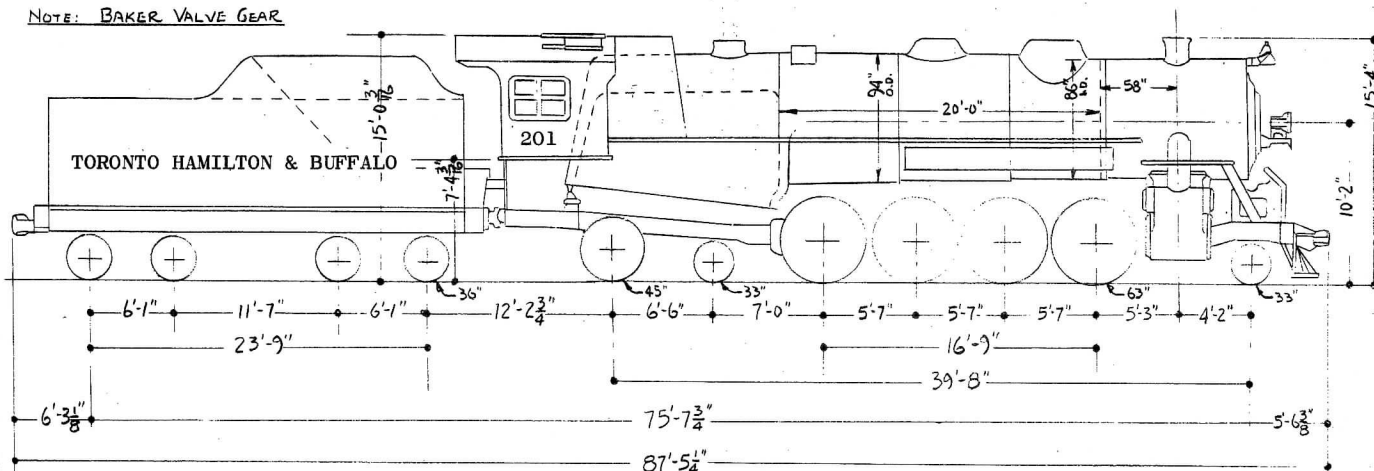
In terms of basic dimensions, the two A-class engines were identical to their B&A kin, and their appearance bore unmistakeable traces of NYC parentage. The open cab contrasted sharply with the all-weather vestibuled types being applied to other Canadian locomotives. The impressive air storage capacity of three main reservoirs was supplied by a pair of pilot-mounted compressors, concealed behind a shield. A Coffin feedwater heater in the shape of an inverted "U" was mercifully concealed within the smokebox, while the feedwater pump was carried on a substantial bracket on the engine's left side. A massive firebox contributed to the large heating surface, necessary to satisfy the steam demands of the 28" x 30" cast steel cylinders; a low-water alarm guarded against burned crown sheets. Over one ton of counterbalance in each main driver, covering fully half of the wheel centre, was necessary to reduce the pounding effect of the main rod big ends. Provision was made in the design of the Commonwealth trailing truck for future application of a booster. The swing-type bell perched atop the smokebox front, which was hinged to permit the entire front end to be swung open.

Virtually all of the 200's service was spent hauling freight between Aberdeen Yard in Hamilton and NYC's Montrose Yard, Niagara Falls -- a distance of 50 miles. Occasionally, one of them would be called upon to handle passenger stock, and for this duty the A's were equipped with steam heat connections. In 1929, when the NYC (including the Michigan Central) adopted Automatic Train Control, the 2-8-4's were among the group of TH&B engines fitted with ATC equipment for operation on NYC track east of Welland. Trailing truck boosters were applied about this time, for improved starting tractive effort. Otherwise, apart from the replacement of the Duplex mechanical stokers with the Standard type in 1946, the 200's remained virtually unchanged for their entire careers. All servicing and maintenance work on these engines, including complete overhauls, was done in TH&B's own shops at Chatham St., Hamilton.

In 1950, TH&B's first road diesels arrived, numbering the days of the 200's. In June, 1953, after increasingly intermittent use, they were laid up, and in October sold to the Steel Company of Canada for scrap. By the year's end, only memories remained of Canada's only 2-8-4's.



NOTE: BAKER VALVE GEAR



JAB 3-67

CLASS	A ⑤	TUBES, NUMBER AND OUTSIDE DIAM.	204 3-1/2"
ROAD NUMBERS	201, 202		98 2"
BUILDER'S NUMBERS	67573/74	DISTANCE BETWEEN TUBE SHEETS	20'-0"
BUILDER & DATE	MONTREAL LOCOMOTIVE WORKS, 1928	HEATING SURFACE, TUBES	4,742
BOILER PRESSURE	240	HEATING SURFACE, SUPERHEATER	2,243
CYLINDERS	28"x 30"	HEATING SURFACE, FIREBOX	288
DRIVING WHEELS	63"	HEATING SURFACE, ARCH TUBES	50
TRACTIVE EFFORT	69,000	TOTAL HEATING SURFACE	7,323
TRACTIVE EFFORT OF BOOSTER	12,000	WEIGHT ON DRIVERS	254,500
FIREBOX WIDTH, INSIDE	96-1/4"	TOTAL WEIGHT OF ENGINE	393,000
FIREBOX LENGTH, INSIDE	150"	LOADED WEIGHT OF TENDER	228,000
GRATE AREA	100	LIGHT WEIGHT OF TENDER	96,000



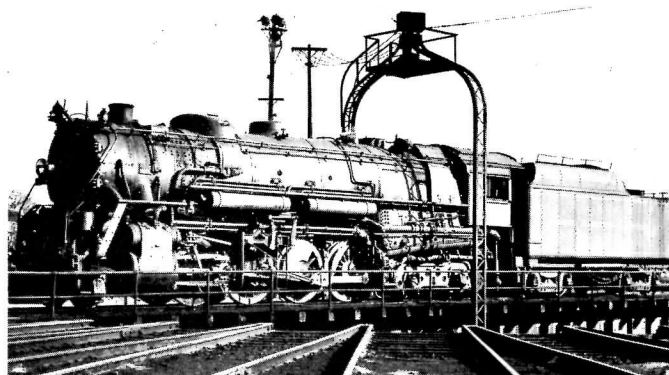
Upper Canada Railway Society

BOX 122 TERMINAL "A" TORONTO  
**LOCOMOTIVE DATA SHEET**

No.  
6703

Compiled by: James A. Brown.

Contributors: W.E. Blaine, R.S. George, R.G. Leitch,  
W.H.N. Rossiter, R.F. Corley.



REVERSE SIDE, TOP: No. 201 awaits dispatch at Hamilton, January 1937. Note the ATC pickup on the tender truck. /R.S. George Coll.  
REVERSE SIDE, BOTTOM: One week from retirement, 201 pounds west through Smithville, Ont., in June, 1953. /W.H.N. Rossiter  
ABOVE: No. 202 rides the turntable at Hamilton. /W.E. Blaine  
LEFT: TH&B tonnage nears Montrose Yard in charge of 2-8-4 201 in June, 1953. /W.H.N. Rossiter  
BELOW: B&A's A-1-b class influenced the design of TH&B's 2-8-4's.

