

newsletter

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newsletter

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James A. Brown, Editor

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CLEAN BILL OF HEALTH FOR 6218

With one of the heaviest excursion schedules in years
coming up, Canadian National has just finished giving
its star performer a thorough going over. The conclu-
sion: she's healthy!

There were several relatively minor items that needed
attention. For example, both the air and water pumps
were exchanged for rebuilt spares to ensure trouble-
free operation. The feedwater heater was retubed. And
6218 paid a visit to Toronto Yard Diesel Shop (of all
places) where the drop table was used to make a close
check of the lateral play in one set of driving wheels.

6218 sees its first UCRS service this season on June
1st, when we journey to Stratford and Palmerston. An
enthusiastic response to this and future trips will be
the best possible reason for CN to keep the locomotive
in operation. Let's help!

The Cover

Toronto had a sneak preview the other day of the brand-
new trainsets soon to go into regular service on CN
trains to Southwestern Ontario. The Tempo trains, as
the five sets will be called, each consist of five alu-
minum cars built by Hawker Siddeley Canada Ltd. Like
GO Transit equipment, power for train lighting and air-
conditioning is supplied from an alternator mounted in
the locomotive. And what about the locomotive? Tempo
trains will be headed by rebuilt MLW road switchers,
with 92 m.p.h. gearing, train power supply and a dis-
tinctive paint treatment. Here's the former 3884 in
its new role as passenger unit No. 3154. See page 41
for another view of the train.

-- J.A. Brown

Coming Events



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

May 10: Last-run all-night streetcar excursion over
(Fri) TTC lines to be dropped with the opening of
the B-D Subway extensions on May 11th. Write
UCRS Trip Committee for tickets, at \$4 each.

May 17: Regular meeting, at which a panel will dis-
(Fri) cuss the future of the passenger train.

June 7: Outdoor meeting: A visit to CN's new Express
(Fri) Terminal at Toronto Yard, Keele Street at Hwy
7. 7.30 p.m. Regular TTC KEELE bus leaves
Lansdowne Subway Station at 6.25 p.m. Note:
Details are subject to confirmation by CN and
will be verified at the May meeting.

June 21: Regular meeting. Omer Lavallee recalls steam
(Fri) days on the Newfoundland Railway. (This meet-
ing is rescheduled from May.)

RESERVE THE FOLLOWING DATES NOW FOR THIS SUM-
MER'S STEAM EXCURSIONS -- FULL DETAILS SOON!

June 1: Toronto to Stratford and Palmerston with CN
(Sat) 6218, including a photo stop at Guelph along-
side the displayed 6167.

July 6: Toronto to Montreal with 6218, return by die-
(Sat) sel.

July 13: Montreal to Toronto with 6218, possibly run-
(Sat) ning via Ottawa.

Aug 3: North Bay to Englehart, featuring Ontario
(Sat) Northland 2-8-0 137; special cars from Toron-
to to North Bay.



-- Tom Henry

RAILWAY NEWS AND COMMENT

CN HIKES FARES, INTRODUCES INCENTIVES

Following the lead of air and bus companies, Canadian National has announced increases in its passenger fares of up to ten per cent, effective June 1st.

The maximum increase will be felt in the main travel corridor -- between Windsor and Quebec City. Travel to the Atlantic provinces is unaffected for distances of over 600 miles. Travel in western Canada and on trans-continental runs will cost ten percent more except for long haul journeys of over 1,500 miles, where a five per cent boost applies.

Family discounts of up to 25 per cent will be offered; businessmen and those under 21 will also benefit from this reduced rate.

'HURON' DAMAGED IN ALTERCATION WITH TRUCK

Four cars of CN's ex-Crusader stock were damaged in a derailment following the collision of the Huron and a flat bed truck west of New Hamburg, Ont., on April 19th. After the Sarnia-bound train struck the truck at high speed, killing the driver, the entire consist left the rails. The locomotives -- 4132 and 4156 -- steam generator 15452 and the leading coaches suffered moderate to heavy truck and underbody damage. Three conventional coaches augmented the Huron's consist on April 19th.

The derailment blocked the Guelph Subdivision from early Friday evening until Sunday morning, forcing trains to detour via Brantford. Auxiliaries from Toronto and London cleared the line.

TRAIN DERAILS ON BRIDGE -- 3 KILLED

Three crewmen died in the flaming wreckage of their diesel locomotives following a derailment at St. Lazare, Man., April 23rd. The train, Canadian National's west-bound freight 409, left the rails as it approached the bridge over the Birdtail River, between Rivers and Melville. The four diesel units and 24 cars plunged off the bridge, pulling part of the structure down. The wreckage ignited and burned furiously for several hours.

CN's main line is expected to be closed for ten days as repairs are made to the bridge. In the meantime, trains are detouring via Dauphin and experiencing delays of from five to 12 hours.

Locomotive casualties were Nos. 9108, 4804, 4819 and 4113. All will likely be retired.

BANDITS HIJACK THE 'NORTHLAND' IN TORONTO

Metro Toronto and CN police are investigating the bold robbery of a strongbox containing \$5,400 from the baggage car of the Northland as it awaited its departure from track six of Toronto Union Station, April 23rd. The thieves were forced to abandon a second box containing \$25,000 when the wheel fell off a cart they were using to haul the heavy load. They evidently made their escape out the east end of the trainshed and down an embankment to a nearby parking lot.

The currency was being shipped to banks in northern Ontario to meet company payrolls.

WORTH NOTING...

- * Before the recent Liberal leadership convention, Transport Minister Hellyer said that if he became prime minister he would push CN lines north to the Yukon.
- * When the \$37.91 bid of an 11-year-old Hamilton girl for CN's Hamilton station came to the attention of Great Lakes Region vice president D.V. Gonder, he expressed delight and promised that it would be considered along with any other offers. The present Hamilton station will become surplus when a new facility at Bayview, now on the drawing boards, is completed.
- * The Northern Alberta Railways has applied to the CTC for permission to discontinue its twice-weekly passenger service from Edmonton to Dawson Creek, B.C. The trains frequently carry only two or three riders and last year racked up a deficit of \$160,000.
- * Canadian Pacific plans to spend \$66.8 million on new facilities and equipment during 1968, including \$28.8 million for track improvements and \$26.9 million for new locomotives, freight cars and work equipment.
- * CN plans to begin construction this fall on a 30- to 35-storey hotel and convention centre in Winnipeg. To be located just south of the present Fort Garry Hotel, the project will cost between \$10- and \$15-million.
- * Canadian Pacific's old station, roundhouse and other structures at Ottawa West were demolished during April as one of the concluding phases of the NCC railway relocation scheme for the nation's capital.
- * A fire which consumed a feed mill at Myrtle, Ont., late in January destroyed two Canadian Pacific service sleepers and a portion of the nearby station building. A locomotive was hastily dispatched from Toronto Yard to rescue a number of additional outfit cars which were standing close to the flaming structure.
- * Canadian National has organized an Investment Division to take charge of CN's multi-million dollar investment activities.
- * The national press took delight in the fact that Pierre Elliott Trudeau travelled to the Liberal convention, which named him Canada's new prime minister, in a CN club car named 'Joie de Vivre' -- an appropriate vehicle for the ebullient Trudeau.
- * Four giant 40-foot refrigerated containers have gone into CN service in Newfoundland. Similar in design and handling to the standard eight-by-eight-by-twenty-foot containers in common use, the big units are designed to maintain any interior temperature from -10 to 60 degrees F.





-- Reg Button

NEW UNIT TRAIN SERVES DOFASCO MILLS

A CN/ONR unit train -- first in Canada to employ rolling stock specifically designed for unit train service -- made its inaugural run to Hamilton, Ont., on March 27th, carrying the first iron pellets from Ontario's newest mine.

Three 35-car trainsets make up the operation. They run continuously on 72-hour cycles between an automatic loading dock at the still-unfinished Sherman Mine near Temagami and an elevated unloading track over the blast furnace bins at Dominion Foundries and Steel in Hamilton.

Loading and unloading hatches on the cars open and close automatically -- actuated by the 'brake wheel' devices atop each car. A 35-car train can be loaded at Temagami in two hours. Although each car can discharge its load in 60 seconds, the Dofasco mill consumes just 12 carloads per shift, or a trainload each 24 hours, seven days a week.

CN owns 85 of the stubby ore cars, while Ontario Northland contributes the remaining 35 cars. A surplus of 15 cars over normal requirements is available for a scheduled maintenance program.

Load-adjusting brakes are an unusual feature of the ore cars. This device varies the braking effort according to the load in the car, so that the stopping distance for a full train is nearly the same as for a trainload of empties returning to the mine.



GO TRANSIT MODIFIES ITS SCHEDULES

Lack of patronage is the reason for the cancellation of Sunday operation of GO Transit's first three trains in each direction; dropped from Sunday schedules are Nos. 902, 904, 906, 903, 905 and 907. The first Sunday eastbound train will thus leave Oakville at 0830 while the first westbound departs Pickering at 0900. The early trains will be retained on Saturdays and holidays, however.

Late commuters will appreciate a new daily eastbound train, No. 938, which leaves Oakville at 2330, making the usual stops to Pickering.

Eastbound train 946 which formerly originated at Oakville at 0550 (and which was GO's first regular train) will now originate at Mimico at 0610.

'EXECUTIVE', 'BISTRO' CARS FOR THE 'RAPIDO'

CN plans to introduce two new innovations on its afternoon Rapidos between Toronto and Montreal within the next few weeks.

Entering regular service at the end of April are the seven compartment/buffet/lounge cars 'Burrard' and 'Bedford', in a new role as 'Executive Club Cars'. Privacy, convenience and elegance are stressed in the Executive Club, where a businessman and his associates may confer or enjoy fine food in the privacy of their own room, or relax in the lounge at the end of the car. For large groups, the lounge may be set up as a dining or conference room. Setting off the rear end of Rapido in fine traditional style with their open platforms, 'Burrard' and 'Bedford' will be isolated from the rest of the train to respect the privacy of their occupants.

How much does 'Executive Club' travel cost? The lone businessman will pay \$45 for his Toronto-Montreal ride; two persons pay \$35 each, and \$90 will cover a group of three. Large parties of not more than 21 passengers may charter the entire car for \$490.

The 'Bistro' cars -- rebuilt from coaches 5292 and 5300 and renumbered 3100 and 3101 -- will be rolling night-clubs. One is to have the atmosphere of an English pub, while the other will take on the form of a modern discotheque. The 'Bistros' should be on the rails by the end of May.

There wasn't much left of CP's Ottawa West roundhouse on April 4th, when Bill Linley took this picture. Across the now-empty turntable pit may be seen the bridge of the western NCC Driveway.

The first of Canadian National's Tempo trains poses for publicity photos with Toronto's skyline as a backdrop. Although basically conventional in design, the new cars embody many unconventional features;

They are constructed largely of aluminum sheets and extrusions instead of the more usual carbuilding materials. Their electrical requirements are supplied from the locomotive. Their trucks are equipped with outboard disc brakes. Their meal facilities are designed around the precooked meal concept, airline-style.

Tempos will be in service soon on CN's trains to Sarnia and Windsor.

-- J.A. Brown



EQUIPMENT NOTES...

CANADIAN NATIONAL MOTIVE POWER NOTES

* Deliveries:

From General Motors Diesel Ltd., 3,000 h.p. SD-40's, class GR-30d:

5040 - Apr 15/68

5041 - Apr 15/68

From Montreal Locomotive Works, 3,000 h.p. Century 630's, class MR-30b:

2024 - Mar 21/68

2028 - Apr 9/68

2025 - Mar 27/68

2029 - Apr 10/68

2026 - Mar 29/68

2030 - Apr 20/68

2027 - Apr 3/68

2031 - Apr 23/68

Units 2000-2023 are assigned to Montreal Yard. Nos. 2024-2043 are assigned to Moncton as deliveries are made.

CANADIAN PACIFIC MOTIVE POWER NOTES

* CP's eight Century 630's, slated for delivery in mid-summer, will be classified DRF-30c, Nos. 4500-4507.

* Two 1,200 h.p. road switchers, Nos. 8148 and 8156, suffered fire damage in separate incidents recently in the Toronto area and are undergoing repairs.

* Unit 8160, not 8161 as stated last month, was involved in the derailment at Dutton, Ont., on the LE&N.

Who can tell us the origins of this Sperry Rail Car, photographed recently on the CPR at Leaside?

-- Tom Henry



Railways of the Okanagan

GENESIS

The first railroad into the Okanagan Valley of British Columbia was the Shuswap & Okanagan, financed by Canadian Pacific interests, which in 1893 completed a line from Sicamous, on CP's main line, south to Vernon, 46.2 miles. A spur about 4 miles long extended west from Vernon to Okanagan Landing, where passengers and freight were transferred to paddle-wheel steamers which plied Lake Okanagan. The water route south touched such points as Okanagan Centre (17 miles), Wilson's Landing (27 miles), Kelowna (33 miles), Westbank (39 miles), Summerland (64 miles), Naramata (65 miles) and terminated at Penticton, about 74 miles from Okanagan Landing.

Basic service on the Shuswap & Okanagan was provided by a mixed train, which left Sicamous in the early morning after connecting with main line trains, and arrived at Okanagan Landing about noon. After connecting there with the Okanagan Lake Steamer, the mixed train returned to Sicamous in time to meet the evening mainline trains, and the steamer sailed back down the lake to Penticton. The mixed train made numerous stops, including the growing towns of Armstrong and Enderby, and apart from a lengthy stop at Kelowna, the steamer made numerous calls as required. Thus, travel up and down the valley was somewhat slow and tedious. Freight trains and freight-only steamers were added as business increased, but this basic arrangement involving trans-shipment at Okanagan Landing continued until well after the First World War.

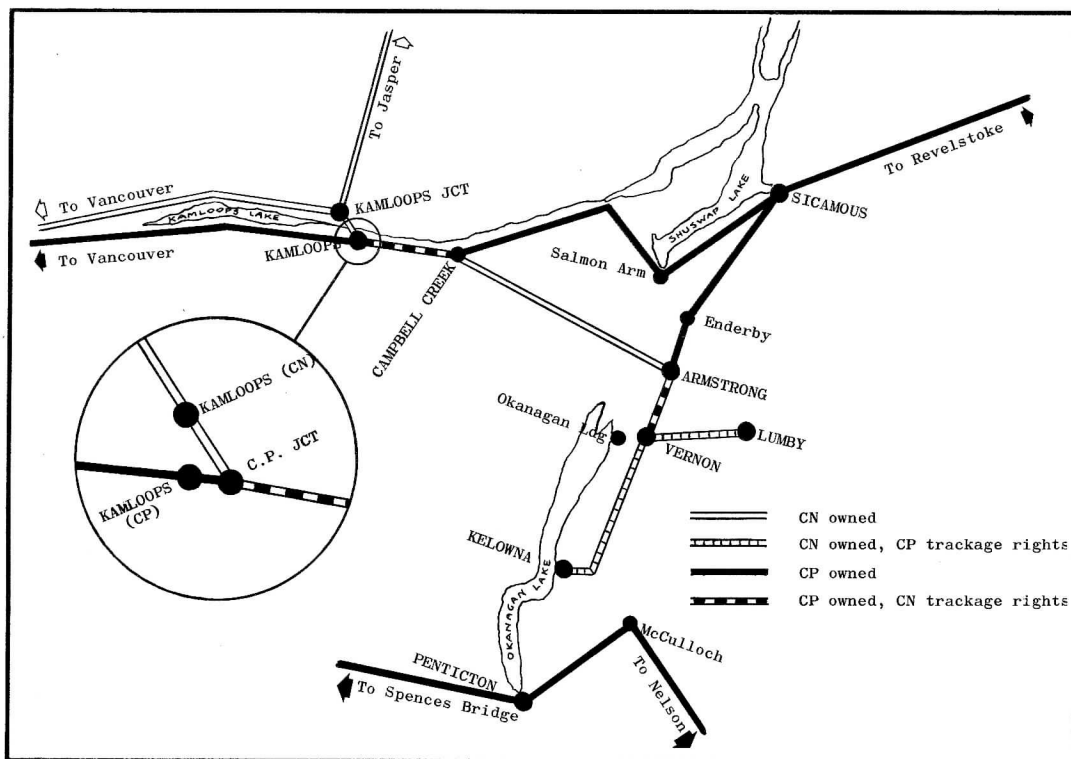
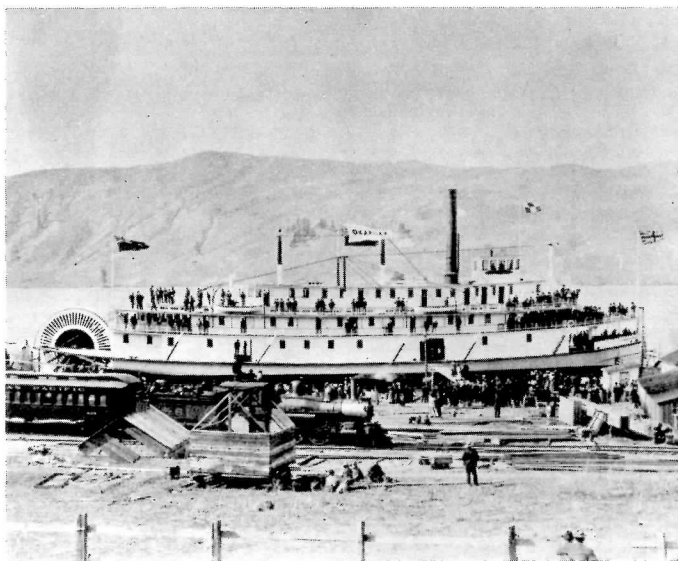
As this route appeared headed for a lucrative future, the CPR, already a short-term lessee, sought to protect its investment and leased the Shuswap & Okanagan for 999 years, on July 1st, 1915.

CN's ARRIVAL -- A CO-OPERATIVE VENTURE

As early as 1910, the Canadian Northern Pacific had planned to build a line southeast into the Okanagan Valley. However, it was not until after the CNP had been acquired by the Dominion Government that construction actually began on a series of short extensions of line which would ultimately provide access to Kelowna.

by John A. Rushton

Part 1: Branch Lines to Kelowna



High point of the day at Okanagan Landing around the turn of the century was the meeting of CP's train from Sicamous and the Okanagan Lake steamer. A notable number of travellers are embarking here on the stern-wheeler 'Okanagan' on April 1st, 1907. The little 4-6-0, No. 561, was built by Rhode Island in 1891 and ended its days in 1920 as No. 7255.

-- Collection of
Len Appleyard

Schematic diagram of the railways of the Upper Okanagan Valley. Not to scale.

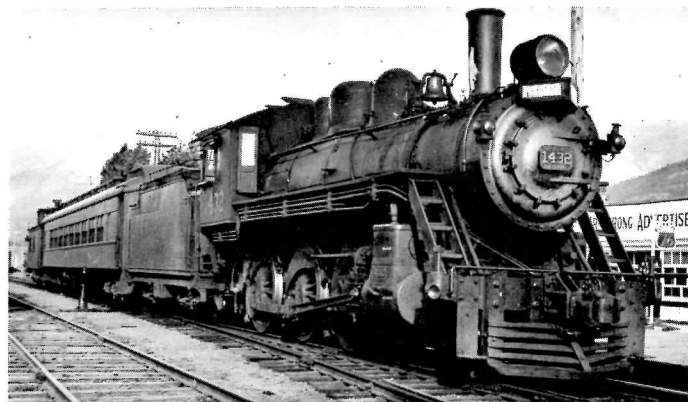
Canadian National:

The first CN train arrived in Kelowna on September 11, 1925, with regular mixed train service commencing about a week later. On the following February 21st, CN placed in service between Kamloops Junction and Kelowna what the local newspaper described as an 'oil-electric car'. This could have been one of several such cars assigned to Kamloops Junction at the time -- 15700, 15701, 15810 (2) or 15813 (2).

The capacity of self-propelled equipment on the full length of the branch soon proved to be inadequate, and less than three months later, on May 1st, 1926, the CN replaced the single unit with a regular passenger train. Despite the fact that the operating timetable referred to the service as second-class mixed trains 193 (northbound) and 194 (southbound), daily except Sunday, the public timetable showed them as being conventional passenger trains, which was closer to the truth. In addition to coaches, these

trains carried a cafe-coach and a through overnight sleeper to and from Vancouver on each trip, and also handled a through Kelowna-Blue River sleeper three days a week. These through sleepers were carried on the main line by Continental trains Nos. 1 and 2. The standard power for Nos. 193 and 194 was a J-4-d class Pacific in the series 5117-5123, with the 5118 holding the assignment fairly regularly in the last few years of steam operation.

Few changes were made over the years in the operation of these trains; No. 194 departed Kamloops Junction in the early morning and No. 193 returned from Kelowna in the late afternoon. In 1951, the thrice-weekly sleeper to and from the east began operating out of Jasper instead of the sparse settlement of Blue River, and on April 24th, 1955, it was further extended to Edmonton when the Super Continental was introduced, offering a more convenient connection. This arrangement was short-lived, as by 1959 the Kelowna-Edmonton sleeper had been discontinued, leaving just the Vancouver sleeper which since 1955 had been handled by the Continental. For a brief period in the summer of 1959, the Super Continental took the sleeper from Kamloops Junction into Vancouver, but its late morning arrival in Vancouver proved unpopular and the connection with No. 3 was restored. In 1954, the cafe-coach gave way to a non-air-conditioned buffet-lounge car, while the diesel influence was first felt in 1957 when a single-unit GMD GP-7, GP-9 or F-type cab unit and steam generator car replaced the familiar J-4-d.



Ex-Grand Trunk Pacific 4-6-0's frequently saw duty in the Okanagan. Here's CN 1432, ex-GTP, at Armstrong in July, 1941.

Canadian National's Okanagan and Lumby Subdivision timetables, November 17th, 1929.

TIME TABLE No. 2, EFFECTIVE NOVEMBER 17th, 1929

NORTHWARD TRAINS Inferior Direction				OKANAGAN SUBDIVISION				SOUTHWARD TRAINS Superior Direction			
FIRST CLASS	105	Page	Daily ex. Sun.	STATIONS	Train Order or Phone Office	Telegraph Calls	Other Trains	FIRST CLASS	106	Page	Daily ex. Sun.
L 14.45	118.9	C K W Y		KELOWNA	T CA	168	A 13.55				
f 14.59	113.1			RUTLAND		36	f 13.42				
f 15.08	109.5			POSTILL		16	f 13.32				
f 15.17	105.7			WINFIELD		36	f 13.23				
a 15.33	99.4			OYAMA		29	a 13.08				
f 15.48	92.4	R		KALAMALKA		38	f 12.52				
a 16.00	87.6			LUMBY JCT.			a 12.41				
16.06	85.6	W Y		VERNON JCT.		19	L 12.36				
Trains between Vernon Jct. and Armstrong Jct. will be governed by Can. Pac. Rly. Timetable, Rules and Regulations.											
15.43	70.8	W		ARMSTRONG JCT.			11.57				
f 17.04	61.7			O'KEEFE		36	f 11.35				
f 17.25	52.4			SWEETSBIDGE		35	f 11.15				
a 17.38	47.3	W		FALKLAND	T FD	40	a 11.02				
f 18.01	37.8			WESTWOLD		35	f 10.39				
f 18.17	31.0	W Y		MONTE LAKE		52	f 10.23				
f 18.29	26.5			DUCKS MEADOW		34	f 10.10				
a 19.02	14.7	R W		CAMPBELL CREEK JCT.	T BO	35	a 9.30				
Trains between Campbell Creek Jct. and Can. Pac. Jct. will be governed by Can. Pac. Rly. Timetable, Rules and Regulations.											
19.24	3.6			CAN. PAC. JCT.			9.08				
A 19.30	2.9	R		KAMLOOPS	T KS	54	L 9.05				
Daily ex. Sun.				Pacific Time			Daily ex. Sun.				
105							106				

SPEED RESTRICTIONS
Freight Trains must not exceed a speed of one (1) mile in three (3) minutes between Ducks Meadow and Campbell Creek Jct.
Freight Trains must not exceed a speed of one (1) mile in two (2) minutes and twenty-four (24) seconds, at any other point.
Trains must approach and pass through Kamloops and Kelowna yards prepared to stop unless the main track is seen or known to be clear.
Trains must not exceed six (6) miles per hour over sink-hole Mileage 29.2.
Trains must not exceed eight (8) miles per hour over curve at Mileage 99.4 account sharp curve.
Trains must not exceed ten (10) miles per hour over Lorne Street, Kamloops.

SPECIAL INSTRUCTIONS:
Kamloops is registering point for first class trains only.
Southward Trains will not receive terminal clearance at Campbell Creek Jct.
Station Protection Signals govern cross-over from Okanagan Sub. to Can. Pac. Main Track at Can. Pac. Jct. and Campbell Creek Jct.
Overhead road crossing at Mileage 86 has clearance 18 feet and will not clear man on top of box or other similar car.
Movement of cars on Monte Lake Wye detached from engines is strictly forbidden, and further, before using wye, even with engines attached, brakes on all equipment being handled must positively be known to be in proper working order.
The location of descending grades 1% and over are as follows:
Northward—Mile 31 to 30 — 2.0%
26 to 15 — 2.0%
Southward—Mile 36 to 38 — 1.2%
60 to 61 — 1.2%
63 to 65 — 1.2%
68 to 69 — 1.2%

YARD LIMIT BOARDS:
Kamloops 3450 feet south, opposite East Frog Transfer Switch.
Campbell Creek Jct. 2,500 feet south of South Passing Track Switch.
Falkland 2,500 feet north of North Switch and 2,500 feet south of South Switch.
Armstrong 2,500 feet north of Jct. Switch with Can. Pac. Railway.
Vernon 3,000 feet south of South Wye Switch.
Kelowna 3,000 feet north of Water Tank.

TUNNELS
Location Length
Mileage 20.4 475 feet

DERAILS:
Monte Lake, south end.
Westwold, south end.
Campbell Creek Jct., 200 feet south of Can. Pac. Main Line Switch, and is operated and controlled by and from this switch.
Winfield North End.
Falkland, south end gypsum loading track.
Oyama, north end loading track.

Nos. 193 and 194 continued to run six days a week in this fashion until April 30th, 1961 when they were replaced by Railiner D-354 running daily as Nos. 693 and 694, with conventional equipment reappearing occasionally when D-354 was shopped for maintenance. Despite the fact that it offered a Sunday trip as well as a slightly faster schedule, the Railiner survived less than three years, and on Saturday, October 26th, 1963, the last regularly-scheduled passenger run departed Kelowna. The withdrawal of through sleeping car service may have contributed to the decline of passenger traffic, although improvement of the highways in the area was probably the main reason for leaving the north Okanagan without branch line passenger service on either railway.

Initially, gas-electric cars provided the connection between the city of Kamloops and main-line trains at Kamloops Junction. Later, CN Transportation Company buses made this connection, although some additional rail service was provided on the short 2.8 mile segment. Interestingly enough, while the rail distance is only 2.8 miles, the distance by road remains to this day exactly five miles.

Until 1949, the westbound Continental backed into Kamloops after concluding its station stop at Kamloops Junction, operating southbound as No. 90. After a 15-minute stop at Kamloops, it would head out northbound as No. 89, avoid Kamloops Junction Station by using the west leg of the wye, and resume the schedule of No. 3 on the main line. An interesting operating timetable footnote required No. 89-3 to announce its passing by blowing two long blasts of the whistle as it proceeded over the junction switch, so that the operator at Kamloops Junction could register its arrival back on the main line. This diversion into Kamloops consumed almost an hour, and the ultimate discontinuance of the jog into Kamloops was a matter of expedience.

Also providing service on the short hop were mixed trains Nos. 399 and 400, which consisted of a switch engine, a few freight cars and a combination car. No. 399 left Kamloops on Monday, Tuesday, Wednesday and Friday mornings, with No. 400 returning from Kamloops Junction on Tuesday, Wednesday, Thursday and Saturday afternoons. These trains were never shown in the public timetables, and it would appear that their main purpose was to carry express and employees travelling to and from the yard and shops at Kamloops Junction. The days of service were altered on April 24th, 1955, with No. 399 running daily except Saturday and Sunday and No. 400 running Tuesday, Thursday and Saturday. They were discontinued two years later, with No. 400 leaving Kamloops Junction for the last time on April 27, 1957. This left Nos. 193 and 194 (later Nos. 693 and 694) as the sole CN passenger service on the Okanagan Subdivision.

To the author's knowledge, no regularly-scheduled passenger service has ever operated on the Lumby Subdivision.

Mention should be made of the extensive Canadian Army camp at Vernon, which has called on both railways in the past to provide troop trains when required. This traffic was particularly heavy during World War II, the length and tonnage of the trains demanding the use of heavier power such as T-4 2-10-2's in the 4300 series on the CN and G-4 4-6-2's in the 2700 series on CP. In recent years, the number of rail troop movements has greatly decreased, and passenger extra trains are rare in the Okanagan. In 1967, the Confederation train, operated under CN jurisdiction, and the Canadian Armed Forces tattoo special, with CP equipment and CP-operated, made trips into Kelowna, on February 7th and May 14th respectively.

FREIGHT SERVICES

The Okanagan branch depends mainly on the fruit and lumber industries for its freight revenue. Fruit grows throughout the Okanagan Valley, and starting in June each year, fruit is shipped from packing houses to all parts of Canada. Considerable quantities of fruit are stored in warehouses, and rather than taxing the railway facilities with a short shipping season, the fruit is shipped out gradually, with April and May being the lightest months. Refrigerator cars are a familiar part of most freight trains, with increasing use of mechanical refrigerator cars gradually displacing manually-iced cars.

Coupled with the fruit shipments are loads of wood chips, contained in high-sided wood chip gondola cars or 32-foot hopper cars specifically assigned to the service. Frequently, logs are shipped south in conventional gondola cars to Kelowna, where the logs are milled and re-shipped north either as finished lumber or chips. The Lumby Subdivision contributes substantial carloads of lumber products, with mills at Vernon, Armstrong and Enderby adding more of the same.

General freight inbound consists mostly of shipments of petroleum products in tank cars of various sizes, with both roads handling a considerable number of piggybacks in and out of Kelowna as well. The Okanagan is a favorite place for pleasure boating, and auto-rack cars loaded with small watercraft arrive periodically at Vernon and Kelowna.

When steam locomotives handled the tonnage, each railroad normally operated two freights daily except Sunday the length of the branch, in addition to the mixed trains — one leaving each terminal in the morning, the other in the evening. For a brief period in the early 1950's, the northbound freight trains were given schedule numbers, with Nos. 601 and 603 due to leave Kelowna at 06.00 except Sunday and Monday and 18.00 except Sunday respectively. Usually, First 601 was a CN freight and Second 601 was CP; similarly, First 603 was a CN train and Second 603 was CP. These schedules were withdrawn in 1954, after which most freights ran extra; the only exceptions were CP freights 90 and 91, mentioned earlier, and CP schedule No. 79 which is provided for its way freight running north from Vernon. In steam days, the CP crews ran out of Sicamous, but with the advent of diesel power, the Okanagan branch trains have originated and terminated at Revelstoke. Within the last year, CP has reverted to the original arrangement with the way freight only, and this crew is again stationed at Sicamous.

Steam power tended to be light, with D-10 4-6-0's and N-2 2-8-0's (3600 and 3700 series) handling CP freights, and H-10 4-6-0's (1400 series) and M-3 2-8-0's (2000 and 2100 series) hauling CN tonnage. On occasion, Moguls in the 400 series appeared on CN, and towards the end of steam this road ran a few T-4 2-10-2's of the 4300 series into Vernon and Kelowna. Mikados of either railroad rarely ran on the Okanagan branch, as weight and curvature restrictions made their use possible but somewhat impractical.

Canadian Pacific:

CP's through freight train is No. 90/91, which arrives and leaves Kelowna daily except Sunday. Normal power is a single unit GMD or CLC road switcher, with cab units being unsuitable due to the amount of switching involved.

The CP has no yard switcher in Kelowna, as the road crew handles the local work, but it does maintain a road switcher at Vernon which does switching for both railroads, and as well makes a daily except Sunday turn on the Lumby Subdivision. This Vernon unit is changed off weekly, with northbound No. 90 picking it up early Sunday morning and taking it to Revelstoke, and southbound No. 91 dropping off a similar unit at Vernon on Monday mornings. This provides a certain leeway, for if tonnage is particularly heavy any night out of Vernon, the northbound No. 90 can always take the Vernon road switcher for use as a second unit, providing arrangement has been made with No. 91 to bring a replacement unit from Revelstoke.

The main line junction switch at Sicamous is not a wye, and the northbound No. 90 on arrival at Sicamous finds itself heading west towards Kamloops. It must therefore switch the baggage car and caboose to the opposite end of the train, and the diesel unit has to turn itself on the air-operated turntable, in order to head east to Revelstoke. Snow conditions sometimes prevent use of the turntable, in which case the unit is obliged to run backwards for the final 45 miles. The westbound No. 91 is faced with the same procedure before it can leave southbound from Sicamous, although a wye at Vernon assures that the unit will at least be heading forward from Vernon to Kelowna.



▲ CN's C-5-b Mogul No. 411 served for a time as the Kelowna yard engine. Japanese-built HO gauge models of 411 grace hundreds of Canadian model railroads.

The CP way freight runs as an extra from Sicamous south to Vernon thrice-weekly, returning north the following day as No. 79. The way freight makes a turn from Vernon to Lumby and back before leaving Vernon north on Tuesday, and makes a similar turn on Friday after arrival in Vernon from Sicamous. Its power is the usual GMD or CLC single unit road switcher.

Timetable experts will notice that the northbound schedules out of Vernon are Nos. 79 and 90, an unusual combination of an odd and an even number. The reason for this is because No. 90 runs eastbound on the main line from Sicamous to Revelstoke, while No. 79 terminates at Sicamous and thus retains the customary odd number for a northbound schedule. Similarly, No. 91 runs westbound from Revelstoke to Sicamous on the main line, and so receives the unusual odd number for its southbound trek on the Okanagan Subdivision.

Canadian National:

CN's freight service to Kelowna closely parallels the CP service, with a southbound extra from Kamloops Junction arriving in Kelowna daily except Sunday in the early morning, and returning northbound as an extra leaving Kelowna around 18:00 the same day. CN's extra south and CP No. 91 normally run quite close together from Armstrong to Kelowna. Northbound, the spacing of the trains is much wider, CN usually arranges its two extras to meet on the double track 11-mile section of the CP Shuswap Subdivision between Campbell Creek and Canadian Pacific Junction, thus taking full advantage of trackage rights.

Normal power for these CN freights is two GMD units in various combinations of GP-7's, GP-9's and F-type A and B units. Operation of the cab-type units is possible on the Canadian National freights as the CN maintains a yard switcher at Kelowna, presently a GMD export model GR-9a No. 852. With this arrangement, the road units have a minimum of switching to do. If tonnage is especially heavy, CN provides a third unit for its through freight.

Interestingly enough, traffic surges on the Okanagan branch affect both railroads so equally that on the days when the CN requires three units, the CP freight almost always arrives in Kelowna with two units.

In addition to the six-days-a-week through freight between Kamloops Junction and Kelowna, CN operates a way freight from Kamloops Junction to Lumby on Monday and Wednesday, which returns to Kamloops Junction on Tuesday and Thursday. A single GP-7 or GP-9 road switcher powers this train although various smaller units have been assigned in the past. Until August, 1965, this same way freight crew rounded out the week's work by making a Friday way freight trip from Kamloops Junction to Kelowna, returning early Saturday morning, but now the regular extra north and extra south freights handle local work between Vernon and Kelowna.

Turnabout is the order of the day on the Lumby Subdivision. Since the two roads operate into Lumby on alternate days, a cooperative arrangement has been worked out whereby the engine in Lumby on any given day does the switching for both lines, and handles both roads' traffic to and from Vernon. This avoids unnecessary duplication of service, yet provides Lumby with a train each business day.



Most of CN's Valley tonnage was handled by diminutive M-3 Consolidations. No. 2111 is seen here approaching Armstrong with a trainload of reefers. June, 1941.

-- R.S. George

Additional service is operated on the 2.8 mile section from the main line yard at Kamloops Junction and the Kamloops city industrial area by switchers handling transfer movements between the two points. Passenger trains detouring from one railroad to the other to avoid excessive delays due to slides or washouts also make occasional use of this section, particularly in the early spring. Kamloops Junction-Kamloops is one of only three interchange points suitable for passenger trains bound to and from Vancouver.

GRADES

The CN has a 2% grade southward from Campbell Creek to Monte Lake, on its exclusive section between the former point and Armstrong Junction. Included in this grade is a CN version of the Horseshoe Curve, on a somewhat smaller scale than Penn-Central's magnificent four-track effort. This grade accounts for CN's use of two units on its through freight while the CP can manage with a single unit on its relatively level track between Sicamous and Armstrong when the tonnage hauled by each railway is approximately equal and at its normal level. Similarly, in steam days it explains the CN's use of 2-10-2's when such power was available. The joint track between Armstrong and Kelowna has several grades of up to 1%, the most severe being between Armstrong to Larkin and Winfield to Postill southbound, and Kelowna to Postill northbound. The Lumby Subdivision is upgrade from Lumby Junction to Coldstream eastbound, and Lumby to Lavington westbound.

A FOOTNOTE

The first part of this article might be concluded with a glimpse of the caboose war which occurred recently on the Okanagan Subdivision. In August, 1965, CN extra 4236 North collided with the tail end of the CP way freight returning from Lumby, just north of Lumby Junction. Fortunately, no crewmen were injured, but the CP caboose was badly damaged. The incident was returned the following February when CP No. 91 with unit 8813 on the head end demolished the caboose of CN Extra 4803 South, just after the latter had entered the joint section at Armstrong. Again, luck was with the crews, as the CN trainmen were out switching and injuries to the CP crew were minor. In both cases, the offending railroad was obliged to purchase the damaged caboose, so that for a time a mortally-wounded CP caboose rested on the rip track at the CN Kamloops Junction yard, and CP employees in Revelstoke viewed the remains of a CN caboose mounted on a flat car. I

COMING SOON....

A look at the railways' Okanagan marine operations, and an account of railroading in the South Okanagan and the Kettle Valley.



TRACTION TOPICS

Edited by John F. Bromley

* The TTC will issue 1,000,000 special commemorative tokens with the opening of the subway extensions on May 11th. One half will carry the Scarborough coat of arms on one side, the other 500,000 having the Etobicoke shield. Each token will have the usual 'TTC Subway' on the other side. Most of the tokens are expected to become collector's items.

Cardboard Tokestrips for subway tokens have been discontinued and replaced by plastic holders. Only one million have been made - be sure to get one early.

* The overhead at Roncesvalles and Grenadier came down just before the evening rush hour on March 8th, resulting in several interesting routings for cars of various routes entering rush hour service. CARLTON cars operated via King and Bathurst to College, DUNDAS cars on the City Hall section operated via King, Bathurst, College and Spadina to Dundas, while Broadview Station cars ran out via King and Church to Dundas. BLOOR cars entered service via King, Bathurst and Dundas Streets. KING cars were cut back at Roncesvalles Carhouse for 45 minutes with buses used on Roncesvalles Avenue.

* Considerable minor trackwork has been carried out recently. Remnants of the W-to-N and S-to-E curves at Bloor and Dundas have been removed, as have the diamonds and the former, serviceable E-to-N curve. The trailing switch on the S-to-W curve at Gerrard and Carlaw was lifted but the curves were left in. The W-to-N and S-to-E curves at College and Lansdowne have been cut, and the long-unused diamonds at Queen and Bay were lifted in early April. Flat motor W-4 has been carrying rail recently while C-2 is in the shops. Rail in the Bay Street Subway has also been paved under, and the diamonds at Carlton and Church have been removed.

* The two trolley coaches being rebodied are both running into difficulties. 9020, at Western Flyer in Winnipeg, has been completed, although unknown difficulties have been experienced. 9144, sent to England, has become involved in bankruptcy proceedings at the builders and latest word is that it is in a stripped-down state.

* Power was turned on in the subway extensions April 16th, with RT-5, the original subway Rail Grinder being the first unit over each extension. Regular trains were in use shortly after to check signals and structure clearances. Following is a timetable of training operation on the subway, with all trains operating between Warden and Islington Stations: --

April 22/24/26/29, May 1/3/6/7/8:

Six trains in operation, 10.00 a.m. to 2.00 p.m. and again from 6.00 p.m. to 10.00 p.m.

April 23/25/30, May 2:

As above, but during evening period only.

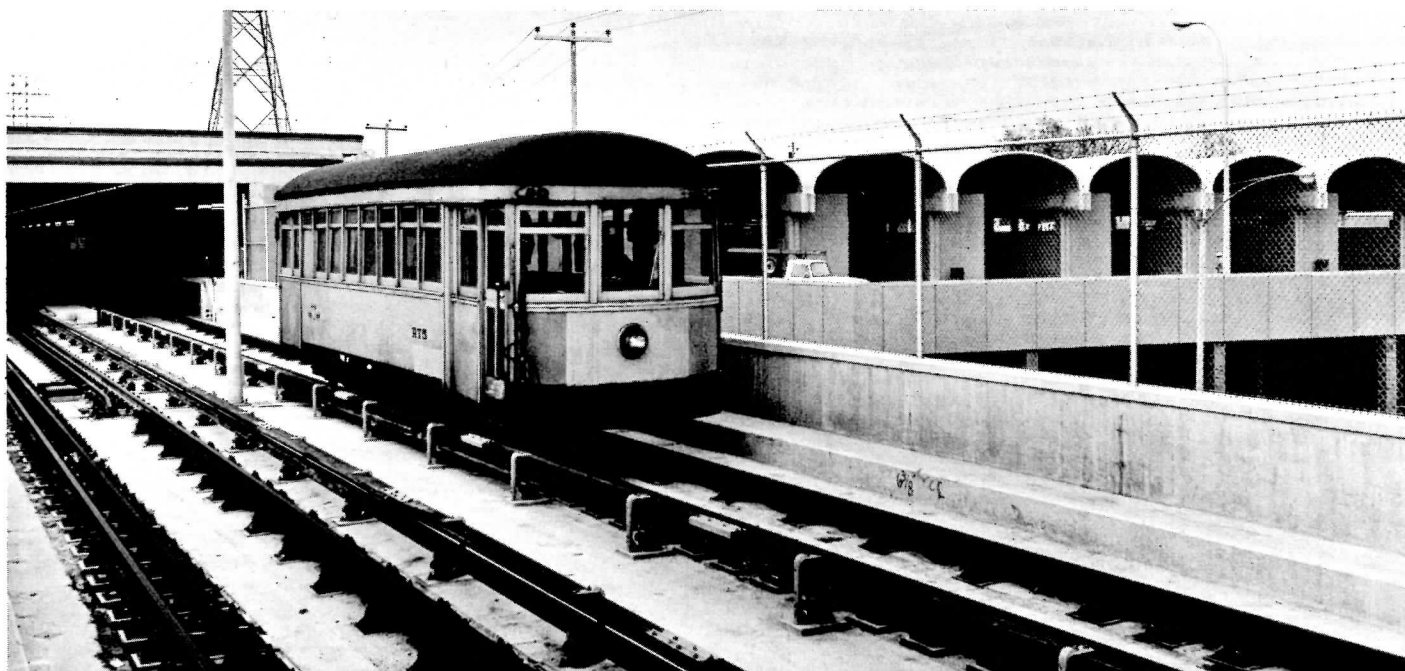
April 28, May 5 (Supervisors only):

Up to six trains in operation, 8.00 a.m. to 4.00 p.m.

April 21/27, May 4:

Open dates, for use only if necessary.

All trains in operation for testing purposes will carry identra-coils to operate the destination signs located in each station, to advise intending passengers that the approaching train is not in service. Trains will operate on an approximate 15-minute headway, intermingling, as stated above, with regular trains running only between Keele and Woodbine. A total of 465 personnel will each be given four hours of familiarization with the extensions. A complete listing of running times will be published in the next issue, together with headways and equipment requirements for both the extended BLOOR-DANFORTH and the YONGE-UNIVERSITY lines.



Subway rail grinder RT-5 (ex-2206, Preston, 1915) shown here at Victoria Park Station, was the first car to operate on the subway extensions. April 17, 1968

-- TTC

* The number of air-electric cars to be retained after the abandonment of the BLOOR, DANFORTH and (part of the) DUNDAS route has been set at 17, with an additional 4 retained for standby service. Cars which will see regular service are 4199, 4220, 4226, 4228, 4245, 4247, 4253, 4261, 4275, 4290, 4578, 4586, 4589, 4593, 4597, 4599 and 4600, with 4210, 4236, 4250 and 4582 as the standby units. All other cars will be placed in storage for the time being, probably at Russell, and should eventually be offered for sale. Included in the cars being retired are fan-favorites 4280, with its A8-style interior paint, and ex-Cincinnati experimental car 4575, built as a demonstrator by St. Louis Car Company in 1939. A second car with the A8-style interior paint (two-tone blue with red seats), 4294, is stored unservicable at Danforth Carhouse, as are other rotation cars 4230 (with its front windshield set in rubber mounts), 4237, 4241, 4246, 4252, 4291 and 4594. All of these cars have been out of service for several months with various defects, and repairs were not justified in any case.

The TTC sold 10 PCC cars for scrap in early April, with Intercity Steel & Metal Company being the only bidder. The numbers are not known for certain at this time, but probably included 4014, 4086, 4120, 4123, 4203, 4257, 4292, 4595 and 4596 (the last five are 'Rotation' cars) and at least one of 4046, 4088, 4111, 4159, 4190, 4216 or 4743. A confirmed listing will be published at a future date. Seven of the above cars were originally included in the sale of 211 cars to Alexandria.

As of May 11th, A-6 class PCC's 4359-4369 will be transferred from Roncesvalles to Russell Carhouse, and an up-to-date assignment list will follow in May or June.

Word has just reached us that the number of air cars to be retained is now 26, however this is unconfirmed. If true, additional numbers will be published next month.

* The only street car routing change to be effected with the opening of the BLOOR-DANFORTH subway extensions, other than those mentioned previously in these pages, will apply to CARLTON Night cars, which will, of course, be cut back to Dundas West Station. DUNDAS schedules will change as of May 11th, resulting in a 4½-minute rush headway to Broadview Station, with a 2¼-minute headway west of Bay Street. Previously, headways were 4 and 2 minutes respectively. These schedules may only be in effect for the summer. Summer schedules will also begin on the KINGSTON ROAD and KINGSTON ROAD TRIPPER services on May 13th, and if it is found that riding habits on these lines is affected by the extension of the subway to Warden, they may be retained through the fall and winter.

* Garbage Car RT-10 (nicknamed by one and all 'Tokyo Rose' for two very apparent, including one sarcastic, reasons) was tested over the BLOOR line to Keele on the afternoon of March 20th, and has been making regular training runs since then. Garbage Car RT-4 continued to make its rounds pending the entering of regular service of RT-10. Flat car RT-11 has been in use on the easterly extension of BLOOR-DANFORTH, being towed by Truck 72. The locomotive and crane ordered from Japan are due in May.

S The latest word on the experimental PARKSIDE bus line H is that its success or failure will have no immediate O bearing on the future of the CARLTON route....Pitts- R burgh's Route 53 was recently rerouted over the 47 T line, retaining its old number, and Route 44 is expected to go around Labour Day....Class A-8 PCC cars T 4514, 4524, 4534 and 4536 were at Roncesvalles Car- U house for more than three weeks in April.....PCC 4199 R has re-entered service and definitely will be used on N the UCRS all-night 'Last Run' trip on May 10th-11th... ..PCC cars 4340, 4350 and 4414 have been damaged in recent collisions.....G class subway cars 5073-5072 were derailed at Davisville in the yard February 19th... ..chartered street car mileage in 1967 was up 280 miles to 1677, with fantrips playing a large part.....in the last days of 'large-scale' operation of air-electric PCC cars, BLOOR and DANFORTH, in addition to the KING, DUNDAS and LONG BRANCH routes, have seen several of these cars each day. The KING route occasionally uses up to 18 air cars in a rush hour, many of which are assigned by Roncesvalles.....a broken span wire at Queen and Caroline delayed QUEEN and KINGSTON ROAD cars for 45 minutes in the afternoon rush March 27th. Included in the delay was a 'CARLTON-Humber' car. Your editor was himself caught in the snafu, and was rescued by, of all things, a 62-MORTIMER bus, while street cars (with the exception of 40 trapped vehicles) detoured via Broadview, Gerrard and Coxwell.....Crane C-2 entered the shops in early March for a major overhaul, and W-28, the lone surface Rail Grinder, was painted in early April.....a lone Gloucester (G-class red) train made a complete trip on the BLOOR line March 6th, due to a service delay.....about four DUNDAS cars were diverted eastbound via College and Ossington March 7th due to a disabled truck blocking the track at Dufferin Street.....a disabled KINGSTON ROAD car in McCaul Loop March 13th resulted in other cars on the route being diverted to Wolseley Loop (at Bathurst Street) for 45 minutes.....rail replacement may begin along College Street in the Dufferin area in May or Junea wheel fell off of 4352 at Gerrard and Parliament in late March, resulting in CARLTON eastbound cars diverting via Bay, Dundas and Parliament or via Church, King and Parliament, with cars alternating on the two routesDanforth (storage) yard will probably be closed soon after the subway opening, with the cars there going to Hillcrest.....

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