

UCRS NEWSLETTER - 1962

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Cover Photo: Over 30 U.C.R.S. members journeyed to Montreal on June 24th week-end to see these two engines (5107 and 6153) perform on a double headed excursion train to Garneau Junction, Quebec. In this photo by Jim Brown we see 6153 and 5107 standing outside the diesel shop at Montreal Yard after their hard day's work.

[0198-001.jpg](#)

➤ Photo: On Tuesday, June 26th, the Montreal Gazette published this photo over the caption "SUBWAY CARS INSPECTED: Twenty-five members of the Upper Canada Railway Society visited the Montreal Locomotive Works in the east end recently to take a look at the new subway cars being built for use in Toronto. Left to right in the foreground are E. A. Jordon, Society president; I. I. Sylvester, MLW manager of transportation products; and K. D. Landell, MLW commercial vice-president." Besides seeing car 5302 in its nearly completed state, those present inspected one of the order of five 1800 horsepower road-switchers under construction for the Pacific Great Eastern.

Our sincere thanks to those at MLW and MacLaren Advertising who made our visit so enjoyable.
Photo by David Bier Studios, Montreal.

[0198-002.jpg](#)

NEWS FROM VANCOUVER

Keith Anderson, another Vancouver railway enthusiast, adds his comments to Peter Cox's article on B.C. railways that was featured in last month's *Newsletter*. He mentions that most logging railways close down completely from mid-July to mid-August because of the high fire hazard in the forest areas. Pacific Coast Terminals and Vancouver Wharves, however, operate continuously.

PGE gas-electric and an ex-diner have been sold for scrap and the last steamer on the line, No. 160, was cut up about a month ago, much to the disappointment of the local fans. However, another engine may be put on display; this time it will be Comox Logging No. 12 at Ladysmith.

The West Coast Railfan Association is planning an excursion over the lines of the BCER from New Westminster to Sumas using one of the PCT's 0-6-0 steam switchers as motive power. Stiff grades on the line guarantee a lively performance from the engine, reports Keith.

West Coast Rail Tour - Part Two

Because of space limitations last month, it was not possible to include all the photos on hand for the article "West Coast Rail Tour". For your interest, however, we have included them this month.

Photo Caption: Below we see Canadian Forest Products No. 301, a modified G.M.D. type SW-1200 road switcher similar to the Canadian National's 1200 to 1397 class. The odd-looking protuberance just ahead of the cab is a resistance grid and blower assembly associated with the dynamic braking system installed on the engine. Other modifications to adapt these engines to the rugged mountain topography of Vancouver Island include enlarged fuel tanks and relocated and enlarged air reservoirs for greater braking capability. Note too the home-made oil-can and tool holders mounted

on the trucks. Given a few more years use, these engines will probably see as many home-fitted modifications as any steamer ever had. [0198-003.jpg](#)

Photo Caption: Although C.N.R. No. 2 earns its keep on Prince Edward Island on Canada's east coast, No. 4 is to be found at the other end of the country, on Vancouver Island at Victoria.

This engine is one of three in the ER-4b class. These are 400 horsepower units, built by General Electric in 1956 and exert a maximum tractive effort of 17,000 pounds for their 44 tons weight.

[0198-004.jpg](#)

Photo Caption: Here we see Canadian Pacific No. 13, a class HS-5b diesel-hydraulic locomotive built by the Canadian Locomotive Company in Kingston, Ontario. This engine, serial number 2991, was built in 1958 and develops a maximum tractive effort of 18,000 pounds at a speed of 7 m.p.h. Like the Canadian National's ER-4 class, these engines have a top speed of 35 m.p.h. although they weigh 1000 pounds more. [0198-005.jpg](#)

C.N.R. Report

➤ A new boxcar grading system, to improve service to shippers and facilitate car distribution methods, is being introduced by the Canadian National. It is essentially an extension of the "yellow door" classification method first introduced by the CN in 1959 for the marking of newsprint cars.

Each boxcar in the CN fleet will carry a bright yellow disc on each side near the door bearing a letter, either A, B, C, or D. Cars marked "A" are for loading with high class commodities only, such as sugar and flour, while cars marked with a "D" may be loaded with any kind of rough freight. An additional grade, identified by a yellow "X" stencilled on the side of the car, will be used to mark cars in captive service and carrying special cargoes. Such cars may not stray off CN rails.

The CN's data processing facilities in Montreal will maintain an up-to-the-minute record of the grade of each boxcar and of the grade of the entire fleet in general. The railway will thus be able to upgrade its car fleet as necessary in anticipation of any variations in the demand for graded cars.

The new grading program has already commenced at Montreal, and will be carried out at Mimico, Fort Erie and Sarnia in Southern Ontario, as well as at 25 other points across the system.

Within a few months, we can expect to see every car marked with the new symbols.

➤ As the result of an accident on July 6th near mile 327.8 on the Oshawa Subdivision, the C.N. may scrap 1200 h.p. road-switcher No. 1228. This engine, operating in multiple unit with No. 1238, collided head-on with MLW class MR-16j road-switcher No. 3818, at a point mid-way between Victoria Park and Warden Avenues in the eastern Toronto suburb of Scarboro.

This writer observed the two GR-12f road-switchers heading west at high speed across the Warden Avenue overpass at about 4:10 pm. E.S.T. At that time, the west-bound main line was blocked by several trains awaiting clearance into Danforth Yard, and as a result, 1228 and 1238 were running against the normal current of traffic on the eastbound main line. It was later learned that these two engines were to assist an eastbound freight train from Danforth to Scarboro Junction.

This train, headed by the 3818, was standing on the eastbound main line awaiting the helper.

The force of the collision caused the body of 3818 to rise off its trucks and slide along the 1228's main frame, knocking off the air compressor and main generator as it went. The force of the impact spent, the MLW body rolled off to the side and came to rest on its right side, completely clear of the main track. The two trucks of the 3818 remained on the track, close to the pilot of 1228.

Fortunately, both crews had adequate warning of the impending disaster and escaped with but minor injuries. The westbound main track was not fouled by the debris, and only minor delays

were inflicted on the normally busy evening traffic flow. By midnight, the two GMD's had been removed (on their own wheels) and the body of 3818 righted. Shop trucks were later installed under it permitting it to be hauled back into Danforth Yard from where it had set out 12 hours before.

➤ Officers of the Canadian National at their Montreal Headquarters building receive a publication called "CN Daily Report" each day to help keep them informed of public opinion and reactions to new policies. The Information Services group of the Public Relations Department scans news reports, editorials and articles in newspapers and periodicals from all across Canada and presents the most important of these in condensed form in the Daily Report.

➤ The C.N. will build a 2.46 mile spur line from the town station in Lunenburg to a new \$6 million fish products processing plant in the Back Harbour area.

➤ The C.N. has announced that incentive freight rates are being extended in Ontario and Quebec to cover shipments from the Windsor - Toronto and Montreal - Quebec City areas to an area bounded by Hearst, North Bay and Senneterre. These rates apply to commodities in box cars and are designed to encourage full capacity loading of cars. In many cases, joint routings with the O.N.R. and A.C. & H.B. will be involved.

Progress on CN's Toronto Yard

J. L. Cann, Project Director for the Toronto Hump Yard and access line project for the Canadian National Railways, has reported that favourable weather during 1962 is aiding construction crews on the many aspects of the overall scheme. In the Woodbridge area, bridges over the west branch of the Humber, the C.P.R. MacTier Subdivision and the Woodbridge Road are in a state of two-thirds completion. Other structures in various stages of construction are over the Humber River proper, the Seventh Line of Vaughan Township (east of Woodbridge Road), Dufferin Street, the west branch of the Don River and Bathurst Street.

To the east of Yonge Street, the Henderson Avenue subway is 70% complete, while the structure at Woodbine Avenue is ready for decking. Work has recently commenced on the bridge over the east branch of the Don River, and an overpass at Jane Street will soon be started.

Grading, ditching and culvert work in connection with the upgrading of the Milton and Brampton Subdivisions, to form a portion of the yard access route from the west, is 25% complete between Milton and Georgetown, 50% complete between Georgetown and the junction with the York Subdivision (the new portion of the access line). This construction is 50% complete on the York Subdivision from the aforementioned junction to Highway 27, and 20% complete between Highway 27 and the yard entrance. Track has been in place for some time from the Newmarket Subdivision into the yard entrance. From the Newmarket Subdivision east to Bayview Avenue work on the York Subdivision is 25% complete. Grading crews are working slightly ahead of schedule.

Extensive track rearrangement is taking place at Georgetown in order to effect a more satisfactory connection of the Milton Subdivision to the Brampton Subdivision for main line movements.

In the classification yard itself, track is now being laid north of Highway 7 at the rate of 2,000 feet per day, with the main classification yard and car cleaning yard being constructed at the present time. A total of 60 miles of track is to be laid during 1962. Prior to track laying in any area, conduits for communications, power and water are installed. Two hump bridges and a bridge separating road and rail traffic at Sherwood Road are now under construction in the yard.

➤ On Monday, June 11th, 1962, engine 6167 hauled a trainload of over 500 grade-school children on a "STUDENTS' STEAM CHOO*CHOO" excursion from Toronto Union Station to Bayview Junction (near Hamilton) and return. At Oakville, everyone detrained as the engine showed off on a run-past.

While few cameras were in evidence the sights and sounds observed will probably never be forgotten by those present.

➤ Little doubt about it, the Maritime Fare Experiment (see *Newsletter 195*, page 48) is a success, in so far as it has lured larger numbers of passengers to the Canadian National's trains in the Maritime provinces. Basically, the new fare system provides the cheapest fares on days of lowest travel activity and does away with the two-class system used elsewhere in North America.

The Ocean Limited, between Halifax and Montreal reported impressive gains in usage. Between Halifax and Moncton, increases amounted to 35.9% in sleeping space occupancy and 61.2% on coach seats over a similar period last year. Between Moncton and Campbellton 55% more people travelled in sleeping cars and 116.9% occupied coach seats. On the eastward trips, similar services reported increases of from 61% to 98% while the total revenue between major Maritime points was up 57% from the previous year.

Questionnaires returned by passengers were unanimous in giving reasons of economy for using the train. With the Montreal to Halifax coach fare as low as \$13 it is foolish to travel any other way, as even the bus fare is over \$20 for the same trip. Only in the dining cars has the increase in passengers caused any hardships, as the number of meals served on the Ocean Limited increased 107% after the new plan came into effect. This increase in dining car patronage was probably brought about by the giving of complimentary meals when sleeping or parlour car space is purchased.

Let's hope that this new fare system is so successful that it is introduced all across Canada, for it seems to be the answer of how to attract more passengers to the rails.

FROM TORONTO.....

FANTRIPS

The morning of June 10th dawned grey and forbidding, but this in no way dampened the enthusiasm of the more than 600 persons who were on hand at Union Station to ride the Society's first summer steam excursion of 1962 to South Parry. In fact, so overwhelming was the last-minute response that an additional car was required to ensure plenty of room for those on board.

Included in the consist was the usual open express car fitted with 60 cycle power for tape recorders, an open window "Pullman Convert" coach for the fresh air and cinder fanciers, and a cafeteria car. This car, a new innovation on a U.C.R.S. excursion, was well received by passengers, and managed to sell almost all of its stock before our return to Toronto. Mention should be made also of those stalwarts who dispensed gallons of soft drinks in the express car; the curves near South Parry played havoc with the ice in the cooler, and one had to watch one's step to avoid taking an impromptu bath in the icy water therein!

The northbound trip was made in good time as far as Barrie, where the engine was watered, and thence to Washago, where the coal supply was replenished. Just north of Washago, the first (and brightest, as far as the weather was concerned) runpast was held over the Trent Canal bridge.

Shortly thereafter, at Medora Siding, we swept past the southbound "Super Continental" which was waiting "in the hole" for us. All along the "Super", from locomotive to the observation platform of the general manager's car at the rear, heads swivelled at 6167's awesome passage.

At Oastler Park we made a brief stop while the picnickers aboard detrained. The Ontario Provincial Police were on hand to see them safely across Highway 69 to the Park.

Immediately after our tardy (by 20 minutes) arrival at South Parry, 6167 was whisked away for servicing, and the train re-marshalled. Some broad minded souls even ventured over to the adjacent CP main line to photograph the southbound "*Canadian*"; its engineer more than a little astonished at this unexpected profusion of photographers in the middle of the wilderness.

Owing to unexpected delays in servicing and train order protection rules, the special was about one hour late leaving South Parry. In spite of this, however, all the runpasts were

held as planned, albeit in a sprinkling of rain. Everyone seemed impressed with the scenery of the Bala Subdivision, and many expressed the wish that the trip be repeated in the Fall.

After a further coaling stop at Washago, a speedy southbound run was made to Richmond Hill, encountering en route a cloudburst which could have washed out the runpasts, had it occurred earlier. It was a tired but happy (we hope) group of fans that left Union Station after our half-hour late arrival.

FROM MONTREAL.....

On Sunday, June 24th, Canadian National operated a widely publicised double-headed steam excursion from Montreal to Garneau, Quebec, a junction point a few miles east of Grand'Mere. This special was notable in that it was the first time in over two years that more than one steam locomotive was used to haul a passenger train in Canada.

The first of the two locomotives, 4-6-2 No. 5107, was "discovered" by the St. Lawrence Region's motive power officials at Cochrane, Ontario, and was subsequently overhauled at Longue Pointe shops in Montreal for excursion duty. This engine is a pleasant variation from our recent diet of 4-8-4's, and it is hoped that this trip was only the beginning of its excursion career in both the Montreal and Toronto areas. The second locomotive was, of course, the familiar 6153, owned by the Canadian Railroad Historical Association.

Although bad weather and unforeseen delays in watering the engines at Joliette hampered the smooth operation of the excursion, it was nevertheless successful, and it is hoped that steam excursions such as this will be possible as long as practicable.

OUR SOUTH PARRY TRIP

Photo: 6167 and train crossing the swing bridge over the picturesque Trent Canal, north of Washago, on the northbound trip. Photo by William Hood. [0198-006.jpg](#)

Photo: Here the special (6167) blasts through a narrow rock cut at Gordon Bay. [0198-007.jpg](#)

C.P.R. NEWS -

Toronto Arrival and Departure Schedule - C.P.R. Time Freights

(Based on information in C.P.R. Form C.S. 17, dated April 29, 1962)

<u>Direction</u>	<u>Train No.</u>	<u>At</u>	<u>Time</u>	<u>To or From</u>	<u>Schedule</u>
W.B. Departure	73	West Toronto	11:00 p.m.	To Detroit	Daily
W.B. Departure	"Kinneer"	West Toronto	12:01 a.m.	To Buffalo	Daily
E.B. Arrival	78	West Toronto	11:30 a.m.	From Detroit	Daily
E.B. Arrival	"Kinneer"	West Toronto	5:30 a.m.	From Buffalo	Daily
E.B. Arrival	904	West Toronto	5:05 p.m.	From Windsor	Daily
E.B. Arrival	902	West Toronto	6:30 a.m.	From Windsor	Daily
W.B. Arrival	905	King Street	6:00 a.m.	From Montreal	Exc. Saturday, Sunday, Monday.
W.B. Arrival	903	West Toronto	5:45 p.m.	From Montreal	Daily
W.B. Arrival	915	West Toronto	12:15 a.m.	From Montreal	Daily
E.B. Departure	910	Parkdale	5:40 p.m.	To Montreal	Exc. Friday, Saturday, Sunday.
E.B. Departure	904	West Toronto	6:25 p.m.	To Montreal	Daily
E.B. Departure	902	West Toronto	8:30 a.m.	To Montreal	Daily
N.B. Departure	901	West Toronto	7:45 p.m.	To Vancouver	Daily
N.B. Departure	953	West Toronto	11:00 a.m.	To Winnipeg	Daily
N.B. Departure	965	West Toronto	12:10 a.m.	To Vancouver	Daily
N.B. Departure	955	West Toronto	9:00 p.m.	To Sudbury	Daily
S.B. Arrival	948	West Toronto	5:30 p.m.	From Sudbury, - Vancouver	Daily
S.B. Arrival	954	West Toronto	1:00 a.m.	From Sudbury	Daily

T.T.C. HAPPENINGS

RAPID TRANSIT PROGRESS

➤ Heavy construction on the University Avenue subway in Toronto is now essentially complete, and heavy equipment has been moved to the section of the Bloor line east of Avenue Road and to the site of the Greenwood Carhouse and Yard. Third rail power is to be turned on in the University subway on August 1st, and only finishing details remain to be completed. Tenders were recently called for the supply of illuminated signs for the first phase of the new subway.

Contract D-4, covering the strengthening of the Prince Edward Viaduct and the installation thereon of a concrete lower deck for rapid transit tracks has been awarded to the McNamara Construction Company of Leaside. Tenders are now being accepted for the concrete box structure from the east end of the Prince Edward Viaduct to Donlands Avenue.

Orsini Construction Limited is well advanced in excavation at the site of the Greenwood Yard, on the west side of Greenwood Avenue adjacent to the C.N.'s Oshawa Subdivision. This 38-acre installation will store and service 250 subway cars when the entire Bloor-University system is in operation.

➤ At the time of writing, track rehabilitation on Kingston Road east of Woodbine Avenue was substantially complete. Work has consisted mainly of building up low spots, complete realignment, and installation of new rail where necessary. Some stretches of new rail are so short as to almost be considered "dutchmen". Granite set paving has been done away with entirely and mass concrete has been poured to within about three inches of the top of the rail. A rough asphalt coating has been laid over this, and the entire road surface, from curb to curb, will be resurfaced with asphalt following completion of work in the track allowance area. In connection with the rehabilitation work, the disused westbound track east of the trailing switch at Bingham Avenue (see *Newsletter 177*, Page 5) is being removed, so that only functional track will remain in the Bingham Loop area.

U.C.R.S. ANNOUNCEMENTS

The July meeting, to be held on Friday, July 20th, will feature a walking tour of the nearly completed University Avenue subway line. Members wishing to make the trip are asked to assemble before 8:00 p.m. at the Bedford Road entrance to St. George Station, which is a few steps north of Bloor Street on the west side of Bedford Road. The tour will conclude at Union Station.

Sunday, August 26th marks the date of the next U.C.R.S. sponsored railfan excursion, the destination being Picton. Both high-speed main line and rambling branch line trackage will be covered during the day. Lots of run-pasts will be made for camera fans, too. Full information on fares and schedule will be sent in the near future.

Do you want to get a good close look at C.N.R. 6213, now on display at Exhibition Park? John Dell, Preservation Committee Chairman, reports a need for willing workers to help keep the engine in as good condition as it has been. On Saturday, July 28th, he invites you to help clean up and touch up the paint on the engine at any time from 10:00 a.m. to 5:00 p.m. If you can lend a hand, dusting rags, a 3" paint brush and some sort of container to hold paint would be useful to you. For further information contact John at HO. 6-3129.

ONE MEMBER'S OPINION: from R. D. Cooper

With the adoption by the Canadian National of a more aggressive policy towards the retention and recapture of business, over the past year or so, there has been a very noticeable boost in employee morale and attitude towards the general public. The average C.N. employee now seems

to have a "purpose in life" and I would venture an opinion that his productivity has shown a marked increase.

These comments apply in both the freight and passenger departments. The increase in traffic and, presumably, revenue, on the Maritime passenger business is an excellent example of what can be accomplished in the field of railway transportation with positive thinking.

MISCELLANY

➤ The Quebec Government, as reported in its Official Gazette, has given its blessing to the new railroad projected by the Wabush Iron Company to move iron ore from their mine at Wabush Lake near the Quebec-Labrador boundary to tidewater near Seven Islands, the terminus of the Quebec, North Shore and Labrador. The latter road is an ore hauling, but common carrier line, owned by the Iron Ore Company of Canada.

However, the Wabush line may never be built. Although they have leased a mile-wide right-of-way for the 250 miles of the proposed route, it is hoped that their trains could be operated over the Q.N.S. & L. main line to Seven Islands. Last Fall, the Board of Transport Commissioners refused to grant running rights to the Wabush on the grounds that their offer of rates was too low for the service rendered. Thus, if a satisfactory rate cannot be agreed upon, Wabush must spend about \$100 million to build their duplicate line over the rugged northern Quebec terrain.

➤ The latest addition to the Bluebell Railway Preservation Society's motive power collection at their headquarters at Sheffield Park Station, Sussex, England, is a famous Great Western Railway Dukedog class 4-4-0 locomotive, No. 9017. The Society operates a stretch of line from Sheffield Park to Horsted Keynes, which was formerly part of the Lewes - East Grinstead line of the British Railways. No. 9017 has been taken on "permanent loan" and will be steamed up on the first Sunday of each month during the 1962 running season.

The Dukedog arrived at Sheffield Park late on a Thursday afternoon in mid-February to the cheers of Society members and other railway enthusiasts waiting on the station platform. The locomotive steamed from Brighton to Horsted Keynes under the guidance of a B.R. driver. Preceding the locomotive over the last section of its run on the Bluebell line was a special train carrying members of the Society and headed by their other historic engines "Bluebell" and "Stepney", both 0-6-0's.

The Dukedog class takes its name from two older classes of G.W.R. locomotives from which they were built. Frames of the "Duke" class (Nos. 3252 - 3299, built 1895) were combined with the boilers from the "Bulldog" class (Nos. 3300 - 3455, built 1898). The first rebuilds were made in 1936, and 28 locomotives eventually formed the "Dukedog" class.

The Preservation Society has been busy each week-end over the winter season reconditioning coaching stock and extending their engine shed to house four locos. Work is also proceeding apace to rebuild the signal box to duplicate a type formerly used by the London, Brighton and South Coast Railway. The Society's membership now stands at over 2000 persons and is steadily increasing.

(R. F. Corley)

➤ Montreal Locomotive Works has taken over the manufacturing license for Alco-designed heavy diesel engines from Dominion Engineering Company and will also undertake servicing for these stationary engines manufactured in its plant after the takeover date.

➤ The Dominion Government has appointed a team of three engineering firms to design the most economical form of combined road-rail crossing of the Northumberland Strait between New Brunswick and Prince Edward Island. H. G. Acres and Company of Niagara Falls, Langevin, Letendre and Monti of Montreal, and Canadian - British Engineering Limited of Toronto have formed a joint

venture to carry out the various planning details leading toward the start of construction sometime in 1964. The cost of the structure has been estimated at \$105 million, which compares favourably with the total capital and operating costs of the present ferry service. The deficit on ferry operations for 1960 alone was \$2,621,000. The total construction time is estimated as six to seven Years.

MEMBERS' ADVERTISEMENTS

- CNR 6167 has been immortalised on postcards! Two different cards of the engine, in both still and action poses, are available from Steve Zawacki, 19366 Fenelon Avenue, Detroit Michigan, U.S.A., at the price of five cards for 30¢, postpaid.
- For Sale: A complete 12 volume set of "*The Science of Railways*" by M. M. Kirkman, is available from Mrs. T. E. Coupe, Ridge Road, Hawkestone, Ontario (phone Oro 5319), at the bargain price of \$10.00, F.O.B. Hawkestone.
- Wanted: A good action photograph of CN 6261 is wanted by Wm. J. Maddock;, 54 Phelps Street, Lyons, New York, U.S.A.
- For Sale: "*The Railroad Reaches Town*", by F.K. McKean, P. Engineer, a six-page mimeographed pamphlet giving the histories of the railways entering Parry Sound. Price 25¢ postpaid from the Society at Box 122, Terminal "A", Toronto 1. All proceeds of the sale go to the Parry Sound Historical Society's Library and Museum fund.
- For Sale: An Ansco Super Memar 35mm. camera and a Walz light meter, both in leather cases, are offered for sale by G David Black, Ba. 1-9965, both for \$45.00.
- William R. Gordon, 811 Garson Avenue, Rochester 9, New York, announces the publication of "*Rochester and Sodus Bay Railway Company, 1889 - 1929*", the latest in his series of bulletins on electric railways in the upper New York state area. The 8½" x 11" book contains 80 pages and 215 photographs, and has hard covers. Price, from the author, is \$2.15.

Long Day's (narrow-gauge) Journey into Night....

N DE M'S MEXICO CITY-PUEBLA LINE

observed by Bas. Headford and Jack Knowles

Photo: Consolidation 282 (Baldwin, 1921) leaving San Lázaro Station with train 110, dily passenger to Puebla. [0198-008.jpg](#)

One of the last remnants of a considerable 3' gauge rail empire still meanders 310 kilometres from Mexico City to Puebla. Not from the brand-new glass and terrazzo Buena Vista Station in the north-central part of the city, but a couple of miles to the north-east, in the teeming, dusty outskirts on the way to the airport. In fact, it is the narrow-gauge, the "via angosta", that the incoming air traveller first sees on entering town, passing alongside the high corrugated tin fence of the "patio" and seeing assorted plumes of smoke and steam that unmistakably spell "locomotive". After crossing the airport road, the unpretentious main line curves round behind the clutter of buildings for 2 or 3 blocks, finally fanning out into a modest station layout.

San Lazaro! What a place this must have been 40 years ago, before the shrubbery in the walled front patio rose up rank to smother the graceful arches and, indeed, hide the entire building from the street. Even the grubby aspect of the interior couldn't completely dull the feeling of past grandure about the place, with its beautiful wrought iron gates and window grills.

"We lined up with the throngs early in the morning to buy one-way tickets at \$11.70 (Pesos, that is, or the grand sum of 93¢) for a second class fare. There was, we were told, no longer any first class accommodation offered (to which, 14 hours later, we would heartily agree). Shortly thereafter, the platform warning bell tolled, and our 7-car train eased out with a series of

gentle lurches. Down past the backs of the cantinas and through the yard, past the oil-soaked round-house area, along the median strip of the new super-highway (and there's an anachronism for you) and we were suddenly in the country, catching our first glimpse of Ixtaccihuatl and Popocatepetl, towering, snowcapped landmarks which we would see from 3 sides as the day progressed.

A few miles out, we stopped at Los Reyes, where we first experienced that phenomenon of the Latin-American railroad scene, the station vendors. Literally scores of women ambushed the train even before the wheels had stopped turning, rushing through the cars and hawking all sorts of poisonous-looking messes in their shrill voices. Little did we reckon that this assault upon the senses was to be repeated many times that day.

Photo: We meet a 2 engine train at Pastor. Note the lower-quadrant signal (common in Mexico) visible above the first gondola. [0198-009.jpg](#)

Photo: This is the Puente de Ixtla connection at Cuautla, headed by a diminutive 2-8-0-out-shopped by Kerr-Stuart in 1904. [0198-010.jpg](#)

Map: The section of Mexico that we toured. [0198-011.jpg](#)

As the map shows, most of the business of the narrow-gauge concerns skirting around the base of the aforementioned mountains, and servicing a goodly number of towns in the process.

Actually, many more stops are made than are shown on the timetable. While there is no terrain that could be called spectacular by Colorado standards, nevertheless hairpin turns and multi-level ascents through the hills on grades approaching 4% made hard going for the engine. Behind the head-end cars, the passenger accommodation consisted of home-made open platform coaches with 26 foot bodies and Andrews freight trucks. We found the seat spacing to be somewhat spare for out lanky "turista" frames, and elected to sit on a battery box at the end of the coach. Windows were small and grimy, but there was always the open platform, where the air was cool, if dusty, and the view unrestricted. Through a series of mixups which saw us embark on this journey sans our usual box lunch, coupled with our aversion to the enchiladas and other "treats" thrust at us through train windows hunger soon set in, and we even mustered enough courage to edge through the crush of soldiers surrounding the "newsy" and pay 2³/₄¢ (it would have been a bargain at \$5!) for a bottle of lukewarm Pepsi-Cola. Pepsi! Surely, when the Conquistadors swept across this vast land, claiming its riches for Mother Spain and its people for the Church, the Pepsi-Cola salesmen could not have been far behind. We found it everywhere. At this point we met Enrique, the train's Auditor. Because of heavy patronage of Mexican trains, the crew concerns itself only with operation, leaving the ticket-taking duties to a non-operating Auditor. The fact that train and engine crews work right through to Puebla (on this day it was over 14 hours!) may explain why Enrique was more than a little aflame with the grape. Cornering us time and again, he would launch into thundering oratory, of which I could decipher odds and ends of an impassioned appeal to the foreign dominators (us!) to give Mexicans their liberty. "Onward... Upward! We Mexicans don't want to fight! We want shoes!" How happy we were to concur on that fighting bit, especially since he was beginning to attract the attention of the soldiers, who came to peer at us through the end door of the coach. As for the shoes; after three days of tramping the streets of Mexico City, we would have given up ours, and the feet in them. Enrique was, however, anxious to be friendly, and wound up each sermon with handshakes all round and protestations of undying friendship.

Cuautla is a busy division point and branch line junction, and here our engine was serviced, while we photographed the other locomotives working in the yard or preparing to depart with the branch line connection. From Cuautla the branch goes to Puente de Ixtla, 81 Kilometres. During the trip we met numerous freights, mostly with 2 engines and about 8 to 12 cars. A good part of the line's business seems to be the transportation of gypsum to several large plants near Mexico City. But the short trains, light rail and general state of disrepair are sure signs

that track widening, promised for many years, cannot be far off. Indeed, all tie replacements over the past 15 years or more have been made to accommodate standard gauge rails.

The second half of the line dropped down sharply into sugar cane country, and extensive cane-carrying trackage of various gauges paralleled the line for miles. Hours later, after nightfall, we trundled along under a veritable blaze of stars, the huge headlight bathing the right-of-way in a pretty feeble glow (due, no doubt, to the fact that the glass was of the factory-window variety, the kind that has chicken wire embedded in it) and the oil fire giving out explosive bursts of light which did as much to illuminate the proceedings, as we approached, inevitably, the end of the line. We joined the standard-gauge railway from the City at an important junction outside the town, and finished the trip on heavy 3-rail track, complete with block signals.

MISCELLANY

➤ An encouraging note for electric railway enthusiasts is a report from Cornwall, Ontario to the effect that the Cornwall Street Railway, Light and Power Company has purchased Baldwin-Westinghouse trolley locomotives 333 and 335 from the dieselised Lake Erie and Northern Railway. Presumably, these units will replace two of the older locomotives presently on hand in Cornwall. Also included in the sale were two extra traction motors, a spare blower and compressor, a quantity of resistance grids and trolley poles and several wheel and axle assemblies.

➤ Also concerning the Lake Erie and Northern is the news that the overhead has been removed to south of Waterford now and the track between Simcoe and Port Dover will be removed at the same time as the line gang removes the overhead between those two points.

Cartoon: The CN Montreal - Garneau Excursion Weekend Nostalgia "I certainly do NOT have a cinder in my eye she's just so beautiful I can't help crying." - as seen by the Montreal Star 0198-012.pcx

ERRATA

The June issue of the *Newsletter* contained two errors which should be corrected: TTC car 4742, rather than 4732 was involved in the head-on collision with 4227 at Bloor and Dundas Streets on May 25th. No. 4742, a former Birmingham car, is at present nearing completion of repairs to its front end at Hillcrest Shops.

Also, the Manitoba terminal of the C.P.R. branch line which was the subject of the article on Page 71 is Reston, not Preston.