

## UCRS NEWSLETTER - 1962

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### THE LAST CP MIXED TRAIN BOWS OUT

Cover: CP 8144 digs in for the 5½ mile climb out of the Maitland River Valley to McGaw, on the last run of CP Mixed Train 742, August 4, 1962. [0200-001.jpg](#)

Photo: Composite photo CP train and Schedule Board. [0200-002.jpg](#)

Photo: CP 8144 sets out cars at Millbank on way to Goderich. W. Hood photo. [0200-003.jpg](#)

On Saturday, August 4<sup>th</sup>, 1962, Canadian Pacific diesel road-switcher No. 8144 eased train 742 downgrade through Guelph, Ontario, stopped at the switch at the north end of the station siding, then moved forward to a final stop along the platform. Thus ended all passenger service, by passenger or mixed train, over the C.P.R.'s Goderich Subdivision, from Hamilton (technically Hamilton Junction), through Guelph Junction and Guelph to Goderich on Lake Huron. But train 742 was more significant as it represented the last of the C.P.R.'s "M" service, defined more significant as it represented the last of C.P.R.'s "M" service, defined in the timetable as "mixed train service (carrying passengers)", which once operated in southern Ontario. Walkerton, Teeswater, Elora, Kingston, Renfrew, Eganville, Port Burwell, St. Thomas, St. Mary's - the secondary subdivisions where declining passenger business resulted in the compromise of mixed train service, had all previously surrendered their passenger carrying. Finally, public notice (although not too public) had been given that August 4<sup>th</sup>, 1962, was the last day on which passengers could be accommodated between Guelph, Goderich and intermediate points.

So it was that on the morning in question a quartet of U.C.R.S. pilgrims was on hand at the C.P.R.'s Guelph station, a substantial brick building which had been built for, and had seen, busier days. Gone from here was the classic, and truly distinctive, local passenger train of very standard equipment, but pulled by a semi-streamlined Jubilee type, 2900-class 4-4-4, which ran through from Hamilton to Goderich. Gone too, were the motor trains which ran south to the main line connections at Guelph Junction. Now the mixed started from Guelph and you had to get there by C.N.R. or a Studebaker 2-2-0.

On the platform track stood combine No. 3313, with a standard wooden caboose coupled on ahead. The interior of the combine's passenger accommodation was fitted out in the best colonist car style. The upright wood and leather seats were sectioned off and the upper berths in place in the upper walls could still be lowered on chains to the horizontal position. The pot-bellied stove in the corner, the source of heat in the car during the winter, served eminently as the waste-basket during the day.

The line itself is unspectacular but still scenic enough in its entirety, passing through a countryside of prosperous farms except for the west end where there are areas of brush and fallow land. The towns and villages along the way, with the possible exception of Elmira and Milverton, would seem to be geared primarily to the service or the agricultural community. While the climb out of Goderich is the only section which might be considered an operational problem, a heavy train could conceivably have its moments over the undulating profile of the line, even on its two long consecutive tangents which total 38 of its 80 mile length.

The scheduled departure of train 741 to Goderich was 9:00 a.m. DST. At 9:05 engine 8144

showed up from the south yard, sans freight cars, picked up its brakeman and returned whence it had come. Some 35 minutes later it reappeared with two C.P.R. boxcars, one C.&O. hopper and one C.P.R. covered hopper in tow. These and the combine and caboose made up the train. Finally, at 9:50 - 50 minutes late, we were off, moving at reduced speed along the Speed River, then upgrade through the western part of the city. But once over Highway No. 6 at the edge of town, 8144 was opened up, and soon we banged over the C.N.R.'s Guelph to Palmerston line at speed, the diamond being protected by automatic block signals. We raced along at 40 - 45 m.p.h. through Ariss (once a station, now just a siding), over the Grand River bridge (what a spot this would have been for action shots in the days of steam!), through West Montrose, to the first stop at Elmira.

Here a quantity of express was unloaded, and after a stop of 8 minutes, departure was 40 minutes late, a recovery of 10 minutes, which indicates the flexibility of the schedule. At Wallenstein, we passed through the station, but stopped beyond, near the siding of the Wallenstein Feed Mill Company. Here the engine and two boxcars were cut off and as they ran ahead, the second car was cut off, allowing the engine and the first car to speed up. After passing over the switch, it was thrown and the second car ran into the siding by itself. The engine then returned to the siding to spot the car more exactly. The crossing of the Conestogo River after Wallenstein is another photographic location which would have been worthy of attention. At Linwood, four passengers were picked up, obviously out for the last ride. West of the station still stands a covered water tank from steam days, and farther west can be seen the remains of a wye forming the junction of an abandoned branch line to Listowel.

At Millbank, a Mennonite man and woman, bearded, bonneted, with a young boy, entrained for the outing and the other boxcar was spotted at a feed mill. East of Milverton we bridged the C.N.R.'s Stratford to Listowel line and at Milverton station, more passengers entrained. West Moncton was the longest stop, perhaps because it is slightly more than half way to Goderich, and resembled the division point stops on continental runs. The fireman filled the engine crew's water can at the station pump (the nearest one could come to "taking water") and many of the passengers got off for a stretch, while the C. & O. hopper car was set out. Departure was at 11:43 - 28 minutes late. The next station, Walton, was the last stop for passengers. Strictly speaking, there was no room for them, but as people were now riding in the caboose and engine cab as well as in the combine, everyone found a place. Just east of Blyth, we tunnelled through the high embankment of the abandoned Clinton to Wingham section of the former London, Huron and Bruce Railway (now C.N.R.) which ran from Hyde Park (London) through Clinton to Wingham. With the light train, 8144 kept up a good pace through intermittent rain, passing Blyth, Auburn, Shapit, McGaw, and arrival at Goderich was at 12:44 - 14 minutes late.

The C.P.R. approach to Goderich is most interesting for the student of railway engineering.

The line descends along the north side of the Maitland River valley almost to the harbour, then swings across the river and the C.N.R.'s harbour line on two girder bridges, and finally curves between grain elevators and the hillside and under a sloping road bridge into the station. The tracks continue on to the edge of the height of land overlooking the lake, and one could only surmise what a splash a runaway would have made! The turntable here is still intact but only the concrete base of the roundhouse remains. A German diesel-hydraulic locomotive is stationed at Goderich for shunting and helper service, though it was not in use that particular day. So, 8144 did its own switching and train 742, with 8144 running cab-forward, two boxcars, two flat cars, seven boxcars and combine 3313, was made up at the station 10 minutes before departure at 1:30 p.m. DST. However, for one reason and another, such as photographs of the crew, it was delayed until 2:15 p.m. 8144 had to work hard leaving the valley, crawling up the grade which did not let up until McGaw station, 5½ miles inland. Then a steady 40 to 45 m.p.h., as on the down trip, was maintained for most of the return journey. Passenger stops were made at Blyth,

Walton, West Moncton, Milverton, Millbank, Linwood and Elmira, but no switching was done. Therefore, ample time was in hand for the last 16 miles from Elmira to Guelph where, according to the timetable, the on-time arrival at 5:15 p.m. applied "at the switch at the north end of the siding".

The new freight-only service, consisting of one through freight each way daily except Sunday from Hamilton to Goderich, began on the following Monday, August 6<sup>th</sup>. The westbound train leaves Aberdeen Yard in Hamilton at 4:30 a.m. and runs through to Goderich, while the eastbound counterpart, with a fresh crew, leaves Goderich at 2:30 p.m. But the withdrawal of trains 741 and 742 meant not only a change in service. Displaced train and engine crews from Guelph were reassigned to other jobs; one heard mentioned, for example, an engineer who was going to take a switching turn from West Toronto up to Emery. As well, some of the lesser station buildings would undoubtedly be demolished to eliminate unnecessary maintenance, even as Auburn and Arris were already only sidings with name boards on the line side telegraph poles. And even most of the sidings would appear to be redundant as there will not likely be many meets in the new service.

Thus the end of an era indeed came on the day that Guelph became just another stop for through freight trains.

(by Neil D. McNish)

Map: Map of CPR Goderich Line.

0200-004.pcx

### **TORONTO TO PICTON WITH 6167**

Photo: CN 6167 treads the high iron east of Brighton, at the first run-past of the day.0200-005.jpg

On Sunday, August 26<sup>th</sup>, our old friend, CNR 6167, set out from Toronto's Union Station with the second UCRS excursion of the summer season, to Picton, Ontario. Although the attendance was moderate by previous standards, those who were along were treated to a most relaxing and enjoyable trip, and took advantage of many photo opportunities to enrich their collections of photos of this engine.

The first portion of the trip took us to Belleville, at high speed on CN's Oshawa Subdivision. Or perhaps we should say, most of the trip was at high speed. At one point, a sharp brake application and a series of short toots of 6167's whistle alerted us in time to see a herd of bewildered cattle stumbling along the adjacent track and right of way fence. Apparently they had ventured onto the track ahead of the train and were more than a little alarmed at the sight of a smoke-spewing monster hurtling toward them at 80 mph. For many, recalling the days when steam was king on the Toronto - Montreal line, this was the best part of the day. 6167 performed like a veteran, and turned in a show that would do the "Inter-City Limited" proud.

At Belleville, the locomotive was fuelled, watered and greased under the watchful supervision of scores of enthusiasts. Others chose to explore the town, relieve their hunger pangs in the Cafeteria Car, or inspect the railroad facilities. After the train was wyed and everyone was safely aboard once again, we departed Belleville and headed west for Trenton Junction, and the Picton subdivision.

Our first glimpse of this branch revealed a right of way that would do credit to many a main line; heavy rail and rock ballast appeared very much out of place until one realized that this is the route used by ore trains from the mines of the Marmora region to the ore docks at Picton. We rolled through Trenton at a leisurely pace, creating quite a stir among the residents, and on past the Murray Canal to the first of four run-pasts held on the line. These run-pasts provided a refreshing change from the usual fare. Trees are somewhat sparser here than on other lines we have covered, thus providing more open locations for run-pasts than usual, giving views of the entire train. Quite a contrast to the rock cuts and pine trees of our South Parry trip!

Finally, we reached Picton, and found a large percentage of the town's population on hand to greet us. Unfortunately, our arrival there was somewhat later than planned, so our visit was, of necessity, brief.

The problem of how to get out of Picton now confronted us. There was no turning facility for 6167, and running the engine backward at the north end of the train for the thirty-odd miles of the subdivision was impossible. (A clause in a working agreement prohibits the operation of a locomotive in reverse for more than twenty-five miles.) A solution to the problem appeared in the form of two GM road-switchers, Nos. 4459 and 4472. These were duly coupled to the rear of the train, and after a period of photographing and brake testing, we were off again, this time with 6167 being dragged ignominiously at the rear. It was interesting to speculate on the thoughts of bystanders along the way, seeing our steamer being hauled back to the main line in this manner. After a brief pause at Trenton for water, we reached Trenton Junction once again, and bade farewell to our diesels.

With the heavy steel of the Oshawa Subdivision beneath her drivers, 6167 again took command, and we departed in haste for Toronto. The return trip was every bit as thrilling as the morning's run to Belleville, especially after the word went around that we had been clocked at 90 mph for several miles. Nice going for an "obsolete" engine! Night was fast approaching when we held a run-past at Port Hope. Yet this did nothing to dampen the enthusiasm of the track side spectators; an estimated 600 people were on hand at Oshawa in utter blackness when 6167 rolled in. Our arrival in Toronto some forty-five minutes later was slightly tardy, but after a day like that, who cared?

➤ As a post-script to the Society's recent successful Toronto to Picton excursion, there follows a list of the stations on the Picton Subdivision in the era prior to the 1930's, when several of these stations were closed.

<u>MILEAGE</u>	<u>STATION</u>
0.0	Picton
4.3	Bloomfield
7.7	*Hallowell
10.9	Wellington
14.9	*Niles Corners
16.5	Hillier
21.2	Consecon
24.8	*Gardenville
25.5	*Carrying Place
27.1	*Canal
30.5	Trenton

\* - Now abandoned

(R. F. Corley)

Photo: Our motive power from Picton to Trenton! Not one but two GMD units replaced our Northern because of lack of turning facilities for the steamer at Picton. [0200-006.jpg](#)

### **FALL EXCURSION SCHEDULE**

This fall will see a most intensive program of excursions in the Detroit, Cleveland, Toronto, and Montreal areas. In chronological order these include:

September 29<sup>th</sup> and 30<sup>th</sup>. This Society will sponsor another combined steam and electric week-end on these dates. On Saturday the 29<sup>th</sup>, T.T.C. car 2300 and a small Witt will be used on a four hour tour leaving York and Wellington Streets at 1:00 p.m. EDT. Many photo stops will be made and the fare is a modest \$2.00.

On Sunday, September 30<sup>th</sup>, C.N.'s 6167 will haul what may be its last excursion for the Society when it handles our special train from Toronto to St. Thomas, via Hamilton, leaving Toronto

at 8:45 a.m. EDT (Hamilton 10:00) and returning to Hamilton by 7:15 p.m. and Toronto by 8:45 p.m. The usual amenities of our excursion trains will be provided, including the open, 110-volt powered baggage car, open windowed coaches and cafeteria car. Run pasts will be made at many of the high bridges and viaducts on the seldom seen Cayuga Subdivision between Jarvis and St. Thomas. Members may again purchase tickets for this 260-mile excursion at the rate of \$7.50 from Toronto or \$6.50 from Hamilton.

October 7<sup>th</sup>. will see 6167 performing for the Michigan Railroad Club on an excursion from Detroit (leave 8:15 a.m. EST) via Sarnia (10:20 a.m.) to Stratford and London, returning to Sarnia again by 6:15 p.m. and Detroit by 8:30 p.m. 6167 will be used on Canadian trackage only, the portion of which between Sarnia and St. Mary's Junction sees no regular service. Special stops for still and motion pictures will be made. Fares are \$12 from Detroit and \$10 from Sarnia.

Tickets or further information are available from the Michigan Railroad Club, Box 2271, Dearborn, Michigan.

On October 13<sup>th</sup>, C.N.R.'s Pacific 5107 will make one of its last runs with a six-car train from Montreal to Sherbrooke, Quebec for the Canadian Railroad Historical Association. This 198-mile (round trip) excursion will feature several run-pasts in the picturesque Eastern Townships of Quebec and the train will include an open baggage car in its consist. An excursion promoted by railway enthusiasts for enthusiasts would seem to guarantee your enjoyment of this refreshingly different trip. The fare is \$8.00 and the train leaves Central Station at 9:20 a.m. EDT and returns by 10:00 p.m. Tickets and information are available from the C.R.H.A. at Box 22, Station "B", Montreal 2, Quebec.

October 14<sup>th</sup>. On this date, J. Norman Lowe will be operating another of his double-headed steam trains from Montreal to Cantic, Quebec (87 miles) using engines 5107 and 6153. Further information and tickets are available from J. Norman Lowe, Public Relations Department, St. Lawrence Region, C.N.R., Central Station, Montreal.

October 21<sup>st</sup>. If present plans work out, C.N.'s 6167 will be used on a special train from London to Kitchener, Ontario. The train will leave London at 9:00 a.m. EDT returning there by 5:00 p.m. with a four-hour stop-over in Kitchener. Two run pasts will be made, one on each leg of the trip. Fare will be \$6.00 and tickets and further information is available from the C.N. passenger Sales Office, at 320 Richmond Street, London, Ontario.

October 20<sup>th</sup> and 21<sup>st</sup>. The Euclid Railfan's Club (George M. Badstuber, Trip Coordinator, 21701 Maydale Avenue, Euclid 23, Ohio) will sponsor a week-end of traction activity on three properties in the Cleveland area on these dates. Operation will be underway on the Columbia Park and Southwestern railway at Olmstead Falls on the 20<sup>th</sup>, with transportation from the Cleveland Transit System West Park station arranged by the Club. Sunday the 21<sup>st</sup> will feature an excursion in the morning using Shaker Heights Rapid Transit freight motor OX, covering both the Shaker lines and the West Side C.T.S. lines, to be followed in the afternoon and evening by a trip using S.H.R.T. 1914-built passenger car No. 12 covering the Shaker lines and the East Side C.T.S., including a visit to the Windermere Shops. There will be no fare for Saturday's activities, but fares for the Sunday trips will be \$5 for the first trip and \$4 for the second.

#### CANADIAN NATIONAL NOTES

- On September 13<sup>th</sup>, the Board of Transport Commissioners granted the Canadian National Railways a one year extension on the boiler certification of steam locomotive No. 6167. Barring serious accident, the engine should be available for use until October 1<sup>st</sup>, 1963.
- C.N. diesel No. 1228, damaged in an accident near Toronto (see *Newsletter 198*, Page 82) was observed at Pointe St. Charles Shops in Montreal on August 28<sup>th</sup>.
- An unusual spectacle was spotted at Dundas, Ontario, recently when Grand Trunk Western

class GRG-17k road-switcher No. 4914 was observed wearing just one bright red end on an otherwise green and gold paint scheme. We doubt that this is a new C.N. colour scheme. Someone must have been in a terrible hurry to get the engine out of the paint shop and onto the road again!

➤ Check the August issue of Canadian Saturday Night magazine for an interesting article about steam excursions that features C.N. engine 6167 in many of its photos.

➤ C.N. "Fishyback" service between Prince Rupert, BC, and Whittier, Alaska (see *Newsletter* 193, Page 18) has aroused the ire of Representative T. M. Pelly in the U.S. House of Representatives. He said that the traffic is possible only because of a loophole in Alaska's statehood bill and must be stopped immediately. Because of a shorter water haul, the C.N. can provide a cheaper and faster service than can competing American carriers, but no figures are yet available on the volume of traffic and revenue involved.

➤ A new ship for the C.N. marine service was launched in Collingwood recently. M.V. Taverner, with a 38 foot beam and 188 foot length, is powered by two Fairbanks-Morse 1100 B.H.P. opposed-piston engines which will give it a top speed of 15 knots. The new ship will be used in the St. John's - Lewisporte, Newfoundland service, and has accommodation for 39 berth passengers and 20 seated passengers as well as 310 tons of cargo. The reinforced, all-welded steel hull has been especially designed for navigation through ice.

The "Taverner" is named after Captain Benjamin Taverner, who, with his two sons was lost with the sinking of the S.S. Caribou by enemy action in the Gulf of St. Lawrence in 1942.

➤ The last 100-mile gap in the otherwise complete C.T.C. system on the C.N.R between Halifax and Quebec Province was closed on August 7<sup>th</sup>. On this date, Chaleur Area Manager C. A. Berube threw a switch on the Edmunston, NB, control panel to complete a system of double track or C.T.C. from Chicago to Halifax on the C.N. system. A gap of only 88 miles remains to be placed under control between Toronto and Winnipeg before C.T.C. runs from the Atlantic Ocean to the Prairie Provinces without a break. The ultimate plan of the railway is to have C.T.C. from Vancouver to Sydney, N.S.

➤ The Mayor of Fredericton, NB, W. T. Walker, is proposing that the city purchase the present C.N.R. bridge over the St. John River and convert it for joint rail and highway use, this expedient being in lieu of the construction of a proposed separate highway bridge.

➤ The C.N.R. received tenders until August 20<sup>th</sup> for the clearing of the northernmost 193 miles of the Great Slave Lake Railway, from High Level, Alberta to Hay River, N.W.T.

➤ The C.N.R. has ordered 150 tri-level automobile flat cars from National Steel Car Corporation of Hamilton for October delivery. These 89-foot cars, which carry 12 standard or 15 compact automobiles, will be the first of their kind on the C.N. roster. However, the railway has been using 20 leased cars of this type since last April to carry new automobiles from plants to distributors across the country.

➤ The suburban township of Toronto has issued an illegal stop-work order to the Canadian National Railways in an attempt to force the railway to construct grade separations instead of level crossings at five locations on the new York Subdivision within the limits of that township.

J. L. Cann, Project Manager, advised the Township's zoning administrator that the order would be ignored, as the construction is proceeding under the railway Act, which exempts it from all local by-laws. This action climaxed an 18-month battle between the C.N. and Toronto Township with regard to the construction of the new yard and access line. The local Reeve alleged that President Donald Gordon had assured local councillors that there would never be another level crossing in Toronto Township at the time that the project was announced in 1959.

➤ The C.N.R. has called tenders for the construction of a grade separation for the crossing of Eglinton Avenue and the Oshawa Subdivision, mileage 328.18 of the latter.

## C.P.R. NEWS

- To bolster their fleet of 80,000 freight cars, the Canadian Pacific has on order another 800 cars from various Canadian manufacturers. These include 500 box-cars of 50 ton capacity and 40 foot length, as well as 100 roller bearing equipped 70 ton, 65 foot gondolas being built by National Steel Car Corporation in Hamilton. Dosco's Trenton, Nova Scotia works are building 100, 50 foot boxcars and 300 heated boxcars. This company is just finishing an order for 200, 70 ton flat cars for the C.P. while Marine Industries Limited at Sorel, QC, are building 100, 70 ton covered hopper cars.
- In hopes of attracting some favourable attention to its trains, the Canadian Pacific has redesigned its trade mark applied to freight equipment. Recently delivered hopper and gondola cars, as well as some repainted box and refrigerator cars now carry the words "Canadian Pacific" in script letters up to two feet high and 17 feet long. Dropping the word railway, as did the C.N., is to impress upon the public that other C.P. services, including trucking, communications, lake and ocean shipping, etc., are all part of one unified transportation system.
- The C.P.R. has called tenders for the purchase and removal of disused station buildings at West Montrose and Palgrave, Ontario.
- U.C.R.S. member Herb. Stitt, an engineer on the C.P.R. for 48 years, brought the "Dominion" into Toronto for his last time on September 8<sup>th</sup>. For nearly three years now, he has been running north to MacTier with the "Canadian" and returning next morning on the "Dominion". We wish him a happy retirement.

## T.T.C. HAPPENINGS

- TTC rapid transit cars 5304 and 5305 were observed mounted on two flat cars parked just west of Cabin D in Toronto's west end on August 12<sup>th</sup>. The next day they were moved into the Canadian National Exhibition grounds for display during the annual fair, being parked on lengths of rail in exactly the same location where C.N. 6213 first left home rails on its journey to its present display pedestal in Exhibition Park. This spot is at the north end of the street running between the Pure Food Building and the Horse Palace. During the two weeks of the Exhibition, car 5305 was open for public inspection, with 600 volt D.C. power being supplied from the overhead at the eastern loop 90 that all lights, fans and the public address system aboard the cars could be used. A few feet to the west of car 5305 was TTC relic No. 16, in use as a broadcasting studio for radio station CKEY. All the windows but two were covered with posters, and signs advertising the station were emblazoned along the car's letter board. This car, like the rapid transit cars, was resting on a length of well-ballasted track.
- Robert McAlpine, Limited, of Weston, Ontario has been awarded the contract for construction of the 6000-foot cut-and-cover section of the Bloor-Danforth subway extending from the east end of the Prince Edward Viaduct to Dewhurst Boulevard. This contract is designated D-5.
- As a prelude to Danforth subway construction, the T.T.C. is relocating Lipton Loop, at Pape and Lipton Avenues, farther north than its present location. This loop is the regular eastern terminus of the HARBORD car line. As of September 12<sup>th</sup>, houses at 749 Pape Avenue and 3 Gertrude Place had been demolished to make way for the new loop and new rail had been laid leading off the existing north-bound track on Pape. Some new overhead wire, mostly span wires and pull-offs, had been installed leading from Gertrude Place to the wire over the south-bound track on Pape. It would appear that portions of the old loop, built in 1927, will be left in place as an emergency siding for disabled cars.

Map: Map of Lipton TTC Loop.

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- Following the program of installing large advertising sign brackets on the sides of P.C.C. cars and many free-wheel vehicles, the commission has started to remove the various smaller sign

brackets on the front and rear ends and the sides of the P.C.C.'s. After a few cars had emerged from body overhauls with this change, a start was also made in removing the advertising lights and their covering hoods from the front end. Cars noted in the first stage include 4207, 4480, 4481 and 4742, while cars in the second stage include 4373, 4378 and 4487.

While the appearance of the cars is definitely enhanced by the removal of the advertising on the ends, removal of the lights would seem rather unfortunate, as the illuminated patches on the front of the car have a very definite safety value, whether there is a poster in the brackets or not.

➤ The Municipality of Metropolitan Toronto decided in mid-August to pay a subsidy toward the surface transit operations of the T.T.C. beginning in 1963, in an effort to stave off a fare increase, an eventuality to which many local politicians are violently opposed. The subsidy would be intended to apply to suburban operations, involving the extension of existing routes and the inauguration of new routes. A motion that Metro take over transit operations completely as a department of the municipal government was defeated 6 - 1 at the Executive Committee level.

Other decisions made include the following:

- (1) Reduction of the term of office for commissioners from five to three years;
- (2) A request to the T.T.C. to submit its 1963 budget to Metro so that a grant formula may be decided upon;
- (3) A request to the T.T.C. to keep the Metropolitan Roads and Traffic Committee informed of all future plans;
- (4) Entering into an agreement with the Commission to define the respective responsibilities of the two bodies regarding costs of acquiring rapid transit rights-of-way, and the operation of transit equipment on them.

In spite of these encouraging developments, T.T.C. Chairman Clarence Downey stated his opinion publicly that a fare increase would nevertheless prove necessary on July 1<sup>st</sup>, 1963, probably from the present 7 tickets for \$1.00 rate to 6 for \$1.00. He also foresees subsequent fare increases for 1965 and 1967. The Metro Chairman responded with the statement that the policy of increasing Fares "will result in the slow strangulation of the public transit system". Thus far, the prognostication of the fare increase in 1963 seems to have come from Mr. Downey only, rather than from the Commission as a body.

#### **BAS. HEADFORD'S NARROW-GAUGE NOTEBOOK**

Photo: A "must" for the visitor to Guatemala; a night at Hotel Ferrocarril (left), complete a balcony with a view – right over the main line to the round house at Zacapa. The train is headed by 189, a Baldwin Mike built in 1948. Photo by Bas Headford. [0200-008.jpg](#)

Photo: No. 106 holds down the main line, while the evening train for Puerto Barrios waits patiently (?) in the background. [0200-009.jpg](#)

To the railway enthusiast whose impression of narrow-gauge is one of stub switches, tea kettles and gingerbread, the International Railways of Central America will come as a surprise.

Right from the beginning of our short stay in Guatemala in January of this year, the railroad proved itself to be a first-rate operation in every respect, reflecting the efficient management by the United Fruit Company, which operates the Government-owned line. United also owns some of the locomotives, which are marked "Compañía Agrícola". Incidental to this business of rolling stock markings, we noted that all freight and passenger car numbers are prefixed with either a "G" or an "S", denoting assignment to Guatemala or El Salvador sections of the line. Passenger and freight cars are turned out and repaired in the Company's shops in Guatemala City, and all equipment is kept in an excellent state of repair. Noteworthy among the various types of car



are the business cars, one of which, a steel vehicle of modern construction but truly classic lines, sports the only 3' gauge, 6-wheel Commonwealth trucks that the author has ever seen. Some of their sturdy yellow vans have side doors. This in itself might not be too unusual, but, upon inspection, we found that a passageway leads across the car, dividing the body in two, like some sort of 'breezeway', from which other doors lead into the two compartments. Certain M. of W. cars proved to be interesting too, especially those equipped with English-style trucks complete with oversized spoked wheels. There were many more fine examples to delight the observer of rolling stock.

Mikados of various makes (including some by Porter!) still form the backbone of I.R.C.A. motive power, but diesels are beginning to make inroads, especially some new and very powerful C+B+C units. At present, United Fruit is hoping to receive a \$6 million grant from the U.S. State Department to finance a proposed purchase of 40 more diesel locomotives, but we were assured that even this acquisition would not spell the end of steam in Guatemala.

All the engines are outside frame jobs. All? Well, all except some newsworthy, even famous exceptions. We didn't get to see the diminutive 4-4-0 (ex-North Pacific Coast, built 1879) on the Ocos Branch, up near the Mexican border, but we did have the good fortune to see and photograph one of those dinosaurs of Colorado narrow-gauge, the ex-Uintah mallets. The other one was out on the line with a mixed train. If these engines were "at home" on the 7½% of Baxter Pass, then they no doubt find the hill climbing of their new land quite to their liking. East of Guatemala City, for instance, there are 35 miles of downgrade at better than 3%, to bring the line down to the tropical lowlands from the spine of the continent, 7600 feet up. In spite of the predominantly downward slope, there are short sections of sharply climbing rail, necessitating the use of two engines in either direction.

The Consolidations of the I.R.C.A. are thoroughly modern (or modernized) even to the force-feed lubricators and other refinements. They are big but well proportioned, and their performance can best be described as energetic, even frantic. Watching the flamboyant switching operations in Guatemala City and Zacapa provided hours of entertainment. The industrious crews easily matched the power and verve of their fine engines: arrogantly holding the main line (in the face of a passenger train) at Guatemala City, in order to dart into a few sidings across the main; scaling the sides of the cars with cat-like agility and passing exaggerated signals with a flourish of their brake clubs. At one point, the crew of 2-8-0 No. 106 became rather too absorbed in the intricacies of a flying switch (at least half of the moves seem to involve this tricky manoeuvre) and slammed their engine into a cut of cars in a siding with a thunderclap of steel. After a quick survey to assure that all the wheels were still on the rails, they carried on as if this, too, were an occurrence far too commonplace to warrant mention, especially in the office of the managers.

#### **ANOTHER MIXED IS FOUND**

Photo: Extra 1722 east meets the Stratford to Owen Sound freight at Listowel. [0200-010.jpg](#)

Saturday, August 11<sup>th</sup>. was a typical summer's day, and Palmerston Yard seemed completely asleep in the warm morning sun. Gone forever seemed the days when Palmerston was a busy rural junction point for many way freights, mixed trains and local passenger runs to all corners of Huron, Grey and Bruce counties. Gone too seemed the days when Palmerston was a railfan's Utopia, with its variety of engines and multiplicity of trains to keep one entertained at all hours of the day. The yard is a mere shadow of its former self, for, aside from the inevitable string of snow ploughs, some M. of W. equipment and a few revenue cars beside the freight shed, its only inhabitants were two coaches and a baggage car (used to protect the runs normally handled

by RDC's) and a long row of refrigerator cars, most sporting the new CN emblem and all being in dead storage. The now omnipresent 1700 series MLW road-switchers were stabled in the open on a track near the south leg of the wye, fondly reminding one of the massive coaling tower and picturesque roundhouse that used to be the focal point of the entire layout. Of the roundhouse no track, no turntable pit, nothing save a few concrete floor segments remains.

However, standing on the wye and invisible from the vantage point of the footbridge stood 1722, flying white and coupled to a combine. Further investigation revealed that, although the demise on August 4<sup>th</sup> of C.P. trains 741 and 742 marked the end of advertised mixed train service in southern Ontario, the C.N. is still running a mixed between Palmerston and Kincardine. According to the crew, the train runs daily except Sunday, although the absence of a fixed schedule and position in the timetable requires that it run as an extra. Intending passengers should make their presence known at Palmerston station around 8:00 a.m. EST at which time they will be asked to sign a release form and pay the regular fare to their destination. At 8:45 the crew climbed aboard and, with a few blasts of the horn, headed Extra 1722 West out along the Newton Subdivision.

The boarded-up station at Gowanstown must have been passed at a speed close to the 50 mph. permitted mixed and freight trains, and Listowel was soon reached. This junction is the setting for some smart freight interchange, an example of which was soon forthcoming. Leaving the combine at the station, the locomotive departed to do the switching downtown. Since this was Saturday, this task was soon completed and the diesel reappeared with one loaded boxcar, which it spotted at the east end of the loop track serving the cattle pens. 1722 then took refuge in the passing track and a few minutes later, "14L" announced the arrival of the morning Stratford to Owen Sound freight, powered by two more 1700's and trailing about twenty cars. A few quick moves sufficed to pick up the aforementioned boxcar and set in its place five other cars for Listowel and points on the Kincardine Subdivision. The air was quickly pumped off and a scant seven minutes after its arrival, the Owen Sound train was again on its way. The stiff grade east of the station produced a thick pall of black smoke reminiscent of steam days. Of the cars left behind, the three for Listowel were quickly distributed and the remaining two coupled to the combine. A few switches were thrown, and the train started up the line towards Kincardine, past the new Campbell's Soup plant (serviced by the C.N.), on to Atwood, Wingham and its eventual destination.

Again in the afternoon, Listowel was the scene of more speedy interchange of cars when Extra 1722 East met and exchanged traffic with the afternoon Owen Sound to Stratford freight.

When does the mixed return to Palmerston? "Oh, about 3:30. Depends on how much work we have in Listowel" replied the crew when pressed for further details of their schedule.

So, for railway enthusiasts who would like to ride a train that is something out of the ordinary, we can suggest nothing better than this. And well you might hurry too, for no one knows for how long such a delightful anachronism will continue to run.

by Ian G. MacDonald.

## **ELECTRIFICATION OF THE METROPOLITAN RAILWAY**

It is always interesting to read contemporary accounts of now historic engineering accomplishments such as the design and construction of railway rolling stock and motive power or the construction of some railway line, for such accounts often reveal prevailing attitudes and opinions in the style of their writing. Just such an account is that of the electrification scheme of the metropolitan Railway between Toronto and Jackson's Point which was given in the December 1899 issue of *Electrical News and Engineering*, and which is presented herewith.

"The system of electrical distribution adopted by the Metropolitan Railway Company represents a new practice in the operation of street railways in Canada. This road is, we believe, the first in this country to employ both direct and alternating current for the propulsion of

cars, but the system will undoubtedly gradually grow in favour in connection with the operation of long distance lines. It has only recently come into use in the United States, the Chicago and Milwaukee Electric Railway being one of the first to be so operated. This road is divided into sections, each section, except the one contiguous to the powerhouse, being operated from a substation containing an equipment of transformers and rotary converters."

"This is the method adopted by the Metropolitan Railway Company, but a further step in advance has been taken, in as much as both direct and alternating current is generated by the same machine. The direct current passes directly from the generator to the line, and is employed to operate the portion of the road adjacent to the powerhouse. The alternating current, generated at low pressure (voltage), is stepped up by transformers to a high voltage and transmitted to a substation sixteen miles distant, where it passes through transformers and converters and goes to a line at low pressure direct current for operating that portion of the road remote from the powerhouse."

"It is admitted that this system of electrical generation and distribution has many advantages, as, for instance, making at once available direct current for use in the three-wire system without passing through auxiliary machines. The alternating current, however, in order to be suitable for service at a distance, must be raised in pressure by means of transformers. This system is, therefore, open to the objection - perhaps overbalanced by its advantages - that it necessitates an expensive station equipment because of the rotary converters and transformers required for changing the pressure and kind of current."

"There is reason to expect that this objection will eventually be overcome in some way, probably by the introduction of machines capable of generating both direct and alternating current at the desired pressure, or in other words, by high voltage alternating and low voltage direct current generators. This would obviate the necessity for auxiliary apparatus in the generating station. The certainty of the rapid extension of inter-urban electric railways in this country makes of paramount importance the question of the most practicable and economic system of operation."

## U.C.R.S. ANNOUNCEMENTS

### IMPORTANT NOTICE: CHANGE OF MEETING PLACE

Because of extensive remodelling work being carried out on the fourth floor of Union Station, the regular September meeting of the Society will not be held in Room 486, but will be held in the Consumers' Gas Company Auditorium at 17 Toronto Street. Toronto Street runs north from King Street to Adelaide, between Church and Victoria Streets. The meeting will be called to order at 8:30 p.m. As has been the custom in the past, members are invited to bring up to 20 slides of railway interest taken during the past summer. To avoid duplication, it is suggested that photographs of local excursions, unless of unusual interest, not be shown. This meeting will be held on Friday, September 21<sup>st</sup>.

The September meeting of the Hamilton Chapter will be held on September 28<sup>th</sup> at the regular meeting place at the C.N.R. James Street Station.

The October outdoor meeting, to be held on Friday, October 5<sup>th</sup>, will be an observation night at the C.N.R. Danforth Station.

## MEMBERS' ADVERTISEMENTS

Trolley slides or negatives to trade: Herbert G. Frank, Jr., 655 East 14<sup>th</sup> Street, New York 9, N.Y., wishes to trade such material dealing with the trolleys of Canada, United States or Australia.

FOR SALE: 11" x 14" prints of C.N. 6167 (on August 26<sup>th</sup>, 1962) mounted in a 16" x 20"

2" oak frame, ready for hanging. Price, \$7.00 each, postpaid, (Ontario residents add 3% sales tax) from Tom Henry, 28 Craig Street, Brampton, Ontario.

## ERRATA

In *Newsletter 188*, Page 14, under "Railway Recordings of Interest to Canadians" we reviewed "Steam in the Snow", a recording of C.P.R. steam in the Montreal area in January and February, 1960, produced by Mr. Allan Sherry. Unfortunately, our reviewer's comments were abbreviated too drastically in the editing process, and a correction of the misstatements which appeared at that time is now offered.

One comment stated "only one band runs more than a minute". There are actually nine bands to each side ranging in length from just under one minute to a maximum of just over ten minutes.

The average time per band for the complete record is two minutes and 37 seconds, and the total recorded time is 47 minutes.

Reference was made that the record "presents the same trains" on the reverse side. Actually the same types of engine appear but the overall recording presents seven G3's, three G5's, five H1's and a P2. The recordings, while all in the Montreal area (i.e. within a 25-mile radius), are of different trains in various locations.

Our sincere apologies are extended to Mr. Sherry for these unintentional inaccuracies which may have marred our readers' impressions of this quite good recording.

(R. F. Corley)

## MISCELLANY

➤ Did you know that Anton Dvorak, composer of the well known "New World" symphony, was an avid railway enthusiast? Biographer Alec Robertson, in his book *DVORAK*, says "It was not long before Dvorak discovered the railway stations, but he found it much more difficult to study the engines there (New York) than at home. His ardour, however, remained unabated, and he would take an hour's drive to 155<sup>th</sup> Street just to see the Chicago Express thunder by. His passion for engines being somewhat thwarted by unsympathetic station masters, he found a new attraction in the harbour, where one could board any vessel on sailing days."

This interesting little fact was turned up by Art Weber, Editor of the Michigan Railfan, the publication of the Michigan Railroad Club of Detroit.

➤ The City of Montreal Executive Committee will open bids on September 25<sup>th</sup> for the construction of the first section of Line "B" of the projected Montreal subway system, the east-west route between Atwater and Frontenac (see Map, *Newsletter 190* Page 10). This section will extend for 4090 feet under St. Luke Street from the westerly terminus at Atwater Avenue to a point east of Mountain Street, including excavation for the Atwater Terminal Station and a station at Guy Street. The work will involve 2564 feet of rock tunnelling, 990 feet of earth tunnelling, and 536 feet of station tunnelling at Guy Street.

It has been announced that tenders for rolling stock and other equipment for the system comprising Lines "A" and "B" will be called early in 1963. The Quebec Provincial Government has authorized the City to proceed with negotiations with the C.N.R. on the matter of converting for rapid transit use the railway's line through Mount Royal Tunnel to Cartierville and Papineau Avenue.

➤ Vandals and weather continue to exact their toll of the derelict equipment of the Huntsville and Lake of Bays Railway at South Portage, Ontario, as revealed during an inspection on August 6<sup>th</sup>. The "large" car has suffered broken glass and torn headlining, while on the "small" car, one coupler has been pushed up through the floor over the truck, while the lower running board step is quite rotten. The siding material has been torn off one half of one side of the box

car, presumably for use as firewood. The bodies of both passenger cars still appear structurally sound, however, with no hint of any looseness.

The roof over the South Portage wharf has been dismantled. The engine house is now hidden by underbrush and appeared not to have been molested.

➤ Those interested in passenger rolling stock might keep watch out for one or more of the three transcontinental tours, originating in the western United States and promoted by Random Tours, that are coming through Canada. Last year's tour that touched Toronto was made up of two 20 car sections, each including Southern Pacific full-length dome cars in its all-Pullman consist. This year two tours will pass through Toronto and Montreal, of the three tours that will cover the continent. These special trains will be in Montreal on the afternoon of September 27<sup>th</sup>. and all day on October 10<sup>th</sup>., while they will be in Toronto on the mornings of October 10<sup>th</sup>. and 15<sup>th</sup>. From Toronto, the two tours head for Niagara Falls around noon.

The magnitude of these operations may be gauged by the following interesting details of the tours. As one trip will stop at Lansing, Michigan for a tour of the General Motors plant there, one of the passengers aboard that train will be awarded a small memento of the tour - a 1963 automobile! For last year's tour, Random Tours paid the U.S. and Canadian railways handling their trains something in the order of \$1 million for their services!

➤ From the *Victorian* (Australia) Railways News Letter comes the interesting fact that elephants are used as the regular motive power around the railway sidings of the Raza Buland Sugar Company's refinery at Rampur, India. One elephant can push 75 tons of rolling stock along the track at the rate of about 300 feet per minute. Not only can the animals perform under little supervision, but the costs of elephant shunters are less than either locomotive or manual power.

From Ken MacDonald of Truro comes news that the Acadia Coal Company at Stellarton, NS, has leased or purchased C.N.R. diesel No. 43 that was, until recently, in regular use on Prince Edward Island. Acadia Coal's steam locomotives Nos. 12 and 42 are in storage and will probably be scrapped soon. Old Sydney Collieries 2-4-0 No. 25 is still stored inside the shed at Stellarton, but is not in service. At Westville, in Pictou County, ex-C.N. 0-6-0 No. 7260 is regularly used as the sole motive power at the Drummond Colliery, although their 2-6-2 No. 4 is still on the property.

➤ Steam fans in the Toronto - Buffalo - Rochester area should have cause to rejoice at the re-opening of the Arcade and Attica Railroad, a short line in upper New York State, some 35 miles south-east of Buffalo. They have restored passenger service on part of the line using a steam locomotive as motive power. This engine is a 1920 Cooke-built 2-8-0 formerly used by the Boyne City Railroad in northern Michigan. It is used on Saturdays and Sundays throughout September, and as far through the fall season as weather conditions permit, to haul a two-car train of ex-D.L.& W. steel combines over 6 miles of track between Arcade and Curriers. The train leaves Arcade at 10:30 a.m., 12:30 p.m., 2:30 p.m. and 4:30 p.m. for the round trip that takes about 1½ hours and costs only \$1.50. More information on the line and its operations is available from the Arcade and Attica Railroad Corporation, 278 Main Street, Arcade, New York.

➤ Fans are reminded too, that the rail fan owned and operated Strasburg Railroad between East Strasburg and Paradise, Pennsylvania operates each Sunday year round and on Saturdays until November 4<sup>th</sup>. Motive power on their line is an ex-C.N. 0-6-0 No. 7312. Further data on their operations is available from the Strasburg Railroad, Box 70, Strasburg, Pennsylvania.

➤ If you are heading in that direction, don't forget to look in at the East Broad Top Railroad, a former coal hauling narrow gauge line now doing a reasonable excursion business over five of the 33 miles of track out of Orbisonia, Pennsylvania. Their interesting collection of rolling stock includes a business car used by former President Cleveland, a narrow-gauge E.M.D. gas-electric car and several trolley cars. The motive power now used consists of two

well-proportioned Baldwin Mikados of 1914 vintage. Their operation is confined to week-ends during the fall season.

### **T.T.C. 2300 RUNS AGAIN**

Map: Map of trip with 2300 on August 17, 1962

0200-011.pcx

On the evening of August 17<sup>th</sup>, the Society chartered T.T.C. car 2300, the "Alpha and Omega" of their Large Witt fleet, for a three hour circuit of west end lines as shown on the map below.

The 41-year old car has not been used in passenger service since 1951 and has, during the past eleven years, been in reality a service car having the dual capacity of an instruction car for trainee operators and a seldom used emergency vehicle with a large locker containing chains, jacks, lanterns and other equipment, placed to the rear of the centre doors.

This was the third summer evening excursion of this type, all thus far having used Large Witt cars (2420 in 1960, and 2424 in 1961). As in the previous instances, this trip was more a regular meeting than an excursion, hence, passengers were not charged any fare.

Photo stops of adequate duration for at least two time exposures were held at the extremities of the route, at Ferry Loop, Park Loop on Bloor Street, Keele-Dundas wye, Humber Loop and Asquith Loop. These opportunities were well used by almost all of the 25 or so members on board to capture nocturnal studies of the first unit of equipment ever purchased by and delivered to the Toronto Transportation Commission.

Everyone appeared well satisfied with the evening's activity and took pleasure in again hearing the familiar growl of Westinghouse 533T4 motors. The verbal desire was expressed by more than one member during the course of the evening that car 2300 again be chartered, for a daylight hours trip, in the near future. As announced elsewhere in this issue, this will come to pass on September 29<sup>th</sup>.

### **SCARBOROUGH STATION: Still in the Future**

A recent issue of the *Scarborough News*, a local weekly serving that community contained the following article, which is reproduced verbatim:

#### "THAT JUNCTION STATION - TO BE BUILT NEXT YEAR

"Why has the Scarborough Junction station not been rebuilt?"

"The 100-year old station at Danforth Road and St. Clair was gutted by fire a week before Christmas, 1960. At the time, a C.N.R. spokesman told the *News*: 'Scarborough Junction is an important point for railway and express parcel service. We shall be making plans for a new building early in the new year and it should be constructed by the fall'."

"But the station has not been rebuilt and the staff is still using a railway car as a temporary office. This week the *News* was told the station is not likely to be under construction this year."

"A spokesman said: 'Scarborough station has to be planned to accommodate various services. But plans are being made and problems resolved'."

"Latest word on the new station: 'We shall be breaking ground early next year'."

"The only passengers who use the station at present are those alighting from the evening train from the Union Station to Markham (No. 900)."

"The C.N.R. estimates that 150 to 200 passengers use the train daily, with about 20% getting off at Scarborough Junction station."

"Investigations at the time of the fire proved that mice nibbling on matches left in a desk drawer had caused it."

A report on the destruction of Scarboro station and the immediate subsequent events appeared

in *Newsletter 180*, Page 6. Actually three car bodies remain in service at the Junction, including that of service dining car 68636 as the operator's office, that of service dining car 69323 as the express office and that of box car 574322 as an annex to 69323, and now joined to it by a passageway cut through the car ends. 68636 was somewhat remodelled during the winter of 1961-2 to make it more habitable during cold weather. It should be pointed out, in reference to the newspaper article given above, that while "Scarborough" is the correct spelling for the name of the Township in which the station is located, the spelling "Scarboro" has long constituted the official railway designation for the historic junction point and venerable structure that was there situate for so long a period.