

UCRS NEWSLETTER - 1967

May, 1967 - Number 256

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Editor James A. Brown

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

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

All other Society business, including membership inquiries, should be addressed to UCRS, Box 122, Terminal A, Toronto, Ontario. Cover Photo: Coleraine, named after their home by Nineteenth Century Irish settlers, was the end of steel for Quebec Central in 1877. Nine decades later, one of the last passenger trains pauses opposite the station which doubles as living quarters for an employee's family. See Page 65. Photo by Jim Sandilands. [0256-001.jpg](#)

Contributors to this Issue

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Distribution: Steve Munro, George Pearce, John Thompson, Bill Weighill, Ted Wickson.

COMING EVENTS

Regular meetings of the Society are held on the third Friday of each month (except July and August) at 587 Mt. Pleasant Road, Toronto, Ontario. 8:00 p.m.

June 16th; (Friday) - Regular meeting, featuring a talk on the British

Columbia Electric Railway.

June 23rd; (Friday) - UCRS Hamilton Chapter regular meeting. Board room, CNR James Street Station, Hamilton, Ontario, 8:00 p.m.

July 7th; (Friday) - The Society's annual evening streetcar excursion will leave Roncesvalles Carhouse at 8:15 p.m., and King and Yonge Streets at 8:35 p.m. The trip will be about 3½ hours in length, fare \$1.50 by advance reservation or \$2.00 on the car. Tickets available from the Trip Committee at the UCRS box number shown above.

July 21st; (Friday) - If sufficient interest is indicated an informal 8 mm. movie night will be arranged. Contact the Entertainment Committee for details.

October 6-9; A weekend of steam excursions in Pennsylvania and New York, featuring a day's outing behind CPR 4-6-U No. 972. Fare -- including bus and all trips -- \$50.00 per person. Full details will be released soon. Trip will be limited to 82 persons, so plan now to attend.

READERS' EXCHANGE

WANTED to purchase 35 mm colour slides of steam locomotives on display anywhere in Ontario. Slide should show side view of engine, with road number & name clearly visible. Write Art Wade, 2 Jasper Avenue, Apartment 6, Toronto 9, Ontario.

FOR SALE OR TRADE: Photos of Canadian and U.S. street and interurban railways. Want negatives, pre-1940 photos of Quebec Central, QRL&P (city and interurban), also CP 8000, 2850 on Royal Tour. Gerry Burridge, 65 Cremazie West, Quebec 6, Quebec.

READERS ARE INVITED to place their non-commercial advertisements in this department, free of charge.

RAILWAY News and Comment

CN REDUCES DEFICIT BY 26 PER CENT

CN's annual report for 1966 revealed that an operating profit of \$40.1-million for the year was turned into a deficit of \$24.6-million by "an extremely heavy interest burden". However the deficit was 26% lower than in 1965 and the fifth consecutive drop from the peak loss of \$67.3-million recorded in 1961.

Gross revenues fell just \$1.4-million short of the billion dollar mark, with railway

ONR'S CENTENNIAL PROJECT -- A STEAM ENGINE

The Ontario Northland has announced that a diminutive train, hauled by a steam locomotive "under its own power", will visit on-line points during the summer. The locomotive, however, will be available for display only, and it is not planned that it will be used on excursions.

The locomotive, ex-CN 2164, was repainted as Temiskaming & Northern Ontario 137 for display several years ago, and was inspected by excursionists in North Bay during our weekend steam trip of September, 1963.

Its display train for this summer's tour will include an old caboose and the former restaurant car "Agumik".

The tour is scheduled to begin on June 12th at Haileybury, visit Cochrane, Timmins and North Bay the weeks of June 26th, July 3rd and August 14th respectively, and wind up at Englehart on September 10th.

CN MAY ELIMINATE TRANSCONTINENTALS -- RICHER

Surprising, at least superficially, was the May 9th statement by CN's Passenger vice-president, Jean H. Richer, that the railway may eliminate transcontinental passenger service within the next two or three years, or at least drastically alter it to suit customer needs. At the same time, he revealed that within five or six years the era of meals cooked and served on dining cars will be over.

Elimination of the two transcontinentals would be accompanied by the introduction of a series of inter-city trains to fill one of the two functions -- inter-city

operations accounting for \$906.1-million of the total. Freight revenues were up 9.6% -- the highest in CN's history -- while passenger revenues increased by 15.8% to the highest since 1945. The report noted that passenger revenues are rising at a faster rate than expenses, and reiterated CN's confidence that it will be possible to reach an eventual profit position on passenger services; no figures were given on CN's 1966 passenger losses. and cross-Canada travel -- of their predecessors. Another possibility would be a single daily transcontinental in company with increased inter-city runs.

Mr. Richer pointed out that present transcon schedules -- because of their continuous nature -- must arrive at major points en route at times totally unacceptable for inter-city travel. He doubted that the railways could successfully compete against the airlines, with their coming jumbo jets, for an appreciable portion of the transcontinental passenger market.

(The railway does not foresee any serious loss on these services in 1967, as Centennial travel demands are expected to be sufficient to maintain income from this source at a reasonable level.)

Mr. Richer's remarks came on the heels of the new Transportation Act which, over eight years, will eliminate \$110-million annually in operating subsidies to the two railways and, in turn, grant them greater freedom in selecting the services they want to maintain. It also follows CN's 1967 budget which forecasts a deficit of only \$15-million, lowest since 1957. This year, CN is predicting a 30% gain in passenger revenues, to \$90-million.

The conventional dining car complete with kitchen will disappear -- likely by 1973 -- in favour of a scheme of precooked meals.

On short trips, passengers will eat pre-prepared airline-style meals at their seats. On long journeys, it will still be necessary to provide dining car comfort for passengers' meals, but the food will be cooked at the terminal and simply reheated on the

train. Previews of these meal concepts will be afforded passengers on CN's *Turbos* and Southwestern Ontario Hawker Siddeley trainsets, later this year.

Photo: Ontario Northland's "T&NO 137" will become a familiar sight to Northern Ontario residents during the coming summer.[0256-002.jpg](#)
WORTH NOTING.

* Canadian National Railways will host the second international symposium on railroad cybernetics, in Montreal from October 1st to 6th. Cybernetics is the science dealing with the control and communications in complex organizations of men and machines, and the relationship between them.

* Metro for Mexico? According to the Mexican railway magazine "Revista Ferronales", French banks have agreed to advance funds to the Mexican government to permit construction of a "Metro" in Mexico City. Any bets that it won't be rubber-tired?

* In an effort to reduce express freight loss and damage claims, CN has introduced "Operation Safe-T-Pack", a program aimed at educating shippers to package and address their shipments correctly and to ensure that they are undamaged before shipment.

* Canadian National and Hilton of Canada are examining the possibilities of constructing hotels in Toronto and Quebec City.

* Northern Development Minister Arthur Laing has announced that the government is ready to consider new development railways into the Yukon and Northwest Territories. He suggested that present exploration activity in the Central Yukon and Mackenzie Valley regions would merit careful consideration as to their potential for new transport routes.

* American Bosch has developed a sonic device ("Sonicar") which detects "the closing distance between a moving car and the one to which it is being coupled, and automatically regulates the speed of the car as it approaches for coupling". Bosch hopes the device will be instrumental in reducing cargo damage now

* A strike by 20,000 conductors and trainmen could tie up 90% of U.S. railroads on June 2nd. The U.S. Congress is already considering action to delay a June 19th strike by 137,000 members of six shopcraft unions.

* The Studebaker-built car to be driven by Parnelli Jones in this year's Indianapolis 500 is of particular significance to Canadian National. Its engine is an adaption of United Aircraft's PT6 aircraft engine, and is the same power plant that is now being installed in CN's TurboTrains at Montreal Locomotive Works.

* There is a good possibility that Hovercrafts will be in operation in eastern Canada in the near future. Yarmouth, N.S. - Bar Harbour, Maine, Digby, N.S. - Saint John, N.B. and several Northumberland Strait crossings have been suggested as possible routes for a pilot project.

incurred in switching operations. Southern Pacific is testing 20 units on its cars.

* R. J. Lewis, new president of the Trucking Association of Canada, has suggested that railways and truckers should call a truce, maintaining that there is plenty of work for both industries.

* Canadian railway carloadings in the first four months of 1967 were down 6.9% from the 1966 period, to 1,187,868 cars. Showing significant decreases were wheat, building sand and lumber.

* CN's design for its new bridge across the Second Narrows in Vancouver has come in for much criticism in past weeks, being likened to a product of "a 1910 Meccano Set" by local planners. Now, CN President N. J. MacMillan has agreed that the company will see what can be done within the framework of existing plans to improve the aesthetic quality of the bridge.

* The U.S. government is backing a project which would have railroads haul urban trash and garbage to remote rural dumping grounds.

* Despite a one-month strike in the fall, Pacific Great Eastern cut its deficit

to under \$600 in 1966, as compared to \$1.74-million in 1965. Gross revenues topped \$20-million for the first time. Significant increases in 1967 carloadings (20% in April) indicate a profit making year for PGE after decades of red-ink accounting.

* Two items of note from CP's Waltham Subdivision: Up to 75 cars of stone daily may well be the output of the recently-reopened gravel pit at Franceschini Pit, mile 49 of the Waltham Subdivision; the stone will be used by a new cement plant at Bells Corners, near Ottawa. And a landmark of the Pontiac region, Breckenridge station, will be moved away by a local farmer sometime this spring; Breckenridge is about 15 miles from the Capital.

* Some other Ottawa area notes: Track on the CPR Sussex Street Subdivision north of Hurdman and also CN's Mann Avenue lead was lifted recently; CPR tracks in Hull from St. Henri Street to the Chateau Laurier Hotel (including the trackage across the now-disused Alexandra Bridge) is now being removed; CP's Hull Station has been closed; Tracks have been relocated and switches installed to meet CP's new cut-and-tunnel trackage which passes under the Rideau Canal at Carleton University -- ballasting of the new line is virtually complete, although it will not be placed in service for some time.

* CN has consolidated its Winnipeg and Assiniboine Areas into a single operating unit to be known as the Assiniboine Area, with

* Eastern U.S. railroads have authorized special reduced fares to Montreal, permitting a grand circle tour of cities in the eastern territory within a 30-day period.

Round trip coach fare from Chicago and intermediate points in the eastern territory is \$75. Passengers leaving from Chicago, for example, might travel first to Montreal, then to New York and Washington before returning; passengers leaving from intermediate cities on the circuit have the same privilege.

GTW TRAIN-OFF PROPOSAL BLOCKED

* A panel of three federal judges overruled on April 7th an ICC order authorizing

headquarters at Winnipeg.

* Did you know that of the 30,000 level crossings in Canada, only 518 have automatically controlled gates with flashers?

Just 3,431 are equipped with flashers and bells only, while about 400 have manual protection, leaving well over 25,500 crossings unprotected.

Passenger Notebook

CN UP-DATES ITS CAR NAMES

* Effective May 1st, CN introduced new terminology for certain types of passenger equipment on the basis that the names formerly used were no longer appropriate for the functions the equipment served; more "saleable" terms were needed.

Accordingly, the old Parlour Cars, Buffeterias and Coach Lounges have disappeared, to be replaced by Club Cars, Cafes and Bar Cars.

LOOKING FOR EXPO ACCOMMODATION?

* The Ottawa JOURNAL has this idea for beating the Expo 67 accommodation problem:

"See Expo by day and evening, take the night train to Toronto with berth or roomette, get a good night's rest and then take the Rapido back to Montreal in the morning. It's supposed to be cheaper, too."

One wonders if the JOURNAL's idea man has tried to get Toronto - Montreal reservations on any train lately.

U.S. ROADS DROP FARES TO EXPO

Grand Trunk Western to abandon its overnight Detroit - Chicago service.

MAIN-LINE HOLDUPS EXPLAINED BY CN

* CN passengers in the Toronto area have been subjected to frequent delays recently as a result of track and signal work brought about by *Turbos* and *GO Transit*. To explain the reasons, the railway posted this notice in stations and distributed it in the affected trains:

* * *

WHAT'S THE HOLDUP?

What's the

Holdup?

From Pickering to Hamilton is one of the busiest sections of railway track in North America. Keeping the many freight and passenger trains "on time" which run over this track is a demanding task every day.

You don't have to be a railroader to appreciate the fact that when you toss in extra signalling and construction work, you're going to put a crimp in existing service. Well, this is happening. All for a worthy cause of course. The cause is the extra signalling and track which will accommodate the Ontario Government's GO Transit trains.

We're proud to run them. Once we get all the extra work out of the way, we'll be able to eliminate the delays that passengers face these days.

Going across Canada, or taking the commuter train, we'll get you there on time.

CN

EQUIPMENT Notes

CANADIAN PACIFIC MOTIVE POWER NOTES

- GMD turned over the last two units of CP's current SD-40 order, Nos. 5563 and 5564, to the railway on April 28th.

- Units 5563/64 have replaced Nos. 5523/32 in CP's transcontinental wheel test service (see April NL, page 47).

DINING CARS LEASED BY CN

- Canadian National has leased -- reportedly for two-year period -- six two-car dining car sets from the Pickens Railroad, Pickens, S.C. The cars were purchased by Pickens from the New York Central.

One car of each set contains seating for 68 diners, while the other car contains

920 - April 14th;) and switcher, September 13, 1966.

Cornerbrook, Newfoundland.

1630 - April 14th - Repairs not justified.

kitchen facilities and a small lounge. The interconnecting doors are actuated by electric eyes for "no-hands" operation by tray-laden waiters. Two sets are operating on the *Bonaventure* between Toronto and Montreal; it is reported that the remaining sets will cycle in the *Panorama* between either Toronto or Montreal and Winnipeg.

(The Pickens Railroad operates 9.3 miles of freight-only track from a connection with the Southern Railway at Easley, S.C. to Pickens. Apparently these cars were purchased as a speculative venture.)

Numbers of the leased cars are as follows:

408-481	489-485
405-478	490-484
407-482	487-483

CANADIAN PACIFIC COACHES TO MEXICO?

- From a usually reliable source, it is reported that CP is on the verge of selling sixty passenger coaches to the National Railways of Mexico. All are reported to be of the air-conditioned type in the 2100 and 2200 series.

CANADIAN NATIONAL MOTIVE POWER NOTES

- The Montreal press reported recently that Canadian National placed orders at the end of April for a total of 110 new diesel locomotives. General Motors Diesel Limited will build 68 SD-40 (3,000 h.p.) locomotives, probably to be numbered 5008-5075.

From Montreal Locomotive Works will come 42 3,000 h.p. Century 630's, likely bearing the numbers 2002-2043.

No information is available as yet on delivery schedules or proposed assignment of the new locomotives.

- Still more locomotives have been retired from CN's roster:

912 - April 14th;) Collision between #203

2202 - April 14th - Repairs not justified.

2204 - April 14th - Repairs not justified.

2206 - April 14th - Repairs not justified.

2214 - April 14th - Repairs not justified.

2215 - April 14th - Repairs not justified.

2217 - April 14th - Repairs not justified.

3032 - April 14th - Repairs not justified.

3035 - April 14th - Repairs not justified.

9426 - April 14th - Repairs not justified.

3806 - April 20th - Repairs not justified.

3819 - April 20th - Repairs not justified.

3822 - April 20th - Repairs not justified.

Photo: CN's latest leased equipment is a series of dining cars like these, acquired from the Pickens Railroad. Photo by Tom Henry. [0256-003.jpg](#)

Photo: CN 3884, modified with an elongated short hood to accommodate headend power equipment, is now operating out of Toronto on express freight trains. The unit, together with five others, will ultimately be renumbered and repainted for Southwestern Ontario service. (April NL, page 46). Photo Tom Henry. [0256-004.jpg](#)

AT THE ABANDONMENT OF PASSENGER SERVICE.....

A Glimpse at The History of Quebec Central
By O. S. A. Lavallee

Considering its timetable designation by the coveted initial digit, Train No. 1 of the Quebec Central Railway looked particularly inauspicious on April 22nd, 1967, as it made its way northward through the rolling countryside of Quebec's Eastern Townships. In fact, its consist was an irreducible minimum, RDC-1 car No. 9058. To make matters worse in the eyes of a historian, No. 9058 wasn't even lettered for the Quebec Central but carried the familiar maroon band with the words "Canadian Pacific", QCR's parent company.

Scarcely a week later, on Saturday, April 29th to be exact, Train No. 1 and its corresponding southward services, No. 2 on

Sundays and No. 4 on other days, made their last runs, terminating passenger service on the QCR after ninety-two and a half years.

The appearance of the train was a far cry from not-so-distant times when it included a neat G-2 Pacific with QC's own cars -- as distinct from relettered Canadian Pacific ones. Then, through passenger connections were made south of Sherbrooke to Newport, linking Quebec with New York and Boston directly.

We paced No. 1 through the rolling countryside on April 22nd, as it maintained a punctual schedule through a predominantly French-speaking area whose towns bear strikingly English names -- East Angus, Bishopton, Disraeli, Coleraine, Leeds and Tring Junction, to name but a few. The names themselves spring from the organization of Lower Canada in 1791, when the area of what Montreal formed by the United States boundary and the Saint Lawrence River was organized into counties and townships, all with English names. Here were to be found Gloucestershire, Buckinghamshire, Oxfordshire and many others -- in an attempt to transplant some of the atmosphere of the homeland to British military men and their families, who had retired from the business of making war to settle and prosper. These counties were again divided into townships, such as Ely, Ham, Upton, Abbotsford, Bagot, etc. Coexisting side-by-side with the new English settlers were older French-speaking families, whose organization was based on the ecclesiastical unit, the parish. Since the range of popular parish names was comparatively limited, such French-named communities designated themselves by the English-named township in which they were situated, resulting in those distinctive treatments for place names which survive to this day, and which are unique to "La Belle Province". A good map will show such villages as *Enfant-Jesus-d'Ely*; *St. Guillaume d'Upton*; *St. Paul d'Abbotsford*; *St. Etienne-de-Bolton*; or (take a deep breath),

Notre-dame-l'Auxiliatrice-de-Buckland!

Photo: CLEAR BOARD! But Train No. 1 stops anyway to let down two passengers at Bishopton, 26.3 miles from Sherbrooke. The short but steep grade in the background is

This countryside was first served when the St. Lawrence and Atlantic Rail Road was constructed through it between 1848 and 1853.

Completion in July of the latter year, linking Montreal with Portland, Maine, by way of St. Hyacinthe, Richmond and Sherbrooke, coincided with the integration of this pioneer overland railway into the newly-formed Grand Trunk Railway of Canada. In 1854, a GTR branch bisected the Eastern Townships, linking the main line at Richmond with Levis, opposite Quebec. By 1867, just a hundred years ago, the citizens of Sherbrooke and those localities lying east of this Sherbrooke - Richmond -Levis configuration, headed by Sir Alexander Tilloch Galt, one of the Fathers of Confederation and at that time Member of Parliament for Sherbrooke, held a public meeting to solicit support for a railway through the townships east of the GTR.

SHERBROOKE, EASTERN TOWNSHIPS & KENNEBEC RAILWAY COMPANY

The outcome of this was the incorporation on April 5th, 1869, of the Sherbrooke, Eastern Townships and Kennebec Railway Company, which was planned to use the Hulbert wooden rail principle, then enjoying a certain vogue for its alleged cheapness of construction. It was planned to construct in a northeasterly direction from Sherbrooke to the Chaudiere, there to connect with another new line up the Chaudiere from Levis -- also chartered in that year -- the Levis and Kennebec Railway Company. Wooden rails were purchased and construction of the roadbed began the next year, but the unfavourable experience of two other Hulbert wooden-railed lines (one in the immediate vicinity) caused the contractors to change to conventional iron rail construction before track had been put down. While the panic of 1873 impeded investment and slowed progress, at last, on October 22nd, 1874, with great celebration and

typical of the undulating main line of the QC. Photo by

Jim Sandilands.

[0256-005.jpg](#)

Map: System map of the QCR. [0256-006.jpg](#)

speechmaking, the SET&KR was opened for traffic between Sherbrooke and Westbury, a distance of 13.7 miles.

Photo: "Opening of the Sherbrooke, Eastern Townships and Kennebec Railroad, Sherbrooke to Westbury, October 22nd, 1874." [0256-007.jpg](#)

Photo: "A Quebec Central Passenger Train About 1880." From the author's collection. [0256-008.jpg](#)

QUEBEC CENTRAL RAILWAY COMPANY

In order to enhance the company's image and permit it to raise mortgage capital in Great Britain, it was reorganized on February 23rd, 1875, changing its name to Quebec Central Railway Company. The president and the general manager of the previous company, the Honourable J. G. Robertson and James R. Woodward, respectively, continued in the same capacities in the new organization. Capital was forthcoming and additional stages put into operation as follows:

Year	Location	Miles from Sherbrooke
1875	Weedon	37
1877	Coleraine	58
1878	Thetford Mines	67
1879	East Broughton	84

The rails reached Vallee Jonction and a connection with the Levis & Kennebec Railway in November, 1880.

LEVIS AND KENNEBEC RAILWAY COMPANY

As noted earlier, the Levis and Kennebec had been incorporated in 1869 to build southeasterly up the Chaudiere valley to the frontier of Maine, connecting at that point with a projected United States line which would lay rail to the Atlantic coast at Wiscasset, about 230 miles. (It is not pertinent to our story but interesting to note that this connection, the Wiscasset & Quebec Railway Company, was actually begun later, but to the two-foot gauge; it never extended further than about forty miles from Wiscasset.) The original station in Levis

was located in the Upper Town and by the end of 1873, some thirty miles of route, as far as Scott, had been graded and seven miles of rail laid as far as St. Fereole. In the ensuing seven years, the L&K had also raised funds in England, though not with the same success as the Quebec Central, with the result that the end of 1880 saw its rails at Vallee Junction, but at the cost of bankruptcy of the company. The ensuing sheriff's sale, in March 1881, saw the Levis & Kennebec purchased by the Quebec Central and added to that system; through train service was begun between Sherbrooke and Levis on May 23rd, 1881.

The location of the old L&K station in the Levis "haute ville" was very

Under the reorganization of 1875, the mortgage bonds of the QCR were held in England and the common stock in Canada, with the Board of Directors being located in Sherbrooke. In 1886, a special act of the Quebec Legislature vested control of the Company in the income bondholders; a provisional board was elected on November 14th, 1887 with Mr. R. N. Hall, M.P., a Sherbrooke lawyer, being appointed Managing Director in Canada, replacing Mr. Woodward. On June 4th, 1888, a permanent board was established in London, England, with Edward Dent as President. In the autumn of that year, Mr. Frank Grundy, General Manager of the Mid-Wales Railway Company, was sent out from England to make an inspection and report to the bondholders.

In March 1889, the London directors appointed Mr. Grundy to the post of Managing Director and General Manager, inaugurating a period of British control which was to last until 1913.

HEREFORD RAILWAY

In 1890, the Hereford Railway was completed between a connection with the Maine Central at Beecher's Falls, Vermont and Lime Ridge, Quebec, crossing the Quebec Central at Dudswell, about 25 miles from Sherbrooke.

The Hereford, a subsidiary of the MEC, thus offered direct connections from Quebec through the White Mountains to Portland. A through sleeping car service was inaugurated

undesirable from a traffic point of view, and the QCR immediately undertook corrective steps in the form of a "deep water extension" by building a new line from St. Henri Village, eleven miles short of Levis on the old line, to a connection with the Intercolonial Railway at Harlaka Junction near Lauzon, a new mileage of nine; eventually, the portion from St. Henri to the upper town station in Levis was abandoned. The year 1881 also saw the first section of the Chaudiere branch completed five miles from Vallee Junction to St. Joseph. It was extended a further nine miles to Beauceville in 1886.

BRITISH CONTROL

over this line jointly with the Quebec Central, and in competition with the Grand Trunk via Island Pond. The route was a very popular one as the White Mountain resorts around Crawford Notch were then at the peak of popularity. Appropriately; the point at which the Lime Ridge / Beecher's Falls branch joined the Maine Central main line near Littleton was called Quebec Junction.

EXPANSION

With the tenure of Mr. Grundy, the QCR's prospects turned very much for the better; in 1894, construction of the Megantic Subdivision was undertaken from Tring Junction to Megantic (59 miles) to connect with a proposed Maine Central extension to Megantic which never materialized. The line fully justified itself, however, by opening up new areas and generating increased traffic.

Subsequently, further extensions were made to the Chaudiere branch with the intention of effecting connection with the Temiscouata Railway at Cabano, along the ridge of the Notre Dame Mountains. This route was eventually largely followed by the National Transcontinental between Quebec and Edmundston, and while the Quebec Central was extended from Beauceville to St. Georges in 1907, it never extended beyond Lac Frontiere, 79 miles from Vallee Junction, which was attained in 1915.

CANADIAN PACIFIC CONTROL

In the interim, control of the Quebec Central Railway through stock ownership was gradually obtained by the Canadian Pacific Railway Company and on January 1st, 1913, the QCR was leased to CP for a period of 999 years.

Unlike many other leases, however, this one provided for the maintenance of a separate identity for the Quebec Central for traffic and legal reasons; this arrangement is still in existence at the present time, though the Company some years ago ceased to separately identify its motive power and rolling stock.

The 1913 lease effected return of the control of the railway to Canada, and since that time, presidents of the Quebec Central have been vice-presidents of Canadian Pacific.

Extension did not cease under the Canadian Pacific regime. Arrangements were made with the federal government for the use of the Quebec Bridge by QCR trains; in 1920, a 22-mile branch was completed from Scott to Diamond, near Charny, where connection was made with Canadian National. On October 2nd, 1920, QCR inaugurated through service from Sherbrooke to Quebec, via Diamond, Charny and Cap Rouge. CP Quebec Subdivision rails were used from west of Cadorna into Quebec's Palais Station.

The last extension of Quebec Central came about in 1926 when the Massawippi Valley

Traffic over the Hereford declined after Quebec Central subleased the Massawippi Valley line between Lennoxville and Newport, as QC traffic was then routed via the parent Canadian Pacific route to St. Johnsbury where it was turned over to the Maine Central. Almost all of the Hereford Railway was abandoned in 1927 except for two sections: one from Cookshire to Malvina, which Canadian Pacific purchased and operated for some time as a branch, and another, 4.4 miles long, extending from Dudswell Junction to Lime Ridge which is still operated as a private industrial railway by the Dominion Lime Company Limited, feeding the Quebec Central.

Financially, the Quebec Central has been relatively prosperous. Its annual earnings increased from about \$275,000 in

Railway Company was subleased by the Boston & Maine Railroad to the QC. This line, built in 1870, extended from Lennoxville to the International boundary, 32 miles, with a branch from Beebe Junction to Rock Island, 2½ miles. A further five miles from the boundary to Newport, Vermont, were leased by Canadian Pacific from Boston & Maine in connection with the lease of the whole Connecticut & Passumpsic Rivers Railroad in Vermont. In 1946, Canadian Pacific purchased the C&FRRR and its subsidiary Massawippi Valley from the B&M, and turned the Newport - Lennoxville section over to the Quebec Central for operation.

Photo: No. 13 of the Quebec Central was used in mixed train service between Levis and Megantic, Quebec. This 1904 view was taken at Sainte Marie de Beauce station. Canadian Pacific Photo. [0256-009.jpg](#)

Notice: An 1880 Notice announcing the abandonment of passenger rail service between Garthby and their end of rails. [0256-010.jpg](#)

Photo: QC Train No. 1 rates a G-2 from parent Canadian Pacific as it storms out of Sherbrooke in January, 1957. Beneath the bridge are the rails of CN's Sherbrooke Subdivision, linking Richmond, Quebec with Island Pond, Vermont. Photo by Johnny Krause. [0256-011.jpg](#)

1890, shortly after Mr. Grundy took office, to a peak of nearly \$3.5-million in 1928. In any discussion of the Quebec Central Railway, mention should be made in particular of its asbestos traffic, originating in the Thetford Mines area. When the railway was under construction in this region in 1878, outcroppings of what was then known as "cotton rock" were noticed, but were considered to have little commercial potential and were not exploited. Eventually, as much as 90% of the world's supply of asbestos was produced here, as the mine tailings at Thetford and Black Lake amply testify. Thetford Mines has a population of over 21,000 and Black Lake an additional 5,000. Nearly 4,000 inhabitants of the two towns are employed in the asbestos industry which has a daily production of about

1,100 tons, with an annual value of \$35-million.

At one time, the Quebec Central had its own back shops and terminal at Newington, 1.4 miles from Sherbrooke on the east bank of the St. Francis River, but this facility was closed in 1939. In 1954, an 8½-mile diversion was made in the main line of the Quebec Subdivision between Black Lake and Thetford Mines enabling Asbestos Corporation Limited and Bell Asbestos Mines to expand their open-pit mining operations.

HIGHWAY TRANSPORT

In reviewing passenger traffic, which has now come to an end, it is worth noting that Quebec Central was a pioneer in the use of motor coaches on parallel highways originally to supplement, and later to replace, train services. A subsidiary, Quebec Central Transportation Company was incorporated in August 1931, and an initial service started in that year between Levis and Morisset on the Lac Frontiere branch. Initially, service was provided only in summer, but eventually all-year-round highway service was the order of the day and it paralleled all the rail lines. About two years ago, the QCR divested itself of this operation, selling it to private interests.

With the termination of passenger trains on Quebec Central, Centennial Year thus marks the end of a service first proposed in Confederation year, 1867.

Photo: Quebec Central's 10-wheeler No. 42 was built in 1913 for the Quebec Central and differs from standard CPR 10-wheelers. Canadian Pacific. [0256-012.jpg](#)

Photo: Quebec Central Pacific 2588 emits a voluminous plume of smoke as it rambles along with a way freight near Sherbrooke. Johnny Krause. [0256-013.jpg](#)

Photo: A Quebec Central passenger train and

Elsewhere in the East, the *Scotian* now joins the *Ocean* as an all-reserved train. The *Chaleur*, which began year-round operation between Montreal and Campbellton only a few years ago, will be extended to Gaspé, effective June 1st; coincident with this

autobuses at Sherbrooke (CP) station in 1946.

Photo courtesy of Canadian Pacific. [0256-014.jpg](#)
Timetable: Timetable No. 5, April 24, 1966, for the Quebec Subdivision. [0256-015.jpg](#)

SUMMER TIMETABLE REVIEW

By Harlan Creighton

Expo 67 and Centennial activities elsewhere are two big reasons why Canada's transport facilities are geared to what will undoubtedly be a summer of record peacetime travel. On the railways, equipment utilizations are reaching new heights of efficiency, schedules have been modified and new trains added in order to meet the demand. *CN*

Some of the most significant passenger service changes on CN have been made in the Maritimes. A completely new Montreal - Sydney train, the *Cabot*, enters service on June 1st; boasting reserved-seat coaches and sleeping cars, the *Cabot* will ease space demands on the popular *Ocean* and *Scotian* trains, as well as eliminating the need for a change of trains at Truro for travellers for Sydney and Newfoundland. With the introduction of the *Cabot*, a number of local trains will be discontinued, including the tri-weekly Moncton - Edmundston train and the Halifax - Sydney overnight service. The morning RDC run from Halifax to Sydney will be replaced by a Railiner operating between Halifax and Truro only, connecting at the latter point with the *Cabot* in both directions. In Newfoundland, as was the case last year, the trans-island *Caribou* will operate -- likely for its last season -- daily from mid-June to mid-September, while the ferry "*Leif Eiriksson*" will supplement the regular North Sydney - Port aux Basques service of the "*William Carson*". Beginning on June 1st, the *Caribou's* schedule will be altered to provide connections with the *Cabot*. extension will be the removal of the present RDC and mixed train service between Campbellton and Gaspé. The first of June will also see the removal of the present Montreal - Moncton local trains 17 and 18; however, between Campbellton and Charny, a new RDC

service will be introduced, connecting at the latter point with new noon-day *Rapido* between Montreal and Quebec. The combination of these two new services will cut more than three hours from present daytime schedules between Montreal and Campbellton.

Incidentally, the new *Rapido* just mentioned is one of two new *Rapidos* to be introduced between Montreal and Quebec City on June 1st, making a total of four fast trains daily between the two cities; just one year ago, CN had just one train in this service (discounting the Railiner run from Richmond) -- the *Champlain*, whose name has disappeared completely from current timetables.

The evening Montreal - Sherbrooke RDC and its Richmond - Charny connection have been rescheduled to a late evening (22:00) departure for the convenience of Expo goers.

And for yet another season, a Saturday-only special will make seven round trips between Montreal and Portland (Maine), during the period July 1st to August 12th.

Again this summer, the *Super Continental* will run as two separate trains from Toronto and Montreal to the west during the June 1st - September 30th period; however, the Toronto and Montreal sections of the *Panorama* (and the *Super* during off-peak periods) will continue to be consolidated at Capreol. During mid-summer, the local stops made by the westbound *Panorama* between Capreol and Winnipeg will be eliminated, resulting in schedule reduction of one hour; a coach on express-freight train 203 will serve the local stops. Late afternoon Montreal - Ottawa passengers will no longer be carried on the *Super*, but will be accommodated on a new, non-stop train which departs Montreal at 17:10; the return move leaves Ottawa in mid-morning.

Sceneramic Lounge cars operate on the *Panorama* and the Montreal section of the *Super Continental* between Edmonton and Vancouver, while the leased B&O dome-sleepers may be found on the Toronto section of the *Super* between the same points. The operation of Sceneramic cars on the *Panorama* between

Winnipeg and Edmonton has been discontinued for the summer.

Expo travel will have the greatest impact on CN's Toronto - Montreal route, and several important changes have been made to this service. All through passengers now require reservations for both sleeping car and coach accommodation on all trains; however, several cars are operating on the *Lakeshore*, *Bonaventure* and *Cavalier* on a non-reserved basis for local passengers. With the introduction of *TurboTrains* -- now expected after August 15th -- CN plans to use the *Rapidos*, *Turbos* and the *Cavalier* for through passengers, while intermediate passengers only will be carried on the *Lakeshore* and *Bonaventure*. The morning *Rapido* now has the more convenient departure hour of 09:00, while the afternoon *Bonaventure* has been rescheduled to a 15:35 departure, so that it now completes its journey ahead of the afternoon *Rapido*; the latter train, incidentally, now operates daily.

The afternoon Toronto - Ottawa service is now handled by a separate train instead of being carried in the *Bonaventure* to Brockville, as has been done to date; the new Ottawa train continues to run via Brockville, and not via Napanee as had been expected. A new *ExpoLiner* RDC service has been instituted between Belleville and Montreal, providing early-morning service eastbound and mid-evening service westbound; an early success, this train often requires as many as five RDC's.

A boom to the CN traveller who lives in Toronto's eastern suburbs is the establishment of a passenger stop at Guildwood for all Toronto - Montreal trains except the *Turbos*. The CN station at Guildwood is actually a house trailer, appropriately fitted out for its railroad duties and situated across the track from the new shelters of GO Transit.

Advertisement: A CN advertisement for their new Guildwood Station. [0256-016.jpg](#)

Southwestern Ontario schedules remain essentially unaltered. Train numbers have

been prefixed by a "1", in preparation for the Hawker Siddeley trainsets which will likely be in operation before the next timetable change. Now, only trains 156 (from Chicago) and 108 (from Niagara Falls) make connections with morning Montreal trains. Until *Turbo* services start, passengers from

Elsewhere on CN, the Calgary - Edmonton Railiner run would appear to be on shaky footings since the new table shows for the first time a ticket-honouring agreement with Greyhound Bus Lines over this route; travellers can now choose between six daily buses and the RDC. Capreol - Foleyet service has been augmented by a regular passenger train operating thrice-weekly in addition to the usual mixed service.

The Canadian National - Ontario Northland service between Toronto and North Bay / Timmins / Kapuskasing will undergo a major improvement on July 1st, with the removal of local express and mail from the Northland; schedules will be improved by one hour southbound and ninety minutes northbound. A new merchandise train from Toronto Yard will be introduced to handle express traffic to and from North Bay and ONR points.

In addition to the Northland speedup noted earlier, ONR is planning a twice-weekly schedule for its popular one-day Cochrane - Moosonee excursions; the specials will run on Wednesdays and Sundays during July and August. Some improvement in the regular service to Moosonee is also anticipated. Complete details of these services may be had from ONR offices in Toronto and North Bay. *Canadian Pacific*

Expo 67 means a new transcontinental passenger train for Canadian Pacific. Operating on a schedule similar to that of the Dominion during its last days of operation, the *Expo Limited* is being billed as CP's contribution to the success of Canada's Centennial celebrations. The *Expo Limited* offers full dome service between Montreal and Vancouver, while the Toronto section carries only coaches and sleeping cars; it will operate until October 28th. For the summer,

other southwestern Ontario trains will have to wait until mid-afternoon for a train to Montreal, or use a later train to Toronto.

Express-freight trains 219/220 will lose their local Toronto - Windsor coach on July 1st, when CN's express operations are moved to Toronto Yard.

the Sudbury - Sault Ste. Marie Dayliner has been rescheduled to make a daytime round trip from Sudbury, connecting there with the *Expo Limited*. The new transcontinental also serves local Sudbury - White River passengers, and the RDC which formerly handled this run has been discontinued.

Few other changes are evident in the new CP timetable (which continues to be published in Standard time). Sunday-only Ottawa - Montreal train 236 has been rescheduled from late evening to mid-day, probably because of Expo travel. The St. Paul - Winnipeg service via the Soo Line has now been discontinued. Reference is made in the table to the imminent termination of the Toronto - Detroit Dayliners at Windsor. Finally, the tri-weekly northbound Toronto - Owen Sound train now departs later so as to connect with the inbound Canadian which, incidentally, has been receiving considerable promotion by CP in recent months.

Photo: Canadian Pacific's *Expo Limited* at Woodbridge, Ontario.

J. A. Brown photo.

[0256-017.jpg](#)

Traction Topics

Edited by John F. Bromley

* Multiple unit service is now scheduled to begin at the commencement of the October period, subject to all conversion work and operator instruction being completed by September. Some of the overhead wiring for locking and unlocking contactors at electric switches has been installed, and special work and curves for Neville Loop are being completed at Hillcrest. Rebuilding at Neville will consist of installation of tangent rail in the loop itself to allow coupling and uncoupling to be carried out here after the evening rush hour, and the removal of the exit curves to Nursewood Road.

* Humber Loop is scheduled to be rebuilt to include a passing track with a three-car capacity, and perhaps a two-car dead end spur. Work at Russell Carhouse will include installation of an exit track onto Queen Street eastbound from the trailer yard and the relocation of the westbound entrance into the trailer yard to a position slightly to the west of the existing track. Several intersections along Queen Street are receiving minor repair to insure smooth passage for two-car trains.

* A test train, consisting of 4493-4691, was operated on March 30th between 1:38 a.m. and 4:44 a.m. on Queen Street and Kingston Road, accompanied by emergency crews and with electric switches plugged to avoid

* The EARLSCOURT route will become a "rush-hours-only" operation effective with the beginning of summer schedules, on an experimental basis. As a result of the change, headways on St. Clair Avenue between Lansdowne and the Subway are to be increased from 3 to 4½ minutes, while headways on the balance of the ST. CLAIR route are reduced from 6 to 4½ minutes. The change is being made to aid inspectors in keeping ST. CLAIR service on a more even keel; under the present arrangement, inspectors cannot pull EARLSCOURT cars off of their runs to fill in for late ST. CLAIR cars as this would upset the schedules for the former service. It is hoped that the new arrangement will result in better service on a overall basis for the ST. CLAIR route.

* There is a possibility that the 1967 KING - EXHIBITION service will be rerouted via either Parliament or Broadview and over the CARLTON route to Main Station. S.M., R.M., J.F.B., T.W.

Photos: One of the cars now preserved by the O.E.R.H.A. at its Rockwood, Ontario museum is TTC large Witt car 2424. Its present appearance is considerably better than that of April 6th, 1929), when it came out second best in an altercation with car 2444. TTC Photos.

[0256-018.jpg](#)

[0256-019.jpg](#)

inadvertent operation. S.M., J.F.B.

* Two diversions of street car service occurred during the past month. On March 29th, at 7:09 a.m., car 4311, entering KING service, split the switch, west to north, at Queen and Broadview, blocking traffic in three directions for twenty-five minutes. KING, QUEEN, DUNDAS and both of the KINGSTON ROAD services were affected with the usual short turn arrangements in effect.

* A section of fallen overhead at College and University on April 25th at 9:08 a.m. resulted in westbound CARLTON cars being diverted via Bay, City Hall Loop, Bay, Dundas and McCaul Streets for twenty-two minutes. S.M.

SHORT TURN

Danforth Division became the TTC's newest bus garage effective April 23rd, operating all services formerly based at Sherbourne and some from Birchmount. Unlike the former occupants, the buses face east.

A large number of street cars, both rotation and dead storage, remain at the south end of the yard. latest word on the A1 and A2 class cars not going to Alexandria is that they will be scrapped, and all are being shifted gradually to storage at St. Clair Division. Most are in poor shape, as the cars were not washed after being retired and salt has taken its toll. shipping of cars to Alexandria will resume shortly. rail was removed from Viaduct Loop prior to April 14th, and tenders have been called by the city for resurfacing of Harbord Street, Ossington Avenue and Dovercourt Road. Davenport Road, from Dupont to Bay Street, is also scheduled for resurfacing in 1967. work is virtually completed on the rail renewal program on St. Clair Avenue. Work on Roncesvalles Avenue, Queen to Dundas, has been postponed until 1968. the last remaining street car overhead has been removed from Lansdowne Avenue and Lansdowne Carhouse. odd assignments noted recently include 4596 on DANFORTH, 4601 on LONG BRANCH and 4426 on KING WEST. the north bound track in the

YONGE subway between Rosedale and St. Clair Stations is to be renewed during the summer. Overhauled and painted air cars during the past month were 4199, 4220, 4239, 4247, 4250, 4253, 4586, 4589, 4593 and 4599. 4431 has returned to service, and 4407 is expected shortly. Also back in service after 18 months is 4721, which is also the first car to be equipped with a destination sign for "Main Station". 4538 and 4664 are undergoing repair for collision damage. Crane C-2 was at St. Clair Shop in late April for several new wheels. 4553 and 4300 exchanged divisions between April 21st and April 25th. RT-4 was badly damaged by fire north of Ellis Portal on May 6th at 2:25 a.m. RT-4 had just been overhauled, and may not be repaired as it will be replaced by a new car now under construction in Japan. the TTC will spend over \$60,000 to re-body two as yet unidentified trolley buses, in an effort to avoid bus replacement on the trackless lines. how many readers are aware of the fact that all wheel and axle maintenance for the PCC cars of the Shaker Heights Rapid Transit is performed at Hillcrest Shops? new bus arrivals are being numbered in the 7000 series. The 6000 series was unavailable for bus numbering as this series is reserved for use on subway - surface cars. Subway - surface cars? W-26 has joined C-1 in dead storage at the far northwest corner of Hillcrest Shops, in the company of London & Port Stanley cars 4 and 8 and several PCC cars stored for Alexandria. Storage of PCC cars, facing east-west on the Hillcrest soccer field has been discontinued, although the cars facing north remain in position for the time being. J.F.B., S.M., R.M., T.W.