

UCRS NEWSLETTER - 1967

August, 1967 - Number 259

Published monthly by the Upper Canada Railway Society, Incorporated, Box 122, Terminal A, Toronto, Ontario.

Editor James A. Brown

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

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

Please address NEWSLETTER contributions to the Editor at 3 Bromley 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: The scene is one of congestion at Front and Bathurst on June 22nd, 1931, as the FLEET route is inaugurated over the newly-rebuilt Bathurst Street bridge. Less than a month later, the route name would be changed to the familiar FORT. Step right up now! Photo courtesy of TTC. [0259-001.jpg](#)

Contributors to this Issue: John Bromley, Bill Hood, George Horner, Ed Jordan, Omer Lavallee, Norm Lowe, Bob McMann, Steve Munro, Jim Sandilands, Ted Wickson.

Production: John Bromley.

Distribution: Bas Headford, Tony Kerr, George Meek, Keith Milligan, Steve Munro, Terry Thompson, Ted Wickson.

* * *

Have you received a defective copy of the NEWSLETTER lately? We don't like to admit it, but now and then a page is missed, or printed on only one side. If you've had a problem like this, mail your copy to Box 122.

(not to the editor, please!) and we'll gladly replace it.

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.

September 15th; (Friday) - Regular meeting, at which J. A. Nanders, will discuss a recent European trip, with emphasis on rail facilities in Portugal.

September 30th; (Saturday) - STEAM/Diesel excursion to Lindsay and Haliburton.

October 1st; (Sunday) - STEAM excursion to Fort Erie. Full details on both excursions may be obtained from UCRS at Box 122, Terminal A, Toronto.

NOTICE re "Centennial Steam Tour":

Termination of operating arrangements between Rail Tours, Incorporated, and the Maryland & Pennsylvania Railroad has necessitated the cancellation of the bus tour of Pennsylvania and New York, originally scheduled for October 6th to 9th.

November 17th; (Friday) - Sort out your surplus railroadians now for the UCRS Auction, which will be presided over this year by Mr. Omer Lavallee, of Montreal.

READERS' EXCHANGE

WANTED: Back issues of UCRS NEWSLETTERS prior to January, 1964; also Bulletins. David J. Williams III, Box 686, Ben Franklin Station, Washington, D.C., 20044, U.S.A.

CAN ANYONE HELP in locating a photo of the CNR station in London, Ontario during the period when the Pere Marquette and L&PS maintained a small depot across from the CN?

A plank platform extended from CN tracks to the L&PS. Contact Harry Stirling, 39 Maple Street, St. Thomas, Ontario.

WANTED: Railroad dining, lounge and sleeping car furnishings, equipment and accessories, such as china, linen, silverware, playing cards, etc. Also postcards of station and train interiors. Richard B. Shull, c/o Shady Lane Playhouse, Marengo, Illinois, 60152, U.S.A.

WILL TRADE copy of 40-page booklet on trolleys of Hershey, Pennsylvania for ten trolley postcards of New York State. Also available is a booklet on the trolleys of Utica and

Central New York. Booklets are available for sale at \$1.25 each. Trolley postcards of Ohio and Pennsylvania also wanted. W. R. Gordon, 811 Garson Avenue, Rochester, N.Y., 14609,

Canadian National's Master Agencies at London and Stratford have enabled the railway to close a number of its local agencies in southwestern Ontario. On June 27th, BTC approval was given for the closure, effective July 1st, of the stations at Dorchester, Thorndale, Ilderton, Centralia, Hyde Park, Kerwood, Mt. Brydges, Newbury and Bothwell.

On August 4th, the depots at Lucan, Ailsa Craig, Parkhill, Ripley and Bright closed for business, while the stations at Tavistock and Shakespeare followed suit a week later. More closures are imminent.

BRANCH LINE CUTS IN THE NEWS AGAIN

The Prairie branch line issue and how to deal with it has once again become a prime topic for editorial writers, farmers and railwaymen from Saskatoon to Ottawa.

One of the main principles of the federal Transport Bill, passed into law earlier this year, was to give the railways increased freedom to compete with other transport media; in one respect, this can be interpreted as a relaxing of the obligation to operate unprofitable branch lines. The government has arranged with the railways that certain Prairie lines -- about 18,000 miles of them -- will be protected against abandonment until January 1st, 1975.

Left "unprotected" were 1,845 miles of trackage which could be considered for immediate abandonment. At the moment, CN and CP are asking the Board of Transport Commissioners to proceed with 46 pending applications involving 1,512 miles of "unprotected" lines -- 843 miles on CN and 669 on CP. The annual operating losses on these lines amount to more than \$2,000 per mile; less than an average of three cars per day are delivered to points on the 1,512 miles of track; an average of 36 carloads per day originate from points along these lines, in three provinces.

The railways have been pressing for

U.S.A.

RAILWAY NEWS AND COMMENT CN CLOSES MANY ONTARIO STATIONS

immediate consideration of the applications by the BTC, a body which will disappear with the establishment of the Canadian Transportation Commission. The Prairie farmers insist that the new commission is the only authority entitled to rule on the problem, an opinion which apparently the BTC shares since it has decided that its own conclusion would be referred to the CTC for a decision.

Thus the matter is really no cleared than before. In theory, the principle of freedom to compete has been accepted by the government. Seven months have passed since Parliament passed Bill C-231; yet until the government proceeds with the formation of the Canadian Transport Commission, it is mockery to say that the railways are actually being allowed to compete.

ECONOMY WAVE SLOWS U.S. HIGH-SPEED EXPERIMENTS

The U.S. Department of Transportation's budget of \$18.6-million for the current fiscal year, earmarked for the development of high-speed ground transportation systems, has been cut back to \$10.3-million by a Congressional economy wave.

The reduction will not affect the highly publicized project to run passenger trains between Washington and New York at speeds in excess of 100 m.p.h., starting October 29th. It will, however, delay indefinitely proposals to carry passengers and their automobiles piggyback on rail cars, and plans for testing wheelless trains, underground guideways, pneumatic tubes, linear electric motors and so on.

Meanwhile, in Philadelphia on July 19th, the Budd Company took the wraps off the first of forty high-speed self-propelled cars which will be operated by the Pennsylvania Railroad in the New York - Washington service.

PRR has sunk \$44-million into this project, while the D.O.T. has supplied an additional

\$11.5-million.

CUMBERLAND RAILWAY TO CLOSE LOUISBURG BRANCH

The Board of Transport Commissioners has OK'd the closing of the Cumberland Railway's easternmost trackage, a 13-mile section from Broughton Junction to Louisburg, N.S., after May 1st, 1968. The railway said that it had been losing money on the line for years and faced a capital outlay of \$594,000 over the next five years to repair four bridges and the rock protection on a coastal section.

In approving the application despite strong civic protest, the BTC noted that Louisburg is adequately served with regular bus and truck schedules.

Until 1962, the Cumberland was known as the Sydney & Louisburg Railway, a name familiar to enthusiasts as one of the last strongholds of steam operation on a major scale in the east. Cumberland's last passenger service, a twice-weekly mixed

On August 2nd, CN's Train No. 3, the Toronto section of the westbound *Super Continental*, collided head-on with an eastbound freight train at Dunrankin, 195 miles west of Capreol. No explanation was given for the mishap, in which all four enginemen lost their lives. Five cars of the passenger train and 26 cars of the 84-car freight left the rails in the pre-dawn collision. The locomotive consists included units 6522, 6538 and 4118 on No. 3, and 3694, 3221 and 3204 on the freight; units 6522, 3694 and 3221 suffered extensive damage. During the cleanup operations -- which lasted into August 4th -- CN trains were diverted via Algoma Central and CPR lines between Oba and Sudbury.

In early morning collision between the Delaware & Hudson's northbound *Montreal Limited* and a southbound freight train near Saratoga Springs, N.Y. claimed the lives of two passengers. The freight train was entering a siding when the crash occurred.

Most of the forty injured passengers were in one of the leading coaches which was split open by jack-knifing freight cars. The *Montreal Limited* was heavily loaded with travellers bound for Expo 67.

between Glace Bay and Louisburg, was withdrawn on March 1st, 1963.

CN'S MARITIME DISPATCHING CONSOLIDATED

Without a hitch, CN closed down three dispatching offices on its Maritime Area on August 1st, transferring their functions to a single control centre at Moncton, N.B. Dispatching previously had been handled from offices at New Glasgow, Halifax, Moncton and Charlottetown. Heart of the new control centre is the CTC machine which controls traffic between Moncton and Halifax.

About 60 trains a day will be handled by the new dispatching office, over lines on Prince Edward Island, in Nova Scotia and southern New Brunswick.

SIX KILLED IN TWO RAIL COLLISIONS

Six persons were killed in two separate rail mishaps during August, both involving passenger and freight trains.

Photo: A jumble of boxcars virtually hides the passenger train in this view of the D&H derailment at Saratoga Springs, N.Y. AP Photo. [0259-002.jpg](#)

WORTH NOTING.

* The New York Central expects that the long-delayed NYC-PRR merger will be able to clear the remaining legal hurdles by early next year. Meanwhile, NYC plans to seek ICC permission to drop a number of intercity passenger trains which have lost their mail contracts. The *Twentieth Century Limited* is not on the list -- for the time being.

* Land negotiations and inclement weather have delayed CN's \$2.5-million Oshawa, Ontario yard and station project from three to five months. Completion is now planned for early 1968.

* A wildcat strike on August 12th idled CN's ferries on the Nova Scotia - Newfoundland and Nova Scotia - Maine runs, stranding 3,000 passengers. A legal strike by CBRT&GW workers scheduled for later in the month would have had even more far-reaching consequences in that the Newfoundland coastal steamers would have been tied up as well. The dispute, over wages, was resolved before the strike

deadline.

* Train and station employees on the Long Island Railroad have been prohibited from wearing neckties during the summer months, pending delivery of air-conditioned equipment recently ordered by the Metropolitan Commuter Transportation Authority.

* The federal cabinet ministers have indicated that Canadian Pacific will improve service on its Bay of Fundy ferry run, now handled by the 'Princess of Acadia'.

* The ICC has granted American railroads a \$300-million annual freight rate increase; the hike -- about 3% -- is the first in seven years.

* Washington company has been commissioned to prepare a preliminary feasibility study of proposed 500-mile extension of the Alaska Railroad, north into the Arctic.

* The Railroad Association of Michigan reports that the use of standard highway stop signs at certain unprotected railway crossings in the State has reduced accidents 80%.

* Canadian Pacific's 1966 Annual Report notes the significant fact that total voting rights of CP shares held in Canada reached a new high of 56.82% during the year.

This is a steady increase in Canadian holdings over the past ten years; in 1958, for example, Canadian holdings in CP were just

CN road switcher 4351 did the honours on August 2nd as a five-car train carried Alberta premier E. C. Manning and railway officers on an inspection tour of the first 81 miles of the Alberta Resources Railway.

After a four-hour trip, the special reached end of steel, where a CN crew was laying track for the Crown-owned railway at the rate of 12 feet a minute.

Twenty-nine miles north of Mile 81 is the main reason for the line's construction -- the vast Smoky Lake coking coal deposits, leased by McIntyre-Porcupine Mines. The rails are expected to reach the coal deposits during October, ending phase one of the three-part construction program. Rails will

18.32%.

COMMODITY TRAFFIC RATES RISE ON 15 LINES

Increases in some railway freight rates for goods carried within Canada under competitive commodity rates were announced August 2nd by the Railway Association of Canada. The association, representing Canadian railways, said that the rate adjustments filed with the BTC in Ottawa will go into effect on September 5th on 15 Canadian lines including CN and CP.

About one third of freight traffic handled by the railways between points in Canada is carried under competitive commodity rates, and will be subject to hikes ranging from ¼ cent to 12 cents per hundred pounds.

Incentives are provided for long-haul shipments and for loadings using the full capacity of freight equipment.

In a separate move to simplify freight billing, CN and CP are proposing the elimination of interswitching charges on certain traffic transferred from one line to the other within a four-mile limit of railway terminals.

The freight rate adjustments are expected to produce about \$8-million in additional revenue over a full year and will help offset higher material prices and labour costs.

FIRST PASSENGERS RIDE ALBERTA RESOURCES RAILWAY

eventually link CN's mainline with Grande Prairie with completion of the 235-mile line slated for 1969.

Provincial Treasurer A. O. Aalborg predicted that there is a strong possibility the ARR will be extended in the future from Grande Prairie north to Peace River. Such a project would involve building a major bridge over the Peace River, but would provide a direct link between the Great Slave Lake Railway and CN's main line, avoiding lengthy detours via the Northern Alberta.

ONR's "PROJECT 137"

The Ontario Northland Railway wound up its Centennial Project on August 22nd. During the summer, steam locomotive 137,

formerly No. 2164 of the Canadian National, visited communities along the entire length of the ONR accompanied by a baggage car, several coaches, a caboose and the retired but incredibly well preserved Restaurant Car 'Agumik'. A static display during the week, the diminutive train was fired up on weekends and hauled a total of 13,919 Northlanders on little jaunts up and down ONR's lines.

These photos depict 137's activities in the North Bay area on August 19th. The view above shows the special approaching Trout Lake, five miles from North Bay yard, with extra coaches in tow to accommodate large numbers of children.

Photo: O.N.R. 137 tries out the North Bay diesel shop. Photos by Ted Wickson. [0259-003.jpg](#)

Photo: The special arrives back in North Bay for the last time. Photos by Ted Wickson. [0259-004.jpg](#)

Photo: O.N.R. 137 with train. Photo courtesy of Ted Wickson. [0259-005.jpg](#)

GO Notes

* GO Transit's popularity continues to boom. With passenger loads increasing by about 3% each week, the 15,000-a-day passenger target has been reached, about a month ahead of schedule. On August 21st, for example, 19,458 persons rode GO trains, 4,000 of these to the Canadian National Exhibition.

* During the CNE period, seven GO trains in each direction are stopping at Exhibition Station, at the Dufferin Gates.

As might be expected, this service is proving exceedingly popular, particularly with riders from Metro's eastern suburbs.

* GO Transit officials have dismissed as premature speculation by Metro officials that GO services would soon be extended in other directions, particularly toward the Brampton area. Expansion plans will not be made for at least a year, when complete analyses will be available of transit potential studies begun in 1963. Meanwhile, Premier Robarts has hinted of possible additional equipment orders.

* The almost unexpected popularity for 2130/31/33/34/35/36/37/38/39/40/41/

GO service has created parking problems at a number of GO stations. Plans are now under way for expansion of these facilities.

* A month's delay in the delivery of GO's nine self-propelled cars from Hawker Siddeley has resulted in the transit system leasing two complete trains from Ontario Northland to meet the schedule requirements of the final step of GO's phasing in, on September 5th. Consisting of five cars each, the ONR trains will have a locomotive at each end, to eliminate runaround moves at terminals.

* Two self-propelled cars, Nos. D-700 and D-702, were delivered to GO Transit toward the end of August. However, virtually all of the S.P. car fleet is required to meet the service additions, and in any event the cars must be pre-served and tested before going into regular operation. GO Transit expects to have the self-propelled cars in full service by October.

EQUIPMENT Notes

CANADIAN NATIONAL MOTIVE POWER NOTES

* During August, CN took delivery of the first of its six-motor, 3,000 h.p. diesel units, as MR-30a class 2000 was received from Montreal Locomotive Works.

* CN's leased Norfolk & Western units were returned to the N&W about August 15th.

The B&LE leased units formerly operating in western Canada have been seen with increased frequency in southern Ontario. (April NL, page 46).

DETAILS OF CP'S CAR SALE TO MEXICO

* Canadian Pacific is selling 65 2100- and 2200-class air-conditioned passenger cars to the National Railways of Mexico. Between now and the end of the year, the cars will be painted at Montreal's Angus Shops in NdeM colours -- pullman green with gold strips -- and numbered in the series 4400 - 4464.

The CPR cars involved are as follows, though not necessarily in the NdeM numbering sequence;

42/45,

2147/48/50/51/52/53/54/55/56/57/58/
59/60,
2161/62/63/64/65/66/67/68/69/70/71/
72/73,
2174/75/76/77/78,
2204/06/07/08/10/11/12,
2214/15/17/20/21/23/24/25/29/30/31/
32/33,
2234.

Photo: CN's first six-motor 3,000 h.p. unit, Century 630 No. 2000 dwarfs sister C-424 3212 at Toronto Yard on one of its first trips.

The big unit is equipped with Dofasco Hi-adhesion trucks, Canadian standard for the Century 630; this truck has no bolster or centre plate, the carbody being supported from the truck by four load-bearing rubber units, and guided by a non-load-bearing centre pin. Photo by J. A. Brown. [0259-006.jpg](#)

PASSENGER NOTEBOOK

NFLD. PASSENGERS STILL DECLINING

* The travelling public continues to provide Canadian National with its strongest argument for the withdrawal of passenger services on the narrow gauge Newfoundland lines. During the first six months of 1967, 43,585 persons rode the trains, as compared with 54,513 in 1966 and 83,744 in 1965 during the same period.

During 1966, CN lost an even million dollars on the Newfoundland passenger services. This is almost exactly the amount which will be required to purchase 16 buses of 40-passenger capacity; the buses will be air-conditioned (which the trains are not) and will boast reclining seats and bathroom facilities. Target date for introduction of the bus services is June 1st, 1968.

Although no plans for disposal of the narrow gauge passenger equipment have been made, CN intends to retain seven coaches which will be available in the event that highway traffic is paralysed by heavy snow.

EXPO EXTRA PINCH HITS FOR TURBO

* Filling the gap created by the not-yet-delivered *TurboTrains* on the Toronto - Montreal run is a second section of the afternoon *Rapido*, departing the two cities

at 1745 EDT except Sundays. Dubbed the *Expo Extra*, the new train utilizes the coach, lounge and dining car equipment of the *Lakeshore*, through increased utilization.

The all-reserved-seat, all-coach train runs on *Rapido's* four hour, 59 minute schedule, with stops to detrain passengers at Guildwood westbound and Dorval eastbound.

It made its first runs on June 23rd.

MORE CANADIAN NATIONAL PASSENGER CUTS

* As well as the P.E.I. mixed train withdrawals already reported (June NL, page 82), the BTC has authorized the removal of mixed train services between Charlottetown and Georgetown, P.E.I.

* The last vestige of CN's Montreal - New York service, a nightly round trip between Montreal and Cantic, Quebec, may be discontinued by the railway on 20 days notice to the BTC. Notice of the cancellation must be posted in stations along the route.

* CN has BTC authorization to discontinue trains 942, 943, 944 and 945 operating between Montreal and St. Gertrude (Montreal North) at any time after August 31st.

SPEEDUP ON MONTREAL - GASPÉ TRAIN

* Trackwork changes at Matapédia, Quebec have resulted in reductions of up to an hour in the schedule of CN's *Chaleur* between Montreal and Gaspé points.

The *Chaleur*, which previously operated between Campbellton and Montreal, had its run extended to Gaspé on June 1st. However, the track arrangement at Matapédia -- junction with the Gaspé branch -- was such that the train continued 13 miles to Campbellton to wye and make its passenger stop, then returned to Matapédia to continue the journey to Gaspé. However, starting August 20th, the *Chaleur* will simply drop its Campbellton cars at Matapédia and continue directly through to Gaspé.

TURBO STARTUP DELAYED AGAIN

* No new starting date has been set for the introduction of *TurboTrain* service between Toronto and Montreal following a recent CN announcement postponing the

previous October 29th startup date. CN said that the delay is a result of "continuing procurement problems and production delays experienced throughout the aircraft industry in North America." These have forced United Aircraft Corporation to revise its delivery schedules.

The first Canadian-built *Turbo*, to be completed at Montreal Locomotive Works by the end of August, will be taken to United Aircraft's Providence, Rhode Island plant for

Expo-goers are credited with boosting travel on the Toronto - Montreal line by 31% this year. On the Montreal - Quebec service, the increase is 147%, while the Montreal - Vancouver trains are running 15% ahead of last year.

BRITAIN - Comes to the Rail Museums

By Omer Lavallee

The month of April saw the port of Montreal play host to two consignments of British railway equipment -- comprising no less than three locomotives and a passenger car -- bound for North American museums.

One locomotive, British Railways No. 60010, an A4 4-6-2 named "*Dominion of Canada*", arrived aboard the Canadian Pacific steamer '*Beaver oak*' on April 24th, bound for the Canadian Railway Museum at Delson, Quebec.

Stowed in one of the ship's holds, it was not off-loaded until Wednesday, April 26th.

The A4, newly painted at Crewe Works in BR's standard green livery, was accompanied by a foreign corridor tender, that of another A4 - '*Miles Beevor*' -- recently withdrawn; this substitution of tenders was made during the exterior restoration and painting of the past winter. The original name plates of the locomotive had apparently been disposed of, since new-nameplates of wood were mounted on the engine. While it is usual for a locomotive's main rods to be removed for dead movement, curiously, all of 60010's side rods had been taken down as well, the rods and motion being crated and stored separately aboard ship.

The locomotive was moved from the foot of McGill Street (where it was unloaded) to

exhaustive performance testing. CN plans to use the winter off-season for extended operational testing.

CN NOTES MILLIONTH TORONTO - MONTREAL RIDER

* The millionth passenger to ride CN's Expo Year Toronto - Montreal trains stepped off the morning Rapido on August 7th and was presented with a set of luggage to commemorate the event. Last year's No. 1,000,000 was not recorded until early November.

CP's Hochelaga Yard on April 26th, and from there to St. Luc the following day. Still free-wheeled, it was transferred from St. Luc to Delson on the morning of April 28th.

No. 60010 was built at Doncaster Works in 1937, to the design of Sir Nigel Gresley.

One of 35 streamlined engines of the A4 class of the former London & North Eastern Railway, its original number was 4489, and when outshopped it bore the name '*Woodcock*'. In the summer of 1937, the LNER introduced a new non-stop express service running the 400 miles between London and Edinburgh in six hours, and in keeping with the spirit of the Coronation Year of King George VI, named the train *Coronation* and the locomotives assigned to it after major constituents of the British Commonwealth. Accordingly, '*Woodcock*' was taken back into the shops and refinished in the now-famous garter blue livery adopted for this train. The new nameplates, bearing the inscription "Dominion of Canada", were unveiled at Kings Cross station in London by the Honourable Vincent Massey (then High Commissioner for Canada in London, and later Canada's first native-born Governor General) on June 15th, 1937. No. 4489 was also fitted with a Canadian locomotive bell and whistle, and bore the coat of arms of Canada on the cab side below the engine number.

The A4 class attained a measure of distinction when one of its class No. 4468 '*Mallard*', attained a speed of 126 m.p.h. on July 3rd, 1938. This is the highest officially-authenticated speed ever attained by a steam locomotive. Fittingly, '*Mallard*' itself is preserved in the Clapham Museum in

London. Several other A4's are also preserved, including another on this continent, at Green Bay, Wisconsin.

Photo: 'Dominion of Canada' being lowered onto the deck of NHB crane from CPSS 'Beaveroak' on April 26th. Photo by Jim Sandilands. [0259-007.jpg](#)

Photo: 'Repton', as it appeared on display at Track 10, Windsor Station, on May 10th, 1967.

Photo courtesy of Canadian Pacific. [0259-008.jpg](#)

In 1946, LNER underwent a major renumbering and No. 4489 emerged as No. 10, to become the now-familiar 60010 two years later when, after nationalization, 60000 was added to the numbers of all ex-LNER motive power. The locomotive was retired several years ago and was stored at Darlington prior to removal to Crewe.

The second consignment of British equipment arrived as deck cargo on board the Ulster Steamship Company's '*Roonagh Head*' -- chartered to Canadian Pacific Steamships --

The advent of nationalization saw 30000 added to the numbers of former SR engines, and 'Repton' became No. 30926 of British Railways. Attempts to bring it to North America began about 1963 when Mr. Edgar Meade of New York obtained an option on it; it was finally acquired by Mr. Nelson Blount for the Steamtown Museum at Bellows Falls, Vermont, along with the second locomotive and car. 'Repton' was fully restored to Southern Railway livery prior to shipment from Liverpool on April 18th and is accompanied by the tender of SR No. 726, a Maunsell 2-6-0.

Two other Schools class locomotives have been preserved, both in Britain.

Photo: 'Repton', GWR coach and No. 30053, coupled into a special CPR transfer, climb Hochelaga Hill, just above the Sherbrooke Street overpass, Montreal, on April 29th. Photo by Jim Sandilands. [0259-009.jpg](#)

The 0-4-4T, No. 30053, is one of a series of 55 such engines designed by Dugald Drummond for the London & South Western Railway in 1897. These locomotives, class M7 of the Southern Railway after that system absorbed the LSWR in 1923, were used primarily

on April 28th. Destined for Nelson Blount's Steamtown museum at Bellows Falls, Vermont, were British Railways No. 30926 'Repton' -- a Schools class 4-4-0 -- and M7 0-4-4T No. 30053, accompanied by first-third-brake-corridor passenger car No. 6705.

The subject of the Southern Railway's famous three-cylinder Schools class 4-4-0's was treated in detail by Mr. R. F. Corley in the September, 1963 NEWSLETTER. These compact and well-balanced locomotives were designed by R.E.L. Maunsell, and built between 1930 and 1935 at Eastleigh Works; forty were built in all, each named after a British public school. No. 926, 'Repton', was outshopped in 1934. Built particularly to accommodate the tight clearances of the Hastings line of the former South Eastern & Chatham Railway, these engines -- Southern Railway class 'V' -- were reputed to be the most powerful 4-4-0's in Europe.

in London suburban service, but were gradually displaced as the LSWR lines in the vicinity of the capital were electrified. They eventually ended up on rural branch lines or in shunting duties. The Steamtown 0-4-4T was SR No. 53 until nationalization in 1948. No. 30053 remains in British Railways lined black livery and is reported in operating condition.

The third component of this shipment, Great Western Railway first-third-brake-corridor No. 6705, was also fully restored -- in pre-war Great Western chocolate-and-cream livery with GWR monograms -- prior to shipment to North America.

The Steamtown-bound equipment was unloaded on April 28th. The next day, a special transfer headed by 1,000 h.p. National Harbours Board switcher D-4 pulled the two engines and car, headed and trailed by two specially-equipped Canadian Pacific flatcars, along the Montreal waterfront to the CPR interchange under the Jacques Cartier Bridge. Here, a Canadian Pacific transfer, including road switcher No. 8030 and a number of empty boxcars for brake ballast, coupled on and pulled 'Repton' and its companions in

a special move around to Glen Yard, where they were stored in the former roundhouse for safekeeping.

Mr. Blount had previously asked Canadian Pacific to exhibit 'Repton' for one day at Windsor Station to publicize Steamtown and its new acquisitions, and this request was acceded to. Thus it was that on Wednesday, May 10th, 'Repton' was stationed on Track 10 and played host to about four thousand visitors.

Following the Windsor Station display, the Steamtown-bound rolling stock was sent to Bellows Falls on its own wheels in two batches. For this rail journey, Mr. Blount had acquired two extra sets of buffers and hook couplings and Canadian Pacific applied these to the flat cars in place of the wooden blocks used when the equipment arrived.

The 0-4-4T and the coach left Montreal first. They travelled to Farnham on May 11th;

Seventy-five years ago this month, public transportation in the City of Toronto entered a new era. August 15th, 1892 saw the inauguration of the first electric street car line through city streets, the CHURCH route, by the then newly-incorporated Toronto Railway Company. Citizens of Toronto were not unfamiliar with the new mode of transit using electricity as the motive force, for each year prior to 1892 an experimental electric line operated from Strachan Avenue to the Canadian National Exhibition grounds during the short period the annual fair was in progress. The line had been built in 1884 by Charles J. Van Depoele and was one of the first successful electric transport installations in Canada. During its first year of operation, the route utilized a motor car towing three small open passenger cars, collecting current via a conduit set between the rails. The following year, the conduit was replaced by overhead wire and trolley pole. The operation was considered successful and favourable comment was made in the Toronto newspapers, but it was not suggested that electric cars would ever

to Newport on the 12th and to Wells River on the 13th, arriving at Steamtown on May 15th.

The flatcars were returned to Montreal that week, and 'Repton' left on May 23rd, arriving in Bellows Falls on May 27th. (It is interesting to note that the wayfreight in which the M7 and coach travelled over the Lyndonville Subdivision on May 13th was CP's veteran DRS-15a No. 8400, the first road diesel ever to be used in the Montreal area, back in 1949.)

Physical dimensions of the three British locomotives covered in these notes are given in the diagrams reproduced below:

Diagram: Side view of A4 Class.[0259-010.jpg](#)

Diagram: Side view of V Class.[0259-011.jpg](#)

Diagram: Side view of M7 Class.[0259-012.jpg](#)

*75 Years of Traction - A GLIMPSE OF
TORONTO'S TROLLEY CAR HISTORY*

By Bob McMann

replace the horse cars of the Toronto Street Railway through city streets.

In other parts of Ontario, there were halting attempts at electric street car operation. In 1886, a Van Depoele installation of electric cars opened in Windsor over 1½ miles of track and the St. Catharines city system, together with the seven mile intercity route to Thorold, was electrified in October, 1887. This was also a Van Depoele venture and had a roster of twelve cars. Both of these early services used the trolley system with two wires, one for current collection, the other for return.

In 1889, the Metropolitan Street Railway Company line on Yonge Street between Price Street, the City Limit, and Eglinton Avenue was electrified.

Photo: Single-truck car 324 poses at Lansdowne Carhouse in 1921. Note the Watson fender, common on TRC equipment prior to the TTC era. Photo courtesy of TTC.[0259-013.jpg](#)

Photo: Its advertising sign proclaiming the inauguration of Canadian Northern's new night train to Ottawa, TRC 440 stands on Front Street near George, in 1913. Photo by TTC.[0259-014.jpg](#)

The thirty year franchise of the Toronto Street Railway Company expired in August, 1891, and operation of the horse car system was assumed by the City of Toronto.

Negotiations began almost immediately with a new company to take over the former TSR system. The Toronto Railway Company was officially incorporated on April 14th, 1892 and obtained a thirty year franchise from the city, effective September 1st, 1891. Under the terms of the franchise the TRC was to introduce operation of electric cars within one year, with electrification to be completed within three years.

The TRC began feverish preparations to convert the horse car system to electric operation, and this required that the entire system be rebuilt to heavier standards. Trackwork was standardized to a great extent, with Dick Kerr girder rail in 69# and 73# weight being used. The former stable of the TSR at Front and Frederick Streets was remodelled into a power generating facility for the TRC, but until it was ready power was purchased from the Toronto Electric Light Company. New electric cars with 18-foot bodies, of a design resembling Boston equipment of the same period, were built in the former TSR carbuilding shops on Front Street, and a number of horse cars were rebuilt for electric operation.

The first route chosen for electrification was the CHURCH line, operating from Union Station via Front, Church, Bloor and Sherbourne Streets to South Drive in exclusive Rosedale. The line was rebuilt and overhead installed through the summer of 1892, local papers following the progress with great interest. The EVENING TELEGRAM was violently opposed to the electric cars, fearing accidents, and instead advocated a cable car system. During early August, 1892, electric cars appeared on the route for training purposes, and on a warm, sunny August 15th, electric cars were formally inaugurated with appropriate ceremony and

In 1921, the TRC franchise expired and the City formed the Toronto Transportation

speechmaking. Car 270, the second electric car constructed by the TRC, was the lead car in the opening procession, which also included former horse cars 6 and 10.

The Toronto Railway Company moved quickly to fulfil the terms of its franchise, and the YONGE and KING routes were the next to be electrified. The former, from Front Street to Price Street, was completed by October 10th, 1892, and the latter from George Street to Roncesvalles Avenue just eighteen days later. Other routes followed during 1893 and 1894, and the last horse cars were withdrawn from the McCAUL route on August 31st, 1894, to meet franchise requirements.

The following years saw expansion of the TRC network and new and heavier cars were introduced as traffic increased. Double truck cars were first used on the YONGE line in 1894, and the TRC constructed lines into newer parts of the city not served by the former horse car routes, but not beyond the city limits of 1891. The zenith of the TRC operation was reached in the years immediately preceding the First World War; in 1912 the TRC carried nearly 136 million revenue passengers and operated 130.7 miles of single track. Efforts by the City to force TRC expansion into newly -- annexed areas met with frustration, the Company adopting the position that their franchise required only that they provide service within the city boundaries of 1891. In 1911, the Toronto Civic Railway was formed as a city department to build and operate street car lines in these areas, and five routes were eventually built -- DANFORTH, ST. CLAIR, GERRARD, BLOOR WEST and LANSLOWNE.

The TRC went into decline during the First World War; the entire system was wearing out and no modernization program was being undertaken, as the TRC suspected their franchise would not be renewed. The TRC had built all of its own cars locally, except for a few purchased in 1893, and all were of obsolete design.

Commission to amalgamate the TRC, Civic and radial properties within the city boundaries

of 1921 into one unified transit enterprise.

Progressively minded, the TTC rebuilt, reorganized and modernized the street car system, introduced 575 new steel motor and trailer cars of the Peter Witt design, and made several important route extensions during the 1920's. The Toronto electric railway system was transformed into an efficient operation that became the envy of many Canadian and American cities, a lofty position in the transit industry which it still enjoys to this day. In 1938, the TTC introduced the President's Conference Committee (PCC) street car to Canada with its first order for 140 of the modern streamliners, the largest single order for PCC cars ever made on either side of the Atlantic. This type of equipment eventually made up a fleet of 744 cars, more than were owned by any other system, and 539 remain in service in 1967, still forming the backbone of the TTC surface system.

As is to be expected, other forms of surface transportation have eroded the once-prominent position of the electric car in Toronto. The TTC continues to be progressive, and in 1954 the first subway in Canada was opened to replace the extremely-heavy YONGE car line. The underground system was extended with the opening of the UNIVERSITY line in 1963 and the BLOOR - DANFORTH line in 1966. Toronto's subway lines have been replacements for the heaviest street car lines. A new era begins early in 1968 with the opening of two extensions of over six miles which will take the BLOOR - DANFORTH line into the suburban areas of Etobicoke and Scarborough, giving the Toronto area over twenty miles of rapid transit line with more than fifty miles of track, including yards. The extension of the YONGE line into North York will begin in 1968, adding another four miles of line by 1972.

This, together with proposed routes on the Spadina Expressway and Queen Street, tentatively scheduled for 1976 and 1980, will keep Toronto to the forefront in public transportation in Canada and the western

world. Seventy-five years of electric railway history in Toronto have seen many changes -- from the single truck closed and open bench cars of 1892 to the all-electric PCC cars of the surface system to the aluminum-skinned lightweight rapid transit trains of the modern underground system. What the future will bring for the transit system of Toronto in new forms of service and equipment only time will tell.

Photo: Cars 1042 (L) and 952 meet at Dundas and Roncesvalles on April 28th, 1913, in a scene whose surroundings have changed remarkably little to this day. Note the characteristic high narrow profile of the cars. Photo courtesy of TTC.

[0259-015.jpg](#)

Photo: TRC convertible car 1266 is shown at Front Street yard in 1915, the year operation of this type of car was banned on Toronto streets. For winter operation, the open right side was enclosed and the seating rearranged in longitudinal fashion. TTC photo.

[0259-016.jpg](#)

TRACTION TOPICS

Edited by John F. Bromley

* In the absence of your editor, who will be vacationing in Europe, Bob McMann and Steve Munro will contribute the Traction Topics columns for September and October.

* During the height of the evening rush hour on July 18th, westbound QUEEN car 4414 entered an open switch at Queen and Church and struck eastbound KINGSTON ROAD car 4257. The latter was heavily damaged and repairs are unlikely, in view of impending equipment surpluses in 1968. The mishap occurred at 4:55 p.m., delaying service for about forty-five minutes. Eastbound cars were diverted via Church, King and Parliament, and westbound cars ran via Parliament, King, Church, Richmond and Victoria.

In another mishap, about which no details are available, ex-Cincinnati car 4595 received extensive front end damage and may become the first of its class to be scrapped.

Car 4661, westbound as a QUEEN Night Car, derailed at the Don Bridge at 4:45 a.m. July 17th. The car left the rails completely,

but came to rest in such a position at the intersection of Queen and King that no tracks were blocked. The car was re-railed facing west on the eastbound King Street track and towed backwards to Russell.

Finally, a large truck struck the trolley bus overhead on Weston Road at the McCormack underpass July 21st, cutting off power on the west end of the ST. CLAIR route and stranding four cars at Keele Loop. Two other cars were short-turned at Townsley

<u>RUN</u>	<u>ORIGINALLY</u>	<u>LEAVING</u>
2	83 QUEEN from Sunnyside	8:11 AM
5	36 KING from Dundas West Station	8:14 AM
8	25 KINGSTON ROAD from McCaul	8.52 AM
10	29 KINGSTON ROAD from McCaul	7.50 AM
12	9 DANFORTH from Luttrell	9.10 AM
14	74 QUEEN from Sunnyside	7.47 AM
15	64 KINGSTON ROAD from Roncesv's	7.50 AM
16	65 KINGSTON ROAD from Roncesv's	7.55 AM
17	53 KING from Dundas West Station	9.01 AM
18	66 KINGSTON ROAD from Roncesv's	8.00 AM

In 1966, 9-DANFORTH changed signs for service on KING - EXHIBITION before leaving Luttrell Loop, providing interesting photographs between that point and Coxwell & Queen. Similar situations are likely in 1967.

Additional Saturday and Labour Day service will operate on KING between Exhibition and Church Street, and air cars will be on many KING runs to the CNE on weekdays as well.

Most DUNDAS - EXHIBITION cars enter service from the regular DUNDAS routes, although run 4 comes from 24-KING at Dundas West Station at 9.22 a.m. and operates to Runnymede. Destination signs for the latter point may be carried from Broadview Station.

DUNDAS - EXHIBITION run #4 later becomes DUNDAS run #55 during the p.m. rush hour, and #4 is replaced after the rush period by run 59-KING at Dundas West Station at 6:34 p.m.

Operation is similar to the morning route change. Twelve cars will handle DUNDAS - EXHIBITION, although evening service will include runs 13 and 14 in place of 2 and 11, which become DUNDAS regulars during the p.m. rush hour.

BATHURST - EXHIBITION service will

during the 24-minute delay in service.

* Street car services to the Canadian National Exhibition are unchanged from 1966 (see map in August, 1966 NL, page 128). KING - EXHIBITION requires 18 cars, of which runs 1, 3, 4, 6, 7, 9, 11 and 13 originate at Russell Division. The balance of the service is made up from scheduled trippers from other routes, as follows:

operate over the normal route, with extra cars.

As in past years, BATHURST and KING cars will undoubtedly be interchanged on such occasions as service delays, resulting in 4500 cars to Woodbine Loop and a virtual "hodge-podge" of car types to Bathurst Station.

Photo: Neville Loop, recently modified for m-u QUEEN service, looked, like this during its original construction, forty-five years ago.

TTC photo.

[0259-017.jpg](#)

* The starting date of multiple unit service on QUEEN has been announced as October 2nd, 1967. By this date, operator training, already partially completed, will have finished, all equipment checked and truck revisions completed. The rebuilding of the east end of the trailer yard at Russell was completed, except for overhead, by August 5th, and the new loop at Neville was installed between August 8th and 13th, opening on the latter date at about 6:00 a.m., just in time for a "shake-down" run by UCRS Chartered Car 4599 that afternoon. Revisions at Humber are expected to begin in the latter part of August.

Multiple unit electric switches were installed both ways at Queen and Broadview on August 4th, and revisions to the three SR switches at the entrance of Roncesvalles Carhouse on the Queensway are also complete.

Work is still to be done at the following locations: Connaught at Queen; Russell Trailer Yard, W to SW and E to NE; McCaul Street, W to N; Shaw Street, W to S; Dufferin Street, W to S; Roncesvalles & Queen, E to

N and S to W; Sunnyside Loop and both switches, including the one yet to be installed, at Humber Loop. The diagram of Humber in the July NL should show a standard NA switch at the N to NE position joining the LONG BRANCH route to the QUEEN route.

A test train, comprising cars 4440 and 4481, was operated during the small hours of the morning of July 9th, testing electric switches revised as of that date. The train operated for three hours from 2:00 a.m., generally between Church Street and Woodbine Loop, with at least one trip up Kingston Road to Bingham.

* No sooner had we stated that it appeared that no more PCC cars would be shipped to Alexandria when the Arabs arranged a Letter of Credit in New York to cover the payment of \$24,000 for a group of sixteen cars. The

Class H-1 subway cars 5496-5497 have received an experimental paint job, consisting of red from the roofline to approximately the middle of the car and separated from the aluminum fluting by a yellow stripe. The edges of the front and rear windows continue to be surrounded by aluminum, and the roof remains as before. cars 5350 and 5443 have been returned to Hawker-Siddeley for modifications. W-8 made a trip to Broadview Station in the early morning hours of August 12th in order to paint clearance lines on the pavement, and previously handled the same chore at King & Bathurst and at King & Dufferin. cars 4710 and 4712 are now being rewired at Hillcrest after storage for over a year. 4407 was recently moved to St. Clair for body overhaul and paint and will shortly return to service. Harbord, Riverdale, Carlaw and Coxwell (above Fairford) were recently paved, and Spadina and Lansdowne will shortly follow suit. air cars to receive body overhaul and a paint job recently include 4222, 4228, 4261, 4575 and 4589, while 4277 received paint without first having a body overhaul. destination signs for Main Station, as well as other recent additions, are being placed in all types of all-electrics

numbers involved are listed on page 84 of the June, 1967 NEWSLETTER, and all were moved to Pier 35 on August 11th for loading aboard the *S.S. Mitera Maria*. Car 4586 was used as a shunter to move the cars about the yards at Danforth. The fate of the other 147 cars still in Toronto remains in doubt.

* Readers in the Toronto area should make it a point to visit the TTC Exhibit at the Canadian National Exhibition, open from August 18th to September 4th. The exhibit will be found in the old electrical building, just south and east of the eastern street car terminal, or directly on your right as you enter the Prince's Gates. Open bench car 327 and Horse Car 16 will be on view as will the TTC's first bus a double-deck vehicle built in 1921.

SHORT TURN

(excluding class A-14), and recent assignments of low-4400's, 4600's and 4700's to BLOOR and DUNDAS resulted. the latest Boston - Toronto talks for 50 street cars have fallen through. the track renewal job scheduled for St. Clair Avenue from Yonge to Mt. Pleasant has been revised to the short section from Yonge to the St. Clair Station exit, and delayed, probably until next year.

Rail replacement will take place on Queen from Shaw to Dufferin in the fall. car 4572 now has red dashlights, while 4570, which was similarly equipped, has been repainted.

This leaves 4567 as the junkiest-looking all-electric car on the system. apparently the City of New York is now examining the Expo-Express cars for possible use on the Staten Island Railroad. W-28 has been working St. Clair Avenue from Wychwood to Moore Park recently. overhead preparations for the JUNCTION trolley bus route are well under way along Dundas Street. 4305 was trapped in the King Street subway during a recent storm which flooded the underpass and is now at Hillcrest for rewiring. a recent news item in the Pittsburgh Press states that a trolley car on the Philadelphia Suburban struck a bear in Upper Darby, Pennsylvania, which had

apparently been electrocuted after contacting a third rail. a TROLLEY CAR?. The item undoubtably should refer to one of the famous Red Arrow "Bullet" cars. (Editor's Note: Upper Darby, Pennsylvania is just five miles from downtown Philadelphia). MBTA's WATERTOWN line will be replaced by buses effective Saturday, September 9th.