

October, 1967 - Number 261

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

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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: Here comes the TurboTrain!! Fresh from the erecting hall of MLW, red-nosed P100 tries out the rails of Canadian National's Longue Pointe Subdivision on October 27th.

Its tubular construction is clearly evident in this view by

Jim Sandilands. 0261-001.jpg

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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.

November 17th; (Friday) - Sort out your surplus

railroadiana now for the UCRS Auction, which will be presided over this year by Mr. Omer Lavallee.

November 24th; (Friday) - UCRS Hamilton Chapter regular meeting. Board Room, CNR James Street Station, Hamilton, Ontario. 8:00 p.m.

December 1st; (Friday) - A visit to the High Level Pumping Station at Poplar Plains Road and Cottingham, 8:00 p.m. A vertical steam pumping engine will be operated for the visitors. Take the ANNETTE trolley coach to Dupont and Davenport, and walk north two blocks.

December 15th; (Friday) - Regular meeting at which John Bromley will present slides taken on his recent European trip.

January 19th; (Friday) - The UCRS Annual Meeting: Reports of the officers for 1967 and election of directors for 1968.

READERS' EXCHANGE

DOES YOUR TRANSPORTATION INTEREST EXTEND TO BUSES?? You should be reading CANADIAN COACH! This modest monthly publication will keep you up-to-date with the bus industry in Canada, and provide the results of historical research, plus current equipment rosters. Available from B.C. Transit Society at \$4.00 per year; ask for a complimentary copy. Write the secretary, BCTS, 7863 Cartier Street, Vancouver 14, B.C.

DOES ANYONE HAVE copies of CANADIAN RAIL issues 118-120, 122-123, 153, 166, 169, 172-175, 178, 180, 182-186, 189-191; UCRS Bulletins 1-20, 23-24, 37; UCRS NEWSLETTERS 176-179, 231, 236? Have 81 issues of RAILROAD Magazine from February, 1934 to September, 1954 for sale or trade. Doug Cummings, 529 West 63rd Avenue, Vancouver 14, B.C.

WANTED: Kerosene-burning switchman's lanterns, any Canadian line except CN and CP. Please send details and price to Adam A. Tymchuk, 660 Manhattan Avenue, Winnipeg 5,

Manitoba.
UCRS News

Toronto's steam locomotive, Canadian National 4-8-4 6213, proved to be a big hit at this year's Canadian National Exhibition, thanks to our Preservation Committee. The locomotive's custodian, Dave Stalford, would like to acknowledge the assistance of those who helped ready the locomotive for the Exhibition and/or helped display it during the Ex: Gord Baliner, John Dell, Bill Herbert, Art Jones, Al Kinsman, Charlie McGoveran, Darrell Phillips and Dave Spaulding. A special thanks goes to Shirley Stalford, Dave's new wife (Congratulations!!), for her efforts in supplying moral support and, incidentally, painting the numbers and statistics on both sides of the cab.

Again this year, much of the locomotive received a fresh coat of paint, and the white trim was touched up. With an air compressor supplied by Charlie McGoveran and installed by Dave Spaulding, 6213 came alive for the Ex this year. The air pressure enabled the Northern Type to ring its bell, open the firebox door, blow its communications whistle, show pressure on several cab gauges, operate its power reverse gear, apply and release its tender brakes and, possibly most satisfying, produce a continuous hissing sound in the cab — although unfortunately not all at once. Many youngsters who came through the cab were momentarily startled when they placed their hands on one of the brake valves and found that it would suddenly emit a hiss of escaping air.

On seven evenings during the Exhibition period, 6213 was open to the public, and hosted a total of 5,428 visitors.

Many of these were energetic enough to clamber into the cab for a let's-see-how-it-works look.

Club literature and excursion pamphlets plus a special locomotive information sheet were passed out to the visitors. In connection with the data sheet, the locomotive crew wishes to express its appreciation to Mr. Ivan Moffitt, President

6213'S A HIT AT THE "EX"

of Secretarial Associates Limited, of Toronto, who generously and without charge made available his company's supplies and equipment for its production. The data sheet was much sought after last year and certainly well appreciated this year.

Hopefully, even more UCRS members will drop by to visit 6213 at next year's Ex. And hopefully a few of them will be willing to lend a hand in the cleaning and painting that goes before it.

RAILWAY News and Comment

FACE-LIFTING AHEAD FOR D & H

F. C. Dumaine, Jr., new president of the Delaware & Hudson — a line which directly or through its subsidiary Napierville Junction — has served Montreal since 1875, has announced that a \$5 million modernization programme will be undertaken by his road. Much of this money will go into new equipment, better service and improved passenger facilities, although track and roadbed improvements also form part of the plan.

The D&H, in conjunction with New York Central, operates the only rail service between New York City and Montreal, with two trains daily in each direction. The road has already purchased two dome coaches from the Missouri Pacific for use on its daytime trains on this route, which enjoys spectacular scenery along Lake Champlain and down the Hudson River valley.

During the first nine months of 1967, D&H's Montreal - New York service attracted 153,000 passengers, up 50 per cent from the same period last year; a company official attributed much of the increase to Expo travel. D&H's new attitude contrasts sharply with the approach taken as recently as a year ago, when the day train appeared certain to be withdrawn as soon as permission to do so could be obtained.

FIRST PGE TRAIN REACHES FORT ST. JAMES

Pacific Great Eastern's first train

on its new Fort St. James branch rolled into that town in northern B.C. on October 18th with 18 cars of assorted freight. Several PGE officials accompanied the first run. Official opening of the line, however, will not take place until next year, when all phases of construction have been completed.

The new line runs about 70 miles west from a connection with the PGE's Prince George - Dawson Creek section at Summit Lake, some 40 miles north of Prince George.

NEWFOUNDLAND TRAIN-OFF APPLICATION FILED BY CN

The Canadian Transport Commission has called a public hearing at St. John's, Newfoundland, December 11th on a CN application to drop its passenger train services in

The AAR points out that the new system will enable instantaneous tracing of any freight car on the continent, by means of scanning devices which can read multi-coloured 'service stripes' in the most severe weather conditions and at speeds up to 80 m.p.h. The data received from the scanners is processed at central computer locations.

Sylvania's KarTrak system (October 1965 NL, page 175, August 1966 NL, page 126) competed against a number of similar ACI systems for AAR blessing. It consists of three components:

— Standard, reflective colour-coded labels fixed to the side of a car in ladder fashion to form a code unique to that car.

Twelve strips make up each car's identification 'number'.

— An unmanned, weatherproof, tamperproof optical trackside scanner which 'reads' the car labels as the train passes by sweeping a beam of white light over each marking from bottom to top and receiving coloured light back from the strips.

— A data conversion and transmission unit, which converts what the scanner 'sees' into electrical impulses and transmits this data unlimited distances to readout devices as required.

KarTrak is already in use by the DM&IR,

Newfoundland and substitute a bus operation.

CN claims it lost \$918,000 last year by operating the trans-Island service.

This will be the first hearing held under the abandonment provisions of the new National Transportation Act, approved by parliament last Winter.

AAR ADOPTS AUTOMATIC CAR IDENTIFICATION

The Association of American Railroads announced in Chicago October 10th the adoption of an industry-wide automatic car identification system built by Sylvania Electric Products Incorporated. All North American railways with cars in interchange service will work toward the application of special identification labels on all rolling stock by 1969 or 1970.

the Lake Superior & Ishpeming and the PRR.

It is estimated that increased car utilization as a result of the elimination of errors in car reporting could amount to 10 per cent, equivalent to adding 180,000 cars to the U.S. fleet alone. Present error rates run between 11 and 13 per cent; ACI can reduce reporting errors to considerably less than one per cent.

WORTH NOTING....

* A coroner's jury in Hanley, Saskatchewan, blamed freak high winds for the July 24th collision between a CN Saskatoon - Regina RDC and a hopper car in which 42 were injured and one died. The hopper car had been standing on a spur at Dundurn, Saskatchewan, without its handbrake set since the siding graded up to the main line. The jury found that a freak wind blew the car up the grade and through a closed switch onto the main track where the collision occurred.

* The Ontario Municipal Board is investigating the actions of the town of Aurora in seeking to establish a railway museum with the equipment originally accumulated for the provincial Centennial Centre. The probe came at the insistence of town Reeve Jim Murray, who is opposed to the \$224,800 project.

* Canadian Pacific is proceeding with a \$3.5 million development on the site of the

old West Toronto shops on Keele Street south of St. Clair Avenue. To be known as Keele Centre, the project comprises two 2-storey buildings for warehousing and light industrial use, as well as a central mall with banking and restaurant facilities.

* CN president N. J. MacMillan has reportedly declined an offer of the British government to take over the chairmanship of the British Railways Board.

* A special CN train composed of livestock cars and specially-equipped express cars carried a total of 418 head of beef and dairy cattle, swine, sheep and horses from Prairie centres to the Royal Winter Fair in early November.

* A representative of a Toronto engineering firm has suggested that the Expo Express equipment could be utilized in a service linking Toronto with the CNE, Toronto Airport, Bramalea and Brampton.

* CN's side-loading ferry 'Patrick Morris' will be converted to stern-loading this winter in preparation for handling standard gauge railway cars from North Sydney, N.S. to the new marine terminal nearing completion at Port aux Basques, Newfoundland.

To augment the capacity of existing trains, 14 new coaches have been ordered from Hawker Siddeley Canada Limited, at a cost of \$1.8 million. They will be delivered in the spring. Meanwhile, the nine self-propelled cars are undergoing final checks and should be ready for service soon; the supplementary Ontario Northland trainsets are still in operation.

A total of 331,800 persons rode GO trains in October, an increase of 12 per cent over the previous month. The average number of riders during the business week was 14,000, and expectations now are that winter commuting will push that total to 20,000 daily, 30 per cent more than originally projected. During the weekday rush periods (0800-0900, 1630-1730), GO Transit carries 77 per cent of its passengers.

* Ontario Premier John Robarts presented a scroll, a bouquet of flowers and

* The second excursion of the Scotian Model Railroad Society, of Halifax, turned out to be a big success. Marking the 100th year of rail service between Halifax and Pictou County, the October 1st special carried 300 persons and was sold out four days in advance. The consist included oil-lamp-and-stove combine 7381 and coach 4275, plus three a-c coaches.

* In a move to reduce highway costs and improve rail finances, the West German government has announced that heavy trucks will be banned from German highways after July, 1970.

* CN has received permission to close its stations at Musquodoboit Harbour and Stewiacke, Nova Scotia.

GO NOTES

* Faced with a meteoric rise in popularity of their new commuter service, GO Transit officials are taking steps to boost its capacity.

Now under way are projects to enlarge the parking lots at six stations; Pickering, Guildwood, Eglinton, Port Credit, Clarkson and Oakville. Paving of these new lots should be complete by the end of November.

two centennial medallions on September 14th to Mrs. Rose Mary Carlson of Toronto, the one millionth GO Transit passenger. Mrs. Carlson, a regular commuter, also received a travel bag from D. V. Gonder, vice president of Canadian National, which operates the \$15 million, 60-mile system for the provincial government.

* W. T. Howard, manager of GO Transit, announced recently that a new transformer station will be installed next year at the service's Willowbrook Maintenance Depot in Mimico. The new equipment will enable the locomotive-hauled trains to be 'plugged in', deriving power for lighting, heating and air conditioning from the wayside source. At present, power needs for trains under maintenance are met by operating the auxiliary engines in the locomotives, a situation which has prompted several complaints about noise from nearby residents.

Standby power facilities are already in use on the self-propelled car maintenance tracks, to the north of the new shop at Willowbrook.

Photo:

Canadian Pacific's *Expo Limited* westbound at Banff, Alberta, September 6th, 1967.

W. H. N. Rossiter. [0261-002.jpg](#)
HERE COMES TURBO !

Observations By Omer Lavallee

The first TurboTrain to be produced by Montreal Locomotive Works Limited for United Aircraft, destined for the announced Canadian National four-hour Toronto - Montreal passenger service, was tested recently on Canadian National rails. Following tests in MLW's yard in the east end of Montreal late in October, the first seven-car train, comprising units P100 / T100 / T202 / T201 / T300 / T200 / P200 (in that order), was moved out onto Canadian National's Longue Pointe Subdivision about 2:30 on the afternoon of Friday, October 27th.

The event was witnessed by CN and MLW personnel, as well as members of the news media who had been alerted to the fact that the train would leave the builder's works for the first time on that day. Jim Sandilands and I watched from the vantage point of Dickson Street overpass as P100 and its train moved very slowly through the MLW yard escorted by the Works' 44-ton switcher. The switcher moved aside at the siding gate, allowing the TurboTrain to move onto Canadian National rails for the first time.

The TurboTrain proceeded for about six miles east of MLW at a cautious 20 or 30 miles per hour, due to short level-crossing flasher circuits. It elicited a considerable amount of attention and comment from motorists and pedestrians along the way. The goal of the first run was the Rifle Range Spur at mileage

* Reports from Nelson and Calgary indicate that CP's CLC/FM units are nearly all back in service after a several-week layoff in September. Units 4052, 4053, 4065, 4449 and 4455 are presently in serviceable storage at Nelson, B.C. Nelson appears to

1.2 of the subdivision, which begins at a connection with the l'Assomption Subdivision at Pointe-aux-Trembles station. The train was tested on the spur and later returned to the MLW plant.

Its most striking feature is its crimson nose (which promptly suggested the nickname 'Rudolph'); its long, low lines combined with the engineman's cab at the forward end of the dome suggested, very slightly, the Union Pacific's articulated streamlined trains of the 1930's. The turbine engines sound not unlike huge air-conditioning units.

The prototype train underwent brief testing in the Montreal area prior to its departure for United Aircraft's Providence, Rhode Island, plant where it will be put through a rigorous series of performance tests. It is expected to return to Canada toward the end of the year for an assessment of its cold weather performance. Turbo service between Toronto and Montreal will probably begin in the spring.

Photo: Trailing shot of Turbo Unit P200 and train. Photo by Jim Sandilands. [0261-003.jpg](#)

Photo: The TurboTrain leaves Montreal Locomotive Work.' yard for the first time. The MLW shop switcher stands by at right as the white train, trimmed in black and red, edges slowly out onto CN's Longue Pointe Subdivision. Photo by Jim Sandilands. [0261-004.jpg](#)

EQUIPMENT Notes

CANADIAN PACIFIC MOTIVE POWER NOTES

* The five B&LE units being stored at St. Luc (September NL, page 137) have now been returned to the U.S.A.

* CP SD-40's have made demonstration trips on the Pacific Great Eastern, a line which so far has eschewed General Motors locomotives. be the last Canadian stand for CLC's 2,400 h.p. Trainmaster; CP's 8900, 8904 and 8905 are maintained there, but normally work the stiffly-graded line from Tadanac to Warfield, near Trail, where a Cominco fertilizer plant is located.

Photo: The subject of a CN Mechanical Department test is this moulded plastic number board, applied to an MLW passenger unit. The black figures on a white ground are enjoying wide acceptance south of the border. Photo by J. A. Brown. [0261-005.jpg](#)

Photo: Brand-new GP-40's 4013 and 4012 roar through Maitland, Ontario, with train 492.

Photo courtesy of by J. A. Brown. [0261-006.jpg](#)

CANADIAN NATIONAL MOTIVE POWER NOTES

* General Motors Diesel Limited has delivered all six units of CN's recent GP-40 order; classed GR-30b, their delivery dates are as follows;

4012	-	October 10 th .
4013	-	October 10 th .
4014	-	October 18 th .
4015	-	October 18 th .
4016	-	October 20 th .
4017	-	October 20 th .

More SD-40's are also appearing on CN lines;

5008	-	October 29 th .
5009	-	October 29 th .

* A recent check of CN facilities at London, Ontario, revealed the following CLC/FM units awaiting scrapping;

2201/02/03/04/05/06/07/09/10/11/14
2215/16/17; 9300/01/02/04/05/06/08
9318/20/28/38/42.

Noteworthy is the appearance of 9302 in the scrap line, leaving 9314 as the sole survivor of this class. The official retirement date of 9302 is not yet available. (February NL, page 18).

* Brand-new SD-40's 5000 and 5004 encountered a landslide near Albreda, B.C. on October 30th and were completely derailed. Damage, however, was superficial.

* CN has reassigned the remaining GR-15 class units in the 4800-4824 series to Calder from Vancouver. Replacing the 4800's at Vancouver are Nos. 4100-4125, class GR-17p.

* RDC D-354 is being modified to include a 30-foot RPO section, for use in Toronto - North Bay trains 673/676. Pending its completion, a conventional train, including an RPO car, is handling the service.

* CN's GE 44-tonners 5 and 6 are in

storage at Calder (Edmonton), Alberta.

* GR-17z units 4341 and 4352, permanent fixtures on the Great Slave Lake Railway in recent months, have been painted GSLR yellow, with the road name in block letters along the running board on the short-hood end. Both units operate with the short hood leading, and are fully automated with Wabco equipment, carrying only an 'observer' in the cab. No further details are available at present.

WEST COAST EQUIPMENT NOTES

* PGE is converting the last of its ex-Milwaukee Road coaches into work cars by completely stripping the interiors, blanking out windows where necessary, adding interior partitions and fittings as necessary and applying a cupola to the roof. PGE's only remaining non-RDC passenger equipment, aside from its two business cars, is heater car 730.

* BC Hydro has taken delivery of several depressed-centre flatcars, numbered in the 200-series, from National Steel Car Corporation, of Hamilton, Ontario. Manley Shipyards, of New Westminster, B.C., will soon deliver a new caboose to BC Hydro.

* Railway Appliance Research Shay 115 will soon be back on the job in North Vancouver after extensive boiler work which commenced in September and included renewal of tubes and tube sheets. Sister Shay 114 carried on alone during this period.

CN RETURNS LEASED PASSENGER EQUIPMENT

* A number of leased passenger cars employed in CN service during the past months have been returned to their owners, including;

— Four Atlantic Coast Line dining cars (Naples, Tarboro, Greenville and Fitzgerald) whose ownership changed during their CN visit when ACL merged with Seaboard Air Line to form the new Seaboard Coast Line (June NL, page 83);

— Twenty-six Canadian Pacific coaches, some of which are destined for Mexico (December 1966 NL, page 176; August 1967 NL, page 122);

— Six N&W sleepers (Blue Gazelle, Blue Skies, Blue Knight, Blue Horizon, Blue Cloud and Blue Boy) which operated regularly for

over a year on the Toronto - Montreal *Cavalier*. (April 1966 NL, page 64).

* Work is expected to begin by Christmas at the Trenton, N.S. works of Hawker Siddeley Canada Limited, on a \$9-million order for 600 cylindrical covered hopper cars for CPR. The order is scheduled for completion in mid-fall of 1968, and will provide employment for about 1,600 men.

L&PS EQUIPMENT PRESENTED TO OTTAWA MUSEUM

* A collection of rolling stock of the now-defunct London & Port Stanley Railway was officially presented to the National Museum of Science and Technology by Canadian National in a brief ceremony at London, Ontario, on October 19th. Headed by locomotive L1, the little train included a hopper car, flanger auxiliary, snow plough, line car and caboose; included with the equipment were sufficient towers, hardware and line to set up a sample section of overhead.

The equipment was moved on its own wheels from London to Ottawa over the weekend of October 20th. It will be displayed outside the buildings of the museum, which is scheduled to open on November 15th.

CANADIAN NATIONAL PASSENGER CAR WITHDRAWALS

* During recent months a number of pieces of CN passenger equipment have been removed from service for conversion or dismantling. These include;

Cafeteria Car;	497
Dining Cars;	1244, 1290
Parlour Car;	Lake Wayagamak
Sleeping Cars;	Lambert, Westgate, Chinook Cove, Kings Cove.
Coaches;	5158, 5252, 5420.

PRECISION ENGINEERING UNITS TO StJ&LC

* The two Precision Engineering Company GP-9's recently used on CN lines, Nos. 5960 and 5962, have been sold to the St. Johnsbury & Lamoyille County, a 96-mile-long Vermont short line. Considerable upgrading will be required of the StJ&LC's roadbed to accommodate the 'new' units, for until now

CANADIAN PACIFIC ORDERS 600 HOPPER CARS

GE 70-tonners have been the order of the day.

A new enginehouse/office building is nearing completion at Morristown, Vermont, and apparently several of the line's picturesque covered bridges will be rebuilt or replaced to accommodate the GP-9's.

On their way to the StJ&LC, the PE units passed through Ontario via CN, giving rise to rumours that they had again been leased by the railway.

PGE STEAMER DISPLAYED AT SQUAMISH

* B.C. Premier W.A.C. Bennett presented 2-6-2T No. 2 of the Pacific Great Eastern Railway to the town of Squamish on November 3rd, for display in a local park.

Built by Baldwin in 1910 as a tenderless 2-6-2T, No. 2 was sold in 1920 to the Comox Logging & Railway Company, as their No. 7. Earlier this year, PGE bought the little engine back from CL&R and during the summer the work of restoration was carried on at Squamish.

Photo: In a partially-stripped-down state, PGE No. 2 awaits restoration at Squamish, B.C., in July, 1967. Photo by Keith Anderson.

[0261-007.jpg](#)

MATTAGAMI MOGUL GOES ON DISPLAY

* Diminutive 2-6-0 No. 100 of the Mattagami Railroad — once known as North America's shortest standard gauge common carrier — was presented to the town of Smooth Rock Falls, Ontario, on September 29th.

The locomotive, originally built by MLW in 1915 for the Greater Winnipeg Water District, is now permanently mounted in front of the town's hotel.

Incorporated in April 1927, the Mattagami Railroad extends from the town three miles to Smooth Rock Falls Junction, a point on the former National Transcontinental main line (now CN) between Cochrane and Kapuskasing; the line is now owned by the Abitibi Paper Company. Once a passenger hauler — handling in its 40 years of operation an estimated 250,000 passengers on a ten-minute trip that cost 15 cents — the

Mattagami now handles freight traffic only with a single industrial diesel.

Photo: Mattagami 100 and its venerable combine provided passenger service to Smooth Rock Falls, Ontario for many years.

Norm Lowe Photo. [0261-008.jpg](#)

A LOOK AT THE WINTER TIMETABLES

Going the way of Expo were CP's transcontinental *Expo Limited* and CN's Toronto - Montreal *Expo Extra*. Examination of other consists reveals abbreviated train lengths in keeping with the reduced travel demand to and from Montreal. One such example is Canadian National's morning *Rapido* which carried two club cars and up to ten coaches during Expo, but which now operates with a single club car and about five coaches.

CN

The new CN timetable borrows a cover idea from Canadian Pacific, showing changing-seasons scenes in full colour beneath a bright red heading. It is a few pages thinner, too, by a reduction in advertising, the elimination of duplicate tables and the abbreviation of some tables by deleting the names of stations where trains do not stop. Inside, it's a lot brighter, printed in red and blue on glossy paper, with such niceties as red and blue shading on the fare tables to distinguish 'Red, White and Blue' fares, and a much-simplified airline style map in place of the frequently-amended Rand McNally and Poole Brothers epics dating from the 1920's. All connecting railways and ferries, equipment lists and most mixed trains are grouped together in the last few pages of the book for handy reference.

Examining the schedules in detail, we find the major changes to be few but significant.

On Newfoundland, the *Caribou* operates thrice-weekly again — probably for its last winter

— but retains its summer schedule. The 31-hour trans-Island mixed is shown as once a week, but just may carry passengers on other days as well.

Missing from the new folder are the

By Ed Jordan

October 29th, 1967 marked the occurrence of two not necessarily interrelated events — the closing of Expo's gates for good, and the introduction of the Fall and Winter schedules on the railways.

winter-only mixed trains on Prince Edward Island, for which BTC abandonment approval was granted during the summer.

On the mainland, the *Cabot* name has vanished but its service is maintained by a revised *Ocean* which splits at Truro into Halifax and Sydney sections. In the same way, the *Chaleur* continues to serve Gaspé while extending its eastern terminus to Moncton; the sections diverge at Matapédia, and through sleepers are carried to both terminals. With both the *Scotian* and the *Chaleur* following the Intercolonial route via Campbellton, the *Ocean* now uses the NTR route via Edmundston, as did the *Cabot* during the summer. Significant equipment changes in this area include deletion of the Skyview cars from the *Ocean* and the use of the leased B&O dome sleepers on the *Scotian*, for superb daylight viewing of the Matapédia valley.

In the Montreal area, several trains have been withdrawn. The late evening *Rapidos*, Nos. 26 and 27, between Montreal and Quebec, and Nos. 32 and 37 between Montreal and Ottawa have followed Expo into limbo. However, the *Super Continental* now carries a coach, club car and dining car for Ottawa only. On the same route, the names *Laurier* and *Bytownner*, but not the trains, have disappeared from the timetables.

By virtue of the need for standardization of equipment on the Montreal - Quebec route, southern Ontario inherits the *Champlain* train (ex-Reading *Crusader*), but not the name, which has been carefully buffed off. Perhaps as a taste of the soon-to-come southwestern Ontario trainsets, it runs on trains 151/150, the *Huron*, between Toronto and Sarnia.

The morning *Rapidos* now boast a later (1100) departure for better connections at

their destinations, Toronto and Montreal, and no longer operate on Sundays. However, an extra evening *Rapido* on Fridays, Sundays and holiday periods should help to accommodate weekend travel. An oddity in this timetable is a Brampton - Windsor train, Nos. 219 and 220, which in reality consists of a coach on an express-freight train that operates in and out of Toronto Yard, rather than Union Station. And would you believe an RDC on the unadvertised, one-way-only Markham commuter??

Across the border, GTW continues to Thrice-weekly trains 194/195 between Capreol and Foleyet have been cancelled in favour of a few more local stops for the *Panorama*, which no longer can be considered a transcontinental train. Now running as two completely separate trains Toronto/Montreal to Winnipeg, and Winnipeg to Vancouver, *Panorama* offers the transcontinental passenger a five- to eight-hour stopover at Winnipeg and a change of car to boot. However, the popular *Super Continental* remains available to the through passenger, and inter-city passengers both east and west of Winnipeg will find the *Panorama's* new timings much more convenient. (This innovation recalls the statement made some months ago by CN's Passenger vice president, J. H. Richer, to the effect that future success for passenger travel on the transcontinental route could well lie in providing a series of convenient inter-city trains rather than a single continuous run whose intermediate timings tended by their inconvenience to discourage the inter-city western traveller.) Full-length 'Sceneramic' domes are now carried on the *Panorama* for the entire Winnipeg - Vancouver journey, passing through the Rockies in daylight.

In western Canada, the daily Regina - Saskatoon RDC's 683/684 have been dropped, and the former 685 renumbered to 683. Northern Alberta's Edmonton to Waterways mixed now runs only twice weekly, and requires an overnight layover at Lac La Biche in both directions.

encourage passengers with "Red, White and Blue" fares and a new five hour and 40 minute evening train between Detroit and Chicago.

However, the overnight locals between Detroit/Port Huron and Durand and Chicago have been dropped, leaving the *International* as GTW's only overnight service to the Windy City.

Toronto - North Bay RDC's 675/674 no longer appear on the trainsheets, with their long-haul passengers riding the *Northland*.

Trains 83 and 84 on this run now use the Budds, and have been renumbered 673/676.

Canadian Pacific

On Canadian Pacific, several changes revolve around the demise of the *Expo Limited*.

The tri-weekly Sudbury - White River RDC is back, and the Sudbury - Soo RDC now connects with the *Canadian* at Sudbury, necessitating a nocturnal Budd ride in place of a comfortable sleeper for passengers destined for Sault Ste. Marie. At the same time, the *Canadian's* schedule has been lengthened by up to 35 minutes overall.

CP's Montreal - Quebec City services are somewhat rearranged, with the *Frontenac* and *Viger* names being associated with different train numbers but on much the same schedules. Between Montreal and Ottawa, No. 232 now runs daily, compensating for the loss of the former Sunday-only No. 236. The NYC-locomotive-towing the-RDC move through the Windsor-Detroit tunnel has been discontinued and CP's Toronto to western Ontario RDC's now terminate at Windsor; No. 337 now departs Toronto two hours earlier than before.

In all, CP's folder lists just 12 locomotive-hauled train and 57 RDC runs in winter service.

Photo: Grand Trunk units whip through the empty acreage of Mimico Yard with train 150, the *Huron*, newly-equipped with the train-set of the former *Champlain*.

Photo by J. A. Brown.

[0261-009.jpg](#)

The O. E. R. H. A. Story

J. M. Mills

Photo: M&SC 107, Mackayville, Quebec, May 1,

1955. Photo by Bill Hood. [0261-010.jpg](#)

Since its founding late in 1953, the Ontario Electric Railway Historical Association has progressed, slowly at first but lately with increasing speed, towards its goal of creating Canada's first operating electric railway museum, to be known as the Halton County Radial Railway. The original idea of the founders was a small museum involving not more than a half dozen cars and half a mile of track. The first organization was informal, and our methods primitive, but almost the only money available was provided by the small interested group itself. A $3\frac{3}{4}$ acre block of land was purchased in 1954 and two Toronto cars delivered; a further car arrived in 1956, and there expansion largely stopped until 1959-60.

The year 1959 marked the end of the last Canadian interurban passenger service and also the end of regular use of steam locomotives on the railways. In retrospect it seems that the time and energy previously spent in several years of "last-chance" railway chasing, now became available to an increasing extent for museum purposes, and the effect was soon apparent. An influx of younger members with ambitious ideas quickly outgrew the informal structure of the museum, and the Association was therefore completely reorganized. The newer members have largely assumed managerial responsibilities in the new organization, but there has never been any change in the basic philosophy which has always been to create the highest-quality museum-railway possible, within the bounds

7. All necessary overhead line materials (including about $\frac{3}{4}$ mile of catenary) purchased;
8. Columbia car hoist and several sundry woodworking machines acquired for future car repair shop;
9. Stores Building constructed and immediately filled to suffocation with massive stock of spare parts obtained from TTC, Oshawa Railway, and elsewhere;
10. Five cars, large and small, converted

of available resources. We also hope to show not only what was done but also how it was best done. This policy has had the practical effect of making for apparently slower construction of the railway itself than might otherwise have been the case, and the Association Directors have at times been criticized for this by comparisons with other similar museums. As an example of this policy in practice, one might note the fact that we have on hand a considerable quantity of 60-lb. rail which is not being used in the main line, where we have standardized on 85-lb. rail; also our substation which, although costly, is designed and built to professional standards and represents the best practice for non-electronic installations.

Nevertheless, a list of accomplishments since reorganization in 1961 is quite impressive:

1. Land available increased from $3\frac{3}{4}$ to 27 acres;
2. Rail vehicles increased from three to ten, plus five assorted section cars;
3. Carhouse tripled in size, aluminum roofed and mostly closed in;
4. Permanent track increased from none to 450 feet in carhouse and yard (60-lb.) plus 1900 feet main line (85-lb.);
5. Concrete-block substation, 16 x 30 x 18 feet high, on poured concrete foundation, constructed;
6. 500-kw. motor-generator set purchased, overhauled and installed;
7. standard to TTC gauge;
11. Two highway trucks acquired and overhauled, plus a third for spare parts;
12. Heavy body overhauls began on 1326 and 55, plus mechanical overhauls to M-6 and motor trucks;
13. Association incorporated as non-profit educational enterprise and donations approved as charitable deductions for income-tax purposes.

From this will be seen how the museum's

horizons have widened since its modest beginnings.

Photo: The carhouse extension was still under construction when this photo of the yard trackage was taken. Cars visible are W-25, 2890 and 2424 on the left track, and M-4 and 55 on the right. Note the stub switch. Neil McCarten. [0261-011.jpg](#)

Photo: This was the stage of substation construction in 1965. Blocklaying and concrete finishing are the only it for which professional labour is used. The building is now complete and the motor-generator set installed. Photo by Neil McCarten. [0261-012.jpg](#)

In all this development we have been greatly helped by many large Canadian organizations, to whom we have no doubt appeared as extreme (but, we hope, pleasant) lunatics. Because of their generosity and indulgence over the years, our equity in the Rockwood site is greatly in excess of the actual cash investment.

Finances have always been a problem, and more could have been done in recent years if the money had been available, or even reasonably in prospect. Money is always mentally spent before it is received, and trips to the bank for loans have been necessary in recent years. This extreme action has been taken only because of our faith in eventual public support when electric operations begin. A small loan was also offered by the UCRS and gladly accepted.

Our land extends through from the 4th to the 3rd Concession of Nassagawega Township, and the line will eventually run from road to road. Large loops at each end will reduce the central single-track section to little over half a mile while increasing track mileage to about one and one-third. The centre of public passenger operation will be at the west (3rd line) end, separate from the carhouse which is at the original 4th line end of the property. We anticipate that eventually it will be practical to run three cars over the completed line on about a 10-minute headway or less, should frequency prove necessary. Pole-setting for the overhead is the project for the last quarter of 1967.

At the present time the Association has in its possession, all the materials necessary to begin electric operation over about ¹/₃ mile of track, and we lack only labour and money to complete this distance. Should this become available, double-end operation with Car 55 could begin late in 1968.

Photo: Heave ho! Ballasting the carhouse switch. The flat car was fabricated by OERHA while the gasoline-powered line truck in the background came from the Lake Erie & Northern; it's basically a remotored 1934 Ford truck.

Photo by Neil McCarten. [0261-013.jpg](#)

O.E.R.H.A. EQUIPMENT ROSTER

ROAD

NO. DESCRIPTION

1326 DT wood passenger

BUILDER & DATE ACQUIRED

Toronto Railway 1910 1954 from TTC

55	ST wood passenger	Preston 1915	1954 from TTC (ex 2210)
107	DT wood interurban combine gauge)	Ottawa Car 1912	1956 from M&SC (standard
2424	Large Witt	Canada Car 1921	1962 from Western Iron & Metal Company (ex TTC)
W-25	ST grinder	Toronto Railway 1913	1962 from TTC (ex passenger)
M-4	ST bonder	Electric Railway Improvement Company Cleveland 1915	1962 from LE&N
M-6	Gas line truck	Ford ca. 1934	1963 from LE&N (flanged wheels)
2890	Small Witt	Ottawa Car 1923	1963 from TTC
45	DT line car	NS&T 1925	1965 from Oshawa Railway
C-1	Crane car	Toronto Railway 1907	1967 from TTC
W-1	ST flat car	OERHA 1962	light section car
W-2	ST flat car	OERHA 1965	heavy steel car for carrying rail
W-3	pump section car	unknown	1965 from CN
M-5	Trackmobile	Whiting unknown	1967 from Canadian Westinghouse
M-7	Rail Motor	Fairmount unknown	1967 from Canada Southern Division, NYC
1	½-ton pickup	Ford 1953	1964, rebuilt.
2	2-ton truck	Ford ca. 1953	1965. from North York Hydro, new body.

The Association is entirely a historical organization and does not concern itself with present-day events in the transportation industry. Excursion operation has been undertaken in a small way as one means of raising money, and the most successful and enjoyable have proven to be all-inclusive chartered bus trips to other cities such as Philadelphia and Pittsburgh. The Association also operates catering services on steam railway excursions as a further source of revenue. Membership has grown to over 100, of whom a surprising number live in distant cities whose only regular contact with the museum is through the quarterly leaflet "The Radial Report."

Class A-8 PCC's, 4537 and 4539 were transferred to Russell on October 20th in exchange for 4300 and 4302. unused rails on Church and Bay Streets above the CARLTON route have been paved over. the opening date for the BLOOR-DANFORTH subway extensions has been postponed until April, 1968, due to delays in construction resulting from various 1967 construction strikes. painting of air cars' exteriors has once again been

The museum site is easily reached from Exit 38 of Highway 401 west of Toronto; the substation will be seen on the right behind some small trees seven miles north on the Campbellville Road (3rd Line). No other signs of museum activity are yet visible here; the centre of operations at present is on the 4th. Line a mile east. All UCRS members will be welcome to visit the museum on any weekend when OERHA members are present. Bring your work clothes and your "hard hat".

Further information may be obtained from the Association at Box 121, Scarborough, Ontario.

TRACTION TOPICS

Edited by John P. Bromley

suspended. overhead for the new JUNCTION trolley bus route has been strung along Dundas north of Dundas West, although most has not been attached to the hangers. Some overhead for the ANNETTE trolley bus has been installed at Jane Station. since inauguration of MU service on QUEEN, almost all base service on KINGSTON ROAD has been operated by A-10 class ex-Cincinnati cars, with an occasional all-electric, usually a "Roncesvalles" car.

Air cars are once again in base service on CARLTON as well, and KING and DUNDAS have several during peak hours. The latter has required a new window card to be made up for Broadview and Dundas West Stations and air cars on these routes carry a "Subway" destination sign. A revised assignment list will be forthcoming next month. Car 4595 has become the first "boomer" PCC in Toronto to be scrapped. The car was severely damaged in an accident last summer. Cars 5496 and 5497 have been stripped of their experimental paint scheme and are back in service, with gold numbers instead of red.

A further set of two H-1 cars have been shopped for a second experimental scheme — watch for strange (for Toronto) colours to be applied. Car RT-3 has been somewhat rebuilt to perform as a "Wall-washing" car. the first of the TTC's Japanese-built subway service cars are due to be delivered shortly, and the two re-bodied trolley buses may also arrive, before Christmas. car shipments to Egypt have again ceased, with the future of the balance in doubt. One rumour has forty cars returning to service for the winter, but this is highly illogical.

An additional 35 air cars will become surplus next April. rumours of the arrival of an articulated car in Boston in September are totally false and should be ignored. The MBTA, due to car shortages and the postponement of the WATERTOWN abandonment, reduced all three-car trains to two cars, which naturally resulted in immediate overcrowding. Some of the TTC's stored air cars are in better shape than many MBTA PCC cars. Philadelphia Suburban is experimenting with a "Rail bus" with retractable steel wheels on the high speed Norristown service. El Paso PCC cars returned to the Mexico loop service in early October, refurbished and good for several more years of dependable service. These ex-San Diego cars are now thirty-one years old. Subway construction in San Francisco is now proceeding under Market Street. The Municipal Railway's surface lines (J, K, L,

M, N) continue to operate, oblivious to it all. all 100 of the ex-Washington cars sold in recent years to Barcelona, Spain are now in service there, and most are looking very dilapidated already. the second "rubber" subway in North America is now under construction in Mexico City, aided by loans from the French. The planned equipment will be very similar to Montreal's cars, including the width dimension. northbound YONGE subway trains were diverted via the "ready track" (Number 3) at Davisville on October 28th - 29th due to a broken water main under the northbound track near the CN overpass.

.... in the early days of m-u service on QUEEN several cars not equipped for the service were scheduled regularly on the line, adding a few gray hairs to the heads of harried inspectors.

This practice has now ceased, the exceptions being weekends, when car type doesn't matter, and the mid-day race track trippers, usually air cars. car 5080, damaged by fire when someone threw an iron bar beneath it south of St. Clair Station, has had fluorescent lighting installed as part of its rebuilding. night deadhead runs to Greenwood yard now operate directly into the yard on their eastbound journey instead of proceeding to Woodbine first, allowing RT-4 to leave the yard somewhat earlier. a large number of KINGSTON ROAD cars from both services have been routed to Neville during October to fill gaps on QUEEN. at least two m-u trains were

operated on King Street during October. One set was spotted eastbound at Parliament on October 20th, signed 'Connaught-KINGSTON ROAD' while the second on October 31st, consisting of 4460-4669, was a diverted QUEEN set rerouted due to an accident on Queen Street.

The train ran via Church, Richmond, Victoria and Queen without difficulty, although further diverted cars were uncoupled first. the longest m-u train ever seen in Toronto occurred in mid-October. Cars 4430 and 4422, in train, both broke down near Humber, and were pushed by a train consisting of 4410 and 4447 to Hillside Wye on the LONG BRANCH line,

thus technically creating a four-car train.

Cars 4410-4447 then proceeded, in train but out of service, to 18th Street (Kipling) and returned to Humber, where it is suspected 4447 was towed through the non-m-u switch. Car 4430 was repaired at Hillside and towed 4422 back to Roncesvalles. LONG BRANCH

assignments lately have included several air cars and a few class A12 (4675) types as well, as Russell and Roncesvalles equipment is somewhat jumbled. J.H.B., J.F.B., D.H., J.W.H., R.D.M., S.M., D.T., T.W.

Photo: A train of ex-Cleveland PCC's nears Parkside Drive westbound on the Queensway private-right-of-way. The lead car's destination sign has already been changed for the eastbound trip from Humber Loop. Photo courtesy of Ted Wickson. [0261-014.jpg](#)