



# UPPER CANADA RAILWAY SOCIETY

Number 190

## Newsletter

November, 1961.

FORM E. L. 31

GRAND RIVER RAILWAY  
LAKE ERIE & NORTHERN RAILWAY

SERIAL No 23657

TRAIN ORDER No. 6

TO C & M TRAIN No. *Motor* CAR No. 337 P.M.

AT *Simcoe*

*Motor 337 run passengers  
extra Simcoe to Galt  
Meet Extra 226 south  
at Glen Morris Rjm*

THIS ORDER MUST NOT BE DETACHED

CONDUCTOR *Subs* TIME 2:37 P.M.

MOTORMAN *Long*

Conductors Must Read Their Orders to Their Brekeman

## Last of the CP ELECTRICS

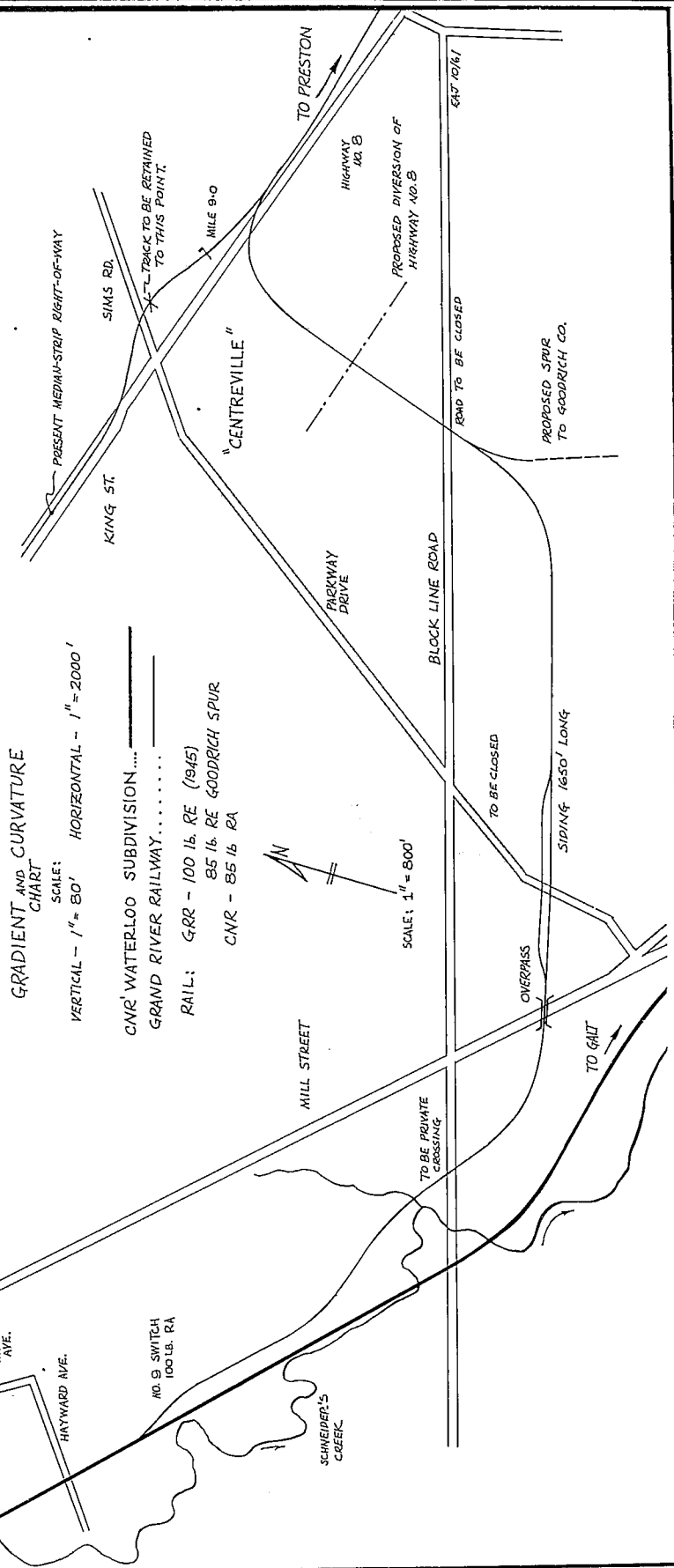
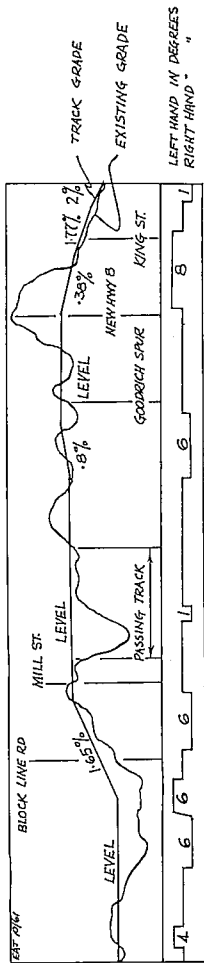
That our excursion of September 30th over the Grand River - Lake Erie & Northern Railways was a ceremonial last trip behind electric power was coincidental. We had been unofficially advised that the overhead power would be turned off on that day, but were hoping, as always, that this would be only another rumour. As the passage of time has sealed events, our train was the last electric operation, south of Brantford, took part in the last meet of two electrically powered trains and was the last electric passenger train ever on the CP electric lines.

The 134 passengers who availed themselves of the four coaches, buffet-baggage and express car in the consist enjoyed perfect weather to aid them in their photography. From Toronto to Galt and return the train was powered (rather inadequately) by an MLW 1600hp cab unit. At Galt, after detrainning a rather startled passenger who thought he was on CP 21, motors 228 (GRR) and 337 (LE&N) were coupled on and proceeded to pull the train backwards to the Preston shops. Here everyone detrained to photograph all the motors stored on the trackage outside the shop, as well as service vehicles M1766 and M6, which the crews obligingly wheeled out of the shed for our benefit. While the excursionists inspected the array of equipment, the motors ran around their cars and made ready for the southbound trip.

Photos secured, we headed south through Preston and Galt to our first runpast site near Glen Morris. This procedure was repeated at Blue Lakes, south of the old Grand Trunk underpass. We stopped briefly to register at Brantford, where GRR 222, the newest of the motors, was stored, then rolled on to the next two photo stops near Oakland. At Waterford, we enjoyed the "pièce de résistance" of the day. At that place, the tracks of the Lake Erie and Northern span Waterford Pond, the TH&B interchange and the four track line of the Michigan Central on an immense deck girder and through truss bridge. The crew arranged everything perfectly, allowing us time to scramble down the embankment to the lower level tracks: then proceeding across the bridge, after a warning blast on the melodious air horn. "Worth the whole day's trip" was a comment heard after the runpast in this grand setting.

Though we had planned to go only as far as Bunker Hill, a mile north of Waterford, the siding there had just been removed, and it was necessary to go on to Simcoe in order to reverse the train for the return run northward. Thus we were quite late leaving Simcoe and still late when we arrived back in Galt after a brisk non-stop run. The Diesel that had been assigned to our special awaited our return to Galt, and once more took over, puny as before, dropping still more time, to put us into the Union Station about 50 minutes late. However, no one seemed to mind, having thoroughly enjoyed the outing -

# GRAND RIVER RAILWAY - KITCHENER DIVERSION

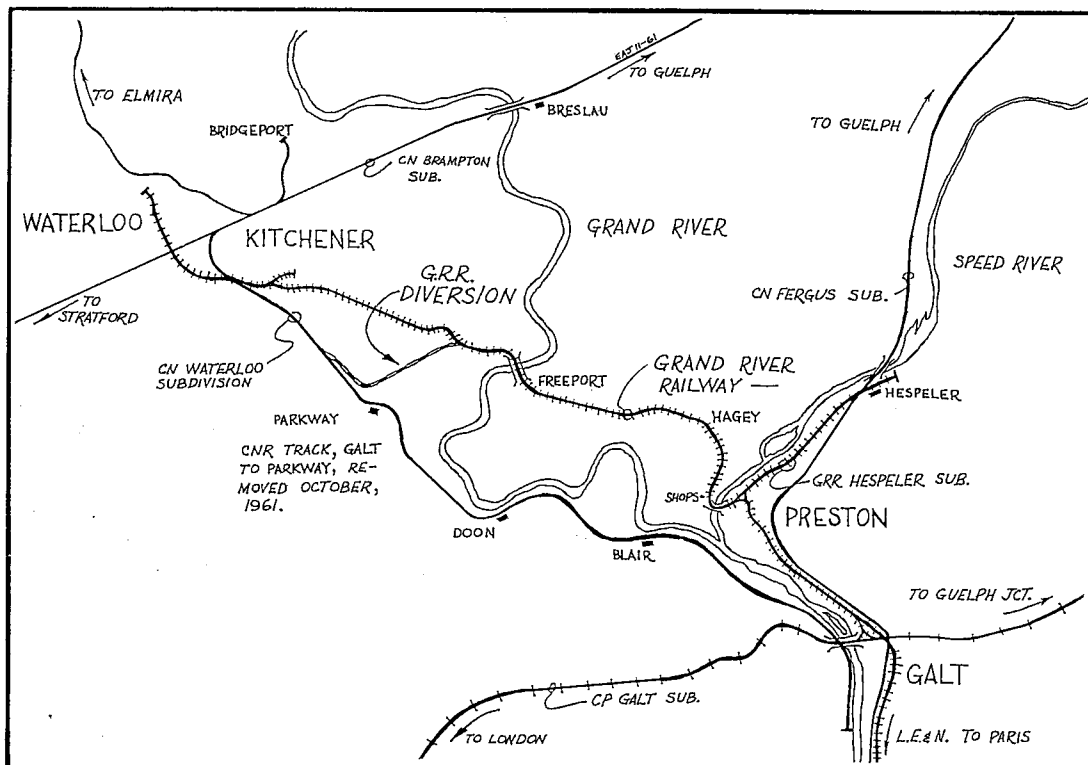


our last, as it turned out, over the CP electric lines.

It seems strange, on reflection, that the railways of Europe are pushing their plans for electrification towards totality, while a few North American fans payed their last respects at the abandonment of electric operation on the local scene.

We must thank Mr. Alex Hanney, General Superintendent, and Mr. A. H. MacLeod, Passenger and Freight Agent of the GRR-LE&N for their efforts in making the excursion a success.

## GRR Kitchener Diversion



This diversion, a permanent change in the GRR's Kitchener trackage, is located in the south end of that fast-growing city. The purpose of the relocation appears to be twofold. First, it removes the tracks from the median strip of King Street (Highway #8) with its many grade crossings, and secondly, it cuts across new territory suitable for industrial development. The newly-laid track, as the map shows, connects the Grand River tracks at Centreville with the CNR Waterloo Subdivision north of Parkway. At Kitchener, another connection is made with the CNR, this time about a quarter mile south of the Grand River station at Queen Street. The switch here will be a spring switch normally lined for CN movements. Because of this operation over the CN line, which extends from Elmira to Galt, GRR train crews must have knowledge of CN operating rules. The new route for the Grand River Railway consists of 1.69 miles of CN track and 2.58 miles of new construction, but it lengthens the route from Galt to Kitchener by only .82 miles. A total of 1.98 miles of track, from Sims Road in Centreville to Ottawa Street, Kitchener, will be abandoned.

For those wishing to bring their LE&N-GRR motive power rosters up to date (and write finis to an interesting record) the following is a listing of all the electric locomotives, and shows where and when they made their last runs. It is interesting to note that many of the freights were operated with sufficient regularity to be assigned run numbers, in the fashion of a tram line.

Eng.	Train	Between	Date	Run
222	LE&N 62-63	Brantford-Simcoe & ret	Sept. 29/61	5
224	Preston Yd	Preston-Hespeler-Galt	Sept. 14/61	4
226	Extra N & S	Galt-Brantford-Kitchener & ret	Sept. 30/61	9
228	Extra N & S	Galt-Waterloo & ret ( with 337 )	Oct. 1/61	8
230	Preston Yd	Preston-Hespeler-Galt	Sept. 27/61	4
232	Extra North	Brantford-Preston	Aug. 18/61	9
234	Preston Yd	Preston-Hespeler-Galt	Dec. 18/59	4
333	LE&N 64	Galt-Brantford & ret	Sept. 8/61	9
335	Preston Yd	Preston-Hespeler-Galt	Sept. 21/61	4
337	Extra N & S	Galt-Waterloo & ret (with 228)	Oct. 1/61	8





On the trestle at Waterford, with 228 leading.  
The interchange track mentioned in the text  
shows in the foreground.



## U.C.R.S. *Excursion* SEPT. 30

Photos by J Brown

The run-past at Blue Lakes, Sept. 30, 1961

# 6167

## *Does it again*



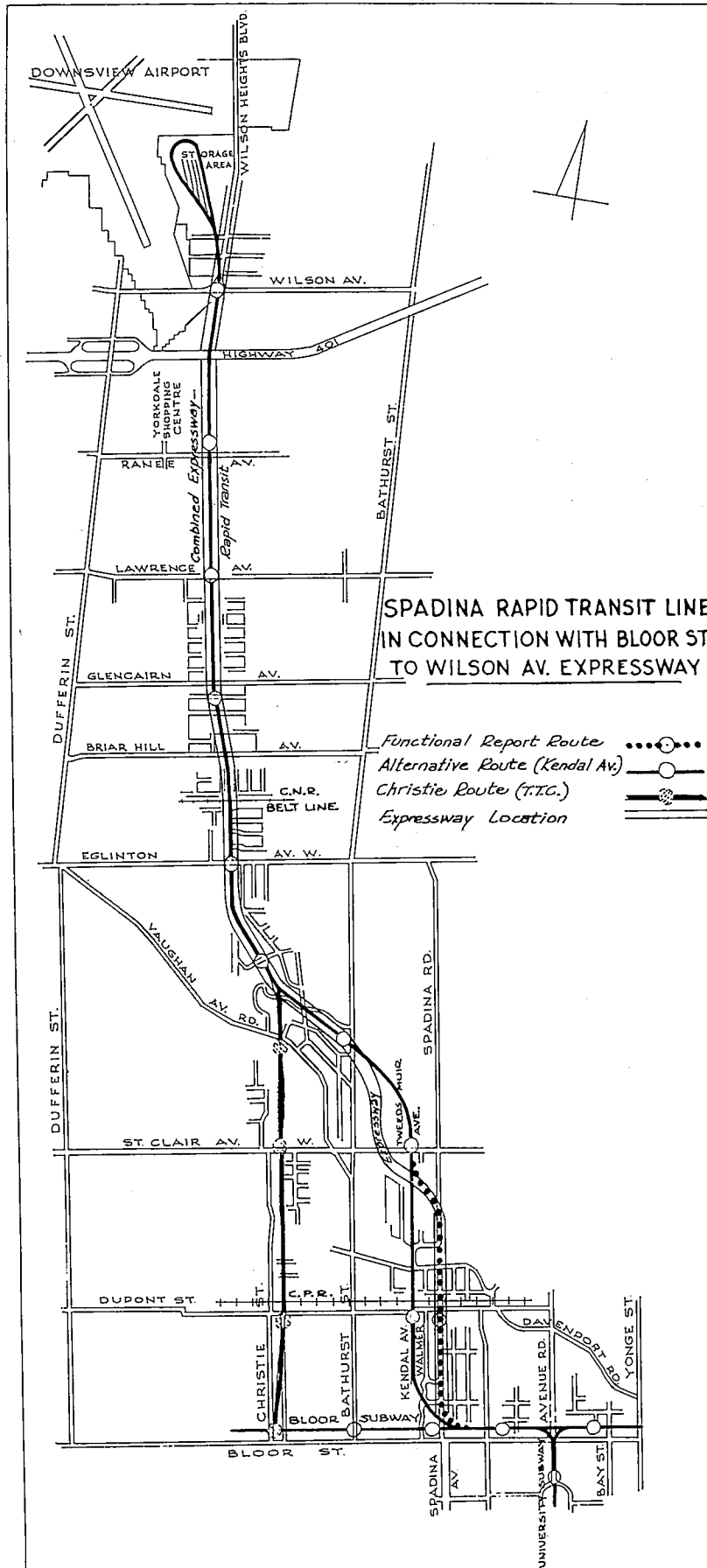
6167 at Washago, Ontario, October 1st.

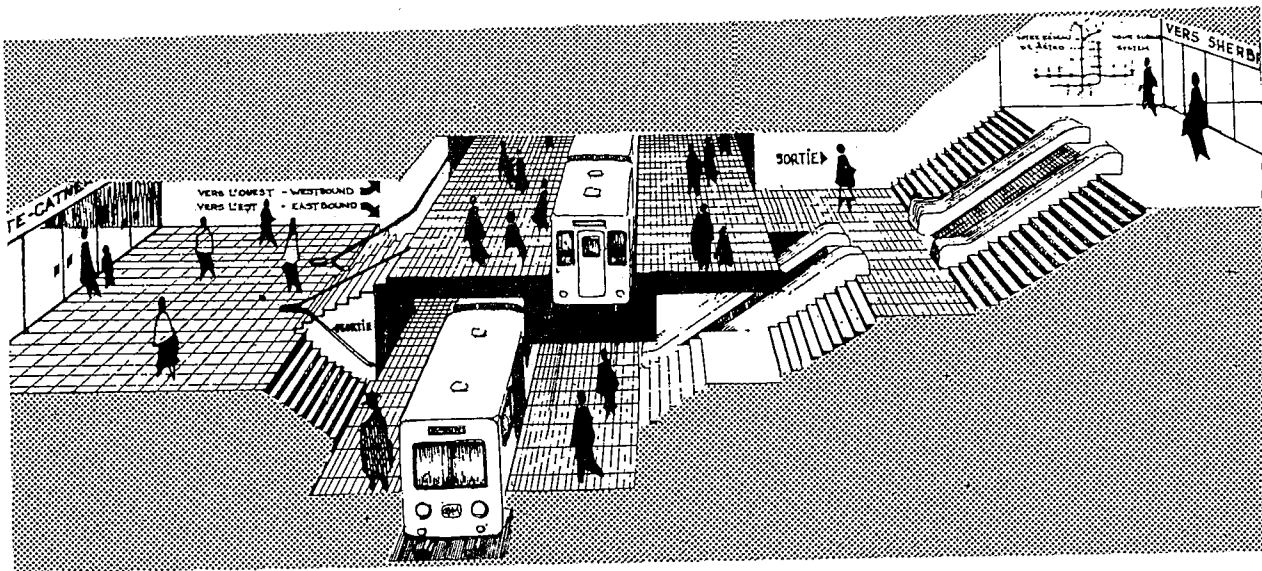
(J. Brown)

Once again the magnetic appeal of the steam locomotive manifested itself and lured 421 adults and 67 children aboard the Society's last excursion train for 1961, this time headed for Gravenhurst. Even before the train was ready in the station, the concourse of Union Station was swarming with excursionists, nearly all of them "armed" with at least one camera ready for the day's shooting. Close on 8.45 a.m., EDT, 6167 gently moved the train, comprising an express car, 8 coaches and a diner, out of the shed, and we were soon blasting our way around the winding rails of the Bala Sub in the Don Valley, under scudding clouds and a chilling rain. Soon we were out of the valley and rushing northward through Richmond Hill and Zephyr to the first water stop at Beaverton. Because of the many grade crossings in the town, the engine had to be cut off the train and ran light about 400 yards to where the local fire department had rigged their hoses to slake the thirst of the huge tender. A full half-hour later we were headed for Washago, and Engineer Lorne Ball was doing some fine running with 6167, considering the terrain traversed. The train was re-arranged there, and pulled backwards to Gravenhurst, leaving only the turning and servicing of the locomotive to be performed at that town. The mayor and members of the local Chamber of Commerce were on hand to extend the hospitality of the town, and to pass out attractive wooden maple leaf pins to the excursionists. Soon the crowd dispersed - most of us finding our way to the restaurants but the true devotees trailing 6167 down the track to the yard to watch the proceedings as coal and water were "laid on" and to snap yet another (hundred) pictures of this, the last of the giants. Ten-wheeler 1521 was stored in the drab engine house, having been bought by the energetic new owner of the local newspaper, "The Banner". Andrew Maclean hopes to display it in front of his publishing house on Highway 11 in Gravenhurst.

At 2.15, after much whistle tooting by the many town children who had inspected the cab, we headed south, the sun now finding more and more openings in the scattering clouds. The first run-past was at Jevins, a scant two miles south of Gravenhurst, in a jagged outcropping of rock which is typical of the terrain in Muskoka. Other photo stops were at Kahshe and Washago. Oro and Shanty Bay also were fine settings for high-speed runs, and the engine demonstrated its ability to handle its 900-ton train with gusto. While the train was once more watered at Allandale, the throng descended on the "dead line" of dozens of steamers waiting out their last days before meeting the torch at London. It was here that the ancient hose used to replenish the tender supply burst with great force, drenching two of our guests. After all this excitement, the special pulled slowly down to the yard to pick up those who had been looking over the rows of northerns and mikes, and we sped on down the Newmarket Sub for a meet with the northbound Super Continental at Elia. By 8.00 p.m. we were back at Union Station; the sights and sounds of the steam locomotive once more preserved on miles of tape and film.

With this trip, the 1961 season of excursions drew to a close. In all, more than 1500 passengers were carried 712 miles behind steam. What 1962 will hold for us as excursion fare is as yet unpredictable, but we have hopes.





Typical Subway Station for the proposed Montreal System

The entire system will have 34 stations and will be underground except for portions on the CN right-of-way. The St. Denis line (Line "A") under Berri St. will be tunnelled deep in rock without disturbing surface traffic. By contrast, the St. Catherine Line (Line "B"), under Burnside, will be a shallow system, partly cut-and-cover.

Certain parts of the system will be available for use prior to completion of the whole, and will be put into operation as soon as possible. The rubber-tired cars to be used will be considerably shorter and narrower (8' 4") than those of the Toronto Rapid Transit, and will be used in trains of from three to nine cars. It is announced that the varying train lengths will provide a considerable degree of flexibility; however, the decision to use two different basic systems (rail and concrete track) immediately places great restrictions on the flexibility of the total system in a larger sense. Rush-hour headway on lines "A" and "B" will be two minutes and fifteen seconds, and a total of 252 cars will be purchased to stock this operation.

