

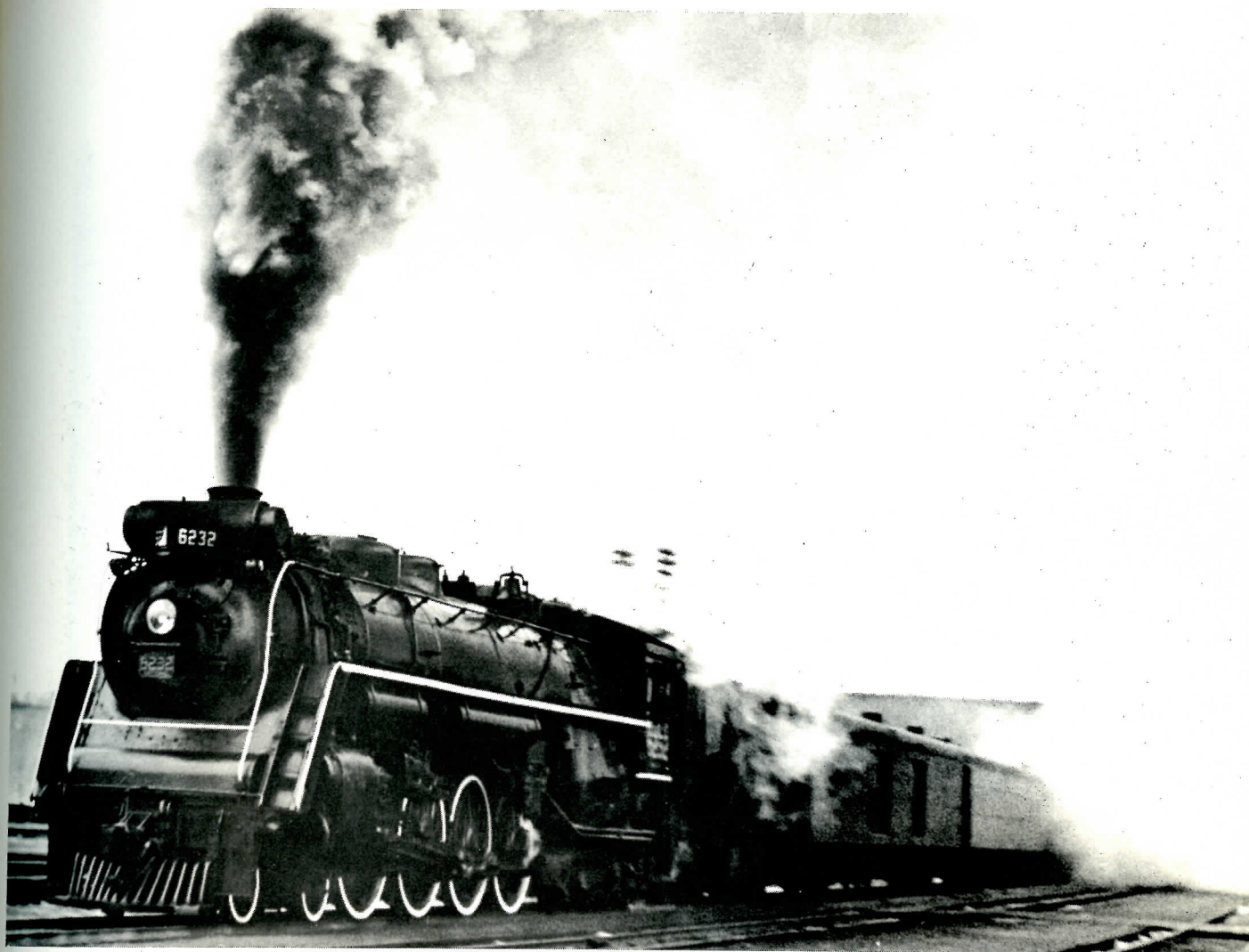


# Newsletter

INCORPORATED 1952

NUMBER 207

APRIL 1963



On April 2nd, thirty years ago, the first trains to operate under the new pool agreement between the Canadian National and the Canadian Pacific, trains 15 and 6, left Montreal and Toronto, respectively, for the 335-mile run to the other city. This photo shows how no. 6 looked one Sunday in March, 1956 as it hurried through Danforth behind Northern 6232.

(Photo by E.A. Jordan)

**UPPER CANADA RAILWAY SOCIETY**  
BOX 122    TERMINAL "A"    TORONTO, ONTARIO

# A Secret



It must be told: the most well-guarded secret ever known in railfan circles. Photos cannot lie, and the photo above documents the secret known only to a select few.

Twenty years ago, when diesels were first being introduced to Ontario, the locomotive foreman at Palmerston, Ontario found himself desperately short of motive power, just as that centre is now short of caboose (see Newsletter 205, page 20). His cries of help to the powers at 935 Lagauchetiere Street produced no results. So, being a man of action, he looked farther afield. The result is shown in the photograph above. British Railways engine 60032, named "CHARD", is seen racing along the C.N.'s Owen Sound Subdivision with a mixed train. Some experts on B.R. motive power may say that this is not the correct name for the engine, but, unknown to many, the name was changed on arrival. While in the hold of the ship carrying it to Owen Sound, the engine was damaged by a fire in the narrow confines of the ship. On seeing his prize for the first time, the loco foreman remarked "Rather charred, isn't it?", and the name was quickly applied to the engine.

For months the engine rambled over the branch line network that radiates from Palmerston, with local citizens paying it little heed, thinking it to be nothing different to a M.L.W. hood unit, smoke and all. And only two railfans were ever able to combine their talents to produce photos from just the right angles to bring to the great unbelieving multitude this rare view.

(Photo by J. Brown and J. Walder, April 1st, 1963)

# The Accident Report.

## CANADIAN NATURAL RAILWAY

Memorandum To Superintendent Flanigan

Hit cow. Mile 115  
Engine o.k.  
Cow dead.

Eng. Murphy

## CANADIAN NATURAL RAILWAY

Memorandum To Engineer Murphy

Your report as to the demise of the bovine creature is to hand. You are hereby advised that a further report is to be submitted as per the example on Circular BFS/15-16789. Please forward promptly.

M.F.  
Superintendent  
Flanigan.

## CANADIAN NATURAL RAILWAY

Memorandum To Superintendent Flanigan

No more to say.  
Engine still o.k.  
Cow still dead.

M. Murphy

## CANADIAN NATURAL RAILWAY

Memorandum To Engineer Murphy

Your unsatisfactory report is to hand. Your attention is again drawn to Circular BFS/15-16789, which sets out the following questionnaire:

- 1) What was the boiler pressure at the time of the accident?
- 2) Was sanding gear working?
- 3) Was throttle fully open?
- 4) What was the position of the cut-off lever?
- 5) Was brake applied?
- 6) What was the nature of weather and direction of wind?
- 7) What was the name of fireman and brakeman?
- 8) What was the nature of the injury to the creature?
- 9) Give description of the creature: age, sex, type, markings, etc.
- 10) What is your assesment of damages claimable by this office?

Advise immediately of these particulars.

M.F.  
Superintendent  
Flanigan.

# CANADIAN NATURAL RAILWAY

Memorandum To Superintendent Flanigan

No steam. Yes. No. none.  
 Yes. Cow not killed by  
 weather wind fireman or  
 brakeman. Not enough  
 left of cow to find out  
 just. Eng. Murphy

# CANADIAN NATURAL RAILWAY

Memorandum To Engineer Murphy.

Your further unsatisfactory memo is at this office. You are forthwith to explain why your locomotive was not under steam at the time of incident and also why it is not equipped with the standard cut-off lever.

For prompt and full report.

M.F.  
 Superintendent  
 Flanigan.

# CANADIAN NATURAL RAILWAY

Memorandum To Superintendent Flanigan

Running diesel engine. Needs  
 no steam. Has no cutoff  
 lever.

Eng. Murphy

# CANADIAN NATURAL RAILWAY

Memorandum To Engineer Murphy

This office still awaits with patience your full report as to how the creature was killed by your locomotive.  
 For urgent and immediate return to this office.

M.F.  
 Superintendent  
 Flanigan

# CANADIAN NATURAL RAILWAY

Memorandum To Superintendent Flanigan

Saw cow walking over line.  
 Engine swerved to left to miss  
 cow. Cow kept walking.  
 Engine hit cow.

Eng. Murphy

CANADIAN NATURAL RAILWAY

Memorandum To Engineer Murphy

You are hereby fined \$10 for insolence.  
Please advise the nature of injury to the  
creature without further delay.

*M.F.*  
Superintendent  
Flanigan.

CANADIAN NATURAL RAILWAY

Memorandum To Superintendent Flanigan

*Went to where cow killed.  
Cow is definitely dead.  
This cost me \$0 expenses.*

*Eng. Murphy*

CANADIAN NATURAL RAILWAY

Memorandum To Engineer Murphy

Herewith find special payroll no.  
L-80/247 to be signed in duplicate for  
\$10 expenses as claimed.

This correspondence is now closed.

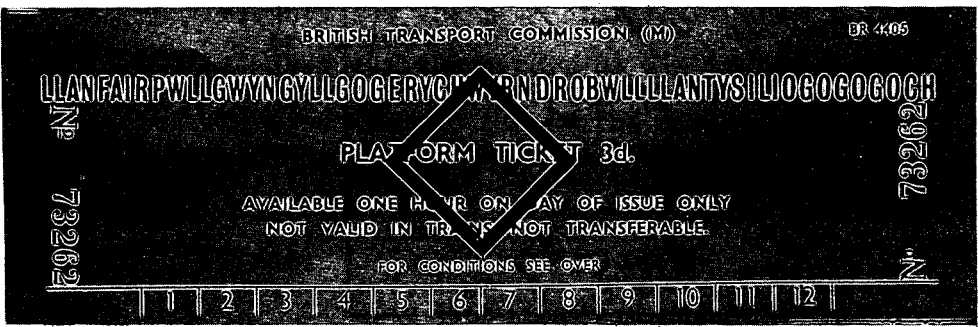
*M.F.*  
Superintendent  
Flanigan.

The above anecdote was adapted from "Yarn", a magazine published for railway enthusiasts in Auckland, New Zealand, and forwarded to us through the good graces of Jack Beatty, of Montreal.

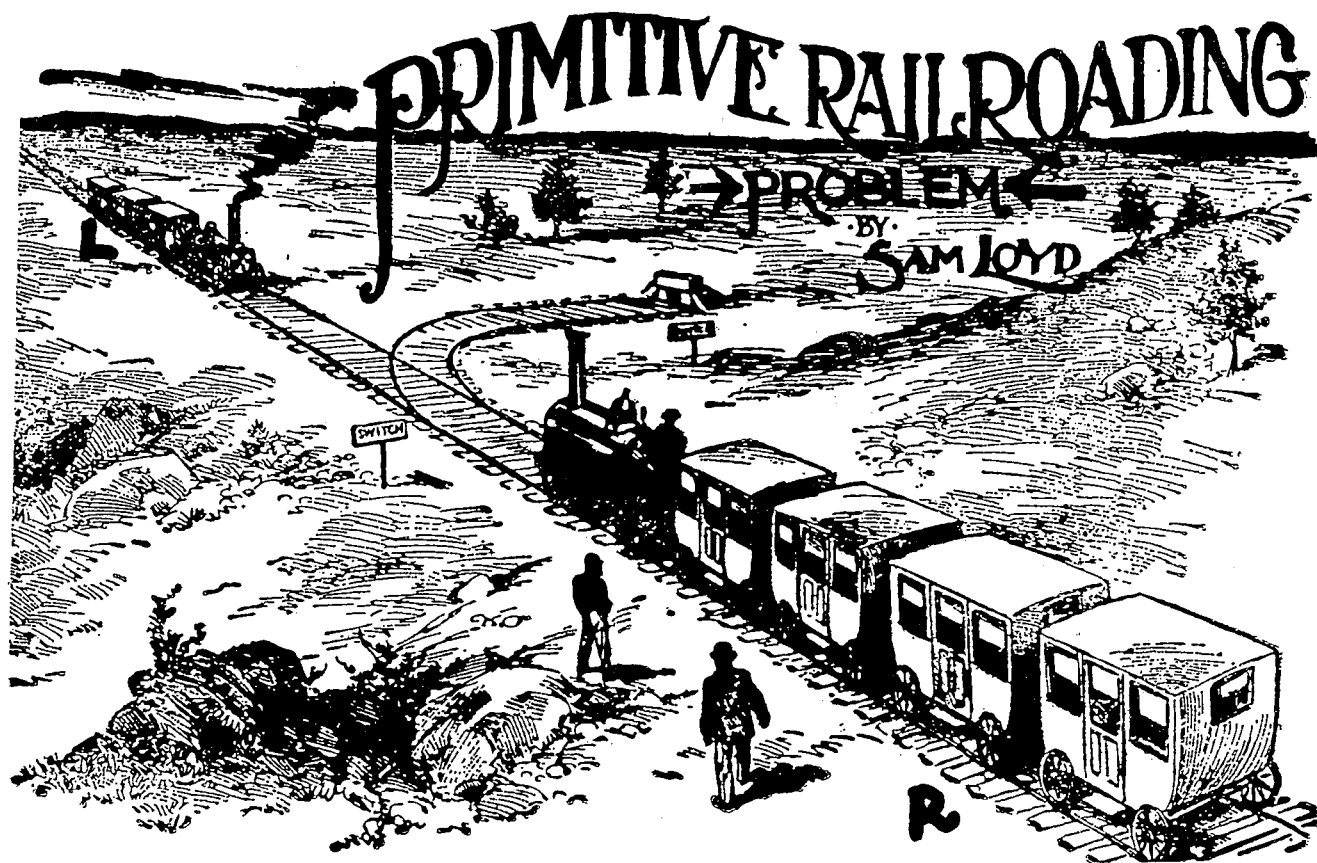
ARISE !

Railfans of the world arise! A terrible crisis has arisen! British Railways have threatened to close the station at Llanfairpwllgwyngyllgogerychwyrndrobwlllantysiliogogoch, in Wales. How can the world continue without trains that stop at Llanfairpwllgwyngyllgogerychwyrndrobwlllantysiliogogoch? What will Manchester University students do for pranks if they cannot steal the station name sign from Llanfairpwllgwyngyllgogerychwyrndrobwlllantysiliogogoch and erect it on the facade of their home-town station? The closing of Llanfairpwllgwyngyllgogerychwyrndrobwlllantysiliogogoch is a sacrilege smacking of militant beaurocracy of a type up with which we must not put!

Besides, what will they do with the millions of these 3d. platform tickets that they printed just last year?







The engine on the left, with three cars, is meeting the engine on the right, with its four-car train. The siding is only large enough to hold either one engine or one car, but not both. Unfortunately, the engines have no couplers on their front buffer beams and if they tried to push a coach, it would be wrecked.

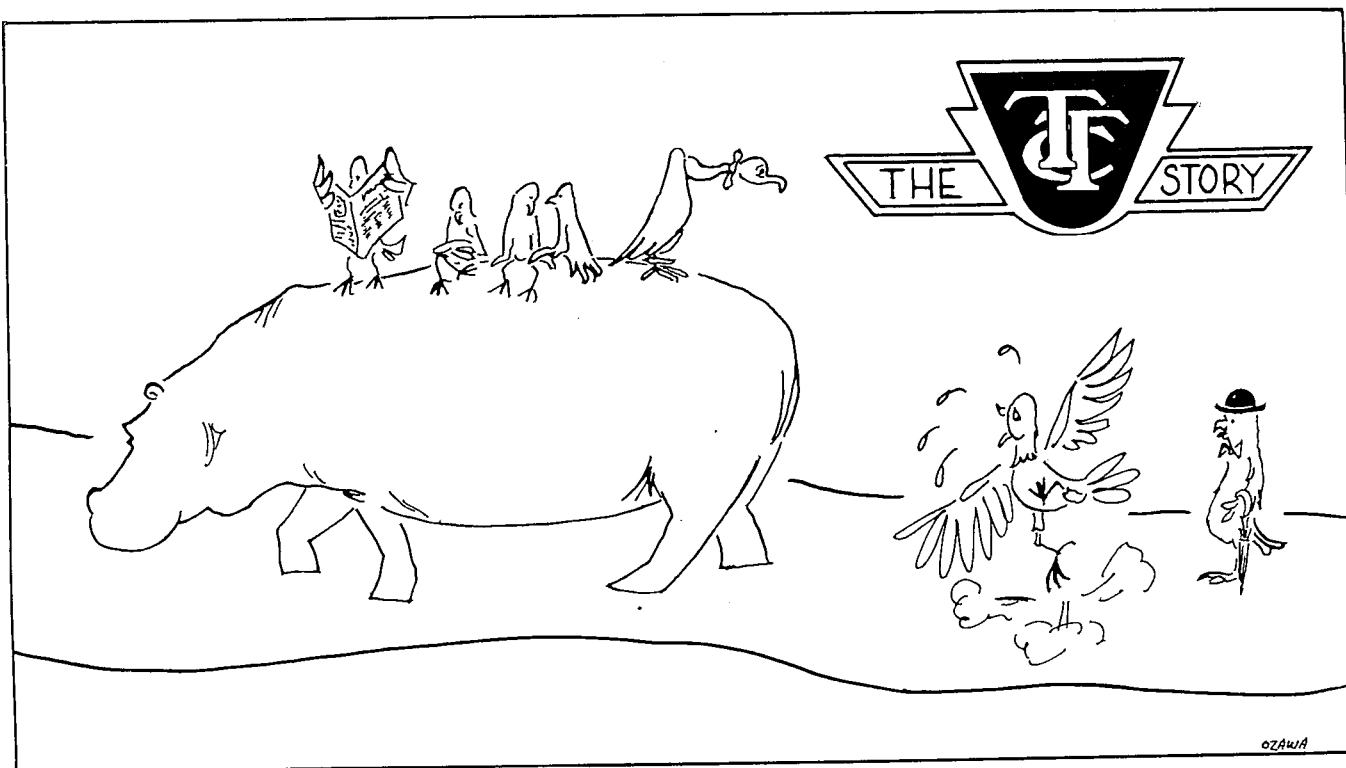
In how few moves can you have the two trains pass, each leaving with the same coaches and in the same order as when they first met? In deference to the passengers, no flying switches may be used. If you can complete this manoeuvre in less than 25 moves (either engine starts or stops) you may win an award (but not here).

## Crew Dispatcher's Quandary

A train is operated by three men named Smith, Robinson and Jones. They are the fireman, engineer and conductor, but not respectively. On the train that they are running are three businessmen of the same names; a Mr. Smith, a Mr. Robinson and a Mr. Jones. Consider the following data about all concerned:

- (1) Mr. Robinson lives in Sarnia.
- (2) The conductor lives halfway between Toronto and Sarnia.
- (3) Mr. Jones earns exactly \$10,000 a year.
- (4) Smith beat the fireman at billiards.
- (5) The conductor's nearest neighbour, one of the passengers, earns exactly three times as much as the conductor, who earns \$5,000 yearly.
- (6) The passenger whose name is the same as the conductor lives in Toronto.

The question is, what is the name of the engineer? There is no trick to the solution, and every fact given is relevant and must be considered. While it may take an hour or so for some to find the solution, others have found it in as little as ten minutes. The answer? See next month's Newsletter (if we don't forget).

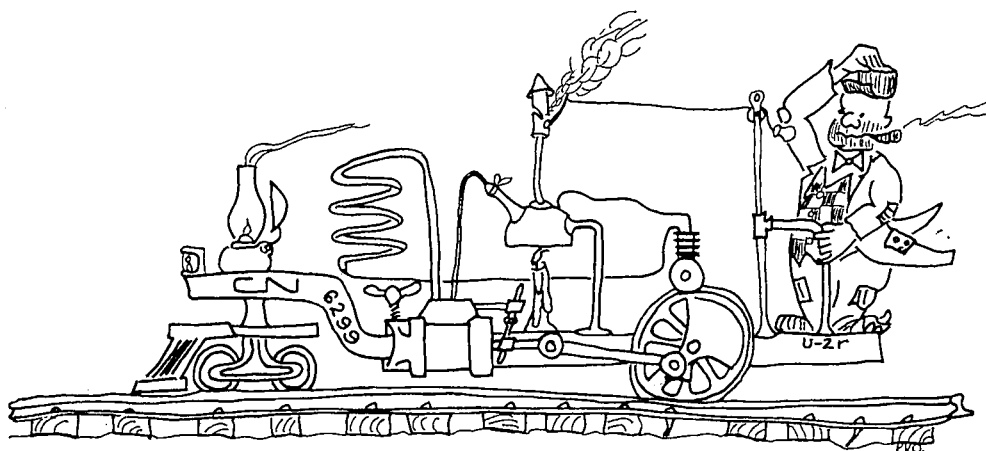


"Oh, don't get in such a flap, my dear. There will be another one along in a few minutes"

\* Some time ago, a man in Bucharest, Roumania, broke a window in a tram, reported the incident to a supervisor, and offered to make good the damage. To his surprise, he was told that he could not possibly have broken the window of that particular tram for it was in the repair shops, and had been for the last two months. It gradually transpired that while two trams had been taken off the road for repairs, they had been quickly patched up and made serviceable again. For two months, two former employees of the tramway had been operating the cars and pocketing the fares they collected.

\* Residents of Sarajevo, Yugoslavia, who took a tram ride last summer to try to escape season's heat found little comfort if they rode one of the town's new P.C.C cars which had been purchased second-hand from Washington, U.S.A. It seems that the local tramway mechanics had not quite mastered all the complexities of the cars, for they had to run all summer with the electric heaters on. Passengers are hoping that a solution to this minor problem can be found before this summer.

(Courtesy "Modern Tramway")



"Lovely day for a fantrip, isn't it?"



damage and are still usable. However, the body sills of the cars are badly warped and it is doubtful if they will see further service. Later the same day, crane cars RT-1 and RT-2 were in service between Davisville and Union carrying reels of cable for use in replacing the damaged signal circuits. While the signal wiring was being renewed, temporary timber shoring was placed in the centre tunnel to strengthen the weakened roof of the structure. By April 3rd, the complete signal system was operating again and trains were operating without delays.

The cause of the fire has been traced to a malfunction of the propulsion circuits in car 5205. It is thought that, on the previous northbound trip, a ground developed between the windings of one of the traction motors and the motor frame. When the train was reversed at Eglinton, a false circuit was set up through this ground, by which the traction motor was connected across part of the starting resistor. As the train proceeded south, the faulty motor acted as a generator (on the principle used in dynamic braking) and forced excessive current through the resistor, thus causing it to overheat. Since the circuit was independent of any motor cut-out switches, the further movement of the train only worsened the situation.

The loss of six cars, representing 3.1% of the total fleet, will leave the Commission short of cars to cover their winter schedules, but no announcement has yet been made regarding the possible purchase of more M.L.W. cars as replacements for the six cars to be scrapped. It is interesting to note that it was within three days of the ninth anniversary of the opening of the Yonge subway that this accident occurred and, while only six cars were destroyed, the damages of over \$600,000 were greater than those incurred in the second King car barn fire of 1916, when 169 cars were destroyed!

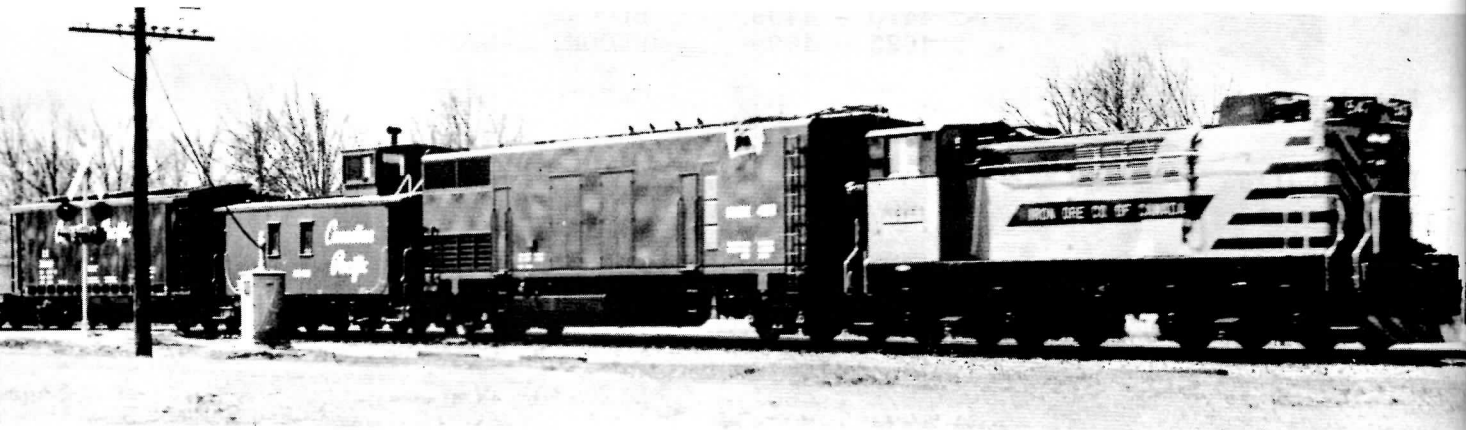
(E.A.J.)

## **T.T.C. HAPPENINGS**

\* Mr. L.W. Bardsley, Superintendent of Equipment for the Toronto Transit Commission, in speaking before the Institute of Electrical and Electronic Engineers, recently discussed possible future developments in Toronto's rapid transit rolling stock. He stressed that reduction in weight will be pursued wherever possible, including a study of the field of articulation. Simplified braking operation and complete vehicle automation are other areas where continuing investigation is important. Air-conditioning, though not presently practical, might become so in the future with the development of an absorption type unit associated with the heat recovery system now in use.



# NEWS Railway PHOTOS



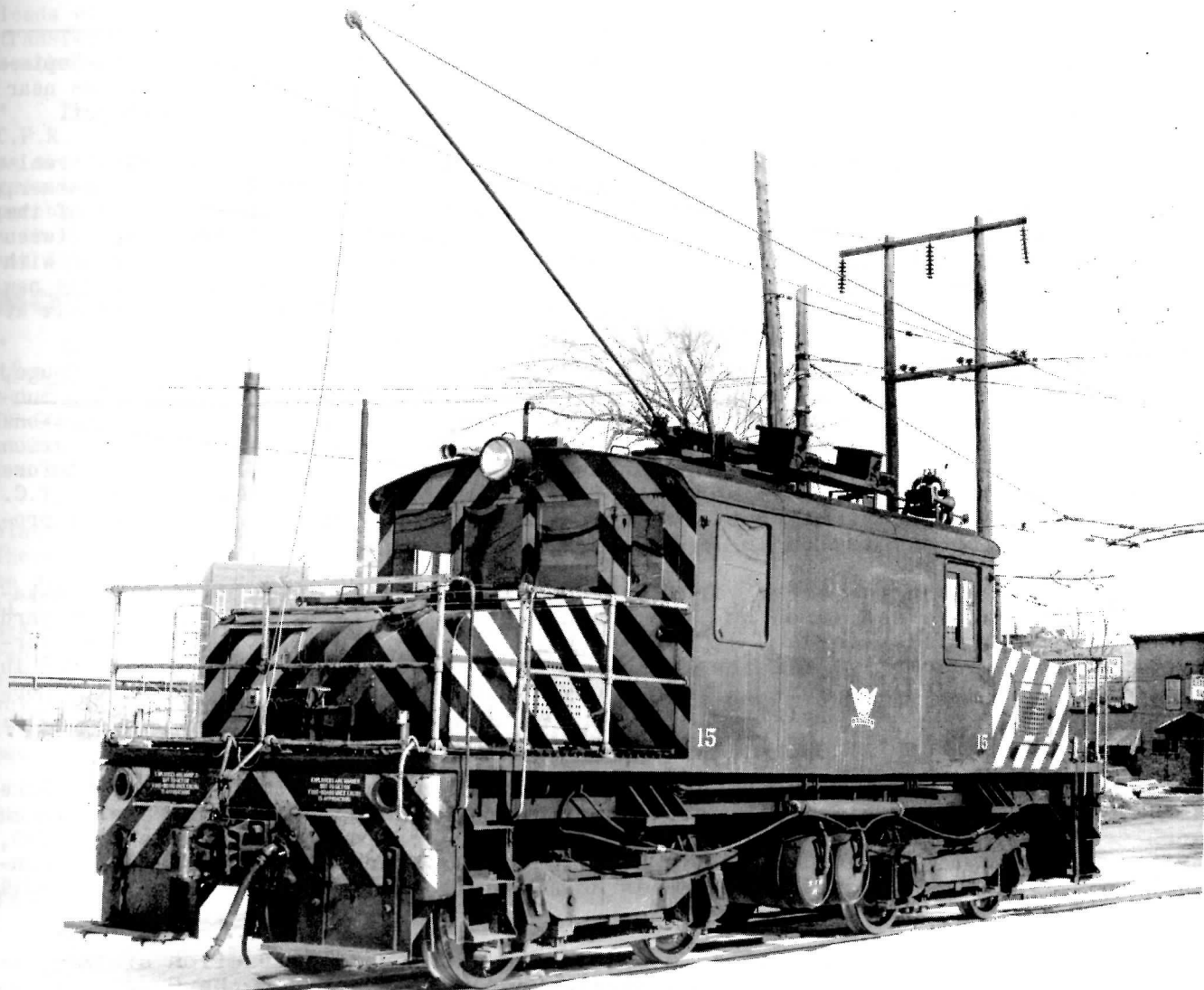
As model railroaders would say "There is a prototype for everything". Who could dream of a straight electric locomotive, its pantograph down, operating miles from the nearest overhead wire? However, here you see it: I.O.C.C. no. 1947, towing a D.C. diesel-generator car from which it draws its power, with a Canadian Pacific wayfreight at Thamesville on April 4th.

(Photo by W.D. Thomson)



Canadian Pacific passenger road-switcher 8481 (steam generator equipped as indicated by the beaver crest on the end of the hood) sported this unusual snow-shedding pilot over its footboards during the past winter. It has since been removed.

(Photo by W.R. Linley, Ottawa)



Remember this locomotive? The former 333 of the Lake Erie and Northern Railway has been converted to 600 volt operation and become no. 15 of the Cornwall Street Railway, a busy industrial switching line in Cornwall, Ontario. Note the distinctive C.P. zebra stripes still in evidence on the ends of the engine. (Photo by W.R. Linley, Ottawa)

Contributions of photos for this column would be most welcomed by the Editor. Obviously they should have some timely appeal and should be either 5"x7" prints or larger or original negatives. All material will be returned promptly.

## MISCELLANY

\* Mr. R.L. Hornby, Chief Guide, Hamilton Works, Steel Company of Canada has advised the Editor that steam locomotive no. 40, the last active steam engine on the in-plant railway network at the Hamilton works, has been used occasionally as a stationary boiler to supply steam to various buildings while other boilers and steam lines are under repair. However, at the present time, the engine is stored serviceable, under cover, but it is not possible to accommodate visiting groups or individuals who might wish to see the engine. Prior to its service at Stelco, the 0-6-0 locomotive was used at the plant of the Hamilton By-Products, who purchased it from the Toronto, Hamilton and Buffalo Railway, where its road number was 40.

loads of frozen meat and vegetables from Alberta to Vancouver. The trailers are transferred from rail to road at the latter point for distribution of the load in southern British Columbia.

\* The Township of Verulam, Ontario has purchased a 10-mile stretch of the C.P.R.'s abandoned Lindsay to Bobcageon line, together with two bridges for use as an access road to a previously inaccessible area, including a sand beach on Sturgeon Lake, at a point where the railway closely paralleled the lake. The bridges purchased include one over Emily Creek and another at Bobcageon, purchased jointly with the latter village. Purchase price for the ten miles of right-of-way alone was \$900.

## MOTIVE POWER NOTES

\* General Motors Diesel Limited is back in the locomotive business, for a short time at least. The plant in London is presently completing one order of five straight electrics for the Iron Ore Company of Canada as well as another for two GP-30 low-nosed road-switchers for the C.P.R. Construction has just started on other orders for ten road-switchers for New Zealand, two GP-9 road-switchers for the Algoma Central and 15 engines for La Companhia Val de Rio Doce of Brazil.

The straight electrics, mentioned in last month's Newsletter, are built on a standard SW-1200 road-switcher body painted brilliant orange with black trim. These units were ordered from G.M.D. in order that as many parts as possible would be directly interchangeable with the present Q.N.S. & L. diesel fleet; for instance if need be, a complete diesel truck could be used under one of the electrics. The new units are intended to replace the four diesel locomotives which have been rented from the Q.N.S. & L. to test the automated operation of the Labrador City and the control equipment will be transferred from the diesels to the electrics when they arrive in Quebec. One of the electrics was road tested when it operated between London and Windsor in freight service on March 28th and 29th, drawing its power from a trailing G.M. MG-16 generator car.

A further order for 56 locomotives is in the offing if negotiations with the Rede Ferroviaria Federal S.A. of Brazil prove successful. (Brian Coleman)

**Worth a Laugh** \_\_\_\_\_ Courtesy Doug. Wright and the Montreal Star.



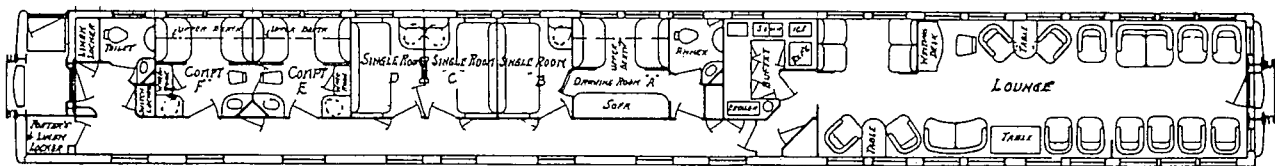
"GET A DIESEL!"

## C.N. PASSENGER CAR DIAGRAMS

ITEM 23

3 SINGLE BEDROOM — 2 COMPARTMENT — 1 DRAWING ROOM — BUFFET LOUNGE

AC-2



1044 Blackville

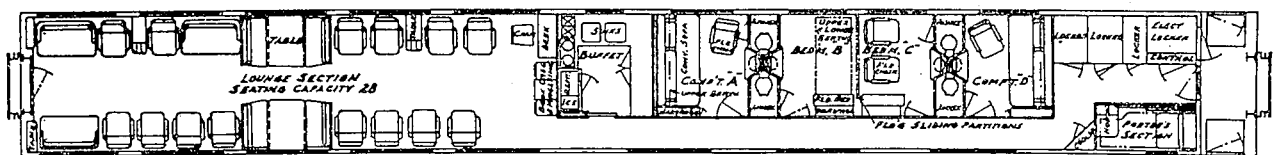
1045 Blackwater

Removable Windows for stretcher cases.

ITEM 24

2 DOUBLE BEDROOM — 2 COMPARTMENT — BUFFET LOUNGE

AC-8



Electro-Mechanical Air-Conditioning.

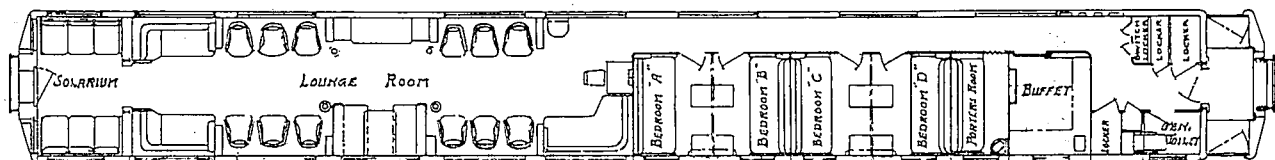
Removable Windows on both sides of Bedroom B for stretcher cases.

1082 Cape Rosier    1084 Cape Porcupine    1086 Cape Canso    1087 Cape Breton    \*1088 Cape Chignecto    \*1089 Cape Tormentine  
 1083 Cape Brule    1085 Cape Race

ITEM 25

4 DOUBLE BEDROOM — BUFFET — LOUNGE

AC-21



No Removable Windows.

1060 Fort Pitt    1064 Fort Norman    1068 Fort Qu'appelle    1072 Fort Rouille    1075 Fort Chambly    1079 Fort George  
 1061 Fort Anne    1065 Fort Pelly    1069 Fort William    1073 Fort Brabant    1076 Fort Lennox    1080 Fort Henry  
 1062 Fort Garry    1066 Fort Simpson    1070 Fort Beausejour    1074 Fort Steele    1077 Fort Prince of Wales    1081 Fort St. James  
 1063 Fort Lawrence    1067 Fort Dunvegan    1071 Fort Augustus

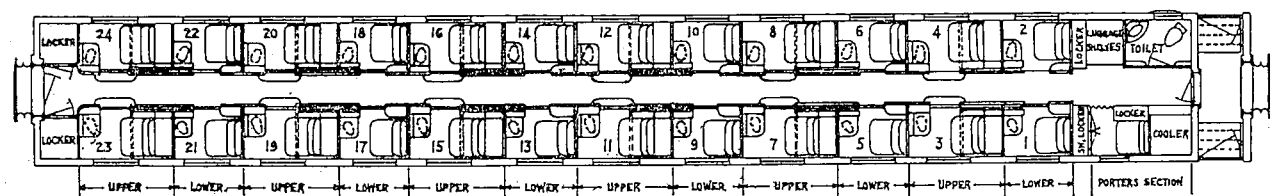
Bedrooms A &amp; B connect in all cars.

Bedrooms C &amp; D connect in cars 1063, 1068, 1073.

ITEM 26

24 TOURIST ROOMETTE

AC-20



Canadian-built, Electro-Mechanical Air-Conditioning.

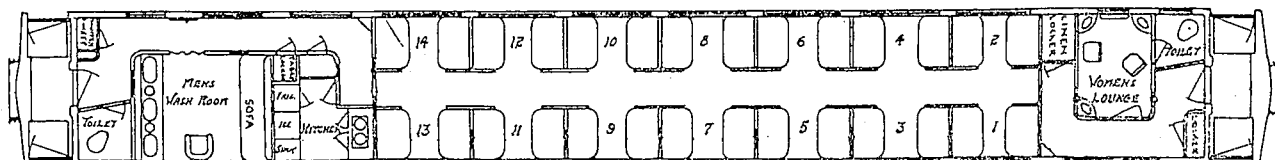
No Removable Windows.

2000 Indigo    2003 Ingersoll    2006 Inverness    2009 Ingonish    2012 Iris    2015 Iroquois    2018 Isleviaw  
 2001 Ingelow    2004 Inkerman    2007 Inwood    2010 Invermay    2013 Irma    2016 Irvine    2019 Ituna  
 2002 Ingramport    2005 Innes    2008 Iona    2011 Intervale    2014 Irondale    2017 Isabella

ITEM 27

14 SECTION TOURIST  
MODERNIZED

AC-31



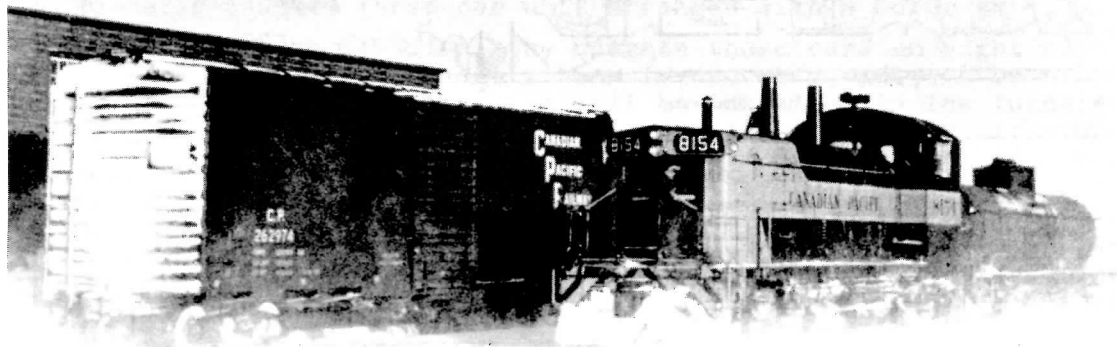
Kitchens in all cars are equipped with two electric burners, one teapot, one kettle, two frying pans and a wire toaster for preparation of light meals only.

2225    2226    2231    2236    2241    2246    2251  
 2227    2227    2232    2237    2242    2247    2252  
 2228    2228    2233    2238    2243    2248    2253  
 2229    2229    2234    2239    2244    2249    2254  
 2230    2230    2235    2240    2245    2250    2255

\*Leased to Pullman — Canadian Duty Not Paid.

All cars air-conditioned

## A Last Look at: M 873



C.P. 8154 switches part of the consist of train M873 at Little Current while a raging ground blizzard obscures visibility.  
(Photo by A.G. Careless)

On March 30th, 1963, another mixed train became merely a memory as numbers 873 and 874, the daily except Sundays mixed from Sudbury to Little Current, Ontario (on Manitoulin Island) ceased passenger service. What to railway economists was simply the elimination of just one more unprofitable branch line passenger service was, to some railway enthusiasts, an unfortunate consequence of progress. Passenger service on the 38-mile Little Current Subdivision which once used to see three coaches daily has, because of improved roads and the automobile, dwindled to one coach carrying six to a dozen passengers at the most. Moreover the usefulness of this service in case of illness or emergencies in the villages along its route is no longer, as a better road is kept clear at any cost in the winter to now perform this necessary function.

Much of the line from Sudbury to McKerrow and all of the Little Current Subdivision runs on, or parallels closely, the old roadbed of the now defunct Algoma Eastern Railway, taken over by the C.P.R. in the early Thirties. East of McKerrow on the Webbwood Subdivision the old roadbed can be seen on the south of the tracks until it crosses the C.P. at Turbine and veers sharply north into thick bush. In the heydays of the A.E., two 3900's, nos. 3955 and 3956; one 5600 and one 6500 class steam locomotive used to see action in this area. When the C.P.R. took over, engines 2424 and 2423 saw frequent, if not regular, service on the Little Current Subdivision.

The connotation of the words "branch line" is most deceptive when referring to this subdivision which, until recently, saw 6 trains daily pass over its rails. In the morning, a coal train runs from Sudbury to Little Current and brings back from the latter's large coal docks upwards of 40 cars of coal for the industries at Espanola, Sudbury and Elliot Lake. The town of Espanola is famous for its huge paper mill of Abitibi Power & Paper which consumes considerable amounts of lumber from the north country and in turn sends out its products to points south by rail. Lawson's Quarry, further south of Espanola, provides several carloads of quartz. Finally a large Shell storage plant in Little Current creates a considerable traffic of cars to and from Toronto. Recently the "quartz train" was discontinued and the cars of quartz are tacked on the end of the daily coal train. This line most frequently sees the use of 8100 class C.P. diesels, and 8154 is stationed at Espanola, although general purpose road switchers are used often to pull the coal train.

Favoured with a particularly bright and warm day (30 degrees) for mid-winter, our trip was made all the more enjoyable by a fresh fall of snow added to the pre-



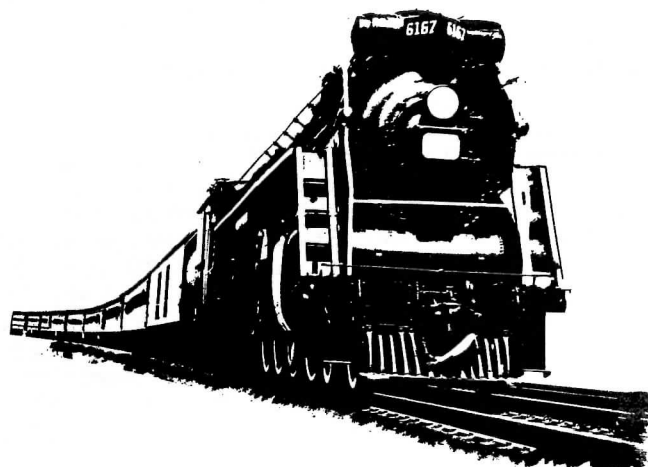
viously-accumulated 10 inches, although the drifts, as we city-slickers found out, were much deeper. Engine 8159, six freight cars, coach 1481, postal baggage 3617 and six passengers including Messrs. Careless and Bentley of U.C.R.S. left Sudbury one hour and a quarter late for Manitoulin Island. After a brief stop at Copper Cliff to set off two oil cars we arrived, somewhat laboriously, at McKerrow where, before turning south for Espanola, we picked up orders and were informed that our slow speed had been due to a traction motor of 8159 shorting out due to deep snow and a loose motor cover which had allowed the snow to get inside the mechanism. At Espanola, 8154 replaced 8159, and thus, eventually, we reached Little Current two hours and thirty minutes late. Considerable time was spent wying the train as the exposed shore and a strong wind off the lake made the task of cleaning the snow from the points of the switches seem almost futile. The cutting short of the scheduled stop in Little Current and a speedy run back made up our lost time and we arrived back in Sudbury one minute early.

Apart from the traction motor trouble and a snow-clogged radiator which caused the engine to overheat (this would have never happened to a steam engine), the trip was uneventful, but the magnificent scenery, the sharp curves, and the steep grades along the line were more than compensatory, and although there was no steam locomotive on the head end, the pleasure of riding one of Ontario's last mixed trains was amply rewarding.

(A.G. Careless)

## *The trip you asked for!* \_\_\_\_\_

Whether you are interested in steam or electric traction, an unusual excursion on May 11th will be of interest to you. On that day, C.N.'s 6167 powers a mixed train to Oshawa, sets off its freight equipment there, loads more excursion passengers, then sets out for Cobourg. Meanwhile, our electrically-powered train waits to take U.C.R.S. members for a comprehensive tour of the Oshawa Railway. Later in the day, electric and steam passengers will meet again to witness the parade and ceremony marking "Railway Day" in Oshawa and the start of the removal of the track from King Street in the downtown area.



All this is yours for the very low price of only \$3.00 for the trip to Oshawa (including the O.R. tour) or \$4.00 for the round trip Toronto to Cobourg (including bus transfer to the parade and ceremony in Oshawa). One run-past will be made between Toronto and Oshawa and ample opportunities will be provided for photos on the O.R. Tickets for the O.R. tour and Toronto to Oshawa return transportation are available from the Excursion Committee, Box 122, Terminal "A", Toronto. Tickets for the Toronto to Cobourg trip only are available at the Union Station. O.R. tour tickets are not available at the station.