

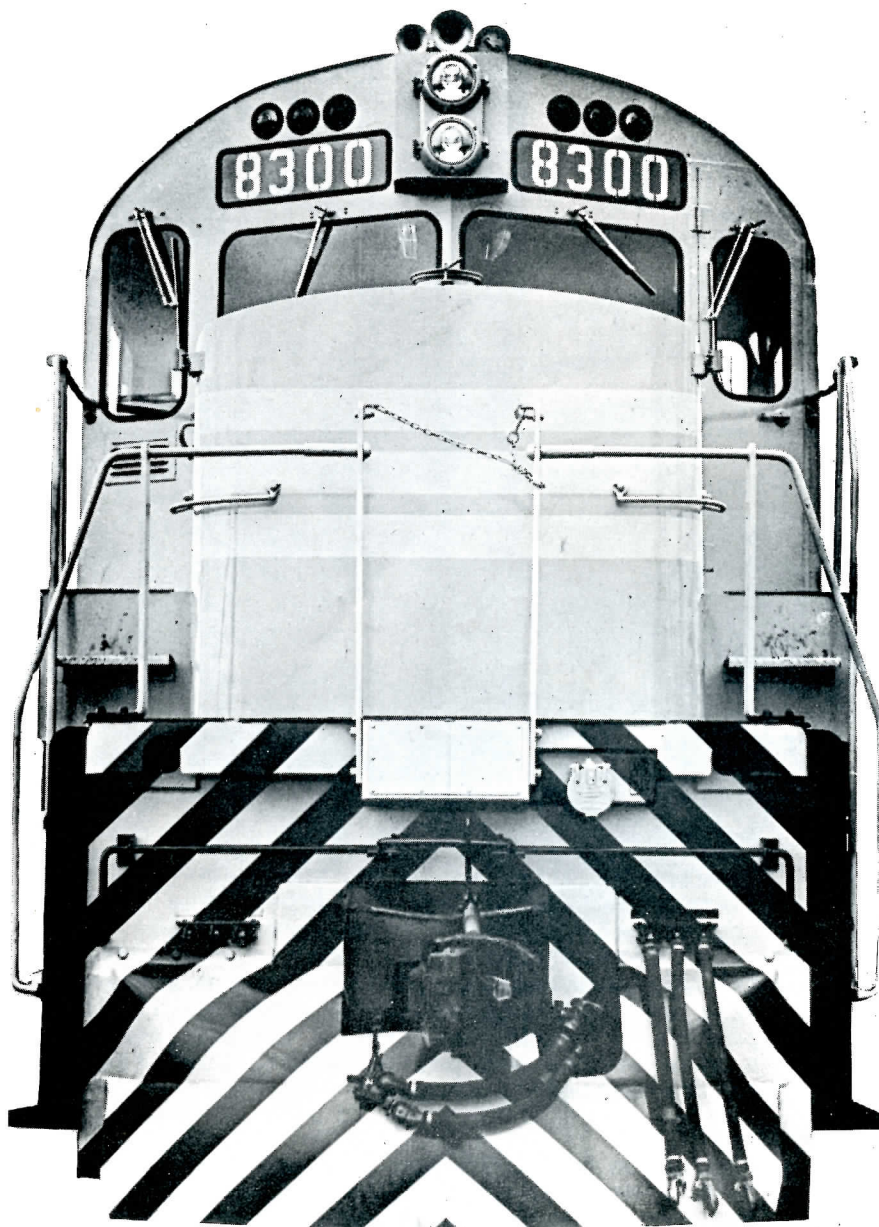


Newsletter

INCORPORATED 1952

NUMBER 208

MAY, 1963



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

Canadian Pacific A Show of Power

MAY 1 - MAY 4, 1963

9:00 A.M. - 9:00 P.M.

WINDSOR STATION

For the year 1963, and especially the Canadian Pacific this exhibit of six pieces of motive power in Windsor Station, Montreal, is a completely unexpected event. So well received was it, moreover, that it was necessary to extend the display time an extra day, until Sunday, May 5th, rather than the 9:00 p.m. May 4th closing time originally intended. By Saturday afternoon (May 4th), over 35,000 persons had viewed the display filing through the cab of 5935 and peering into the innards of 8300 or the cab of 8200, as the equipment stood on tracks 10 and 11 on the south side of the station. On display were 4-4-0 number 29, 2-8-2 no. 5468, 2-10-4 no. 5935, track inspection car M-235, M.L.W.-built 2400 h.p. B-B diesel no. 8300 and two G.M.D.-built, 2250 h.p. units, nos. 8200 and 8201.

All three steam engines, destined eventually for the C.R.H.A.'s museum project at Delson, P.Q., had been thoroughly cleaned and repainted by the C.P.'s Angus Shop staff and glistened every bit as brightly as the two-week old diesel units on the adjacent track. A set of steps had been erected leading to the cab doors of 5935, and the public was invited to inspect the well-lighted cab interior, or to ring the swinging bell, long a trade-mark of the Canadian Pacific's steam engines. For those with camera equipment, two intense photographic lights, aimed at the front of number 29, enabled many children (and grown-ups, too) to have their pictures taken standing on the footboard of the diminutive 1887-built locomotive. Not only was the paintwork bright and new on the engines, but the siderods and valve gear members had been buffed and polished to a condition better than the day they were turned out of the builder's shops.

And the three diesel units on track 10 had just come from the builders. 8300 was so new that even the C.P.R. did not have a photograph of the completed engine with which to illustrate the pamphlet that they gave away at the display; instead the engine was shown in an uncompleted, unpainted pose, taken, no doubt, at the M.L.W. works. The 8200's were only a few weeks older, having been turned out of the London, Ontario, plant of General Motors Diesel in time to make five round trips on the piggyback trains between Toronto and Montreal, as well as two return trips to Winnipeg and one trip to the Lakehead on trains 949 and 952. Needless to say, their paintwork, including the script "Canadian Pacific" on the flanks of their high hoods, showed some signs of weathering. All three units are essentially rebuilds, but the horsepower per unit is the highest ever for Canadian freight

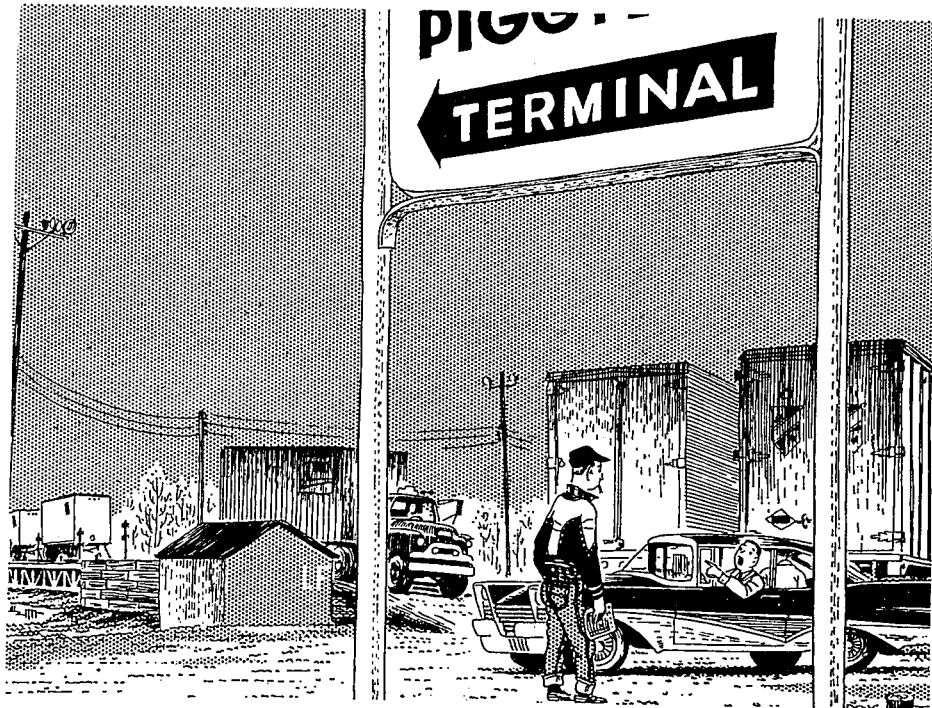


diesels, especially considering that both types ride on two two-axle, two-motor trucks. Some specifications of these units are as follows:

ROAD NO.	FORMER NO.	BUILDER	SERIAL	DATE BUILT	CLASS	HORSE-POWER	WEIGHT	LNTH
8200-01	1902,1910	G.M.D.	2006-7	March, 1963	DRS-22a	2250	244,000	50'
8300	8474	M.L.W.	84413	April, 1963	DRS-24f	2400	260,000	59'

Both classes are of standard road-switcher configuration, but, for the first time in Canada, have a lower short-end hood and a solid sloping pilot, not unlike A-unit cab engines. These locomotives will be used on fast freight runs by the C.P. which has, in recent years, been chronically short of diesel motive power, often to the detriment of its freight services. Whether the purchase of these units presages further expansion or modernisation of the C.P.'s aging roster makes interesting speculation.

Worth a Laugh _____ Courtesy Doug. Wright and the Montreal Star



"Can I put my car there and go to sleep in the back seat? I've got to be in Toronto in the morning and I don't feel like driving all night!"

Newsletter

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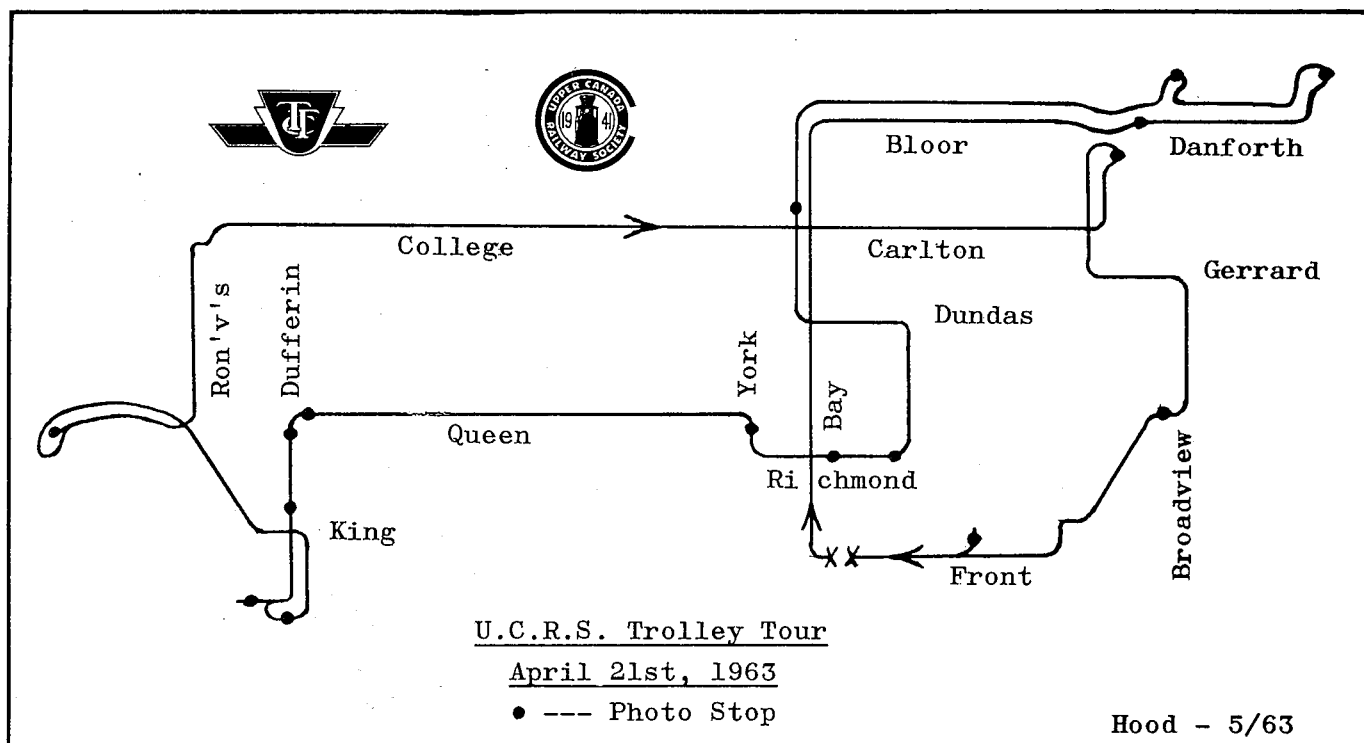


T.T.C. HAPPENINGS

* Several of the burned-out subway car bodies (see Newsletter 207, page 65) have recently made a 28-mile trip aboard C.N.R. flat cars from Davisville to the T.T.C.'s Hillcrest Shops. The direct distance between the two properties is about two miles. Since the C.N.R. does not have trackage rights between West Toronto and Bathurst Street over the C.P.R. North Toronto Subdivision, the tarpaulin-covered cars had to be routed via Fairbank, Toronto, Qon, Oriole, Leaside and North Toronto. It is not known whether the cars are to be rebuilt or scrapped at Hillcrest although the bodies were mounted on shop trucks only.

* Since the February 28th opening of the University subway line, the Peter Witt cars of the T.T.C. have seen only sporadic use on the BATHURST and FORT routes. However, with the opening of the baseball season in Toronto on April 24th and the resultant increase in service on the FORT route on that day, at least six Witts were required to augment the otherwise all-P.C.C. fleet. These included 2720, 2806, 2822, 2832, 2890, and 2894. Some of these cars are not among the twelve originally chosen for continued service, but their use was dictated, no doubt, only by their position in the yard at St. Clair Division; the in and out-of-service cars not being segregated in any way. (A.T. Holt)

On Sunday, April 21st, the Society operated another four-hour tour of the car lines of the Toronto Transit Commission using small Witt no. 2858. Poor weather kept the attendance down from the usual turn-out, but all agreed that the trip was a success in spite of this. Sixteen photo stops were held at interesting locations en route, making this somewhat of a record. Several spurs which had never seen a fan-trip before were put to good use photographically, and a 15-minute layover at the Humber Loop for eats strained the lunch concession in the waiting room to the fullest. It was certainly a welcome sight to see a Witt in service again, a sight which has not been seen too often since the opening of the University subway.



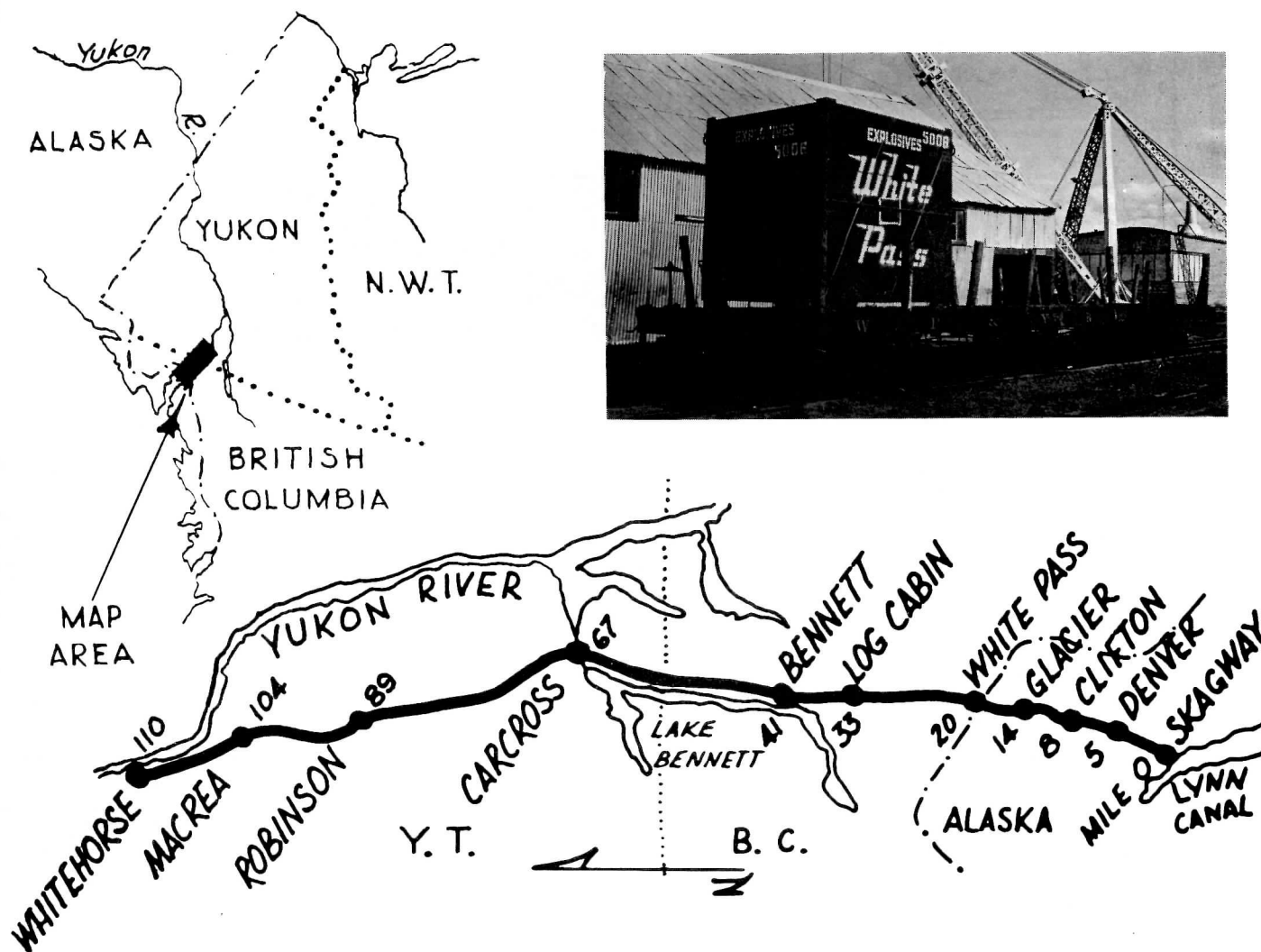
* After raising its fares to a basic six tickets for one dollar on May 1st, the T.T.C. will rescind this increase and restore fares to the seven for \$1 on May 20th. This decrease was made possible by the grant of some \$2.5 million from Metro Toronto, the legality of which is being contested in the courts by the short-sighted reeves of two of the suburban municipalities that make up the Metro area.

black powder in fantastic quantities had to be used. This was the second of two tremendous tasks, the first being the blasting out of a cliff - in one piece - measuring some 168,000 cubic feet and weighing in the vicinity of one hundred tons.

A monument near the track above Dead Horse Gulch, mile 19, stands in memory of the 3000 pack horses which fell to their death in the winter of 1897-98. Ironically, no similar memorial marks the area where some seventy people perished in a snowslide in nearby Chilkoot Pass, seen in the distance. The railroad originally crossed this V-shaped canyon by means of a switchback. Later, it was replaced by a steel cantilever bridge some two hundred and fifteen feet above the creek bed. This structure is the most northerly of its height and kind in the world. The W.P. & Y. had numerous timber trestles and bridges at one time, but steel and concrete structures and retaining walls have since replaced them.

Mile 20, the summit of the White Pass, was reached on February 18th, 1899. Here lies the International Boundary at an elevation of 2,900 feet above the Pacific Ocean. Both freight and passenger trains reached this point two days later. From the summit passengers and freight alike were transported on sleighs to Lake Bennett, twenty miles distant. Materials were then stockpiled by the lake shore to await the spring breakup when steamers of all descriptions, seaworthy or otherwise laden to capacity, floated the goods to Carcross and Whitehorse. At the latter port, a second fleet of equally seaworthy craft ferried the merchandise along the mighty Yukon River to Klondike and Dawson.

July 6th, 1899 saw the railroad reach beautiful Lake Bennett, forty-one miles from Skagway. Bennett today is a lunch stop; north- and southbound passenger trains meet here and wait while crew and passengers have a family-style lunch. Long ago gold stampederers erected large rafts and crude boats to transport them-

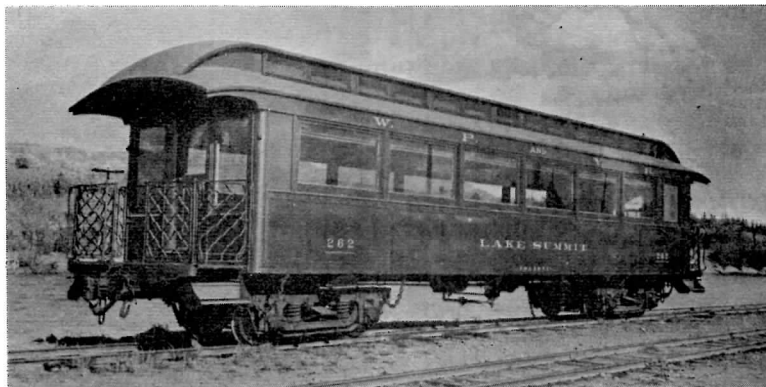


selves and freight through Lake Bennett, Tagish Lake, Marsh Lake, and the Yukon River to Canyon City. A portage from Miles Canyon to Whitehorse was only a few miles in length. The remaining journey could be completed by river boat. Carcross, mile 67, situated at the northern end of Lake Bennett, was formerly called "Caribou Crossing" because of the once great herds of caribou which crossed at the natural ford. It is said that the lake boats had to dodge them on occasion during the autumn.

Trouble arose on August 8th, 1899, when fifteen hundred employees dropped their jobs, drew their pay, and scampered pell-mell to Atlin, British Columbia. They had heard a returning miner cry, "Gold! gold!". Thus began the Atlin gold rush. The vacancies were filled but the replacement workers required considerable time to become proficient in their tasks. Gold mining was the life of Atlin until 1939, when the Second World War put an end to the mining business.

Eighty-one miles from Skagway, a long trestle traverses Lewis Lake. Originally, the east bank route was selected, but the formidable amount of essential track curvature demanded that the lake level be lowered some fourteen feet in order that a better route be obtained. To accomplish this an outlet channel was excavated. No sooner had the project been completed when an intervening sand hill collapsed, releasing huge brown torrents of water that carved a large trench in the lake bottom. As a result the lake level dropped seventy feet! Two rather large and costly trestles had to be used to bridge the gap, but in spite of the additional capital costs, White Pass & Yukon benefitted by them.

Track reached mile 110, Whitehorse, located two miles below the rapids, in July 1900. In the words of S.H. Graves, "The track layers were on the bridge, over the lake crossing, and then - they were across it. At 5:30 p.m. the ends of the rails touched, and the gap in our line was closed." This eventful day was July 29th, 1900. The following day saw the first through train service from Skagway to Whitehorse.



During the period 1898-1900 determined men with picks, shovels, horses, and black powder blasted and hacked out a rail line that followed the famous Trail of '98. From the Klondike Gold Rush days the three-foot gauge railroad has continuously provided the Yukon with a quick and easy access to the Pacific Ocean. Reports disclose the fact that from June 1st, 1898 to October 1st, 1900, a total of some 35,000 men were employed. In most cases, these men worked on the W.P. & Y. during the summer months to replenish their finances so that they could return to gold searching.

A railroad is naturally concerned with its grades, and the White Pass & Yukon is no exception. From Skagway to the summit there is a gradient of about 3%; there are even sections of 4%.

It has been previously stated that the railroad served gold seekers; it also carried much of the outshipped metal. Records show that the first shipment of gold from the Yukon Territory was in the year 1880. In that year Mr. George Holt obtained two small nuggets from a Tanana native, while from 1898 to 1905 "gold-dust expresses" transported the precious metal over the peak-studded Yukon with an average annual haul valued at ten million dollars. The year 1900 was a peak year with shipments amounting to \$23,000,000. (to be continued)

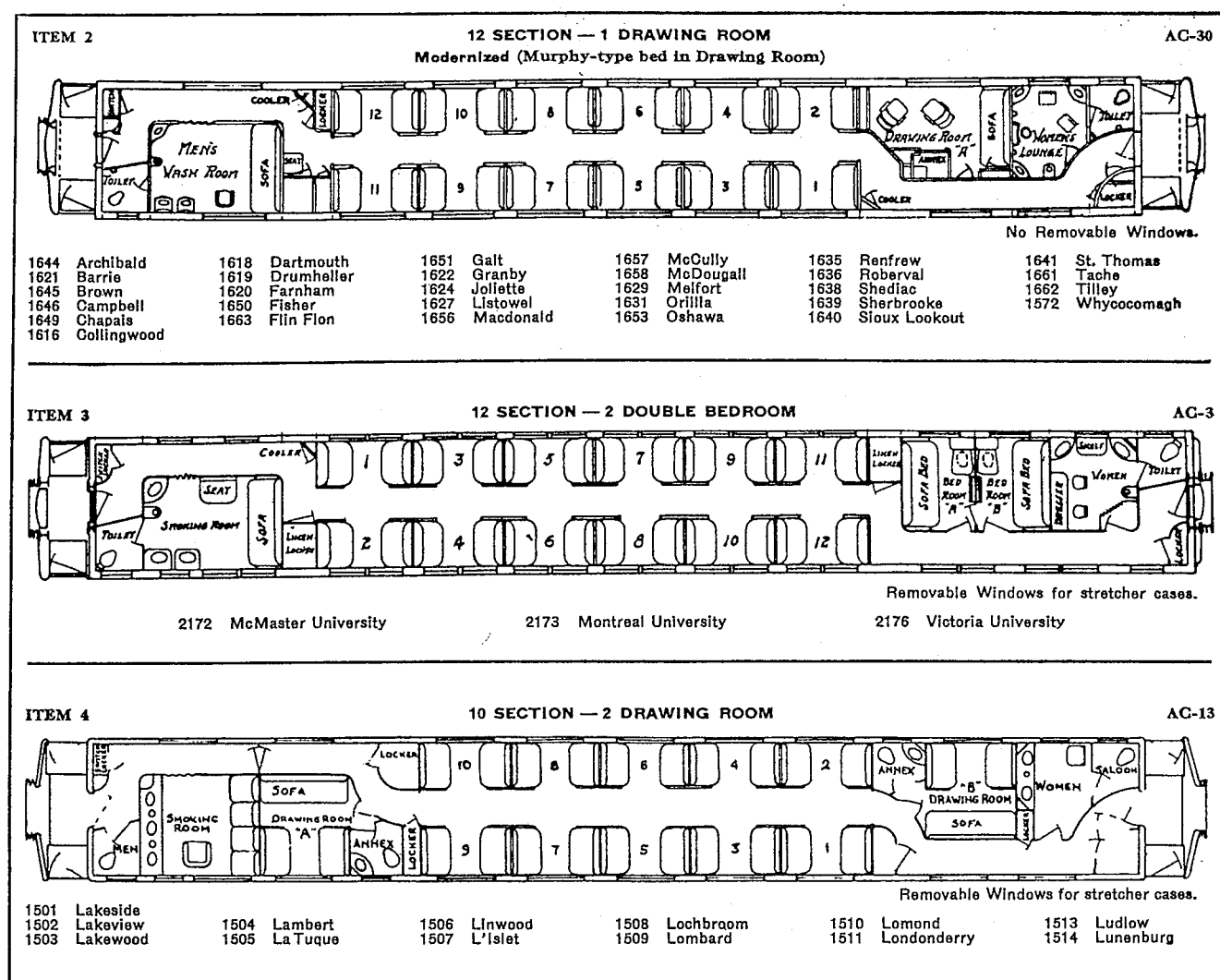
MISCELLANY

* The Crew Dispatcher's Quandary can be resolved as follows: Engineer Smith, Fireman Robinson, and Conductor Jones. (See Newsletter 207, page 63).

* Expatriate Britons with nostalgic memories of the many fine British steam locomotives may be interested in the "Princess Elizabeth Preservation Fund" being organised by an enthusiasts' group in England to preserve representatives of the ex-L.M.S. "Princess Elizabeth" and "Royal Scot" classes. The "Princess Elizabeth" no. 6201 is a 4-6-2 Pacific type introduced on the L.M.S. in 1933 by the noted British locomotive designer Sir William Stanier. The engine holds a world's speed record for its high-speed run from London to Glasgow (over 400 miles) non-stop in 1936.

Perhaps a few Canadians will remember the visit of the 4-6-0 type, the "Royal Scot" in 1933, when the engine and its train of British rolling stock toured the railways of Canada and the U.S.A. Any donation, however small, would help to preserve these historically significant locomotives, which are otherwise to be scrapped in the near future. Send donations to P.M. Abbott, 77B Ninian Road, Roath Park Cardiff, Wales.
(P. J. Lewty)

C.N. PASSENGER CAR DIAGRAMS



NEWS Railway PHOTOS

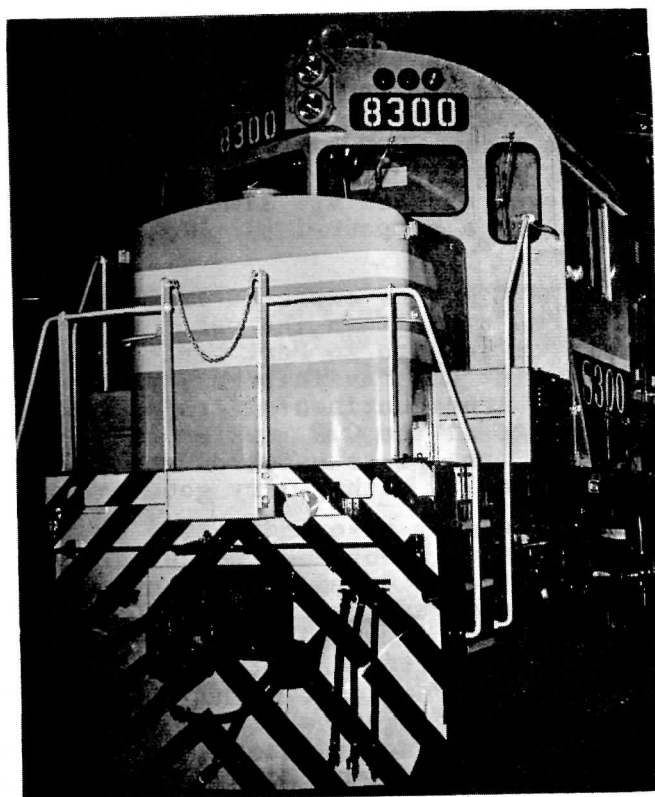


TOP: The Canadian Pacific has begun to apply its new script lettering to its older equipment, as evidenced by this conductor's van. (Photo by W.E. Miller)

MIDDLE: Several thousand visitors to the Scarborough Rotary Club's recent Hobby Show at Cedarbrae School in Scarborough viewed the Society's exhibit of publications and photographs, as arranged by H.R. Naylor and A.J. Chinnery. (Photo by J.A. Brown)

BOTTOM: Here is the profile of the C.P.'s newest unit of motive power, the 2400 h.p. type DL-640A unit built by the Montreal Locomotive Works. (Photo by J.A. Brown)

RIGHT: No. 8300 is seen on display at the C.P.R. Windsor Street (Montreal) station. Its first service was on freight runs to Trois Rivières and Ottawa (train no. 85) on May 7th and 8th. (Photo by J.A. Brown)



Fantrips !

On Sunday, July 14th, the Lehigh Valley Chapter of the National Railway Historical Society will sponsor an excursion aboard a Canadian Pacific R.D.C. Dayliner from Toronto to Fraxa and return. This trip will leave Toronto at 10:00 a.m. Photo stops will be made at Inglewood, Forks of Credit, and Cataract, while a lunch stop will be held at Orangeville. Fare for the trip is \$6.00 for adults and \$3.00 for children. For further information contact Ernest Kovacs, 416 Second Avenue, Bethlehem, Pennsylvania, U.S.A.

"Ride the St. Clair Blue Water Route", the freight-only Port Huron and Detroit Railroad, on a special fan-trip sponsored by the Michigan Railroad Club on June 8th. This unusual trip from Port Huron to Marine City and return leaves the P.H. & D. offices in Port Huron at 9:00 a.m. (E.S.T.) and returns by 4:30 p.m., in time for connections to Toronto. For further information, write to Art Weber, 608 West 11-Mile Road, Royal Oak, Michigan, U.S.A.

MISCELLANY

* It is reported that the rolling stock and rail from the Huntsville and Lake of Bays Railway between North and South Portage in the Muskoka area has been sold. The buyer, Mr. Percy Broadbear, a C.P. engineer of London, Ontario, has moved the smaller, 18-ton locomotive to London, where it is undergoing major overhaul at a boiler repair shop. When this is completed, the larger engine will be moved to London and similarly treated. Both engines are O-4-OST's built by M.L.W. The final resting place for the engines will be Pinafore Park in St. Thomas, Ontario, where Mr. Broadbear and his son will operate the engines and the cross-bench open cars, as a passenger-carrying tourist attraction. It is hoped that operations will begin by the end of this summer.

* In case you wondered, the name Llanfairpwllgwyngyllgogerychwyrndrobwllllantysiliogogogoch (see last month's Newsletter, page 62) can be translated as "The Church of St. Mary in the Hollows of a White Hazel, near a Rapid Whirlpool and to St. Tysilio's Church, near a Red Cave". The excessively-long name is reported to have been concocted by a local resident to give the small village some claim to fame. The station is the first one west of the Stephenson-designed tubular bridge which spans the Menai Straits between the Island of Anglesey and the Welsh mainland.