

newsletter

January 1967 • 50c



Upper Canada Railway Society



EQUIPMENT *Notes*

CANADIAN PACIFIC

* CP is currently taking delivery of 300 insulated boxcars from National Steel Car Corp., of Hamilton, Ont. The cars are all equipped with moveable bulkheads to prevent load shifting, and 200 of them are fitted with cushioned underframes. A unique feature of the cars is "foamed-in-place" insulation, which is injected into the car wall structure, filling every void and bonding itself to the body surfaces. The exterior post construction results in simpler, more uniform insulation application.

The cars are finished in a striking orange and black scheme, with red and black lettering.



/CPR

CANADIAN NATIONAL

* Seven MLW units have been retired by CN as trade-ins on new C-424's, as follows:

3001	-	November 18th, 1966.
9429	-	" "
3036	-	November 25th
3075	-	" "
9417	-	" "
3080	-	November 29th
3076	-	December 9th

* CN's 380 h.p. GE unit No. 1 was sold to the City of Winnipeg Waterworks Dept. in December.

* U-1-f 4-8-2 6077 has apparently replaced O-8-0 No. 8447 (Nov. NL, page 162) as the candidate for display at Capreol, Ont. Town councillors are in disagreement as to where the locomotive should be situated; the mayor favours the town square.

* Booster unit B-15 (ex-8451) was outshopped December 12th, and assigned to Winnipeg (Symington).

* CN's C-630's, Nos. 2000/01, should be in service by May, and will be assigned to Moncton.

PRESSURIZED HOPPER CARS FINDING FAVOUR

Fifty-two 100-ton capacity pressure unloading cylindrical hopper cars have been put into service recently by the two major railways. CPR has purchased 20 of the covered cars from National Steel Car, while CN constructed two in its own shops and leased another 30 from North American Car Corp.

Like conventional covered hoppers, the new cars are loaded through roof hatches. However, unloading is accomplished through the use of compressed air at relatively low pressure, which agitates or 'fluidizes' the cargo and forces it through outlets in the bottom of the

car into pipes, thence direct to trucks, silos or any other type of container. The cargo need never be exposed to weather.

The railways are experimenting with the cars in order to determine their efficiency in handling different types of powdered or granular cargoes that are shipped in bulk. CPR is using its cars in cement service, supplying the huge Arrow Dam project on the Columbia River.

Cement under pressure can be unloaded at about 4,000 pounds a minute as compared with an average of 1,500 pounds a minute for conventional gravity unloading.

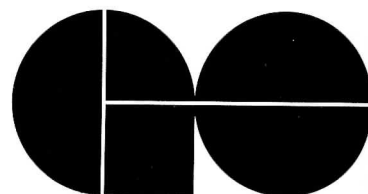


/CPR



LEFT: It's here! The first locomotive to be completed for GO Transit, No. 600, was officially accepted by Premier John Roberts in December. The extra-long, blue and white unit will be used for demonstrations and training prior to inauguration of the Hamilton-Pickering commuter service this spring.

/GO Transit



An Auspicious Beginning



The days of anticipation are over -- Canada's year-long 100th-birthday party is moving into high gear. And, fittingly, January 1st marked the dedication of the most ambitious Centennial Project of them all -- the \$1.5-million Confederation Train.

At 3.00 p.m. on New Year's Day, the gleaming 13-car purple and gray special train was given its official sendoff from the Nation's Capital by Madame Georges Vanier, wife of Canada's Governor General. Its doors were ceremoniously sealed, to be officially opened in Victoria, B.C., nine days later.

The following morning at ten, the Confederation Train departed Ottawa, running as the second section of the Panorama as far as Winnipeg. Canadian Pacific handled the remainder of the uneventful trip to the West Coast, including a sea journey to Vancouver Island on the "Princess of Vancouver".

Then on January 9th in Victoria, State Secretary Judy LaMarsh officially declared open the Confederation Train, calling on Canadians to draw faith from the past to meet the challenges of the future.

Miss LaMarsh said in part, "Within the imaginatively designed confines of this train, Canadians from sea to sea will find a graphic summary not only of the first hundred years of Confederation but indeed of the years, yes centuries, which came before our union.

"The story this train has to tell is not one of perfection. Our past is not free of error and injustice -- I am certain our future will not be either."

As the echoes of the Train's ceremonial 'O Canada' whistle died away, the exhibit cars were opened for the first time, to the 1,500 who gathered for the opening ceremonies.

The Train's exhibits have been termed a series of design impressions on major themes -- exploration, settlement, Confederation, and later the people and events that shaped Canada; the logical but dull chronological method of telling the country's story was avoided. Great care has been taken to preserve the dual-language concept (Commentary in English or French is available at the push of a red or blue button; the colours persist as English-French identification throughout the display.).

Public enthusiasm for the Train has been overwhelming. During its first two weeks of display, over 100,000 persons filed through the six exhibit cars! News media have acclaimed it as a "brilliant creation". There would certainly seem to be little doubt that the Confederation Train will be remembered longer, by more Canadians, than virtually any other Centennial Year activity.

There have been some problems in the house-keeping department, and some of the displays already show signs of use. But the Centennial Commission expects this; said an official, "I guess it's human nature for people to want to pick at things. But most of the displays have been designed with this in mind. People are supposed to touch them."



The sinister hand of bureaucracy reached out and strangled the Confederation Train's distinctive voice on the eve of its departure from the Nation's Capital.

The Board of Transport Commissioners announced December 30th that it had nixed the use of the distinctive 'O Canada' horn designed by Vancouver's Robert Swanson (Dec. NL, page 176) when the train is in motion. The horn may be used only on special occasions when the train is stationary. The ruling forced the scuttling of plans to use the special horn in place of the conventional '14L' at grade crossings.

Chief Commissioner Rod Kerr said that both railways supported the BTC's decision and that there would be no appeal.

Inventor Swanson suggested that perhaps the government could pass an order-in-council allowing the special horn to be sounded after the regular signal. "It is intended to be used at all crossings," said Mr. Swanson. "It's a train symbolizing Confederation, but without the special horn it will pass unnoticed through small towns in the night. People will think it's just another train."

And even stationary tooting may be in trouble. The city of London, Ont., has discovered that its anti-noise bylaw forbids the use of the 'O Canada' horn. The problem has been passed on to city council by London's Centennial committee.

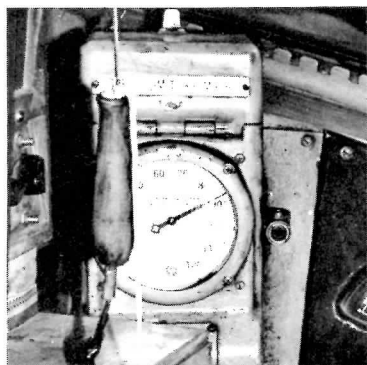
 CANADIAN NATIONAL RAILWAYS FORM 19 TRAIN ORDER NO. <i>401</i> <i>Special Jan 2, 67</i>		CN-714 10-62
TO ENG 4867	AT OTTAWA	
ENG 4867 RUN AS SECOND 5 OTTAWA TO BRENT CPC		
		
SIGNATURES MADE <i>Kerr</i> REPEATED AT <i>0924</i> TIME <i>0924</i> OPR. <i>Chapman</i>		

ABOVE: Second No. 5, the two-tone purple and gray Confederation Train, streaks along CN rails near Pembroke, Ont., on January 2nd.

/James A. Brown

During the course of its marathon coast-to-coast tour, the Confederation Train will be open for public exhibition a total of 316 days. A further eight days are devoted to travel, while seven additional days are allowed for train maintenance and relaxation of its staff. In general, the train will be open from 9.00 a.m. to 11.00 p.m. local time, and much of its travelling between adjacent exhibition sites will be done at night. So that our readers may have the maximum opportunity of viewing this superb Centennial project, both 'on the road' and on exhibition, the complete itinerary is reproduced here:

Jan 9th-16th:	Exhibition;	Victoria, B.C. (CN)	June 28th-29th:	Train Closed; Servicing at Toronto.
Jan 17th-19th:	"	; Nanaimo, B.C. (E&N)	June 30th:	Travel; via CN
Jan 20th:	Travel; via	CP Coast Steamships.	July 1st-6th:	Exhibition;
Jan 21st-26th:	Exhibition;	Vancouver, B.C. (CP)	July 7th-12th:	" ; Ottawa, Ont. (CN)
Jan 27th-Feb 1st:	"	; Vancouver, B.C. (CN)	July 13th-17th:	" ; Ottawa West, Ont. (CP)
Feb 2nd-3rd:	"	; Chilliwack, B.C. (CN)	July 18th-25th:	" ; Peterborough, Ont. (CN)
Feb 4th-6th:	"	; Kamloops, B.C. (CN)	July 26th-28th:	" ; Hamilton, Ont. (CN)
Feb 7th-8th:	"	; Kelowna, B.C. (CN)	July 29th-Aug 2nd:	" ; Niagara Falls, Ont. (CN)
Feb 9th:	Travel; via	CN Kamloops, CP	Aug 3rd-6th:	" ; Toronto: CNE Grounds (CN)
Feb 10th-11th:	Exhibition;	Castlegar, B.C. (CP)	Aug 7th-11th:	" ; Toronto: Downsview (CN)
Feb 12th-13th:	"	; Cranbrook, B.C. (CP)	Aug 12th-16th:	" ; Toronto: Danforth (CN)
Feb 14th-15th:	Travel; via	CP Kamloops, CN	Aug 17th-21st:	" ; Toronto: Leaside (CP)
Feb 16th-17th:	Exhibition;	Prince Rupert, B.C. (CN)	Aug 22nd-25th:	" ; Toronto: John Street (CN)
Feb 18th-21st:	"	; Prince George, B.C. (CN)	Aug 26th-30th:	" ; Kingston, Ont. (CN)
Feb 22nd:	"	; Jasper, Alta. (CN)	Aug 31st-Sept 1st:	" ; Montreal: Dorval (CN)
Feb 23rd-Mar 6th:	"	; Edmonton, Alta. (CN)	Sept 2nd-3rd:	" ; Montreal West. (CP)
Mar 7th-8th:	"	; Red Deer, Alta. (CP)	Sept 4th-6th:	" ; Montreal: Westmount (CP)
Mar 9th-18th:	"	; Calgary, Alta. (CP)	Sept 7th-8th:	" ; Montreal: Cote Vertu (CN)
Mar 19th-22nd:	"	; Lethbridge, Alta. (CP)	Sept 9th-11th:	" ; Montreal: Park Ave. (CP)
Mar 23rd:	"	; Medicine Hat, Alta. (CP)	Sept 12th-14th:	" ; Montreal: Papineau (CP)
Mar 24th:	Train Closed.		Sept 15th-19th:	" ; Montreal: Marion St. (CN)
Mar 25th:	Exhibition;	Medicine Hat, Alta. (CP)	Sept 20th-23rd:	" ; Trois Rivières, Que. (CP)
Mar 26th:	Travel; via	CP -- Train Closed.	Sept 24th-28th:	" ; Chicoutimi, Que. (CN)
Mar 27th-28th:	Exhibition;	Swift Current, Sask. (CP)	Sept 29th-30th:	" ; Quebec: Palais Stn. (CP)
Mar 29th-31st:	"	; Moose Jaw, Sask. (CP)	Oct 1st:	" ; Quebec: Wolfe's Cove (CP)
Apr 1st-7th:	"	; Saskatoon, Sask. (CN)	Oct 2nd-4th:	Travel; via CN
Apr 8th-9th:	"	; N. Battleford, Sask. (CN)	Oct 5th-7th:	Exhibition;
Apr 10th-13th:	"	; Pr. Albert, Sask. (CN)	Oct 8th-13th:	" ; Truro, N.S. (CN)
Apr 14th-21st:	"	; Regina, Sask. (CP)	Oct 14th-15th:	" ; Sydney, N.S. (CN)
Apr 22nd-25th:	"	; Brandon, Man. (CP)	Oct 16th-17th:	" ; Halifax, N.S. (CN)
Apr 26th-27th:	"	; Neepawa, Man. (CN)	Oct 18th-19th:	" ; Yarmouth, N.S. (DAR)
Apr 27th-28th:	"	; Dauphin, Man. (CN)	Oct 20th-23rd:	" ; Kentville, N.S. (DAR)
Apr 29th-May 1st:	"	; Portage la Prairie, Man.	Oct 24th:	" ; Amherst, N.S. (CN)
May 2nd-May 6th:	"	; Winnipeg, Man. (CN)	Oct 25th:	" ; Charlottetown, P.E.I. (CN)
May 7th-May 10th:	"	; St. James, Man. (CN)	Oct 26th-29th:	" ; Summerside, P.E.I. (CN)
May 11th-13th:	"	; St. Boniface, Man. (CN)	Oct 30th-Nov 3rd:	Train Closed.
May 14th-16th:	"	; Kenora, Ont. (CP)	Nov 4th-6th:	Exhibition;
May 17th:	Travel; Train Servicing.		Nov 7th:	" ; Moncton, N.B. (CN)
May 18th-20th:	Exhibition;	Fort William, Ont. (CP)	Nov 8th-9th:	" ; St. John, N.B. (CN)
May 21st-24th:	"	; Port Arthur, Ont. (CP)	Nov 10th-11th:	" ; Fredericton, N.B. (CP)
May 25th:	Travel; via	CP Franz, ACR.	Nov 12th:	" ; Chatham, N.B. (CN)
May 26th-29th:	Exhibition;	S.S. Marie, Ont. (ACR)	Nov 13th-15th:	" ; Campbellton, N.B. (CN)
May 30th-June 3rd:	"	; Sudbury, Ont. (CP)	Nov 16th-19th:	" ; Rimouski, Que. (CN)
June 4th-6th:	"	; North Bay, Ont. (CP)	Nov 20th-23rd:	Train Closed.
June 7th:	Travel; via	CP	Nov 24th-27th:	Exhibition;
June 8th-15th:	Exhibition;	London, Ont. (CN)	Nov 28th-29th:	" ; Thetford Mines, Que. (QCR)
June 16th-23rd:	"	; Windsor, Ont. (CN)	Nov 30th-Dec 5th:	" ; Sherbrooke, Que. (CP)
June 24th-27th:	"	; Kitchener, Ont. (CN)	Dec 6th:	" ; St. Johns, Que. (CP)
				" ; Montreal: Lachine (CN)
				" ; Montreal: Central Stn.
				" ; Montreal: Windsor Stn.
				TOUR ENDS.

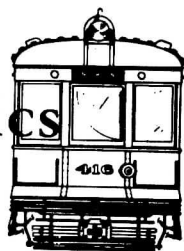


Timing the Fast Ones

Just a year ago this month, Canadian Pacific retired from the Toronto-Montreal passenger picture, when it discontinued its stainless-steel-and-domes Chateau Champlain/Royal York. For a few months, though, the rails of both CN and CP sang to the passage of crack trains on schedules unheard of even in the speed-conscious early '30's. Today, of course, CN's Rapido is going stronger than ever, and Turbotrains will lop a full hour from the Toronto-Montreal timetables beginning in June. On the next two pages, we take a close look at typical runs of the two trains which figured most prominently in the Toronto-Montreal passenger renaissance.

Traction Topics

Edited by John F. Bromley



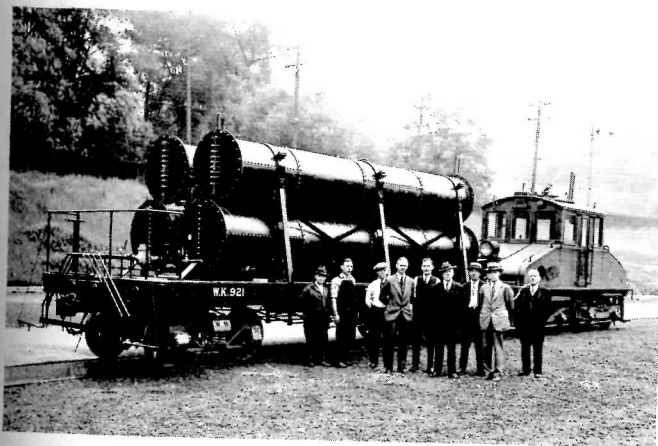
* As of December 15th, a new Rotation list was issued by the TTC Equipment Department. The 85 cars previously on the list were unchanged, although cars 4211, 4239 and 4247 will likely never run again. The big change was the addition of fourteen cars to the list, these being 4010, 4015, 4021, 4044, 4047, 4050, 4055, 4060, 4067, 4089, 4109, 4175, 4180 and 4206. All of the other air-electric cars, totalling 211 including those already shipped, have been sold to Alexandria. Of the fourteen additions, 4015 is still buried on track 20 at St. Clair, although it is shown as being usable, while 4044, 4047, 4050, 4055 and 4175 are on the soccer field at Hillcrest and will not be moved until they are sorted out from Egypt's cars. 4060 was moved to Danforth from St. Clair in December, as was 4021 which was at Hillcrest. 4021 received new vestibule steps and a paint job on the front end and entire right side. Cars 4180, 4206, 4021, 4109, 4089, 4010 and 4060 are on track 21 at Danforth in the above order and will eventually be rotated into service, probably beginning in February.

Twenty-five stored cars were towed from Danforth to Hillcrest between December 12th and December 16th. The cars were 4023, 4029, 4032, 4037, 4046, 4059, 4070, 4076, 4086, 4088, 4092, 4096, 4100, 4108, 4110, 4111, 4119, 4120, 4130, 4186, 4190, 4204, 4214, 4217 and 4292. These cars are stored on both the soccer field (facing east) and on the west side of the property beside the two L&PS cars.

/JFB

* An accident in the storage yard at Davisville December 29th has resulted in cars 5009 and 5350 being removed from service for major repairs. Car 5065 originally replaced 5009 in train with 5208-5209-5008, then by January 4th, 5064 replaced 5008. Car 5442 was paired with 5351. Couplers in the other cars of the lightweight train were damaged but not seriously. Both trains were southbound on different yard tracks; no one was injured.

/JFB



* Following is a complete summary of present locations or use of air-electric cars, effective January 15th:

PCC CARS SCRAPPED (Air-electric) 7

4052 4063 4123 4159 4179 4216 4227

PCC CARS TO ALEXANDRIA 46

4002 4026 4034 4036 4049 4056 4069 4071 4082
4087 4094 4103 4114 4116 4134 4155 4157 4162
4164 4167 4172 4174 4181 4183 4185 4192 4193
4195 4196 4209 4240 4244 4256 4260 4262 4263
4264 4265 4266 4273 4276 4283 4287 4288 4297
4298

PCC CARS - DEAD STORAGE AT DANFORTH 28

4009 4020 4031 4045 4061 4072 4093 4097 4104
4107 4117 4121 4131 4154 4158 4171 4173 4177
4184 4191 4194 4197 4207 4208 4215 4219 4243
4248

PCC CARS - DEAD STORAGE AT ST. CLAIR 51

4001 4004 4005 4008 4013 4018 4019 4025 4027
4028 4035 4040 4041 4051 4053 4062 4068 4073
4074 4075 4077 4078 4083 4084 4085 4090 4091
4095 4098 4099 4101 4105 4115 4122 4124 4125
4126 4127 4128 4133 4135 4137 4138 4139 4150
4151 4152 4161 4163 4198 4286

PCC CARS - DEAD STORAGE AT HILLCREST 86

4000 4003 4006 4007 4011 4012 4014 4016 4017
4022 4023 4024 4029 4030 4032 4033 4037 4038
4039 4042 4043 4046 4048 4054 4057 4058 4059
4064 4065 4066 4070 4076 4079 4080 4081 4086
4088 4092 4096 4100 4102 4106 4108 4110 4111
4112 4113 4118 4119 4120 4129 4130 4132 4136
4153 4156 4160 4165 4166 4168 4169 4170 4176
4178 4182 4186 4187 4188 4189 4190 4204 4214
4217 4233 4259 4269 4271 4272 4281 4282 4284
4285 4289 4292 4295 4296

PCC ROTATION CARS - STORED AT ST. CLAIR 1

4015

PCC ROTATION CARS - STORED AT DANFORTH 8

4010 4021 4060 4067 4089 4109 4180 4206

PCC ROTATION CARS - STORED AT HILLCREST 8

4044 4047 4050 4055 4175 4211 4239 4247

PCC ROTATION CARS - AVAILABLE FOR SERVICE 82

4199 4200 4201 4202 4203 4205 4210 4212 4213
4218 4220 4221 4222 4223 4224 4225 4226 4228
4229 4230 4231 4232 4234 4235 4236 4237 4238
4241 4242 4245 4246 4249 4250 4251 4252 4253
4254 4255 4257 4258 4261 4267 4268 4270 4274
4275 4277 4278 4279 4280 4290 4291 4293 4294
4299 plus all of 4575-4601 inclusive.

SUMMARY

PCC CARS SCRAPPED (Air-electric)	7
PCC CARS TO ALEXANDRIA	46
PCC CARS STORED FOR ALEXANDRIA	165
PCC CARS IN ROTATION	82
PCC CARS FOR ROTATION BUT STORED	17
TOTAL AIR-ELECTRIC PCC CARS OWNED	317

LEFT: In bygone days, this weed killer car was used to subdue brush on the Lake Simcoe line. In rear is TTC locomotive No. 1, later LM-1: Hillcrest, June 26th, 1928.

/TTC