

newsletter

May 1967 • 50c

Quebec Central's FAREWELL TO PASSENGERS!

SEE PAGE 65



Upper Canada Railway Society



RAILWAY

News and Comment

CN REDUCES DEFICIT BY 26 PER CENT

CN's annual report for 1966 revealed that an operating profit of \$40.1-million for the year was turned into a deficit of \$24.6-million by 'an extremely heavy interest burden'. However the deficit was 26% lower than in 1965 and the fifth consecutive drop from the peak loss of \$67.3-million recorded in 1961.

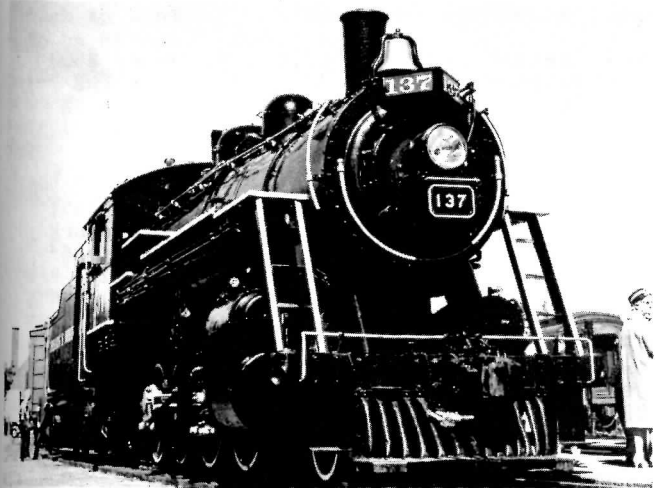
Gross revenues fell just \$1.4-million short of the billion dollar mark, with railway operations accounting for \$906.1-million of the total. Freight revenues were up 9.6% -- the highest in CN's history -- while passenger revenues increased by 15.8% to the highest since 1945. The report noted that passenger revenues are rising at a faster rate than expenses, and reiterated CN's confidence that it will be possible to reach an eventual profit position on passenger services; no figures were given on CN's 1966 passenger losses.

ONR'S CENTENNIAL PROJECT -- A STEAM ENGINE

The Ontario Northland has announced that a diminutive train, hauled by a steam locomotive 'under its own power', will visit on-line points during the summer. The locomotive, however, will be available for display only, and it is not planned that it will be used on excursions.

The locomotive, ex-CN 2164, was repainted as Temiskaming & Northern Ontario 137 for display several years ago, and was inspected by excursionists in North Bay during our weekend steam trip of September, 1963. Its display train for this summer's tour will include an old caboose and the former restaurant car "Agumik".

The tour is scheduled to begin on June 12th at Haileybury, visit Cochrane, Timmins and North Bay the weeks of June 26th, July 3rd and August 14th respectively, and wind up at Englehart on September 10th.



CN MAY ELIMINATE TRANSCONTINENTALS -- RICHER

Surprising, at least superficially, was the May 9th statement by CN's Passenger vice-president, Jean H. Richer, that the railway may eliminate transcontinental passenger service within the next two or three years, or at least drastically alter it to suit customer needs. At the same time, he revealed that within five or six years the era of meals cooked and served on dining cars will be over.

Elimination of the two transcontinentals would be accompanied by the introduction of a series of inter-city trains to fill one of the two functions -- inter-city and cross-Canada travel -- of their predecessors. Another possibility would be a single daily transcontinental in company with increased inter-city runs.

Mr. Richer pointed out that present transcon schedules -- because of their continuous nature -- must arrive at major points en route at times totally unacceptable for inter-city travel. He doubted that the railways could successfully compete against the airlines, with their coming jumbo jets, for an appreciable portion of the transcontinental passenger market.

(The railway does not foresee any serious loss on these services in 1967, as Centennial travel demands are expected to be sufficient to maintain income from this source at a reasonable level.)

Mr. Richer's remarks came on the heels of the new Transportation Act which, over eight years, will eliminate \$110-million annually in operating subsidies to the two railways and, in turn, grant them greater freedom in selecting the services they want to maintain. It also follows CN's 1967 budget which forecasts a deficit of only \$15-million, lowest since 1957. This year, CN is predicting a 30% gain in passenger revenues, to \$90-million.

The conventional dining car complete with kitchen will disappear -- likely by 1973 -- in favour of a scheme of precooked meals. On short trips, passengers will eat pre-prepared airline-style meals at their seats. On long journeys, it will still be necessary to provide dining car comfort for passengers' meals, but the food will be cooked at the terminal and simply reheated on the train. Previews of these meal concepts will be afforded passengers on CN's *Turbos* and Southwestern Ontario Hawker Siddeley trainsets, later this year.

LEFT: Ontario Northland's "T&NO 137" will become a familiar sight to Northern Ontario residents during the coming summer.

EQUIPMENT *Notes*

CANADIAN PACIFIC MOTIVE POWER NOTES

-GMD turned over the last two units of CP's current SD-40 order, Nos. 5563 and 5564, to the railway on April 28th.

-Units 5563/64 have replaced Nos. 5523/32 in CP's transcontinental wheel test service (see April NL, page 47).

DINING CARS LEASED BY CN

Canadian National has leased -- reportedly for a two-year period -- six two-car dining car sets from the Pickens Railroad, Pickens, S.C. The cars were purchased by Pickens from the New York Central.

One car of each set contains seating for 68 diners, while the other car contains kitchen facilities and a small lounge. The interconnecting doors are actuated by electric eyes for 'no-hands' operation by tray-laden waiters.

Two sets are operating on the Bonaventure between Toronto and Montreal; it is reported that the remaining sets will cycle in the Panorama between either Toronto or Montreal and Winnipeg.

(The Pickens Railroad operates 9.3 miles of freight-only track from a connection with the Southern Rly. at Easley, S.C. to Pickens. Apparently these cars were purchased as a speculative venture.)

Numbers of the leased cars are as follows:

408-481	489-485
405-478	490-484
407-482	487-483

CANADIAN PACIFIC COACHES TO MEXICO?

From a usually reliable source, it is reported that CP is on the verge of selling sixty passenger coaches to the National Railways of Mexico. All are reported to be of the air-conditioned type in the 2100 and 2200 series.

CANADIAN NATIONAL MOTIVE POWER NOTES

-The Montreal press reported recently that Canadian National placed orders at the end of April for a total of 110 new diesel locomotives.

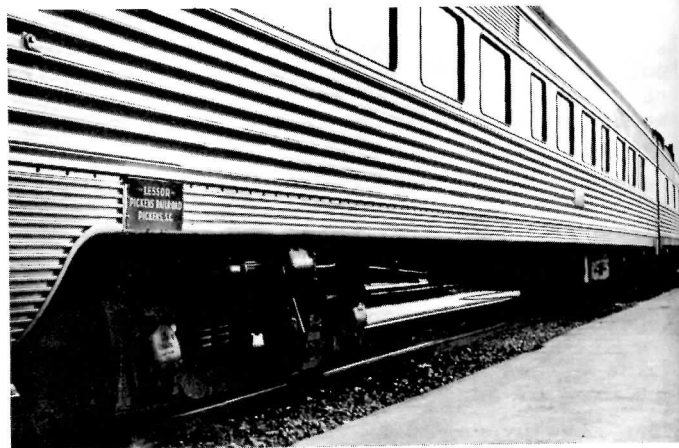
General Motors Diesel Ltd. will build 68 SD-40 (3,000 h.p.) locomotives, probably to be numbered 5008-5075.

From Montreal Locomotive Works will come 42 3,000 h.p. Century 630's, likely bearing the numbers 2002-2043.

No information is available as yet on delivery schedules or proposed assignment of the new locomotives.

-Still more locomotives have been retired from CN's roster:

912 - April 14th;) Collision between #203
920 - ") and switcher, Sept 13/66
) Cornerbrook, Nfld.
	Repairs not justified.
1630 - "	"
2202 - "	"
2204 - "	"
2206 - "	"
2214 - "	"
2215 - "	"
2217 - "	"
3032 - "	"
3035 - "	"
9426 - "	"
3806 - April 20th;	"
3819 - "	"
3822 - "	"



ABOVE: CN's latest leased equipment is a series of dining cars like these, acquired from the Pickens Railroad.

/Tom Henry



LEFT: CN 3884, modified with an elongated short hood to accommodate head-end power equipment, is now operating out of Toronto on express freight trains. The unit, together with five others, will ultimately be renumbered and repainted for South-western Ontario service. (April NL, page 46.)

A GLIMPSE AT
THE HISTORY OF

Quebec Central

BY O.S.A. LAVALLÉE

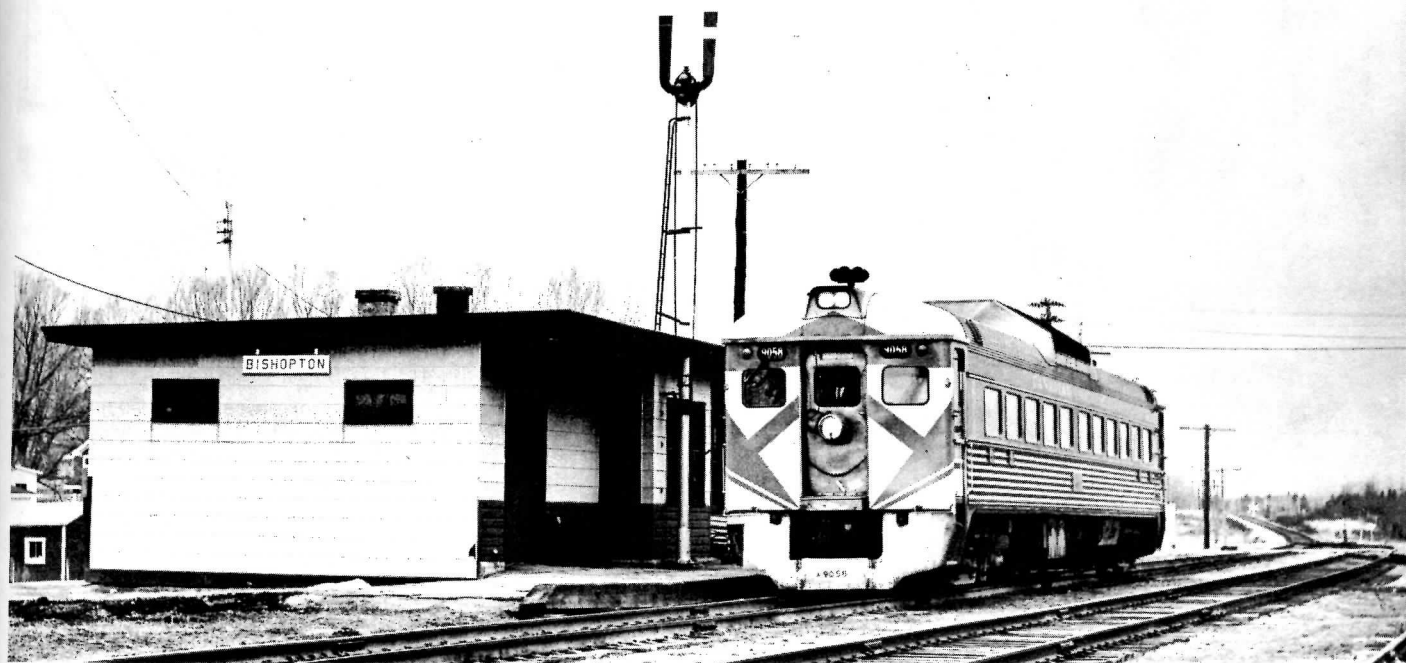
Considering its timetable designation by the coveted initial digit, Train No. 1 of the Quebec Central Railway looked particularly inauspicious on April 22nd, 1967, as it made its way northward through the rolling countryside of Quebec's Eastern Townships. In fact, its consist was an irreducible minimum, RDC-1 car No. 9058. To make matters worse in the eyes of a historian, No. 9058 wasn't even lettered for the Quebec Central but carried the familiar maroon band with the words "Canadian Pacific", QCR's parent company.

Scarcely a week later, on Saturday, April 29th to be exact, Train No. 1 and its corresponding southward services, No. 2 on Sundays and No. 4 on other days, made their last runs, terminating passenger service on the QCR after ninety-two and a half years. The appearance of the train was a far cry from not-so-distant times when it included a neat G-2 Pacific with QC's own cars -- as distinct from relettered Canadian Pacific ones. Then, through passenger connections were made south of Sherbrooke to Newport, linking Quebec with New York and Boston directly.

We paced No. 1 through the rolling countryside on April 22nd, as it maintained a punctual schedule through a predominantly

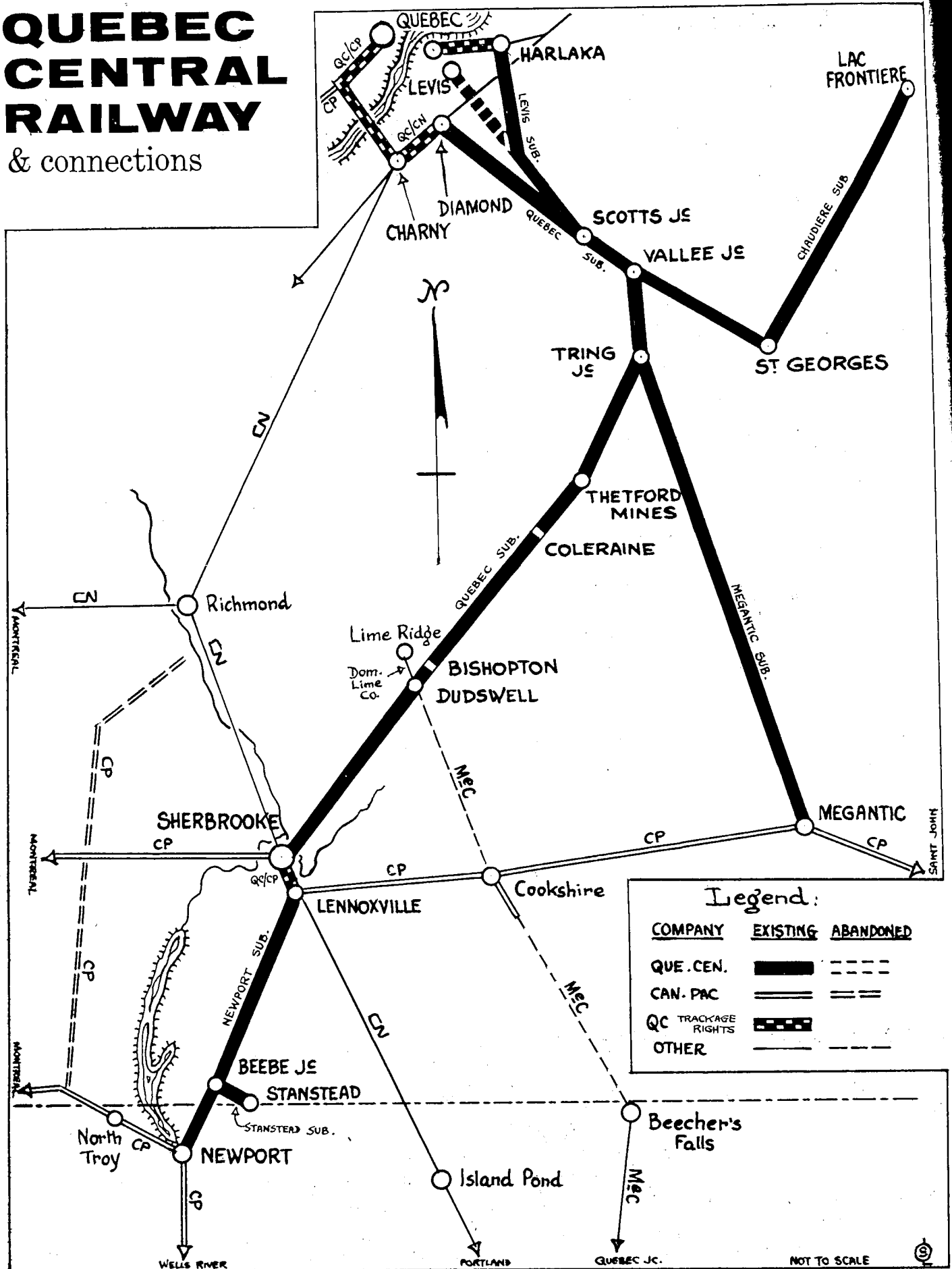
French-speaking area whose towns bear strikingly English names -- East Angus, Bishopton, Disraeli, Coleraine, Leeds and Tring Junction to name but a few. The names themselves spring from the organization of Lower Canada in 1791, when the area of what is now Quebec lying in the triangle east of Montreal formed by the United States boundary and the Saint Lawrence River was organized into counties and townships, all with English names. Here were to be found Gloucestershire, Buckinghamshire, Oxfordshire and many others -- in an attempt to transplant some of the atmosphere of the homeland to British military men and their families, who had retired from the business of making war to settle and prosper. These counties were again divided into townships, such as Ely, Ham, Upton, Abbotsford, Bagot, etc. Coexisting side-by-side with the new English settlers were older French-speaking families, whose organization was based on the ecclesiastical unit, the parish. Since the range of popular parish names was compar-

BELOW: CLEAR BOARD!...But Train No.1 stop anyway to let down two passengers at Bishopton, 26.3 miles from Sherbrooke. The short but steep grade in the background is typical of the undulating main line of the QCR.
/Jim Sandilands



QUEBEC CENTRAL RAILWAY

& connections

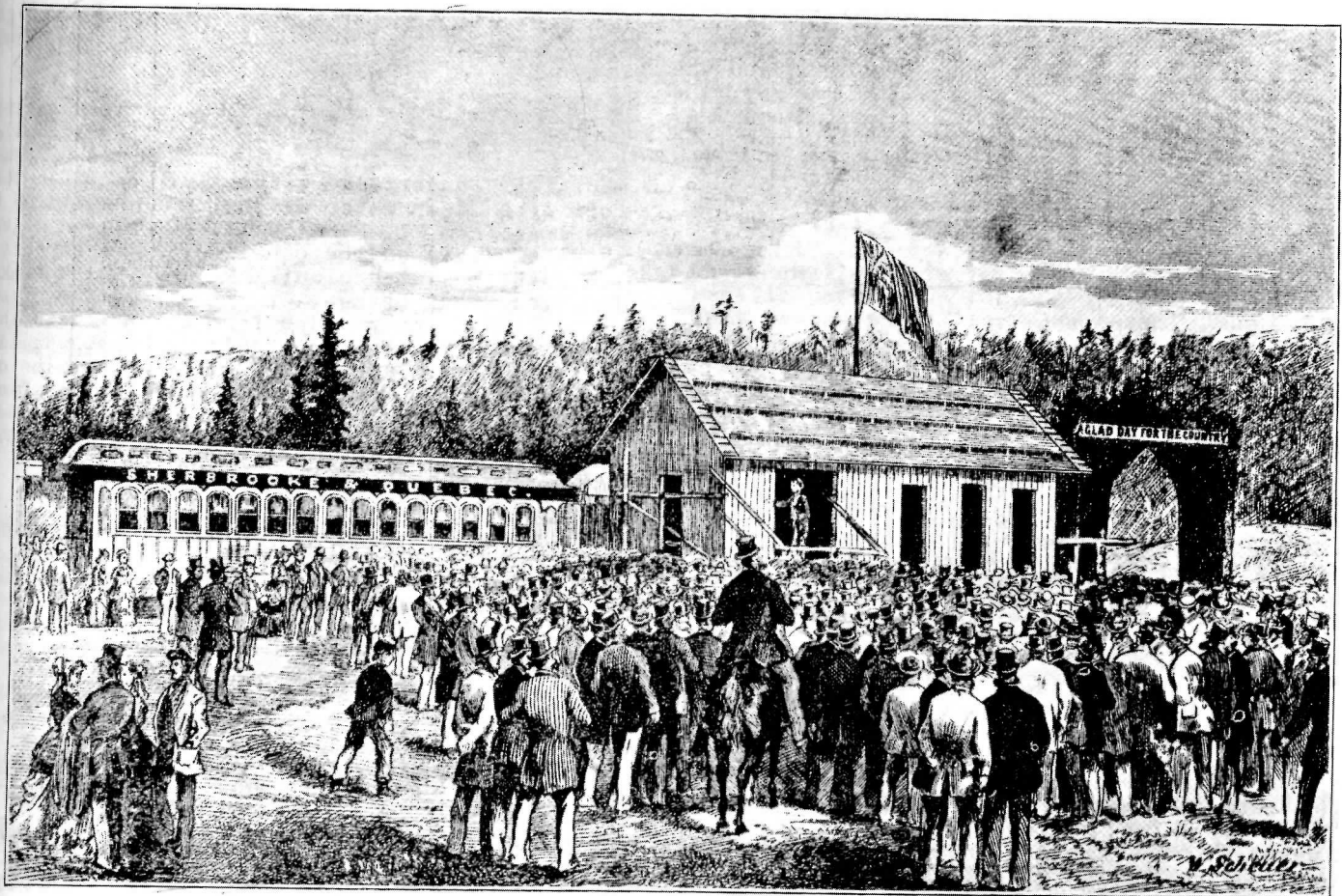


atively limited, such French-named communities designated themselves by the English-named township in which they were situated, resulting in those distinctive treatments. For place names which survive to this day, and which are unique to "La Belle Province". A good map will show such villages as Enfant-Jesus-d'Ely; St. Guillaume d'Upton; St. Paul d'Abbotsford; St. Etienne-de-Bolton; or (take a deep breath), Notre-dame-l'Auxiliatrice-de-Buckland!

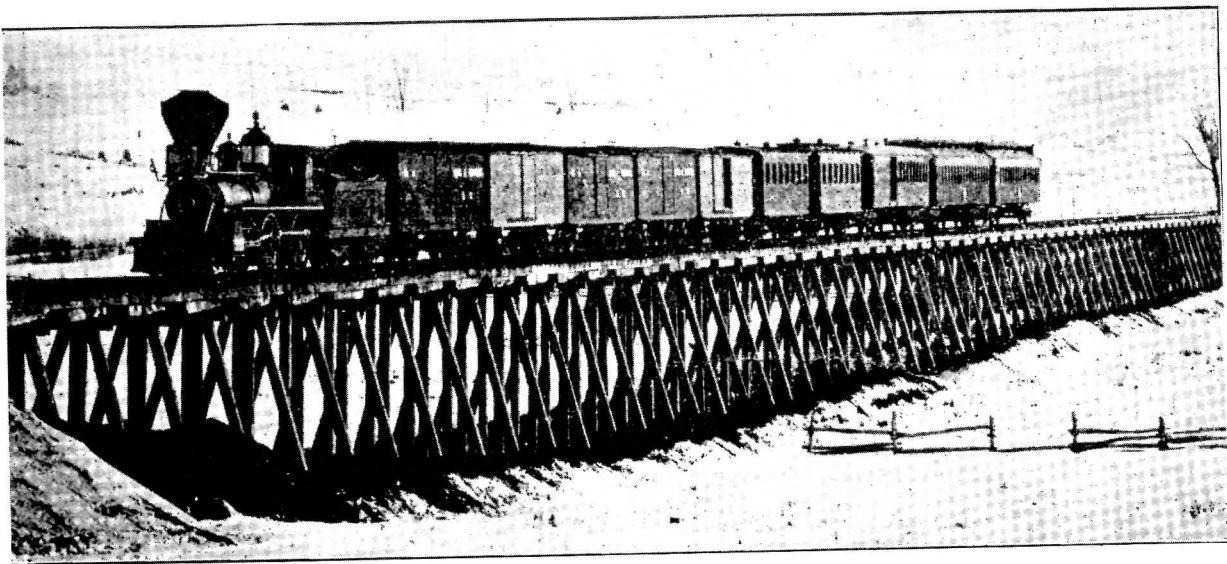
This countryside was first served when the St. Lawrence and Atlantic Rail Road was constructed through it between 1848 and 1853. Completion in July of the latter year, linking Montreal with Portland, Maine, by way of St. Hyacinthe, Richmond and Sherbrooke, coincided with the integration of this pioneer overland railway into the newly-formed Grand Trunk Railway of Canada. In 1854, a GTR branch bisected the Eastern Townships, linking the main line at Richmond with Levis, opposite Quebec. By 1867, just a hundred years ago, the citizens of Sherbrooke and those localities lying east of this Sherbrooke-Richmond-Levis configuration, headed by Sir Alexander Tilloch Galt, one of the Fathers of Confederation and at that time Member of Parliament for Sherbrooke, held a public meeting to solicit support for a railway through the townships east of the GTR.

SHERBROOKE, EASTERN TOWNSHIPS & KENNEBEC RLY. CO.

The outcome of this was the incorporation on April 5th, 1869, of the Sherbrooke, Eastern Townships and Kennebec Railway Company, which was planned to use the Hulbert wooden rail principle, then enjoying a certain vogue for its alleged cheapness of construction. It was planned to construct in a northeasterly direction from Sherbrooke to the Chaudiere, there to connect with another new line up the Chaudiere from Levis -- also chartered in that year -- the Levis and Kennebec Railway Company. Wooden rails were purchased and construction of the roadbed began the next year, but the unfavourable experience of two other Hulbert wooden-railed lines (one in the immediate vicinity) caused the contractors to change to conventional iron rail construction before track had been put down. While the panic of 1873 impeded investment and slowed progress, at last, on October 22nd, 1874, with great celebration and speechmaking, the SET&KR was opened for traffic between Sherbrooke and Westbury, a distance of 13.7 miles.



"Opening of the Sherbrooke, Eastern Townships and Kennebec Railroad,
Sherbrooke to Westbury, October 22nd, 1874."



"A Quebec Central Passenger Train About 1880."

QUEBEC CENTRAL RAILWAY COMPANY

In order to enhance the company's image and permit it to raise mortgage capital in Great Britain, it was reorganized on February 23rd, 1875, changing its name to Quebec Central Railway Company. The president and the general manager of the previous company, the Hon. J. G. Robertson and James R. Woodward, respectively, continued in the same capacities in the new organization. Capital was forthcoming and additional stages put into operation as follows:

Year	Location	Miles from Sherbrooke
1875	Weedon	37
1877	Coleraine	58
1878	Thetford Mines	67
1879	East Broughton	84

The rails reached Vallee Jonction and a connection with the Levis & Kennebec Railway in November, 1880.

LEVIS AND KENNEBEC RAILWAY COMPANY

As noted earlier, the Levis and Kennebec had been incorporated in 1869 to build southeasterly up the Chaudiere valley to the frontier of Maine, connecting at that point with a projected United States line which would lay rail to the Atlantic coast at Wiscasset, about 230 miles. (It is not pertinent to our story but interesting to note that this connection, the Wiscasset & Quebec Railway Company, was actually begun later, but to the two-foot gauge; it never extended further than about forty miles from Wiscasset.) The original station in Levis was located in the Upper Town and by the end of 1873, some thirty miles of route, as far as Scott, had been graded and seven miles of rail laid as far as St. Fereole. In the ensuing seven years, the L&K had also raised funds in England, though not with the same success as

the Quebec Central, with the result that the end of 1880 saw its rails at Vallee Jonction, but at the cost of bankruptcy of the company. The ensuing sheriff's sale, in March 1881, saw the Levis & Kennebec purchased by the Quebec Central and added to that system; through train service was begun between Sherbrooke and Levis on May 23rd, 1881.

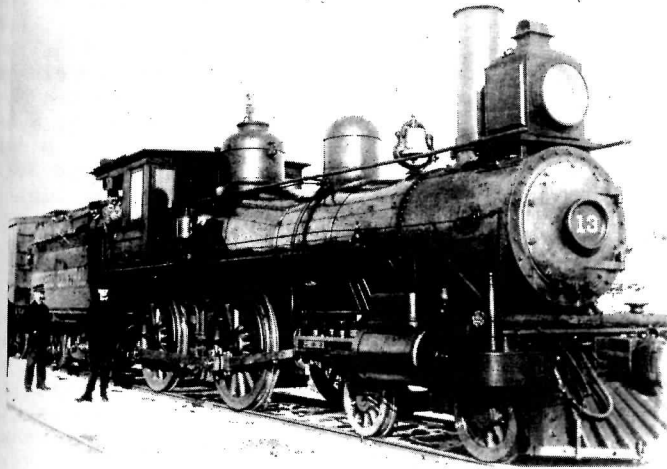
The location of the old L&K station in the Levis "haute ville" was very undesirable from a traffic point of view, and the QCR immediately undertook corrective steps in the form of a "deep water extension" by building a new line from St. Henri Village, eleven miles short of Levis on the old line, to a connection with the Intercolonial Railway at Harlaka Junction near Lauzon, a new mileage of nine; eventually, the portion from St. Henri to the upper town station in Levis was abandoned. The year 1881 also saw the first section of the Chaudiere branch completed five miles from Vallee Jonction to St. Joseph. It was extended a further nine miles to Beauceville in 1886.

BRITISH CONTROL

Under the reorganization of 1875, the mortgage bonds of the QCR were held in England and the common stock in Canada, with the Board of Directors being located in Sherbrooke. In 1886, a special act of the Quebec Legislature vested control of the Company in the income bondholders; a provisional board was elected on November 14th, 1887 with Mr. R.N. Hall, MP, a Sherbrooke lawyer, being appointed Managing Director in Canada, replacing Mr. Woodward. On June 4th, 1888, a permanent board was established in London, England, with Edward Dent as President. In the autumn of that year, Mr. Frank Grundy, General Manager of the Mid-Wales Railway Company, was sent out from England to make an inspection and report to the bondholders. In March 1889, the London directors appointed Mr. Grundy to the post of Managing Director and General Manager, inaugurating a period of British control which was to last until 1913.

HEREFORD RAILWAY

In 1890, the Hereford Railway was Completed between a connection with the Maine Central at Beecher's Falls, Vermont and Lime Ridge, Quebec, crossing the Quebec Central at Dudswell, about 25 miles from Sherbrooke. The Hereford, a subsidiary of the MEC, thus offered direct connections from Quebec through the White Mountains to Portland. A through sleeping car service was inaugurated over this line jointly with the Quebec Central, and in competition with the Grand Trunk via Island Pond. The route was a very popular one as the White Mountain resorts around Crawford Notch were then at the peak of popularity. Appropriately, the point at which the Lime Ridge/Beecher's Falls branch joined the Maine Central main line near Littleton was called Quebec Junction.



ABOVE: No. 13 of the QC was used in mixed train service between Levis and Megantic, Quebec. This 1904 view was taken at Sainte Marie de Beauce station.

/Canadian Pacific

EXPANSION

With the tenure of Mr. Grundy, the QCR's prospects turned very much for the better; in 1894, construction of the Megantic Subdivision was undertaken from Tring Junction to Megantic (59 miles) to connect with a proposed Maine Central extension to Megantic which never materialized. The line fully justified itself, however, by opening up new areas and generating increased traffic. Subsequently, further extensions were made to the Chaudiere branch with the intention of effecting connection with the Temiscouata Railway at Cabano, along the ridge of the Notre Dame Mountains. This route was eventually largely followed by the National Transcontinental between Quebec and Edmundston, and while the QC was extended from Beauceville to St. Georges in 1907, it never extended beyond Lac Frontiere, 79 miles from Vallee Jonction, which was attained in 1915.

CANADIAN PACIFIC CONTROL

In the interim, control of the Quebec Central Railway through stock ownership was gradually obtained by the Canadian Pacific Railway Company and on January 1st, 1913, the QCR was leased to CP for a period of 999 years. Unlike many other leases, however, this one provided for the maintenance of a separate identity for the Quebec Central for traffic and legal reasons; this arrangement is still in existence at the present time, though the Company some years ago ceased to separately identify its motive power and rolling stock. The 1913 lease effected return of the control of the railway to Canada, and since that time, presidents of the Quebec Central have been vice-presidents of Canadian Pacific.

Extension did not cease under the Canadian Pacific regime. Arrangements were made with the federal government for the use of the Quebec Bridge by QCR trains; in 1920, a 22-mile branch was completed from Scott to Diamond, near Charny, where connection was made with Canadian National. On October 2nd, 1920, QCR inaugurated through service from Sherbrooke to Quebec, via Diamond, Charny and Cap Rouge. CP Quebec Subdivision rails were used from west of Cadorna into Quebec's Palais Station.

The last extension of Quebec Central came about in 1926 when the Massawippi Valley Railway Company was subleased by the Boston & Maine Railroad to the QC. This line, built in 1870, extended from Lennoxville to the International boundary, 32 miles, with a branch from Beebe Junction to Rock Island, 2½ miles. A further five miles from the boundary to Newport, Vermont, were leased by Canadian Pacific from Boston & Maine in connection with the lease of the whole Connecticut & Passumpsic Rivers Railroad in Vermont. In 1946, Canadian Pacific purchased the C&PRR and its subsidiary Massawippi Valley from the B&M, and turned the Newport-Lennoxville section over to the Quebec Central for operation.





LEFT: QC Train No. 1 rates a G-2 from parent Canadian Pacific as it storms out of Sherbrooke in January, 1957. Beneath the bridge are the rails of CN's Sherbrooke Subdivision, linking Richmond, Que., with Island Pond, Vt.
/Johnny Krause

Traffic over the Hereford declined after Quebec Central subleased the Massawippi Valley line between Lennoxville and Newport, as QC traffic was then routed via the parent Canadian Pacific route to St. Johnsbury where it was turned over to the Maine Central. Almost all of the Hereford Railway was abandoned in 1927 except for two sections: one from Cookshire to Malvina, which Canadian Pacific purchased and operated for some time as a branch, and another, 4.4 miles long, extending from Dudswell Junction to Lime Ridge which is still operated as a private industrial railway by the Dominion Lime Company Limited, feeding the Quebec Central.

Financially, the Quebec Central has been relatively prosperous. Its annual earnings increased from about \$275,000 in 1890, shortly after Mr. Grundy took office, to a peak of nearly \$3.5-million in 1928. In any discussion of the Quebec Central Railway, mention should be made in particular of its asbestos traffic, originating in the Thetford Mines area. When the railway was under construction in this region in 1878, outcroppings of what was then known as "cotton rock" were noticed, but were considered to have little commercial potential and were not exploited. Eventually, as much as 90% of the world's supply of asbestos was produced here, as the mine tailings at Thetford and Black Lake amply testify. Thetford Mines has a population of over 21,000 and Black Lake an additional 5,000. Nearly 4,000 inhabitants of the two towns are employed in the asbestos industry which has a daily production of about 1,100 tons, with an annual value of \$35-million.

At one time, the Quebec Central had its own back shops and terminal at Newington, 1.4 miles from Sherbrooke on the east bank of the St. Francis River, but this facility was closed in 1939. In 1954, an 8½-mile diversion was made in the main line of the Quebec Subdivision between Black Lake and Thetford Mines enabling Asbestos Corporation Limited and Bell Asbestos Mines to expand their open-pit mining operations.

HIGHWAY TRANSPORT

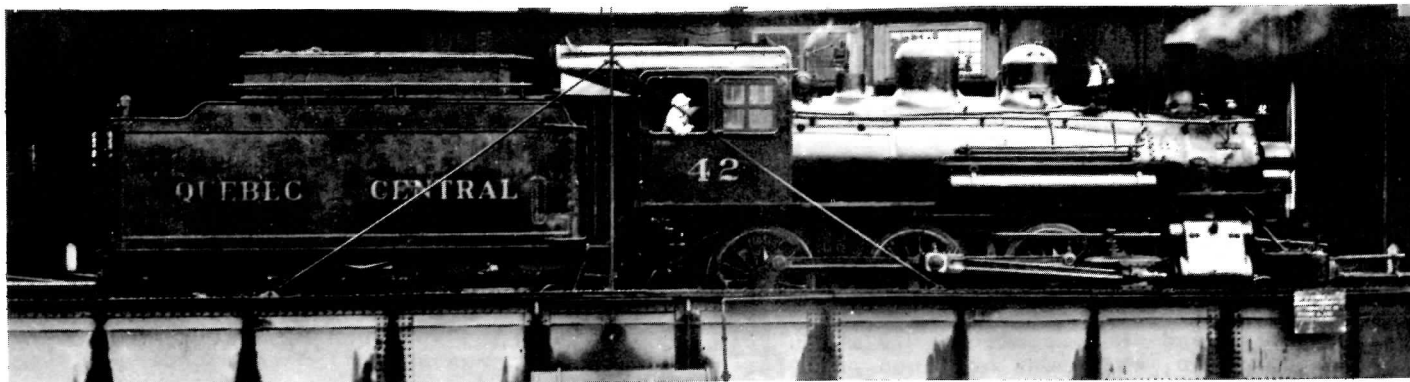
In reviewing passenger traffic, which has now come to an end, it is worth noting that Quebec Central was a pioneer in the use of motor coaches on parallel highways originally to supplement, and later to replace, train services. A subsidiary, Quebec Central Transportation Company was incorporated in August 1931, and an initial service started in that year between Levis and Morisset on the Lac Frontiere branch. Initially, service was provided only in summer, but eventually all-year-round highway service was the order of the day and it paralleled all the rail lines. About two years ago, the QCR divested itself of this operation, selling it to private interests.

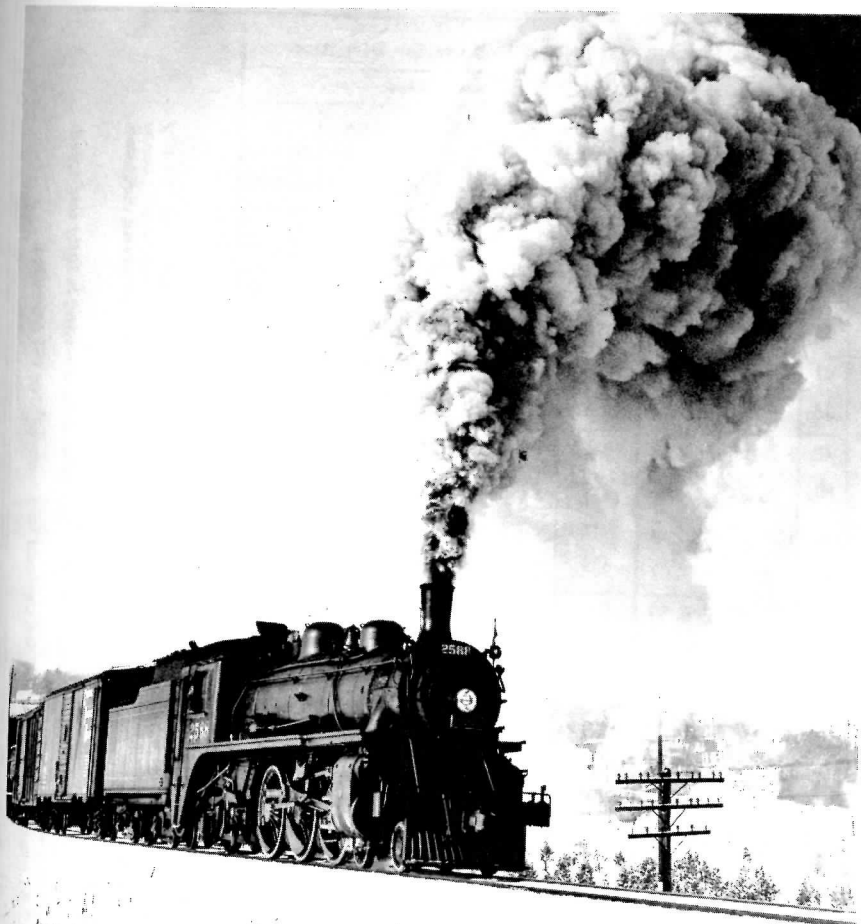
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With the termination of passenger trains on Quebec Central, Centennial Year thus marks the end of a service first proposed in Confederation year, 1867.

BELOW: Quebec Central's 10-wheeler No. 42 was built in 1913 for the QC and differs from standard CPR 10-wheelers.

/Canadian Pacific





LEFT: Quebec Central Pacific 2588 emits a voluminous plume of smoke as it rambles along with a way freight near Sherbrooke.

/Johnny Krause

RIGHT: A Quebec Central passenger train and autobuses at Sherbrooke (CP) station in 1946.

/Canadian Pacific



All photos from the author's collection, unless otherwise credited.

TIME TABLE No. 5, APRIL 24th, 1966

Mile from Sherbrooke	STATIONS	Train Order Office Signals	Car Capacity Siding	SOUTHWARD TRAINS—Superior Direction							
				First Class		Fourth Class					
				2	4	80	82	84	86	88	
				Pagr. Sun. Only	Pagr. Daily ex. Sun.	Freight Daily ex. Sun.	Freight Daily ex. Sun.	Freight Daily ex. Sun.	Freight Daily ex. Sun.	Freight Daily ex. Sun.	
0	SHERBROOKE CKWZ	HO	Yard	P.M. 6.00	P.M. 8.10	A.M. 11.10	P.M. 12.01			P.M. 5.15	
1.4	NEWINGTON		68	5.56	8.06	10.52	11.41			4.55	
1.7	ASCOT		55	5.43	7.53	10.38	11.26			4.40	
10.5	EAST ANGUS	Z G	41	5.32	7.42	10.18	11.06			4.20	
16.9	DUDSWELL	Z	36	5.19	7.29	10.13	11.01			4.13	
26.4	BISHOPTON	BC	48	F 5.17	F 7.27	9.58	10.43			3.58	
26.3	LAFOND		NII	5.09	7.19	9.48	10.33			3.48	
32.0	WEEDON	Z H	39	F 5.03	F 7.13	9.38	10.23			3.38	
36.9	ST. GERARD	YZ DN	50	F 4.57	F 7.07	9.20	10.15			3.10	
41.6	GARTHBY	Z	37	F 4.49	F 6.59	9.10	10.04			2.59	
47.6	DISRAELI	Z D	46	4.42	6.52	8.55	9.52			2.47	
52.8	COLERAINE	Z	38	F 4.34	F 6.44	8.34	9.40			2.35	
57.7	BLACK LAKE	Z BA	40	4.26	6.36						
63.5	ST. ALPHONSE		NII	F 4.19	F 6.29	8.15	9.24			2.19	
69.0	THETFORD MINES KYZ	FD	57	4.16	6.26	A.M. 8.15	9.06			1.55	
70.8	ROBERTSON		32	F 4.11	F 6.21		8.56			1.45	
74.7	LEEDS	BU	35	F 4.04	F 6.14		8.35			1.30	
79.6	EAST BROUGHTON	Z RN	29	3.56	6.06		8.20			1.15	
84.8	SUMMIT	Z	28	3.53	6.03		8.10			1.05	
9.04	TRING JCT.	RYZ NA	30	3.49	5.59		7.52			12.47	
9.07	ST. BRUNO		34	3.43	5.53		7.37			12.32	
9.11	BILODEAU		24	3.37	5.47		7.35			12.30	
9.17	VALLEE JUNCTION CKZ	UC	10	3.36	5.46		A.M. 8.50			P.M.	
9.23	STE. MARIE	Z MA	21	3.27	5.37						
9.24	SCOTT'S JCT.	RYZ SO	13	3.21	5.31						
9.33	BRAS		NII	F 3.13	F 5.23						
9.39	VILLE LAMBERT		29	F 3.08	F 5.18						
9.47	BREAKEYVILLE	Z	13	F 3.01	F 5.11						
9.52	WALSH	YZ	20	2.56	5.06						
9.59	DIAMOND			2.55	5.05						
10.04	CADORNA	CO		2.25	4.35						
10.05	QUEBEC CKWZ	BO		2.15	4.25						
10.35	Rules 41, 44, and 83a apply between Sherbrooke and Walsh			Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	
10.45				2	4	80	82	84	86	88	
A.M.											
Daily											

THETFORD MINES INDUSTRIAL YARD SPUR FOOTNOTES

No engine, car or train shall exceed ten miles per hour over public crossing at grade, Wye connection, mileage 0.47 until crossing is fully occupied. There is a 175 foot timing circuit east of the Wye switch approaching the crossing from the west side and flashing light signal will cease to operate if train stands on this circuit for a longer period than thirty (30) seconds. Care must be taken that trains do not stand between timing circuit and crossing as this will cause flashing signal to operate continuously and unnecessarily.

No engine, car or train shall exceed ten miles per hour over public crossing, St. Alphonse street, mileage 2.56 until crossing is fully occupied.

Asbestos Corporation, Kings Mines private crossing, mileage 2.85 must not be blocked for periods in excess of five (5) minutes.

Few other changes are evident in the new CP timetable (which continues to be published in Standard time). Sunday-only Ottawa-Montreal train 236 has been rescheduled from late evening to mid-day, probably because of Expo travel. The St. Paul-Winnipeg service via the Soo Line has now been discontinued. Reference is made in the table to the imminent termination of the Toronto-Detroit Dayliners at Windsor. Finally, the tri-weekly northbound Toronto-Owen Sound train now departs later so as to connect with the inbound Canadian which, incidentally, has been receiving considerable promotion by CP in recent months.

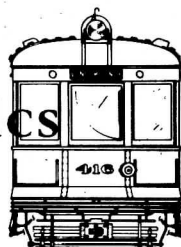
Canadian Pacific's Expo Limited at Woodbridge, Ont.

/J.A. Brown



Traction Topics

Edited by John F. Bromley



* Multiple unit service is now scheduled to begin at the commencement of the October period, subject to all conversion work and operator instruction being completed by September. Some of the overhead wiring for locking and unlocking contactors at electric switches has been installed, and special work and curves for Neville Loop are being completed at Hillcrest. Rebuilding at Neville will consist of installation of tangent rail in the loop itself to allow coupling and uncoupling to be carried out here after the evening rush hour, and the removal of the exit curves to Nursewood Road.

Humber Loop is scheduled to be rebuilt to include a passing track with a three-car capacity, and perhaps a two-car dead end spur. Work at Russell Carhouse will include installation of an exit track onto Queen Street eastbound from the trailer yard and the relocation of the westbound entrance into the trailer yard to a position slightly to the west of the existing track. Several intersections along Queen Street are receiving minor repair to insure smooth passage for two-car trains.

A test train, consisting of 4493-4691, was operated on March 30th between 1.38 a.m. and 4.44 a.m. on Queen Street and Kingston Road, accompanied by emergency crews and with electric switches plugged to avoid inadvertent operation. /SM, JFB

* Two diversions of street car service occurred during the past month. On March 29th, at 7.09 a.m., car 4311, entering KING service, split the switch, west to north, at Queen and Broadview, blocking traffic in three directions for twenty-five minutes. KING, QUEEN, DUNDAS and both of the KINGSTON ROAD services were affected with the usual short turn arrangements in effect.

A section of fallen overhead at College and University on April 25th at 9.08 a.m. resulted in westbound CARLTON cars being diverted via Bay, City Hall Loop, Bay, Dundas and McCaul Streets for twenty-two minutes. /SM

* The EARLSCOURT route will become a "rush-hours-only" operation effective with the beginning of summer schedules, on an experimental basis. As a result of the change, headways on St. Clair Avenue between Lansdowne and the Subway are to be increased from 3 to 4½ minutes, while headways on the balance of the ST. CLAIR route are reduced from 6 to 4½ minutes. The change is being made to aid inspectors in keeping ST. CLAIR service on a more even keel; under the present arrangement, inspectors cannot pull EARLSCOURT cars off of their runs to fill in for late ST. CLAIR cars as this would upset the schedules for the former service. It is hoped that the new arrangement will result in better service on an overall basis for the ST. CLAIR route.

There is a possibility that the 1967 KING-EXHIBITION service will be rerouted via either Parliament or Broadview and over the CARLTON route to Main Station. /SM, RM, JFB, TW



One of the cars now preserved by the O.E.R.H.A. at its Rockwood, Ont. museum is TTC large Witt car 2424. Its present appearance is considerably better than that of April 6th, 1929, when it came out second best in an altercation with car 2444. /TTC Photos

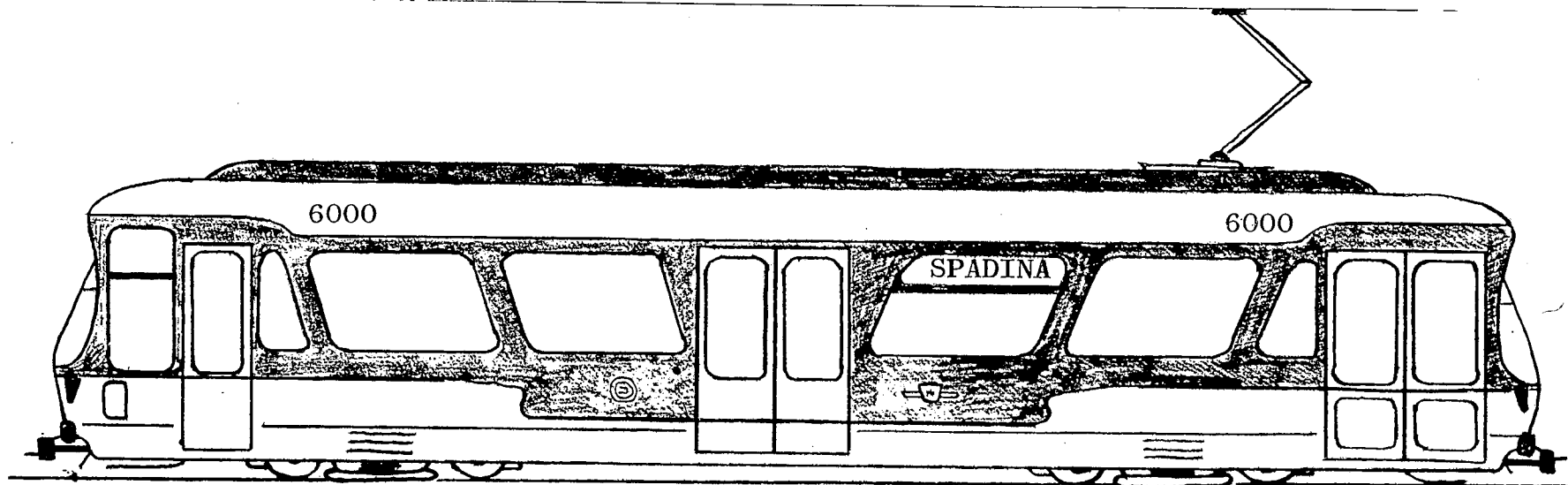
S Danforth Division became the TTC's newest bus
H garage effective April 23rd, operating all
O services formerly based at Sherbourne and some
R from Birchmount. Unlike the former occupants,
T the buses face east. A large number of street
cars, both rotation and dead storage, remain
at the south end of the yard.....latest word
U on the A1 and A2 class cars not going to Alex-
R andria is that they will be scrapped, and all
N are being shifted gradually to storage at St.
Clair Division. Most are in poor shape, as the
cars were not washed after being retired and
salt has taken its toll.....shipping of cars
to Alexandria will resume shortly.....rail was
removed from Viaduct Loop prior to April 14th,
and tenders have been called by the city for re-
surfacing of Harbord Street, Ossington Avenue and
Dovercourt Road. Davenport Road, from Dupont to
Bay Street, is also scheduled for resurfacing in
1967.....work is virtually completed on the rail
renewal program on St. Clair Avenue. Work on Ron-
cesvalles Avenue, Queen to Dundas, has been post-
poned until 1968.....the last remaining street
car overhead has been removed from Lansdowne Ave-
nue and Lansdowne Carhouse.....odd assignments
noted recently include 4596 on DANFORTH, 4601 on
LONG BRANCH and 4426 on KING WEST.....the north
bound track in the YONGE subway between Rosedale
and St. Clair Stations is to be renewed during
the summer.....Overhauled and painted air cars
during the past month were 4199, 4220, 4239,
4247, 4250, 4253, 4586, 4589, 4593 and 4599...
....4431 has returned to service, and 4407 is ex-
pected shortly. Also back in service after 18
months is 4721, which is also the first car to

be equipped with a destination sign for "Main
Station".....4538 and 4664 are undergoing re-
pair for collision damage.....Crane C-2 was at
St. Clair Shop in late April for several new
wheels.....4553 and 4300 exchanged divisions
between April 21st and April 25th.....RT-4 was
badly damaged by fire north of Ellis Portal on
May 6th at 2.25 a.m. RT-4 had just been over-
hauled, and may not be repaired as it will be re-
placed by a new car now under construction in
Japan.....the TTC will spend over \$60,000 to
re-body two as yet unidentified trolley buses,
in an effort to avoid bus replacement on the
trackless lines.....how many readers are aware
of the fact that all wheel and axle maintenance
for the PCC cars of the Shaker Heights Rapid
Transit is performed at Hillcrest Shops?.....
new bus arrivals are being numbered in the 7000
series. The 6000 series was unavailable for bus
numbering as this series is reserved for use on
subway-surface cars. Subway-surface cars?.....
W-26 has joined C-1 in dead storage at the far
northwest corner of Hillcrest Shops, in the com-
pany of London & Port Stanley cars 4 and 8 and
several PCC cars stored for Alexandria. Storage
of PCC cars, facing east-west on the Hillcrest
soccer field has been discontinued, although the
cars facing north remain in position for the time
being.....

/JFB, SM, RM, TW

UPPER CANADA RAILWAY SOCIETY
ANNUAL NIGHT FANTRIP
FRIDAY, JULY 7TH

Our first fantrip with TTC subway-surface car No. 6000 (See Traction Topics, this issue)



B

Well, would you believe a freshly painted 4400 series MU car?

Tickets by advance reservation, \$1.50. Tickets on the car, \$2.00.

ORDER YOUR TICKETS NOW. JUST COMPLETE THE FORM BELOW AND ATTACH CERTIFIED CHEQUE OR MONEY ORDER.
(Out of town cheques, please add 15¢ exchange)

TRIP LEAVES RONCESVALLES CARHOUSE - 8.15 p.m.
OR KING AND YONGE STREETS- 8.35 p.m.

TRIP COMMITTEE,
UPPER CANADA RAILWAY SOCIETY,
P.O. BOX 122 - TERMINAL A,
TORONTO, ONTARIO.

NAME _____

ADDRESS _____

I enclose \$ _____. Please send _____ ticket(s)

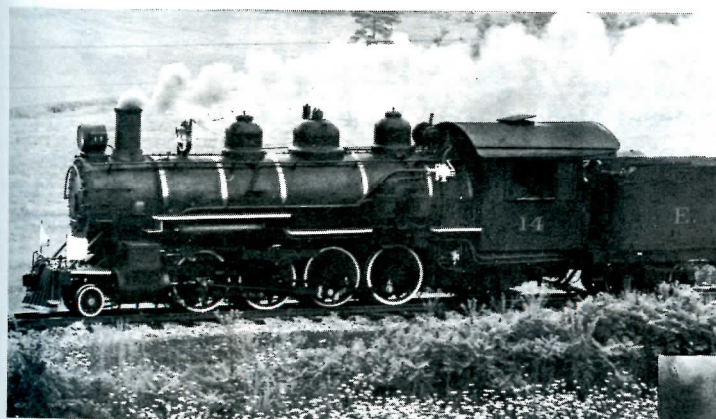
CENTENNIAL STEAM TRIP

1867

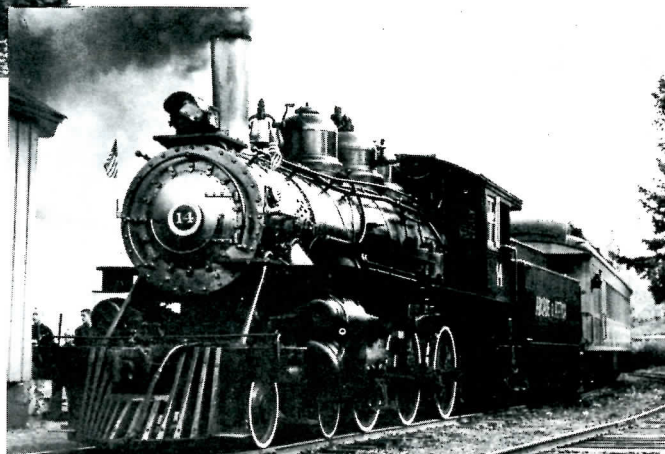


1967

YORK, PA.



ORBISONIA, PA.



ARCADE, N.Y.

OCT. 6, 7, 8, 9, 1967

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