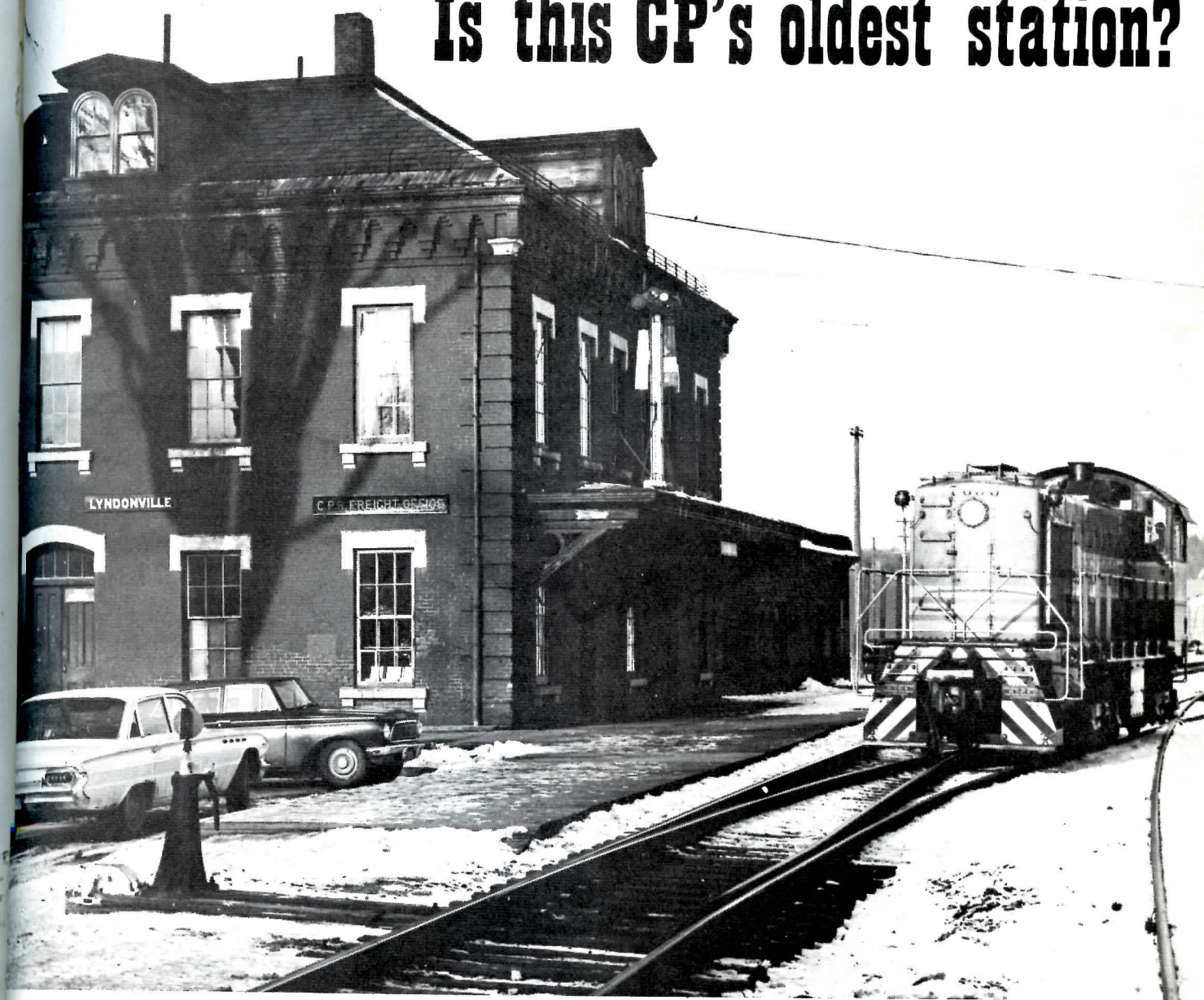


newsletter

January 1968 • 50c

Is this CP's oldest station?



Upper Canada Railway Society



newsletter

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James A. Brown, Editor

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* * *

Please address NEWSLETTER contributions to the Editor at
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be addressed to UCRS, Box 122, Terminal A, Toronto, Ontario.

Contributors:

Roger Boisvert, John Bromley, Ray Corley, George Horner,
Omer Lavallee, Bill Linley, Ian MacDonald, Bob McMann,
Steve Munro, Jim Sandilands, Jack Walker, Ted Wickson,
Bill Wilson.

Production: John Freyseng, Tom Henry, Omer Lavallee.

Distribution: Charlie Bridges, Ed Jordan, George Meek,
Ken McCutcheon, Bill Miller, Steve Munro,
Ralph Percy, George Roe, John Thompson,
Bill Weighill.



RIGHT: D&H's new
PA-1 No. 19 leads
a brace of hood
units past West-
mount station with
a New York-Mont-
real passenger
train.

-- Jim Sandilands

The Cover

Canadian Pacific's venerable depot at Lyndonville, Vt., may well qualify for the distinction of being the oldest station on the entire CP system. Alco-built switcher 7096 eases past the 100-year-old building on a December afternoon, 1967. Note the lower quadrant train order signal. For more about CP's Lyndonville Subdivision, turn to page 6.

Notice a difference in your NEWSLETTER this month?

We've made a few changes in our layout to maintain the NEWSLETTER's standards of content despite a recent substantial increase in production costs. We hope you like it!

Unfortunately, setting up our 'new look' has resulted in an unavoidable production delay for this issue. Bear with us, please, and in a month or so we'll be back on schedule.

Coming Events



Regular meetings of the Society are held on the third Friday of each month (except July and August) at 589 Mt. Pleasant Road, Toronto, Ontario. 8.00 p.m.

Feb 16: Regular Meeting
(Fri)

March 15: Regular Meeting
(Fri)

April 19: Regular Meeting
(Fri)

Readers' Exchange

WANTED: Back issues of Trains magazine, in good condition at reasonable price -- years prior to 1957, also some issues in 1962. Please contact John Thompson, 1571 Mt. Pleasant Road, Toronto 12, Ont. (483-4678)



RAILWAY NEWS AND COMMENT

MEET PENN CENTRAL!!



The U.S. Supreme Court in mid-January approved the merger of the Pennsylvania and New York Central Railroads in the biggest consolidation in U.S. corporate history.

The court's decision in Washington cleared the tracks for the creation by February 1st of the world's largest privately-owned railway system, with assets of more than \$4.3 billion. Serving 14 states and two provinces, the Pennsylvania New York Central Transportation Co. connects New York, St. Louis and Chicago, among major points, with 20,000 miles of road. Second place Canadian Pacific operates just over 16,500 miles of road.

Eventual savings for NYC and PRR have been estimated at more than \$80 million annually. More than 95,000 employees are affected but the merger agreement protects them against loss of jobs. As a condition of the merger, however, Penn Central will take over the faltering New Haven, buoying it up with a \$25 million loan.

The court also approved ICC terms calling for the prosperous Norfolk & Western to take over three smaller eastern roads -- Erie-Lackawanna, Delaware & Hudson and the Boston & Maine.

SLIGHT DAMAGE TO TURBOS IN MLW BLAZE

A five-alarm fire in the old tender shop of Montreal Locomotive Works' east end Montreal plant on January 9th damaged some equipment destined for installation in CN's Turbotrains. Assembly jigs and mechanical components such as air conditioning units were stored in the gutted building. No trains were damaged however; one virtually complete set was standing outside when the fire broke out, while a second was being assembled in the erecting shop in a separate building.

BRIDGE IN WINNIPEG MAY HAVE TO CLOSE

The Arlington Bridge, spanning CP's vast yard in north Winnipeg, may have to be closed "on very short notice" because of its deteriorating condition. Work is expected to get underway soon on the design of a \$17-million replacement span to replace the elderly bridge. The new structure will not be completed until at least 1971.

A long-time favourite vantage point for rail photographers, the Arlington Bridge itself appeared in many locomotive photos, as a backdrop for views of O-6-0's and O-8-0's in the yard below.

CN, CP TELECOMMUNICATIONS END COMPETITION IN 51 CITIES

A proposal by Canadian National and Canadian Pacific Telecommunications to end their competition in 51 cities across Canada, leaving only one telegraph office in each, has been approved by the Canadian Transport Commission's railway committee. In their application a year ago, the two companies said telegraph message traffic has declined by about five per cent a year between 1956 and 1966 and the drop is accelerating. The previous establishment of joint offices in 20 cities had not proved satisfactory.

REQUIEM FOR THE U.S. PASSENGER TRAIN

On Sunday, December 3rd, 1967, New York Central's latest passenger train schedule took effect, and with it the great 'name train' fleet of the Water Level Route disappeared forever. Trains such as the Empire State Express, Wolverine, Twilight Limited, Ohio State Limited and New England States -- and the most famous of all, the Twentieth Century Limited -- were dropped in favour of a smaller slate of numbered trains. (NYC's only remaining name train is the James Whitcomb Riley between Chicago and Cincinnati with connections via C&O to the Atlantic Seaboard.) All through passenger train service from New York to St. Louis and Cincinnati has disappeared, as have most sleeping car services to Chicago.

In place of Central's name fleet is a fast bi-hourly service from New York to Albany, with trains every four hours west to Buffalo. Six trains a day in each direction carry passengers between Chicago and Buffalo, three of these operating via NYC's Canadian line. Through coaches are available on some trains, but connections at Buffalo are not the best.

NYC's service changes have resulted in New York-to-Canada schedules being altered as follows:

- (1) Toronto-New York service lengthened to over 13 hours, nearly two hours longer than Greyhound; sleeping car service is still operated.
- (2) Montreal-New York service has been shortened by 45 minutes southbound on the day run, with an earlier Montreal departure. The overnight

schedules are virtually unchanged. The Toronto and Montreal sleepers are now handled into New York on the same train.

Hard on the heels of Central's cuts came word from the PRR that the Broadway Limited, last of the all-Pullman trains in North America, would be combined with the General and given a slower schedule. From Chicago, Santa Fe announced its plans to drop all but three of its passenger trains, retaining service only to Texas, Los Angeles and San Francisco. The Chief -- like the Twentieth Century and the Queen Mary -- becomes a memory of a grander time.

In the far west, the news does not improve. Western Pacific is renewing its application to drop the California Zephyr. Great Northern and Northern Pacific are moving to cut their second transcontinental runs.

Other passenger-minded companies are taking a second look at their first class services. Illinois Central added coaches to its Panama Limited, dropped two Chicago-New Orleans trains south of Memphis and will replace all connecting service to St. Louis with buses. Seaboard Coast Line has dropped the East Coast Champion and is taking a hard look at secondary Washington-Florida service, now that most railway mail service has been withdrawn. For those who are interested, now is the time to ride that favourite name train, for the train-off petitions south of the border keep coming in, and in, and in..

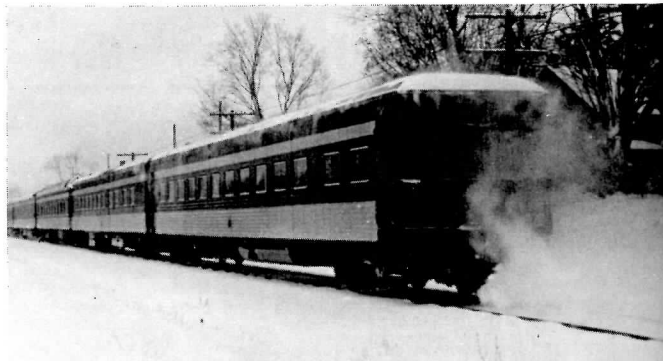
-- John Freyseng

FUNERAL TRAIN BEARS MASSEY TO FINAL REST

Canada's second funeral train within a year bore the remains of former Governor General Vincent Massey from a state funeral in Ottawa to the family home in Port Hope, on January 4th. Mr. Massey had succumbed in London, England, several days earlier.

Heading the special train was a trio of MLW units, CN 6777-6854-6791. The consist included baggage car 9103, coach 5634, dining car 1303 (ex-Confederation Train), club car Alma Lake, and Government Cars 1 and 2. The rear observation platform was appropriately draped in black bunting.

On March 8th last year, another CN funeral train transported the late Governor General Georges Vanier from Ottawa to Quebec City (March '67 NL, page 32).



-- W.R. Linley



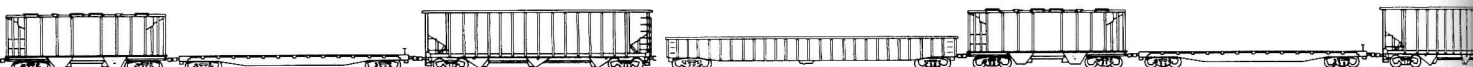
-- W.R. Wilson

CN DERAILMENT DEMOLISHES BOWMANVILLE STATION -- ALMOST

A 22-car derailment at Bowmanville, Ont. on CN's Toronto-Montreal main line January 7th nearly eliminated the station and badly frightened the operator on duty. Luckily, the operator was standing on the platform as train 405 swept by, so that when he discovered a car of lumber heading directly for him, he was able to beat a hasty retreat. The errant car demolished the office, flinging out a stray beam which felled the hapless operator.

Passenger trains were immediately detoured over the adjacent Canadian Pacific line, from Brighton to Toronto. Although wrecking crews from Belleville and Toronto had one main line open later the same evening, considerable detouring continued the next day, to enable the cleanup work to proceed uninterrupted.

The station, solidly constructed of stone by the Grand Trunk Railway, survived the onslaught, and is being repaired.



WORTH NOTING...

- * A fire in a ground floor restaurant of CP's Le Chateau Champlain in Montreal on December 30th forced the closing of the hotel for ten days while fire, smoke and water damage was repaired.
- * The previously approved merger of the GN, NP, CB&Q and several smaller lines (Nov '67 NL, page 161) was postponed indefinitely January 16th, by the Interstate Commerce Commission.
- * Transport minister Paul Hellyer denied on January 12th that he had predicted a 10,000-man cut in CN staff this year. The denial followed a published report quoting him as saying that CN's staff would be reduced from 60,000 to 50,000 in the coming year, mostly through early retirements. However, CN is experimenting with a retirement plan for those aged 60 and up.
- * The Dominion Atlantic Railway plans to lay charges against snowmobile operators who use DAR tracks for their vehicles. Already one train has had to make an emergency stop to avoid a collision.
- * Public hearings are expected on a CP proposal to phase out about 100 of its smaller stations in Alberta and replace them with new customer service centres.
- * The CTC has approved a reduction in free baggage allowance for railway passengers to or from overseas points. The allowance has been reduced from 350 pounds to 250 pounds for adults, and from 175 pounds to 125 pounds for children on half-fare tickets.
- * Santa Fe claims the 'fastest freight train in the world' title for its new Chicago-Los Angeles Super C, a premium-rate trailer-and-container train that averages 55 m.p.h. on the 2,222-mile run. (Running time for CP's Canadian is 68 hours, 55 minutes for the 2,703-mile Toronto-Vancouver journey, for an average speed of 39 m.p.h.)
- * CPR and NYC have terminated the agreement whereby CP trains used Central's station in Windsor, Ont. CP's RDC's will now use a remodelled yard office at Crawford Avenue and Tecumseh Blvd. West. Schedules will remain unchanged, and the new facility will 'meet every requirement of a modern railway station.'

EQUIPMENT NOTES...

MORE ON DELAWARE & HUDSON'S PA'S

* The four 2,000 h.p. Alco PA-1 locomotives recently purchased by the Delaware & Hudson, arrived at D&H's Colonie (N.Y.) Shops on December 16th, 1967 from the Santa Fe. Newly painted in a blue, silver and yellow scheme somewhat reminiscent of their former AT&SF garb, the PA's are now in regular service on D&H passenger trains between Albany, N.Y. and Montreal.

A point of particular interest is the illuminated road number on the side of the body. Although these were an AT&SF characteristic, those old enough to remember the age of steam on D&H will recall the similar back-lit road numbers which graced the running boards of its 4-6-2's and 4-8-4's.

Old and new numbers of the PA's are given below:

Santa Fe No.	D & H No.	Builder's No.
59	16	Alco 76535
60	17	Alco 76537
62	18	Alco 76541
66	19	Alco 75318

NEW LOCOMOTIVE ORDERS FOR QNS&L, CPR

* Railway Age reports two new locomotive orders for Canadian railroads:

Quebec North Shore & Labrador has ordered six 3,000 h.p. SD-40's from General Motors Diesel Ltd., for delivery in July. To be numbered 200-205, the units will be leased to QNS&L by Metrocan Leasing.

Canadian Pacific will move into the 3,000 h.p. MLW camp with the delivery this summer of eight Century 630's from the Montreal builder. Class and road numbers of these units are not yet available.

CANADIAN NATIONAL LOCOMOTIVE DELIVERIES

* From General Motors Diesel Ltd., 3,000 h.p. SD-40's, class GR-30d:

5022 - Dec 22/67°	5029 - Jan 11/68
5023 - Dec 22/67°	5030 - Jan 17/68
5026 - Jan 3/68	5031 - Jan 17/68
5027 - Jan 3/68	5032 - Jan 24/68
5028 - Jan 11/68	5033 - Jan 24/68

°; although delivered from GMDL on Dec 22nd, these units did not enter CN service until Jan 1st, 1968. (Dec '67 NL, page 179)

All of the above units are assigned to Calder (Edmonton).

* From Montreal Locomotive Works, 3,000 h.p. Century 630's, class MR-30b:

2004 - Jan 4/68	2007 - Jan 10/68
2005 - Jan 6/68	2008 - Jan 12/68
2006 - Jan 6/68	

* Significantly, CN's order for 68 SD-40's from GMDL was the largest single order placed by any North American road during 1967. Runner-up was PRR, with an order for 65 SD-45's, from EMD.

CANADIAN NATIONAL LOCOMOTIVE DISPOSITIONS --- 1967

* During the past year, CN retired a total of 90 diesel units from its roster, for reasons which included wreck and fire damage, sale or need for excessive repair.

By builder, the retirements broke down as follows (with the number of units withdrawn in parentheses):

GMD (12), MLW (39), Alco (1), CLC (35), GE (3)

Although some of these retirements have previously been reported in the NEWSLETTER, the entire list is reproduced here as a matter of interest:

Number	Date	Remarks	Number	Date	Remarks
4	5/11/67	(A)	3694	11/ 1/67	(9)
31	12/31/67	RNEJ	3805	9/12/67	RNEJ
42	12/31/67	RNEJ	3806	4/20/67	RNEJ
			3809	8/ 7/67	RNEJ
912	4/14/67	(3)	3819	4/20/67	RNEJ
920	4/14/67	(3)	3822	4/20/67	RNEJ
			3854	12/31/67	(10)
1602	8/ 7/67	RNEJ	3882	12/31/67	(10)
1605	11/30/67	RNEJ			
1607	9/13/67	RNEJ	4800	6/23/67	(4)
1609	3/ 3/67	RNEJ	4808	6/23/67	(4)
1611	1/10/67	RNEJ	4810	11/ 1/67	(8)
1612	1/10/67	RNEJ	4815	2/20/67	(1)
1615	12/19/67	RNEJ			
1616	3/ 3/67	RNEJ	6522	11/ 1/67	(9)
1618	1/10/67	RNEJ	6538	12/ 1/67	(9)
1628	12/31/67	RNEJ	6704	12/31/67	RNEJ
1629	11/30/67	RNEJ	6766	12/31/67	(10)
1630	4/14/67	RNEJ	6800	12/31/67	RNEJ
1632	9/13/67	RNEJ			
1637	12/31/67	RNEJ	9032	10/17/67	(7)
1638	1/10/67	RNEJ	9043	10/17/67	(7)
1643	12/31/67	RNEJ	9066	2/ 2/67	(2)
1646	8/22/67	RNEJ	9124	2/20/67	(2)
2200	1/16/67	RNEJ	9300	1/16/67	RNEJ
2202	4/14/67	RNEJ	9302	10/ 5/67	RNEJ°°
2203	8/10/67	(6)°	9306	1/16/67	RNEJ
2204	4/14/67	RNEJ	9314	11/17/67	RNEJ°°°
2205	1/16/67	RNEJ	9316	1/16/67	RNEJ
2206	4/14/67	RNEJ	9338	1/16/67	RNEJ
2212	1/16/67	RNEJ			
2214	4/14/67	RNEJ	9406	6/22/67	RNEJ

2215	4/14/67	RNEJ	9410	1/10/67	(B)
2217	4/14/67	RNEJ	9411	12/31/67	RNEJ
			9415	10/ 5/67	RNEJ
3006	1/10/67	(B)	9419	9/12/67	RNEJ
3012	9/12/67	RNEJ	9423	12/ 7/67	RNEJ
3019	11/30/67	RNEJ	9425	10/ 5/67	RNEJ
3020	11/30/67	RNEJ	9426	4/14/67	RNEJ
3023	8/ 7/67	RNEJ	9433	1/10/67	(B)
3026	12/31/67	RNEJ	9434	12/31/67	RNEJ
3031	8/ 7/67	RNEJ	9435	11/30/67	RNEJ
3032	4/14/67	RNEJ	9446	8/ 7/67	(5)
3033	11/30/67	RNEJ	9448	8/ 7/67	RNEJ
3034	11/30/67	RNEJ	9450	1/25/67	(B)
3035	4/14/67	RNEJ	9452	10/ 5/67	RNEJ
3037	1/25/67	(B)			
3041	12/31/67	RNEJ			
3063	8/ 7/67	RNEJ			
3086	9/12/67	RNEJ			
3221	11/ 1/67	(9)			



NOTES:

- RNEJ: Repairs not economically justified.
- (A): Sold to Steel Co. of Canada, Edmonton, Alta.
- (B): Trade-in to MLW on units 3229-3240.
- ° : Last unit of class CRA-16a.
- °° : Last unit of class CFA-16a.
- °°° : Last unit of class CFA-16b.
- (1): Wreck at mile 68.5 Nechako Sub, B.C., 8/3/66.
- (2): Wreck at mile 120.7 Ashcroft Sub, B.C., 3/13/66.
- (3): Wreck at Cornerbrook, Nfld., 9/13/66.
- (4): Rockslide, mile 40.7 Skeena Sub, B.C., 2/3/67.
- (5): Wreck at Maccan, N.S., 5/29/67.
- (6): Fire damage at Courtland, Ont.
- (7): Wreck on Telkwa Sub, B.C., 5/8/67.
- (8): Fire damage.
- (9): Wreck at Dunrankin, Ont., 8/2/67.
- (10): Wreck near Drummondville, Que., 11/15/67.

As a belated footnote to CN's 1966 retirements, it should be noted that because of late processing through capital accounts, the last seven units physically removed in 1966 -- 3001, 9429, 3036, 3075, 9417, 3080 and 3076, all trade-ins on new units 3229-3240 -- were not retired from capital until 1967, producing a somewhat misleading 1967 capital retirement figure of 97 units. I

Home of the 8400's



NOW THAT SOME OF THE OLDER diesel-electric road locomotives are approaching the end of their second decade in service, lending substance to such a once-upon-a-time improbability as a "historic" diesel locomotive, one of our favourite stamping grounds is Canadian Pacific's Lyndonville Subdivision, which extends from Newport to Wells River, Vermont, 63.7 miles. In this region, one can invariably find at least one, but usually several, of CP's original five Alco RS-2 road switchers, introduced in 1949. The 8400s look almost venerable beside newer high-hood units which are assigned to through services between Montreal and New England in freight. The DRS-15a's, as Canadian Pacific designates them, are invariably found on way-freights and light extras, as they are not equipped for multiple-unit operation.

The Lyndonville Subdivision pursues a hilly and scenic path for sixty-four miles through the eastern fringes of the Green Mountains, serving a number of pleasantly-situated Vermont villages and towns on its route from the Canadian boundary to a connection with the Boston & Maine Railroad at Wells River. Along this mountain-fringed rail link in other times plied such name trains in the Montreal-Boston service as the overnight "Red Wing" and its diurnal companion, the "Alouette", each named after ornithological species to be found on either side of the international boundary. Today, the service is completely freight, but enjoys great variety, particularly at St. Johnsbury, 43 miles south of Newport, where motive power of the Maine Central (connecting to Portland via Crawford Notch) and the perennial St. Johnsbury & Lamoille County can usually be spotted, in addition to CP locomotives.



ORIGINS IN 1840S AND 1850S

The Lyndonville Subdivision has only been part of Canadian Pacific since 1926, when it was leased from the Boston & Maine. In 1946, with the termination of the lease in sight, Canadian Pacific bought the line outright and integrated it completely into the Canadian system. In this purchase, it acquired a section of railway which missed by only a scant six months being the oldest integrated part of Canadian Pacific itself; in this respect, it yields priority to a part of the St. Gabriel Subdivision, opened on May 1, 1850.

The genesis of the Lyndonville Subdivision is found in the charter of a railway planned just a century and a third ago to extend from connections with the Vermont Central and the Northern Railroad of New Hampshire at White River Junction, Vermont, with the Eastern Townships of Quebec at a point near the head of Lake Memphremagog. Surveyed to follow the valleys of the Connecticut River and that of its tributary, the Passumpsic, the name of the company readily suggested itself to its practical New England progenitors; the company that was born on November 10, 1835, was called the Connecticut & Passumpsic Rivers Rail Road Company, though it was more usually referred to as the "Passumpsic". the laconic designation which appeared on its motive power and rolling stock.

It took just twenty years to build 110.3 miles of track from White River Junction to Newport, the stages being as follows:

Section	Opened	Now
White River Jc.- Bradford	October 11, 1848	B&M
Bradford-Wells River	November 6, 1848	"
Wells River-Barnet	November 4, 1850	CP
Barnet-Barton	November 1, 1857	"
Barton-Newport	October 5, 1863	"

LEFT: Lyndonville Shop nestles in the valley of the Passumpsic River in this January 1947 view.

-- Canadian Pacific

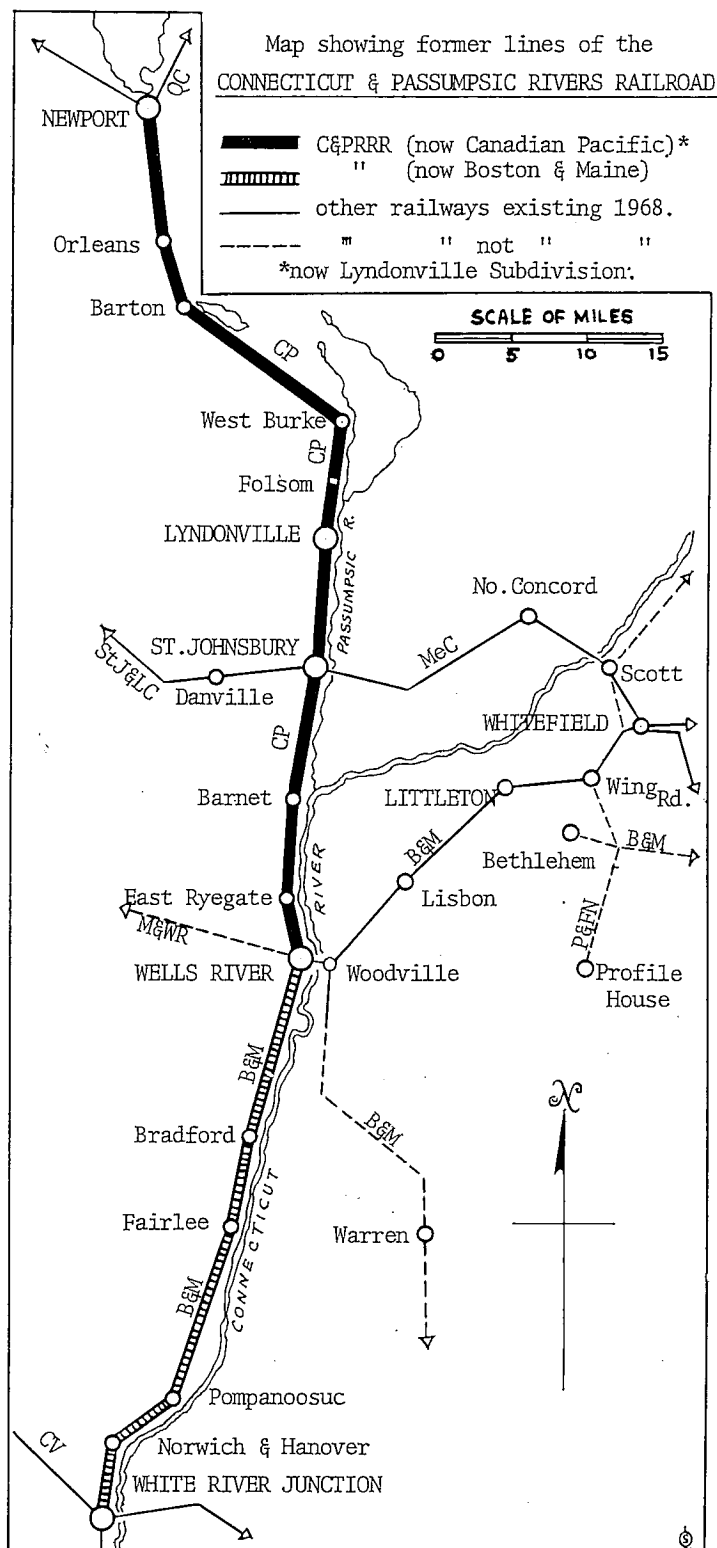
Seven years later, it hurdled the border and extended itself a further 36½ miles to Lennoxville, Que., and a connection with the Grand Trunk Railway of Canada by means of a Canadian subsidiary, the Massawippi Valley Railway Company, chartered on June 9, 1861, and opened for traffic on July 1st, 1870. A few years later, trains ran a few miles further into Sherbrooke, Que., on a third rail laid within the 5'6" gauge rails of the GTR.

The Connecticut & Passumpsic was leased on January 1st, 1887 to the Boston & Lowell Railroad Corporation and formed part of that system when, on June 22, 1887, the B&L was leased by the Boston & Maine. When Canadian Pacific leased the section north of Wells River in March 1926, it took in only about three-fifths of the original C&PRRR, the 46.6 miles extending from White River Junction to Wells River remaining part of the B&M to the present time. CP turned operation of the Newport-Lennoxville stretch, and the short branch from Beebe Jc. to Rock Island over to its own subsidiary, the Quebec Central Railway Company under whose authority the erstwhile Massawippi Valley is still operated. The CP section of the C&PRRR, and the Massawippi Valley, were purchased outright by Canadian Pacific on November 7, 1946.

LYNDONVILLE SHOPS

There are many points of historic railway interest along the Lyndonville Subdivision. One of the principal ones is at Lyndonville itself, where the visitor may observe a railway station with a door lintel dated 1867 -- certainly a candidate for the oldest station on the CP system. A half-mile north of this structure, which was once the Passumpsic's headquarters office building, stand the remains of the Lyndonville Shops, once the Vermont line's principal repair facility, and later a Canadian Pacific back shop for its United States equipment. About twenty years ago, before the shop was closed, it had a monthly working capacity of one No. 1 or one No. 2 locomotive repair plus a No. 3 repair simultaneously. No passenger cars could be seen in the car shops in Canadian Pacific times, other than emergency work or conversion of such equipment into service cars, but two heavy freight car repairs per day were well within its competence. The shop also overhauled brake systems from equipment operated on CP lines in Maine and Vermont. In fact, the writer once spotted an Aroostook Valley Railroad van in a wayfreight at Mattawamkeag, Me., en route "home" after having been overhauled at Lyndonville. The AVRR is a 23-mile long freight carrier in the potato country of Maine that is also a Canadian Pacific subsidiary company; it was once an interurban line.

The Lyndonville Shops dated also from 1867 and in Passumpsic days, claimed nothing less than locomotive construction to their credit. Nineteen 4-4-0s and one 0-4-0 were built there over a period extending from 1867 to 1886. All of these engines were named, after the fascinating practice of the period, the names having a particular New England "ring" to them. Some were called after counties and towns -- "Caledonia", "Orleans", "Dartmouth", "Magog", and "Massawippi"; others were named after directors and officers of the road, such as "Emmons Raymond", "Josiah Stickney" and "Elijah Cleveland".



During the days when the Boston & Maine controlled both the Passumpsic and the Mount Washington Railroad, it was the practice to store the tiny mountain-climbing 0-2-2-0s at Lyndonville in the winter. Here, one winter day in 1895, a fire at the Shops destroyed several Mount Washington stored engines, but curiously spared a shop clock which had been purchased by the employees themselves in 1873, after a frugal New England management had thought such a thing an entirely unnecessary luxury. The clock was still there when the shops were closed in the 1950s.

Until recent years, there was a flag stop 3½ miles north of Lyndonville on the hill up to West Burke and the summit, which carried the name "Folsom". The stop honoured Harley E. Folsom who administered the Passumpsic both as an independent railway and as a division of the Boston & Maine for fifty-five years, from 1871 to 1926, as superintendent.

Edward Hungerford, in his 1938 biography of Daniel Willard, then President of the Baltimore & Ohio Railroad Company, but originally a fireman on the Passumpsic, tells about Folsom and how he got his job:

" They had had rather a hard time of it with the men on the Connecticut and Passumpsic Rivers Railroad until Harley Folsom came to it as superintendent. Old Mr. Emmons Raymond, of Cambridge, Massachusetts the president of the road, was a God-fearing, churchgoing man, but the doings on the Connecticut and Passumpsic occasionally would exasperate him almost beyond Christian endurance. There would be drinking and such goings-on.....

" Until one day the point of human endurance had been reached and passed; and Emmons Raymond came up from Boston, his tall hat pushed onto the back of his head -- always a sign of danger, rose up in his wrath, and fired the whole kit and caboodle of his staff! It happened to be the officers of the road that time. Then, as he caught a cool breath after all the excitement of the wholesale discharges, he had a sober and disturbing thought: with the whole staff fired, who was there left to run the road ?

" Well, there was Harley E. Folsom !

" Harley Folsom was a chubby local boy who had been acting as a clerk in the freight office in Lyndonville depot. He was a likely lad and even though he was hardly out of knee breeches, Emmons Raymond had found him more than once studying tariffs and timetables of outlying railroads..... The president of the Connecticut and Passumpsic Railroad sent for the clerk in the road's freight office. Presently, Folsom stood before him.

" 'I want you to go upstairs into the superintendent's office and set there until I tell you not to', said President Raymond.

" Harley Folsom bowed and went up to the superintendent's desk. And there he sat, for fifty-five long years -- more than half a century -- until he was the best-known railroad superintendent in all New England, and the oldest railroad officer in actual service in all the United States. They do not change things easily up in Vermont. When he died, in 1936, Harley Folsom was about the most respected man in all of Lyndonville. He was president of the local bank, but to him far greater was the honor of still signing letters as President of the Connecticut and Passumpsic Rivers Railroad, which in all these years had never lost its corporate identity, although in more recent times the Canadian Pacific has operated the road north of Wells River; the Boston & Maine, south of that junction point. "

OPPOSITE PAGE: CPR and B&M E-units took turns handling the Montreal-Boston passenger trains. CP's brand-new E-8, 1801, awaits departure from Boston's North Station, while a B&M E-7 eases out of Windsor Station with the Alouette.
-- Canadian Pacific

CANADIAN PACIFIC REGIME

During the term of the lease from the B&M, between 1926 and 1946, the Lyndonville retained one characteristic in particular which was distinctly "foreign" to Canadian Pacific, and that was its use of lower-quadrant semaphore-type block signals. These have long gone in favour of colour-light signals, but several lower-quadrant train order boards can still be seen on the Subdivision.

In the halcyon days of Montreal-Boston passenger service, Canadian Pacific and Boston & Maine operated jointly owned passenger equipment lettered 'Montreal & Boston'. Motive power was operated in pool, with B&M Pacifics coming right through to Montreal, while Canadian Pacific 4-6-2s could be seen with equal regularity at North Station, Boston. This practice continued into the age of the diesel, with Canadian Pacific's E-8 type GM-built 1800 series units making the full Montreal-Boston trip opposite similar B&M units. Later, when the day train was downgraded to RDCs, a similar "pool" arrangement prevailed, often with one representative of each system in a two-car train.

The Lyndonville Subdivision today is a first-class line in all respects. Its 100-pound rail was all laid new between 1946 and 1950, and rock ballasting was completed between 1958 and 1963. The southward ruling grade is between Barton and Summit, 1.08%; the northward ruling grade is between West Burke and Summit and is of the order of 1.03%. It has automatic block signalling throughout.

Traffic is fed to it from a number of small manufacturing towns along its way, including furniture plants at Orleans, a tap and die works at Lyndonville, a scale plant at St. Johnsbury and a paper company at East Ryegate, which give employment to an aggregate 1,300 Vermonters. Many other smaller establishments add to this traffic.

The locomotive installations at Newport include a six-stall enginehouse and 70-foot turntable. There is a 100-ton auxiliary stationed here, and an ice-house for icing of perishables with a capacity of 3500 tons. The yard is located about half a mile south of the station and freight office.

The yard at St. Johnsbury, with a capacity of more than 300 cars, was operated by the St.J.& L.C.RR until August 1st, 1964, when it was purchased from that company by Canadian Pacific. The St.J.& L.C. maintains its own small enginehouse here, with an 80' turntable, a facility which presumably will be closed when that company, under its new organization, transfers its mechanical headquarters to Morrisville.

The accompanying photographs show the variety of operations to be seen on the Lyndonville Subdivision; as a subject for photography, it is well worth a visit.

-- Omer Lavallee



ABOUT THOSE RUBBER TIRES...

Notes on the Paris Metro

Since Montreal's Metro has many technical similarities with the underground in Paris, readers of the NEWSLETTER may be interested in the following details of the Paris system:

The public transport agencies of London, New York and Paris compare as follows;

	London	New York	Paris
Route miles of underground	244	237	127
Passengers carried in 1964 on rapid transit lines (millions)	674	1361	1237
Passengers carried in 1964 on buses (millions)	2252	475	809

The Paris Metro is operated as 15 independent routes, two of which split into two branches in the north central part of the city. As is evident from the map, the network is complex and can be best described as having a small number of east-west and north-south lines overlaid by some short radial lines and several long 'U' shaped routes. Several of the 'U' shaped lines complement each other and make circumferential travel rather easy. Train operations are simple in the sense that trains do not operate from one route to another.

Briefly, the urban transit network developed as follows:

- Transport by omnibus, operating since 1828, was made the exclusive task of the General Omnibus Company in 1854.

- Steam tramways appeared in 1876 and electric trams in the 1880's and 1890's.

- In March 1898, the right to construct and operate the original 40-mile network of underground lines was given to the Compagnie des Chemins de fer Metropolitain de Paris. The lines in the initial set form the major part of the present-day lines 1-6. As in Montreal, an impending world's fair provided ample incentive for speedy construction. By July 19th, 1900, six miles of the key east-west line number 1 were open to traffic (ten of the 18 stations were opened later) and the crowds heading for the 1900 Paris Exposition (Expo '00!) were moved with relative ease. Line 4, the last of the original network to be completed was opened in 1910. This was the first line to cross under the Seine; lines 5 and 6 crossed the river by bridge.

- In 1932, the line to Sceaux (south of Paris) of the P.O.-Midi Railway was taken over by the Metropolitain and electrified. The Metropolitain took over another transit company before the 1939-45 war, was itself merged with the surface transport companies in 1942, and completely disappeared when the RATP (Paris Transportation Authority) came into being in January, 1949.

With the exception of the Sceaux line, which retains its mainline characteristics, all rapid transit lines of the RATP are built to less than mainline standard. The elliptical tunnels are double-tracked, 23 feet 3 inches wide and 17 feet 1 inch high. While most of the routes are underground, there are some surface and elevated sections, notably on line 6. Cars are eight feet wide and receive traction power by means of conductor rail. The publication *World Railways* gives the track gauge as 4 feet 8-11/16 inches. Rail is 105 lb. per yard, flat bottom. Curiously, although the SNCF runs on the left, right hand running is the rule on the RATP.

As did most urban transit authorities, the RATP found that its traffic distribution was becoming more and more peaked in nature. The familiar morning and evening rush hour crowds became more concentrated as the years passed. By the mid-1950's, two lines in particular, numbers 1 and 4, were so taxed in rush hours that crowd control measures had to be introduced at certain stations and severe overcrowding was occurring on trains. An increase in capacity at rush hours became a matter of great urgency.

The usual methods of increasing the capacity (passenger throughput per hour) of a rapid transit system involve lengthening the trains or improving the train movement characteristics, or a combination of the two. Train movement characteristics involve such factors as acceleration, braking rate (deceleration), maximum speed, loading and unloading rates at stations, and signal system characteristics.

RATP considered undertaking a program of platform lengthening and rolling stock renewal. It was decided however that the very considerable engineering work required to increase the platform lengths by the desired amount would be prohibitively expensive. Accordingly, an extensive research program was undertaken to try to develop a type of vehicle having a significantly better performance capability than modern conventional stock. To be attractive, such stock and any related

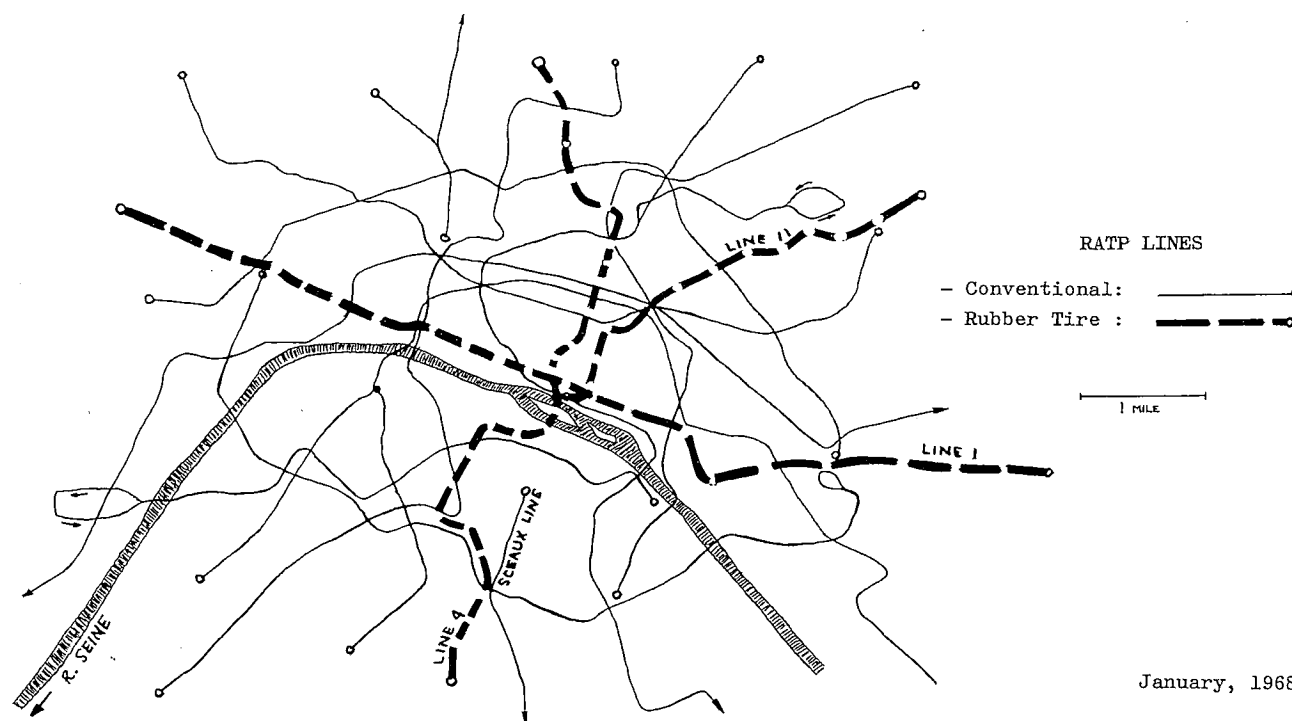
track and signal changes would have to be competitive in first cost and operating cost with new conventional stock. From the first, high priority was given to investigating the possibility of applying pneumatic wheels to rapid transit cars. The first experimental pneumatically-tired car was built in 1951 and was tested in 1952. In 1953, results were judged promising enough to justify the conversion of a complete RATP line.

Line number 11 (Châtelet-Mairie des Lilas) was selected. This was not one of RATP's major routes but its 4.6 miles had sufficient sharp curves and steep grades to provide a good test of the new equipment. The first set of pneumatic-tired equipment for line 11 arrived on November 8th, 1956, and both conventional and rubber tired trains operated over the route until the initial order for pneumatic-tired stock was completed in late 1957. Since that time, line 11 has been operated entirely by the new type of rolling stock. According to RATP, the economics of the new system are good.

Specifically, RATP has made the following claims (which were summarized by the Authority's chief engineer in a talk given in Montreal in 1962):

1. For a given loading gauge (car cross section) and a given passenger capacity per car, the initial cost of a train of pneumatically-tired stock is (in France, at least) 17% less than for an equivalent modern conventional train. Much of this reduction comes from the use of less substantial running gear, made possible since pneumatic tires do not transmit 'road shocks' to the same extent as steel wheels.
2. Even in the unfavourable case of a line already equipped with a conventional track structure, the cost of converting the track to suit rubber-tired trains, plus signal system modification costs, plus the cost of new pneumatically-tired stock is less than the cost of the new conventional stock that would be required to give the line equal capacity (passengers per hour during peaks).

RAPID TRANSIT LINES -- PARIS



3. Maintenance costs of rubber tired and steel wheeled cars are very close. In particular, costs associated with pneumatic wheel upkeep are very comparable to those associated with steel wheels (steel tire renewal and reprofiling, etc).
4. For a stated level of service (number of passenger places offered per day) operating costs of pneumatically tired trains are very slightly lower than those of modern conventional trains. The higher power consumption costs of rubber tired trains are offset by reduced train crew costs. This is so because the higher acceleration and deceleration capabilities of the rubber tired stock mean that a stated level of service can be provided with fewer rubber tired trains in operation than conventional trains.
5. If a line which had just been re-equipped with modern conventional stock and was being worked to capacity had instead been converted to rubber tired stock, then by the purchase of a few additional sets of cars it would be possible to provide about five per cent more transport capacity than would be possible with conventional stock. This five per cent gain in ultimate capacity would be obtained at a total cost that was only one or two per cent over the costs of re-equipment with steel wheeled stock.
6. Under many conditions, the initial construction costs of a subway designed for rubber tired stock would be less than the costs for a conventional subway. In large part this is due to the superior grade climbing abilities of the rubber tired stock which will often permit stations to be kept near the surface on otherwise relatively deep sections of tunnel.

On the basis of these arguments, RATP decided to convert lines 1 and 4 to rubber tired operation.

By the end of May 1963, the first two pneumatic tired sets were running on line 1, the most heavily travelled of all the RATP routes. The last steel wheel/steel rail train ran in December 1964. The upgrading of line 1 also involved extending some station platforms by one car length. Recently, a more sophisticated operations control centre has been set up to run line 1. During 1968, the control system will be further refined by having an on-line computer monitor each train's performance continuously. If a train is early or late, digital indicators at the exit ends of stations will notify the driver, giving him coded instructions with meanings such as "leave as soon as possible; you are 20 seconds late" and "you are running ahead of schedule; do not leave until the proceed code is displayed."

Line 4, the key north-south line, has been completely operated by rubber tired stock since July 17th, 1967.

These major conversions indicate that the RATP authorities are convinced of the advantages of their new methods. The choice of whether to use the RATP designs or a conventional design in Montreal was presumably dictated by the net result of a complex set of calculations and considerations. Thus it would be presumptuous to pretend to be able to make any worthwhile comment here as to the wisdom of the decision that was finally made. Since one of the RATP's major claims was that

rolling stock costs would be significantly reduced by using rubber tired stock, it is hardly comforting to realize that the MTC cars have been much more expensive than the latest and much larger conventional Toronto cars. There is little doubt, though, that the small cross section of the MTC cars permitted considerably cheaper tunnelling than would have been the case with larger capacity cars. On this point, although the RATP is stuck with its restrictive tunnel cross section and the correspondingly narrow cars, it has managed to claim this as a virtue. Transportation engineers argue that frequent trains of relatively low-capacity stock (in which most passengers are always very close to exits) are very effective in achieving high peak hour throughput on high density multi-station lines. Such lines tend of course to be found in the inner parts of large cities. The RATP subscribes to this view. It also realizes that even with its key Metro lines converted to high-performance stock, the day of the ultimate capacity crisis will only have been postponed a few years if it must continue to handle both inner core trips and the last portion of many outer suburban-to-city centre trips.

Accordingly, the RATP and the Paris planning personnel proposed the creation of a new regional express system (Rseau Express Regional), much like Toronto's GO Transit. The proposal has been accepted and construction started. RER will bring people from satellite areas and 'development arteries' directly to the heart of Paris. Stations will be relatively widely spaced with passengers expected to transfer to the Metro or buses at a small number of downtown stations if they require further inner-city transport.

The RER will ease the load on certain RATP Metro lines. Line 1 will be the first to obtain relief since it will be closely paralleled by the inner section of the initial RER line. Most RER routes will make use of existing SNCF trackage or rights of way.

The major construction work will be undertaken in the heart of Paris where these existing SNCF lines (which terminate at nine mainline stations) will be linked together. The first line is being built from St. Germain-en-Laye in the west to Boissy St. Leger in the east. These points are presently served by SNCF suburban trains operating out of the stations of St. Lazare and Bastille respectively. The central Paris link is being made between Nanterre and Vincennes (stations on the two SNCF lines). This link is deep -- between 75 and 100 feet below ground -- involves a tunnel under the Seine and is elsewhere often lower than the water table.

RER is being built to mainline standards and will use overhead current collection and modern steel wheel cars of conventional dimensions. Control equipment will be readily convertible to automatic operation at some future date. The RER will be operated by RATP and the first set of the new equipment is now running tests on the RATP's Sceaux line. The section from Opéra to St. Germain is to be in operation in 1969.

Thus the urban transit facilities in Paris for the next several decades will consist of a thin but far-flung regional express network supplemented by the Metro in the downtown area.

I
--Ian MacDonald

TRACTION TOPICS

Edited by John F. Bromley

* Toronto area readers will be interested in a CBLT (Channel 6) program "Luncheon Date", scheduled for 1.00 p.m., Thursday, February 22nd. TTC chairman Ralph Day will give a ten minute interview, while the balance of the show will be devoted to slides and movies of TTC trolleys of yesteryear. Included will be a short section of footage made at Queen and Broadview in 1917.

* The TTC recently authorized the continued use of High Park and Earls Court Loops, both of which are situated on land owned by the city of Toronto. Until now, rental on each loop was \$1.00 annually. Now however, much higher rates have been levied.

High Park Loop will continue to be used until about 1972, at which time several changes are to be considered. KING cars would be cut back to Roncesvalles car-house, and trolley buses would take over between that point and Dundas West Station. CARLTON cars would either be cut back to College Loop or be rerouted to Dundas West Station, and a bus service instituted on Parkside Drive.

The Hudson River & Lake Champlain Railroad Corporation Inc.

* With the introduction of m-u service on QUEEN on October 2nd, 1967, equipment assignments were altered on several routes, although the assignment of equipment to carhouses was unchanged from February, 1966 (Feb '66 NL, page 35). Following is an up-to-date table of assignment to routes, on a regular basis only. Irregular assignments could include almost any type of car. Classes are listed in order of maximum use:

ROUTE	BASE HOURS	RUSH HOURS	WEEKEND/ HOLIDAY
BATHURST	A8/A9	A8/A9	A8/A9
BLOOR	A7/A6/A13/A9	A7/A6/A13/A9	Ditto
CARLTON	A6/A7/A11/A13	A6/Air/A7/A13	A7/A12/A6
	Air/A12/A9	A11/A12/A9	A13/A11/A9
DANFORTH	A11/A12/A7/A6	A11/A12/A7/A6	A11/A12
DUNDAS-Bdvw.	A6/A13/A7/A9	A6/A13/A7/Air	A6/A13/A7
		A9	A9
DUNDAS-City	H.A6/A13/A7/A9	A6/A13/A7/A9	A6/A13/A7
			A9
EARLSCOURT	None	A14/A8/A9	None
KING	A6/A13/A7/A9	A6/A13/Air/A7	A6/A13/A7
		A11/A9/A12	A9
KINGSTON RD.	A10/all-elect.	Air/all-elect.	None
" (tripper)	None	all but A8/A14	None
LONG BRANCH	A7/A6/A13/A9	A7/A6/A13/A9	A7/A6/A13
			A9
QUEEN	A7/A11/A12	A7/A11/A12	A7/A11/A6
			A13/A12/A9
QUEEN-Races	Air	Regular cars	Air/A7/A13
(During afternoon or evening meets at Greenwood Raceway only.)			A6/A11/A12
			A9
ROGERS	A8/A9	A8/A9	A8/A9
ST. CLAIR	A14	A14/A8/A9	A8/A9

* H-1 class subway cars 5440, 5441, 5466 and 5467 were recently the recipients of a second experimental paint scheme. The cars were painted red over the aluminum fluting below the windows, with a yellow band above the red and an orange stripe over the windows. Apparently only one side and one end of each car were painted, excluding doors. The train was viewed by the Commissioners in early January. (An earlier experimental paint scheme was applied to cars 5496 and 5497; Aug '67 NL, page 130)

BELOW: Fallen wires were the order of the day for TTC crews on January 14th. This DUNDAS car is trapped on Dundas at Dovercourt.

-- Ted Wickson



* Opening date of the BLOOR-DANFORTH subway extensions has been set for Saturday, May 11, 1968. With the opening of the extensions, the BLOOR and DANFORTH shuttles and DUNDAS beyond Dundas West Station will be abandoned. May 11th will also see inauguration of trolley coach route 40-JUNCTION, although diesel buses will likely handle the first day's operations while final overhead connections are made at various points along the route.

The roster of air-electrics will probably be reduced to 25 cars at this time. Presently, 70 cars of the total fleet of 83 are available for service at any one time. Car 4226 recently received a major overhaul and was completely painted inside and out, the first air car since 1965 to receive this treatment. It also was the first air car to receive all-new destination signs, front and side, including the legend 'Main Station'. In contrast, 4226 recently operated on KING with a 'Subway' destination sign and yellow window cards for the two terminals.

* An ice storm, followed by ten inches of snow, played havoc with TTC streetcar schedules on January 13th and 14th. Trolley overhead was down in 30 places, and at one time or another buses replaced or augmented street cars on all routes except QUEEN and ST. CLAIR. KINGSTON ROAD, normally served by COXWELL buses on weekends, was augmented by one street car on January 14th, operated in service between Bingham and Russell Carhouse. This is a little-known practice on KINGSTON ROAD, designed to keep the line open during storms when buses are in use. Car 4524, among others, was fitted with an ice cutter and operated over several routes normally not using this equipment -- it was spotted on various occasions at City Hall, McCaul and Queen Streets. Sweepers were out in force from 11.00 p.m. on the 14th, and ran all day on the 15th with the exception of rush hours. All trolley bus routes were operated by buses on the 14th, while a few trolley buses equipped with ice cutters remained in service. Multiple-unit service on QUEEN was suspended from January 15th to 19th, with cars of all classes except A-14 filling in.



S No less than seven class A-8 PCC's were temporarily assigned to Roncesvalles Division in mid-January to relieve a car shortage. Cars involved were R 4500, 4504, 4517, 4529, 4531 4538 and 4544; they T operated over all routes assigned to that division. Car 4387 was at St. Clair Division on January 21st, U replacing 4544 which was shipped to Roncesvalles by Hillcrest Shops.....Most of the overhead for R trolley coach route 40-JUNCTION is now in place, N and the new signs have been added to all trolley buses at Lansdowne Division.....Routes 48 and 53 in Pittsburgh are scheduled for replacement by a new bus route in early March, probably operating via Carson, S. 18th Street and Arlington Avenue, while the rush hour route 47 will replace the outer end of 53 to Car-rick on an all-day basis.....Signs are being posted on all TTC subway car doors warning passengers not to lean on them. Several incidents of inadvertent door opening, mainly on the wrong side of the train, have occurred in recent months on H- and M-class equipment.....Work on the YONGE subway extension will begin in August, 1968.The Philadelphia Suburban 'rail-bus' experiment on the high-speed NORRISTOWN line (Oct '67 NL, page 158) has been pronounced a total failure.....Cars 4299 and 4575 were in service on BLOOR on January 16th, and 4598 operated a DANFORTH schedule the following day. In addition, air cars and A-12 (4675-4699) class cars have been seen frequently on both LONG BRANCH and BLOOR.....The report on page 130 of the August '67 NL regarding track removal from Riverdale Avenue was unfounded. This one block of the old HARBORD route remains in place.... ..Rail on Roncesvalles between the east gate of Roncesvalles Carhouse and Bonstead Street was replaced where necessary in late December in connection with street repairs performed by the city. Queen Street, between Shaw and Dufferin, will be the next track job to be undertaken.....Rail Grinder W-27, which has been at Greenwood Subway Yards for over 18 months, will become a permanent fixture there. Conversion will be made to third-rail operation and the car will be renumbered RT-7.....New Japanese-built cars RT-10 and RT-11 (garbage car and flat car respectively) should be ready for service by March 1st.