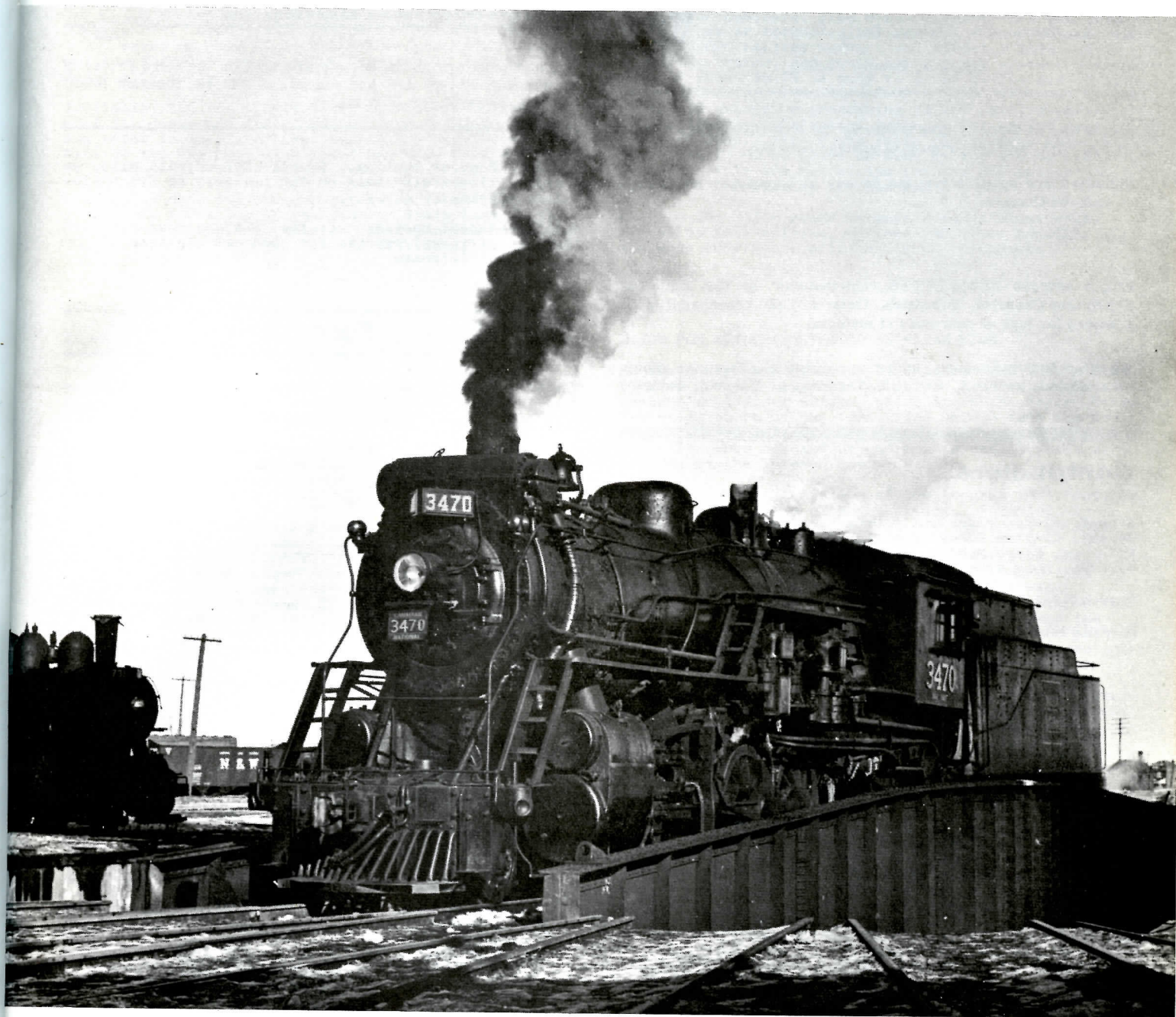


newsletter

November 1968 • 50c



Upper Canada Railway Society



newsletter

Number 274

November, 1968

Published monthly by the
Upper Canada Railway Society, Inc.,
Box 122, Terminal A, Toronto, Ont.



James A. Brown, Editor

Authorized as Second Class Matter by the Post Office Department,
Ottawa, Ont. and for payment of postage in cash.

Members are asked to give the Society at least five weeks notice
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Please address NEWSLETTER contributions to the Editor at
3 Bromley Crescent, Bramalea, Ontario. No responsibility is
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All other Society business, including membership inquiries, should
be addressed to UCRS, Box 122, Terminal A, Toronto, Ontario.

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The recently-opened Miners' Museum at Glace Bay, N.S. includes among its displays this little train of former Sydney & Louisburg equipment. The locomotive last operated as Acadia Coal No. 42, while coach No. 10 (ex-DL&W) and caboose No. 5 came from the S&L.

--Ted Wickson



The Cover

Ready for the Road. In December 1958, steam still reigned on Canadian National's Stratford-Sarnia way-freight. Here's Mike 3470 taking a ride on the merry-go-round before making another trip. That little fellow in the background is a going concern these days -- as No. 31 of the Strasburg Rail Road.

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.

Dec 20: Regular meeting. Charles McLeod will give an (Fri) illustrated talk on the railways of Czechoslovakia.

Jan 17: Annual meeting of the UCRS; presentation of (Fri) officers' reports for 1968 and election of 1969 directorate.

Readers' Exchange

WANTED: Any size photos, slides, timetables, maps or what have you on the British Columbia Electric Railway. W. Young, 110-1130 Bute Street, Vancouver 5, B.C.

CAN ANYONE provide movie footage of the July 8th, 1961 UCRS excursion on the Oshawa Railway, or other film of OR operations?? Please contact Edward C. Rosenau, 5110 North Keeler Ave., Chicago, Ill., 60630, U.S.A.

I URGENTLY NEED sharp b & w action or still side view negatives of the following locomotives: CN 6140-6159; CP 2860-2864; CP 5417-5461; CP 2378-2417; CP 5930-5935; CP 2910-2929. Negatives must be suitable for clear enlargement to 8x10. Will pay cash or trade for CN, CP steam loco drawings, photos and CN diagram sheets. Please write, giving details, to W.H. Dykeman, 890 Bay Avenue, Bathurst, N.B.

FOR SALE: Good 116/616 negatives of International Nickel, M&SC. E. Emery, 398 Runnymede Road, Toronto 9, Ont.

RAILWAY NEWS AND COMMENT

NEW RAILWAYS: PGE'S AT IT AGAIN

Having more than doubled its mainline trackage in the past 15 years, the Pacific Great Eastern is busily preparing to embark on yet another extension project. This summer, tenders were called for the clearing of 1,000 acres of land to mark the 100-foot-wide right-of-way for the 73 miles of track required to link Fort St. James with Takla Lake.

Initially, the new line will be used to move timber to Fort St. James and Prince George from pulpwood harvesting areas in the Takla Lake region. Since the announcement of the new rail link there has also been a step-up in mining exploration activity.

Completion date for the new extension is set for late 1970. The first leg of the line to Takla Lake -- the 75 miles of track from Odell, 30 miles north of Prince George, to Fort St. James -- was officially opened for traffic last August.

NEW BUNK CARS FOR CN RAILROADERS

Canadian National is introducing a new concept in accommodation for its track forces. The new rail cars -- each consisting of a house trailer-like unit mounted on a flat car -- will replace the converted freight and passenger cars which have been the traditional homes away from home for track and signal gangs.

The change started a year ago when a committee was set up on CN's Atlantic Region to review the living requirements of men working away from home; the study was ultimately expanded across the CN system. The first 16 units have been delivered to CN by Atco (Quebec) Ltd., and are now in service in Newfoundland.

The accommodation units are built of plywood with galvanized steel sheathing and baked-on white exterior paint. Completely self-contained, the new units boast their own power supply and water system, aircraft-style toilet facilities, oil heating and aluminum storms and screens. They are supplied in kitchen, sleeping and wash/recreation configurations.

CN ADDS FERRY TO DETROIT-WINDSOR SERVICE

The 306-foot Department of Transport car ferry 'Scotia II' has been purchased by Canadian National for the Detroit-Windsor connection, more than doubling the service's capacity. The 'Scotia II' is to be delivered in Windsor before the St. Lawrence Seaway closes for the winter; she is now in drydock for hull inspection.

Built in 1916 in England, the 'Scotia II' crossed the Atlantic under her own power and went into service between Mulgrave and Port Hawkesbury, N.S. In 1955, she moved to the Cape Tormentine, N.B.-Borden, P.E.I. run.

Schedule plans for 'Scotia II' are not complete. The Windsor-Detroit ferry service now has two craft -- the 'Lansdowne', used in winter and the 'Huron', normally operated in the summer only. The fate of the 'Huron' -- whose engines will be one hundred years old in 1972 -- may be in jeopardy as a result of the arrival of 'Scotia II'.

CN SIGNS AGREEMENT WITH GREYHOUND LINES

Effective December 1st, Canadian National agents and Canadian travel agents will be able to sell through rail/bus transportation from CN stations in Canada to major cities in the United States, using CN trains to border points and Greyhound buses to destinations. Greyhound agents in the U.S. will sell joint bus/train transportation in the same manner from U.S. cities to Canadian points.

RAIL UNIONS SERVE WAGE DEMANDS

Eight non-operating railway unions have served Canadian railways with demands of a 32 per cent wage increase in a two-year contract, plus a guarantee of job protection in the face of technological change. The notice covers about 75,000 railway workers not directly involved in operating trains, and would bring their present average wage of about \$2.78 an hour to \$3.67 by the end of 1970.

Shopcraft unions, representing 22,000 skilled workers, want a similar substantial increase but spread over only one year. This would raise the average shopcraft wage from \$3.00 to \$3.66 an hour by the end of 1969. The shopcrafts are not asking for the job protection agreement demanded by the non-ops.

Cost to the major roads in wage demands alone would amount to \$145-million. Fringe and other benefits will add many additional millions to the proposals.

MAJOR PGE BRIDGE DESTROYED IN FLASH FIRE

In the early morning hours of Friday, June 2nd, a flash fire of unknown origin swept across the Pacific Great Eastern's Lillooet Bridge, which spans the Fraser River two miles north of the town. The bridge deck was completely destroyed; fourteen steel stringers, supporting the ties, were damaged beyond repair and six more were twisted by the intense heat.

The Lillooet bridge is one of the longest (821 feet) of 200 bridges located along PGE lines. Spanning the Fraser at a height of 190 feet, it was built in 1931.

During the course of repair, crews fabricated and erected 99 tons of new steel, placed 125,000 board feet of new deck and laid 1,760 lineal feet of new rail. Freight traffic was rerouted over CN lines between Vancouver and Prince George, while passengers used the regularly-scheduled bus service between the two points. The daily North Vancouver-Lillooet RDC service was not affected.

On the morning of June 18th, three days ahead of schedule and just 16 days after the fire, an 82-car freight train moved over the bridge, returning traffic to normal.

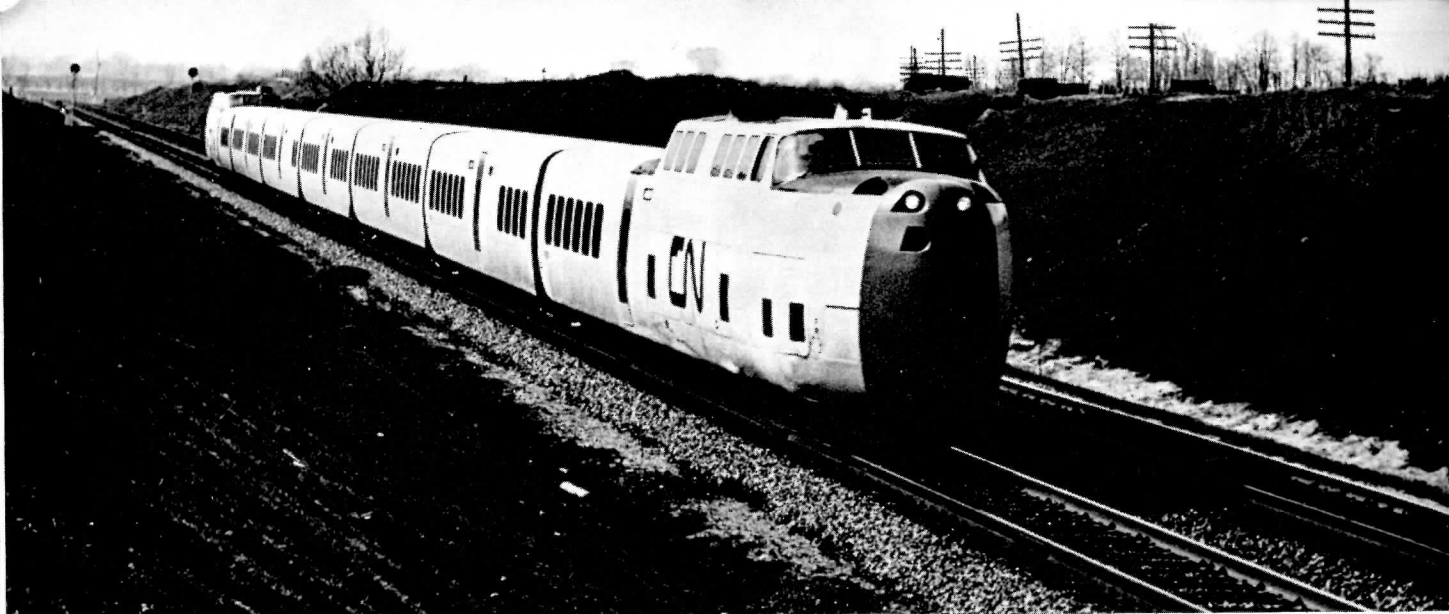
CP RAIL PLANS NEW CUSTOMER SERVICE CENTRES

An application dealing with the introduction of an improved customer service plan on CP Rail's Farnham Division and the Quebec Central Railway has been filed with the Canadian Transport Commission at Ottawa. With headquarters at Sherbrooke, the new centre will extend east of Montreal to the outskirts of Quebec City and includes the Eastern Townships, plus lines in Vermont. Satellite offices will be maintained at Delson, Farnham, Megantic, Thetford Mines, Vallee Junction and Quebec City, and at Newport and St. Johnsbury, Vermont.

The new system will involve withdrawal of staff from local stations, but protective measures are provided for all affected employees.

A similar central freight office is planned at Preston, Ont. to serve communities on the Lake Erie & Northern and Grand River Railways, subsidiaries of Canadian Pacific.

CP already has similar offices -- known as customer service centres -- in full operation at Lethbridge, Medicine Hat, Edmonton, Calgary, Regina and Agincourt. Applications have been filed for other centres at Moose Jaw and Ottawa.



--James A. Brown

FLASH NEWS

TURBOS GO ON DECEMBER 12th!

Canadian National has announced that its long-awaited Turbotrains will begin regular service between Toronto and Montreal on Thursday, December 12th. For the winter season at least, single seven-car Turbo sets will make two round trips daily from each city, departing at 1245 and 1810; no evening trip will be operated on Saturdays.

The Turbos will cover the 335-mile distance in three hours, 59 minutes, for an average speed over the distance of 84 m.p.h. The Rapidos on the same route, billed at their introduction as the 'fastest intercity train in North America', average a sedate 67 m.p.h. to maintain their almost-five-hour schedule.

CN's Turbotrains initially at least will observe a 95 m.p.h. speed limit, gaining their time advantage in high speed cornering ability. However, the CN trains have a 120-m.p.h. potential, and the U.S. versions have bettered 170 m.p.h. in tests.

December 12th will be the culmination of nine months of road testing, during which inhabitants of the Toronto-Montreal corridor grew accustomed to the almost-daily passage of the incredibly silent streaks of white. The press will be introduced to Turbotrain on a pair of preview runs on December 10th.

Next month, we'll look at Turbo a little more closely, and report the events of December 12th.

WORTH NOTING...

- * CP Rail has been ordered not to discontinue several Ontario and B.C. trains for which abandonment notices had been posted (Sept. NL, page 99). The Railway Transport Committee of the CTC will hold public hearings on the withdrawals.
- * CN has called for tenders for a 60-mile extension to its Sangudo Subdivision, which now runs from Edmonton 125 miles northwest to Whitecourt and Windfall, Alta.
- * Damage was light in a November 11th bomb explosion in an underground passage linking CN's Central Station in Montreal with Place Bonaventure.
- * Construction has started on a railway to carry Expo 70 visitors from downtown Osaka to the world's fair site. Scheduled for completion in January 1970, the Japanese line will carry up to 40,000 passengers an hour on the 24-minute run. The eight-car trains will run on 2½-minute headway.
- * Canadian Pacific liners have made their last call at Greenock, on the River Clyde in Scotland. The calls were dropped for economic reasons, and the Empresses will be able to save a day on the Liverpool-Montreal crossing, which next year will take only six days.
- * Montreal investigators suspect that the theft of \$300,000 in cash and bonds from a Maritimes-bound CN train at Central Station on November 6th was an 'inside job'.
- * Proposed expansion and modernization of the Sydney Steel Corporation's rail mill has resulted in a plan to produce 78-foot-long rails. Both major Canadian roads presently purchase 39-foot rails and frequently weld them together to lengths exceeding 1400 feet. Use of the 78-foot rails would cut welding costs in half.

EQUIPMENT NOTES...

CP RAIL MOTIVE POWER NOTES

* Diesel-hydraulic switcher No. 14 was sold to Cressbrook Forest Industries, Cranbrook, B.C. on September 23rd, 1968.

* Several more CLC Trainmasters have been scrapped, as was indicated in the September NL, page 101. Dates are as follows:

8910 -- July 7/68
8912 -- July 7/68
8916 -- September 26/68
8918 -- October 24/68

* Four of CP Rail's new Century 630's, Nos. 4500-4503, are working between Coquitlam and Calgary on a temporary basis, to compare their performance with that of the SD-40's under similar operating conditions.

* Robot 2 (October NL, page 117) has commenced its Pacific Region duties, departing Coquitlam eastward for the first time on November 10th.

To ensure continuous radio communication between the control locomotive and the Robot car, a lineside induction wire is to be installed at points where radio reception is poor or non-existent. Signals induced in the wire will be received and acted upon by the Robot just as if they had been received in the normal manner. Previously with Robot operation, a 'hold' signal would be sent to the mid-train helpers as the train reached tunnels or other points of poor reception, so that they would continue to operate until reception was restored. Since the mid-train helpers are programmed to go automatically into idle with any air brake application, their power was lost until the train reached an area where radio transmission could be restored.

NEW CARS ARRIVE FOR GO TRANSIT

* The month of November saw the arrival in Toronto of GO Transit's 14 new coaches, ordered from Hawker Siddely close to a year ago. Numbered 4740-4753, the new cars embody several design refinements over the earlier units.

Windows on the new cars are double-glazed, and the air conditioning ducts along their lower edge have been redesigned to improve air flow up the glass surface. Extensive use has been made of spray-on insulation materials in the carbody, as a sound deadening medium. The translucent ceiling panels are ribbed for greater rigidity. The new cars are now in regular GO service, allowing the operation of longer peak-hour trains.

PGE AUGMENTS ITS FREIGHT CAR FLEET

* Facing demands of a steady increase in pulp production, the Pacific Great Eastern has placed 60 new 6,650 cubic foot open-top woodchip cars in service. Built at Hawker Siddely's Trenton, N.S. plant for \$16,000 each, the new cars are equipped with full end-doors for rapid dumping. High utilization of PGE's wood chip car fleet is producing an extremely low load-to-load cycle of just six days.

Meanwhile, Squamish car shops have just completed the conversion of twenty 70-ton gondolas into high-side wood chip cars through the addition of new decking, a hinged end and side extensions. Construction of five new steel cabooses (March NL, page 31) is expected to be finished at Squamish by the end of the year.

There wasn't much left of CP Rail's 8912 when Clayton Jones photographed it at Moose Jaw on July 7th -- curiously enough the very day the unit was retired from company records.



CANADIAN NATIONAL CAR EQUIPMENT NOTES

* CN sleeping car 'Shippigan' (10 section, 1 cpt. 1 DR), recently numbered 15012 and used as a porters' training car at Vancouver, has been approved for scrapping. Replacing it as a 'training car' is 12-1 sleeper 'Chilliwack'.

* To cope with a demand created by the increasing movement of newsprint, CN has placed an order for 650 box cars especially designed for newsprint service. To be built by National Steel Car in Hamilton, the 50-foot cars will be equipped with cushioned underframes. They will start joining CN's 'yellow door' newsprint car fleet in January. Total value of the order is approximately \$12-million.

CANADIAN NATIONAL MOTIVE POWER NOTES

* CN has placed an order for fifty 3,000 h.p., six-axle SD-40's with General Motors Diesel Ltd., of London, Ontario. To be delivered in 1969, the new units will probably carry the numbers 5076-5125.

* With the increasing availability of 1900-series road-switchers for transfer duties, a number of the 1,000 h.p. MLW 1700's will be restored from four-axle to six-axle configuration for lighter axle-loading territory in the Maritimes. Units 1708, 1709, 1710, 1716, 1723, 1726 and 1729 will receive the modification at Moncton.

* In cooperation with the National Research Council, CN is experimenting with rotating white lights on several locomotives as a means of drawing attention to the units at grade crossings. The lights have been applied to Tempo units 3150-3155 and Rapido units 6533, 6535, 6536, 6537 and 6540.

* When they are delivered from GMDL, SD-40's 5072-5075 will be equipped with experimental snowplow pilots.

* The last three F-3's on CN, Nos. 9000, 9002 and 9003, were transferred from Canadian operations at Calder to the Grand Trunk Western at Battle Creek, Mich., on October 31st.

* CN reports the removal of eleven further diesel units from its roster, as follows:

39 -- Oct 29/68	3901 -- Aug 29/68
3064 -- Aug 29/68	4481 -- Oct 30/68
3078 -- Aug 29/68	4911 (GTW) -- Oct 31/68
3641 -- Aug 27/68	6803 -- Oct 29/68
3672 -- Oct 29/68	9400 -- Oct 18/68
3818 -- Aug 29/68	

* With the winter timetables came a number of new RDC schedules to southern Ontario, and a corresponding hike in RDC assignment to Spadina diesel shop. The following cars were assigned there in early November, and several more are on the way:

D-101	D-204	D-302	D-401	D-500
D-106	D-205	D-350	D-450	D-503
D-107		D-351		D-504
D-109		D-352		D-505
D-111		D-353		
D-117		D-354		



6269 JOINS ACTIVE CANADIAN STEAM LOCOMOTIVES

more locomotive was added to the list of active with American steamers on September 11th as a Lima-built 0-6-0 steamed out of CP Rail's Calgary station on its way to a new future at that city's Heritage Park.

Built in 1944 for the U.S. Army, the little engine originally carried the number 4076. In 1948, it was sold to Pacific Coast Terminals Co. Ltd., of New Westminster, B.C. where, together with sister 4012, it earned some measure of fame among the rail amateur fraternity by remaining in regular service into the mid-1960's. When the vessels finally took over the PCT operations, the 0-6-0's were sold to a collector in Victoria, B.C., who hoped to establish a museum on Vancouver Island.

Heritage Park located the engine late last year, and made arrangements to have it shipped to CP Rail's Ogden Shop for overhaul. During the repairs, it acquired a standard CP pilot and Canadian Pacific livery, complete with Tuscan Red panels on the cab and tender.

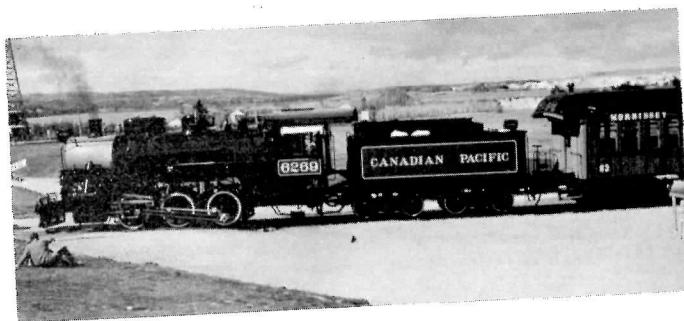
To add authenticity to its CP garb, the 0-6-0 was assigned the number of a Canadian Pacific U3e 0-6-0, No. 6269, which was scrapped in 1959 after serving for a time as Shop Locomotive SL-6. One can imagine the continuation of devotees of Canadian Pacific steam locomotives as in future months they discover 6269 apparently alive and well at Calgary!

The arrival of '6269' relegated Heritage Park's other 0-6-0, Canmore Mines No. 4, to standby. This locomotive, originally CP 6144, is propelled by a diesel engine cunningly concealed within the boiler, model railroad style; only the non-prototype noise gives the game away.

Heritage Park is a restored 19th Century Canadian village comprised of authentic buildings, moved from their sites across Alberta, Saskatchewan and British Columbia. A quarter-million visitors a year visit the park.

From Storage to Service. In February of this year, PCT 4076 awaited overhaul at Ogden Shop (top). Then, on September 12th, the fully-restored '6269' took to the highway (centre) for the last lap to Heritage Park (bottom). Below, the 0-6-0 steams past its diesel-powered predecessor, ex-Canmore Mines No. 4.

--Photo at right, W.R. McIntyre
All others, D.E. Wingfield





--Both photos, Clayton Jones

AUTOMATION ON THE GREAT SLAVE LAKE RAILWAY

Newsmen and railroaders received a glimpse of the future on September 12th when CN demonstrated automatic train operation, now in partial use on the Great Slave Lake Railway. The GSLR, operated as a division of CN, runs for 430 miles through northern Alberta and the Northwest Territories to the Pine Point Mine on Great Slave Lake; at its south end, it connects with the Northern Alberta Railways at Roma Jct, 325 miles northwest of Edmonton. Because of its isolation, the northern line makes an ideal field laboratory for testing and improving automated equipment.

The experimental system -- Wabco's Automatic Train Operation -- regulates power and braking functions by means of a computing device mounted on the locomotive and coils positioned at strategic points along the track. The ATO system is even programmed to sound the locomotive's horn and bell at crossings.

A major advantage of the new system is that it relieves the man in the cab of routine decision-making; he is able to concentrate more on the functioning of the locomotive and train equipment. At his side is a two-way radio that keeps him in touch with the dispatcher. In the event of trouble, he can take over manual control in one second.

One of the unique features of the system is its ability to operate a train by remote control from the ground for the purpose of en route switching operations. When on remote, control of the train is transferred to a portable pack carried by a man on the ground. The pack comprises a battery-powered, hand-held, push-button operated radio transmitter that moves the train forward or backward and brakes it to a stop. It has a radius of one mile.

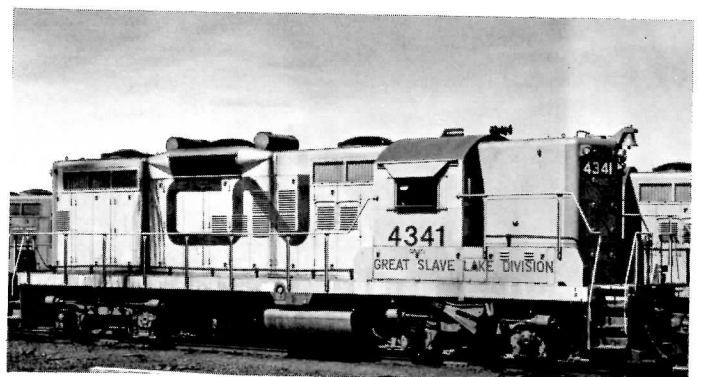
The wayside coils energize command circuits in the locomotive-mounted computer to control the speed and other functions of the locomotive as it passes over them. The computer compares the speed of the train with that commanded by the coil, and adjusts locomotive power and braking to obey the command. By locating the coils at points where the railway grade ascends and descends or where slow orders apply, the electronics engineers have matched the characteristics of the terrain to the capacity of the locomotives.

It is a safety feature of the control system that before any changes in speed are initiated by the wayside coils the computer must be cleared of existing speed commands.

A heavy steel block, or 'trainstop', at trackside serves as the clearing agent. When a locomotive passes the block it induces magnetic flux changes in the computer circuits causing it to cancel previous speed instructions. Unless a new command from a track coil is received immediately, the train-stop acts to bring the train to a halt. Thus any speed zone requires two coils to initiate speed changes and a train-stop to ensure fail-safe operation.

Four CN GR-17's -- 4341, 4343, 4345 and 4352 -- have been equipped with ATO, and are now arranged to operate short hood leading. They have been given a distinctive GSLR livery -- bright yellow body with red hood ends -- and are lettered 'Great Slave Lake Division'. As of October 31st, CN units 1255, 1271, 1275, 1279, 1282, 4350 and 4353 in addition to the ATO units were operating on the GSLR; this complement of locomotives is somewhat fluid as units are changed out for inspections at Calder.

The GSLR's main operation is a twice-weekly ore train which heads north from Roma Jct Sunday and Wednesday midnights, and returns loaded Wednesday and Saturday afternoons respectively. This train is handled by four to six of the 4300's. Wayfreights are ordered as required and draw 1200-series roadswitchers operating with the cab leading.



Setting the Record Straight



by Omer Lavallee

In the autumn of 1885, when it became evident to the public that Canadian Pacific's transcontinental rail line would soon be completed, there was a considerable amount of open speculation as to what form the concluding ceremonies would take.

There was a precedent for such things: The completion of the Union Pacific/Central Pacific in Utah in 1869 had been marked by the driving of a gold spike into a laurel tie. More recently, in 1883, the Northern Pacific had celebrated its own completion in Montana with another gold spike. Here, in Quebec, the provincial government-owned Quebec, Montreal, Ottawa & Occidental marked its completion at Terrebonne, near Montreal, in February 1879 with a silver spike driven by the wife of Premier Henri Joly.

The governor general of Canada, Lord Lansdowne, confident that completion of the Canadian Pacific would be marked by a grand ceremony and that he would be invited to officiate, had a silver spike fashioned for the occasion.

Early in November 1885, a party of CPR officials left Montreal on what was officially described as an inspection trip. Interrogated by the press, they consistently disclaimed knowledge of any ceremony whatever. W.C. Van Horne, then Vice-President, commented that they intended to go through to the Pacific when the line was completed, but stated that he did not know whether they would arrive in the west before or after the line's completion. When he was pressed, in Winnipeg, for details of the ceremony, he stated that the last spike would be an ordinary iron one, "just as good as the thousands of other spikes used in construction", and that it would undoubtedly be driven as a matter of routine by one of the workmen. When he was asked who was to be invited, he made the gruff comment, "Anyone who wants to see the last spike driven will either have to be an employee or pay his own fare".

In fact, the inspection train arrived in the mountains some days before the line was completed. The rails had already been laid into Eagle Pass from the west late in



--James A. Brown

September 1885, and the construction contract from the Pacific coast completed, by Andrew Onderdonk. The rails from the east reached the pass five weeks later, and at about nine o'clock on the morning of Saturday, November 7th, the last rail lay in place.

The official train from Montreal arrived, pulled by engine 148 and including Van Horne's official car in which were Donald Smith, later Lord Strathcona and Mount Royal, a director of the company; Sanford Fleming, who as chief engineer for the Government of Canada had laid out the transcontinental in the 1870's; Major Rogers, who had done much of the mountain surveying; Van Horne himself, and other lesser officers. It is interesting to note that George Stephen, later Lord Mount Stephen, the first president of the company, was away in England on a business trip and was not present.

In the absence of the president there was common assent that Smith, as the senior in years and experience among the directors present, should drive the final spike. An ordinary iron spike was placed in the tie and Smith drove several blows; the spike would not go in, and eventually bent. Roadmaster Frank Brothers standing nearby yanked it out and replaced it with another. Smith took his turn with the second one and it was driven home to the acclaim of about fifty persons present -- most of them workmen. Brothers put the bent spike in his pocket and stood aside as the train crossed the newly-connected junction between the Atlantic and the Pacific. After the train had passed over the site, the last spike was removed and eventually turned over to the company as a keepsake.

Frank Brothers had intended to keep the bent spike as his personal souvenir of the ceremony, but as the train was about to leave for Port Moody he was approached by Donald Smith and asked to give it up, which he did with some reluctance. Smith took it with him and later had a jeweller remove some of the iron in the spike; this metal was used to make souvenir diamond brooches and stickpins which he gave to his friends. The remainder of the spike was retained by him and is today the property of his descendant, the present Lord Strathcona and Mount Royal (not a director of the company), who resides in Bath, Somerset, England.

Time Table No. 12, October 13th, 1907.—Pacific Time.

WESTBOUND TRAINS Inferior direction				Shuswap Section		EASTBOUND TRAINS Superior direction			
Third Class	First Class	Miles from Revelstoke	Telegraph Stations			First Class	Third Class	Freight	Freight
71	97			STATIONS		96	72		
Coast	Freight					Coast	Freight		
/Daily	/Daily					/Daily	/Daily		
7.25	19.45	0.0	DN	.....REVELSTOKE.....W	E Y S	8.15	s	23.00	
8.00	20.07	5.6		.....Boulder.....		8.00	s	22.42	
8.20	f 20.20	8.9		.....Clanwilliam.....	OW f	7.53	s	22.32	
f 8.40	f 20.37	14.7	D	.....Three Valley.....W	G R f	7.31	f	22.08	
9.00	20.56	21.1		.....Hahwah.....		7.01	s	21.34	
9.10	f 21.04	24.5		.....Seymour.....		f 6.54	s	21.24	
f 9.24	f 21.13	28.6	N	.....Craigellachie.....W	C G f	6.45	s	21.13	
9.50	f 21.24	32.9		.....Malahat.....		f 6.35	s	20.26	
10.00	21.31	36.7		.....Bowie.....		6.28	s	20.15	
10.30	a 21.50	40.1	DN	.....Sicamous Jct.....W	E S	6.11	s	19.55	
10.45	21.55	45.1		.....Sicamous Jct. with Duncan Branch.....		6.06	s	19.45	
11.03	f 22.02	49.8		.....Annis.....		f 5.56	s	19.32	
11.15	22.10	52.7		.....Movitch.....		5.49	s	19.24	
11.30	22.20	57.4		.....Canoe.....		5.40	s	19.14	
a 12.00	s 22.40	66.8	DN	.....Salmon Arm.....W	B N s	5.27	s	18.52	
f 12.30	f 22.57	71.0		.....Tappen.....W		f 5.10	s	18.29	
13.05	23.16	74.7		.....Carlin.....		4.59	s	18.15	
a 13.40	s 23.38	80.1	N	.....Notch Hill.....W	A N f	4.45	s	18.00	
14.20	24.02	87.8		.....Squillax.....		4.15	s	17.25	
14.40	24.14	91.9		.....Stormont.....		4.03	s	17.10	
a 15.00	s 24.25	95.9	D	.....Shuswap.....W	H U s	3.53	s	16.57	
15.20	24.38	102.5		.....Watmore.....		3.39	s	16.42	
f 15.40	s 24.59	111.9	N	.....Ducks.....W	D K s	3.20	s	16.23	
16.00	1.19	121.1		.....Furber.....		3.01	s	16.00	
a 16.35	s 1.40	129.1	DN	.....KANLOOPS.....W	K A	2.45	s	15.25	
a Daily	a Daily					/Daily	/Daily		
71	97					96	72		

The art of photography was sufficiently advanced in 1885 to make possible these memorable views of the driving of the Last Spike. All is in readiness at right, while below, Donald Smith bends to his task. History fails to record which spike is being driven in these photos.

Those visible in the lower photo include Van Horne (to Smith's right, hands in pockets), Sanford Fleming (white beard), Frank Brothers (left foreground, watching spike) and George Harris, a Canadian Pacific director from Boston (to Smith's left, watching spike).

The true last spike, which was turned over to Canadian Pacific, was last seen about twenty years ago but has since been mislaid.

For the record, the Last Spike ceremony took place at 9.22 a.m. Pacific Time on November 7th, 1885. It was driven at Eagle Pass in the Gold Range of the Monashene Mountains, 28 miles west of Revelstoke, British Columbia. The spot was named 'Craigellachie', after a rock in the Spey Valley in Banffshire, Scotland -- the rallying place of the Clan Grant, from which both Donald Smith and George Stephen, who were cousins, were descended. The word itself means 'stand fast'; its association with Canadian Pacific came as a result of a cabled trans-Atlantic message of courage sent between Stephen and Smith several years before the railway was completed, when the new company, heavily committed financially, was going through a crisis.

One of the other factors in the decision not to use a gold spike was that two or three other railroads who had used such ornaments at completion had found themselves in bankruptcy within a short time. It is said that Van Horne was sufficiently superstitious that he did not want to wish such a fate on Canadian Pacific.



ED JORDAN'S
NOTES ON
THE WINTER TIMETABLES

"What's new in the winter timetables?" you ask. Mostly Turbos, and very little else.

CN is again listing them in its Toronto-Montreal tables, but with the footnote 'Effective date of Turbo service to be announced'. The fall colour cover proudly displays a seven-car Turbo in full flight on one of its many test runs. The fare schedules list the prices for 'Turboluxe' (coach) and 'Turboclub' accommodation. For a coach seat, passengers will pay a \$2.00 surcharge over the regular Red, White or Blue fare, according to the day of travel; Turboluxe passengers will pay a special \$15.50 fare, regardless of the colour of the day, plus the usual \$7.00 club car supplement, and receive a complimentary meal at their seats. At the time of writing, no date for the service had been announced, although full 'dress rehearsal' runs were operated on November 23rd. The 1245 and 1810 departure times from both termini are two of the three originally planned 1967 departures, with the 1245 timing presumably selected to allow the maximum train servicing and maintenance time during the overnight layover.

Elsewhere, some significant cuts have been made, possibly of greater permanence than the usual seasonal adjustments. The name Panorama has been dropped east of Winnipeg, and trains 105/106 and 107/108 no longer carry sleeping and dining cars. The Sceneramic domes are missing from the Super Continental, although the Panorama carries them between Winnipeg and Vancouver. Also gone, apparently for good, are Railiners 649/650 between Belleville and Montreal. These were originally introduced to serve Expo 67, and carried good loads while the fair was on; as their appeal now is limited, it is not surprising to see them go.

Almost gone are trains 187/188 between Montreal and Grenville, which have been cut back from an except-Sunday service to northbound on Wednesdays and Saturdays and southbound on Thursdays only; weekday service is maintained to and from St. Eustache/Deux Montagnes only, on their old schedules, for the benefit of Montreal commuters. And not in the system timetable but gone nevertheless is CN's Montreal-Montreal North electric suburban service, which ran its last on November 8th, with about 150 passengers. The nearby line of the Montreal Metro syphoned off this line's passenger load when it opened a year or so ago.

While the Caribou still appears on the Newfoundland timetables, there is little likelihood that it will survive another schedule change. Not so well known, though, is the gradual let-down of service to Prince Edward Island. After a successful summer in which several bus schedules and a single train served P.E.I., the lone train has now been downgraded to mixed train status, on an impossibly slow (17 m.p.h.) schedule;

this is no record, though -- mixed trains M233 or M234 between Borden and Summerside take two and a half hours for a 28-mile journey, for an 11.1 m.p.h. average. The bus does it in 30 minutes!

In eastern Canada, the Cabot is off for the winter, and Skyview lounge cars are carried only on the Scotian, probably to allow for major shopping of some of the cars or for an as-yet-unannounced reassignment.

For those who happen to be travelling between the Quebec and federal capitals, a through Quebec City-Ottawa service -- with a half-hour layover in the depths of Montreal's Central Station -- is available with trains 21-33; these schedules provide a test for the techniques of through equipment working and higher car utilization.

The ex-Crusader equipment has returned to the Montreal-Quebec run on trains 20/25, while its old Toronto-Sarnia schedule 153/150 has been taken over by new RDC runs 649/650. Trains 149/148 and 159/158 from Toronto to Windsor and Sarnia respectively remain as conventional trains, rather than Tempos, to handle the steam-heated sleeping cars to and from their western Ontario termini; Nos. 159/158, of course, also provide a through day service to Chicago. The nightly interchange between trains 141 and 151 at London is now no longer possible, and passengers who would have used this connection are now accommodated by a newly-arranged 'meet' between trains 649 and 147 in the Forest City.

The new CN timetable finally admits that GO Transit services are available to Toronto suburbs, but it's doubtful if the ticket-buying passenger at Apohaqui will be able to 'Refer to GO Transit Timetable for Details'. Since the GO timetable is such a simple, regular-interval thing, it should not be difficult to print it, perhaps in place of the trans-Atlantic schedules of the 'Nieuw Amsterdam' now found on page 21.

With the imminence of Turbo service, the morning Rapido has been set back to an 1100 departure from Montreal and Toronto, and will probably disappear entirely when the Turbo runs. A five-hour, 0915 departure Rapido service has been listed for holiday periods, December 20th-January 5th and April 2nd-12th, as has been the popular custom in past years.

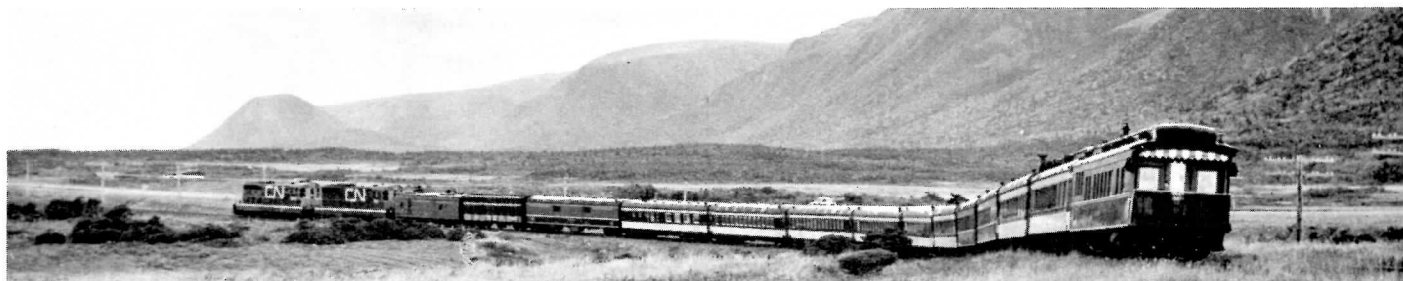
An unusual sight in a railway timetable -- but necessary in these days of rapidly dwindling rail connections -- are two pages of Greyhound and Continental Trailways and Western Airlines connecting services timetables. Firm indications of the impending Newfoundland bus service are given in Table 1; although no times are shown yet, highway 'stations' have been added for that portion of the Trans-Canada Highway which loops north of CN's 3'-6", between Deer Lake and Badger. And finally, for those who use it, Car-Go-Rail service is now available to and from Ottawa.

CP Rail flies its new multimark on its glossy-papered winter issue. All train schedules are now shown in the 24-hour notation and, except for the usual winter cut-backs, the only casualty seems to have been the Christmas Day Toronto-Owen Sound Dayliner. However, with the train-off petitions now before the Railway Transport Committee, it's a matter of speculation whether the same situation will exist in the summer 1969 issue.



Still a respectable length, CN's train 102, the Caribou, meanders over undulating 3'-6" track near Wreck House, Nfld. October 6th, 1968.

--Bill Linley





--Doug Stubbs

TRACTION TOPICS

Edited by Ted Wickson

* Metropolitan Toronto has indicated to the TTC it might be willing to assume the full cost of future subway construction in return for a single fare in Metro. Some sort of arrangement on subway financing is expected to be announced by the end of the year, hopefully permitting the Yonge extension to terminate at Finch (at an additional cost of \$26 million), rather than at Sheppard. Metro's decision on the financial role it will play will, no doubt, also influence the timing of the TTC's promised fare increase and the question over the institution of a transfer charge.

* The Nova Scotia Light & Power Co. will not close down its transit division in Halifax at the year end as previously planned. The City of Halifax, with little choice before them, last month agreed to assume any future losses of this transit operation. NSL&P's transit division over the last ten years has experienced an average annual loss of \$200,000. Terms of the agreement call for a subsidiary company to be set up under NSL&P with the sole responsibility of running the bus system. The city was not prepared at the time to have the transit system be run by a public commission - perhaps sometime in the future. NSL&P currently operates a fleet of 81 trolley buses (the newest in Canada - built in 1954) on 11 routes and 15 diesel buses on 2 routes.

* Rapid transit history was made on Nov. 18 as the Cleveland Transit System began regular service on its airport extension. Cleveland is now the first city in North America with a direct rail link between its airport and downtown. Construction of this 4-mile extension from West Park Station (western terminus of the original 15-mile line) began in July, 1966, and cost \$18½ million, two thirds of which was met by federal grants. Only one fifth of the passengers on the extension are expected to be air travellers. Travel time by 'rapid' from the airport to downtown is 20 minutes.

* TTC's planned \$80 million Spadina Rapid Transit Line appears to have suffered another setback. Metropolitan Toronto Transportation Committee on Oct. 10 postponed at least until 1970 a decision on which of the Queen or Spadina subway projects should receive priority. The committee was disappointed at the low passenger volume predicted by the planning board for the Spadina line. Disputing some of its findings, the TTC submitted a further report to Metro stressing the urgent need for the Spadina line. The TTC sees this line as being able to relieve predicted overcrowding on the Yonge subway, especially with the northern extension in operation four years hence. Should the Spadina project not get the speed-up anticipated, the TTC, as an interim measure, will consider paving the right-of-way and operating buses on it in 1975 when the expressway will have reached St. Clair Ave.

The proposed \$150 million, 7-mile, Queen subway would be built after the Spadina line, according to the TTC. 1980 has already been suggested as a tentative date for the opening of this subway, coincident with the abandonment of streetcars on Queen St. and whatever remaining carlines might exist at the time.

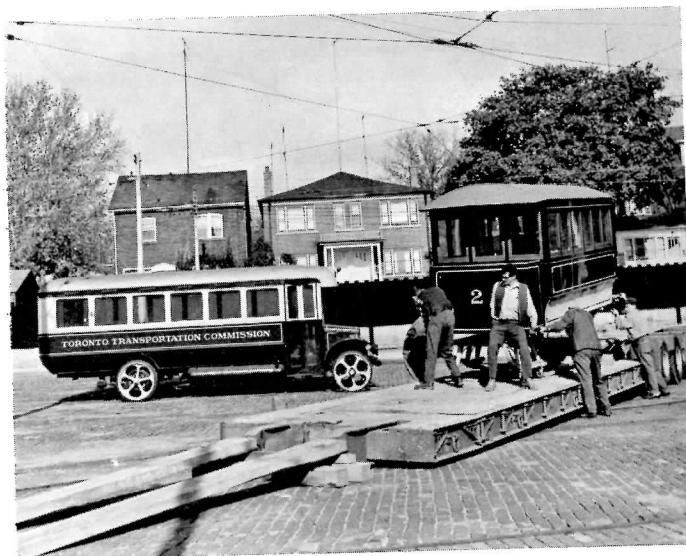
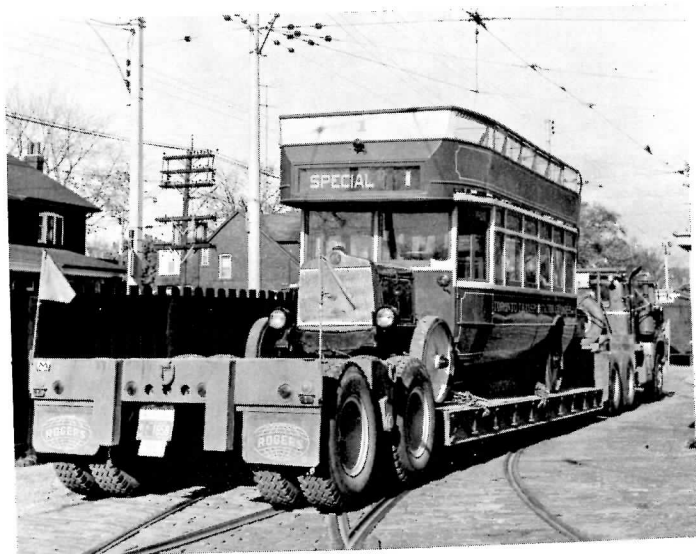
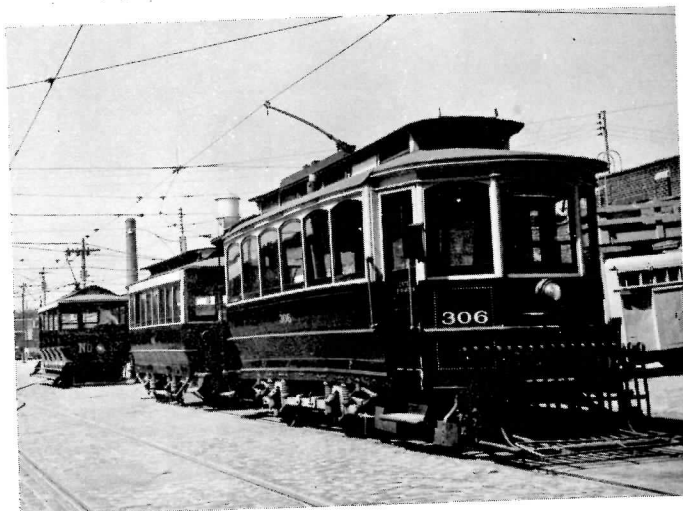
S Duke of York Public School in Toronto and Orangeville District High School recently took possession of 2 PCC bodies from the TTC for use as portable classrooms. . . . The TTC recently announced plans to relieve the overcrowding at King Station. To cost an estimated \$800,000 the alterations include new entrances and exits and direct underground access to the T-D Centre and proposed new Bank of Commerce development. . . . The two year test of two types of carpeting in subway cars 5044 and 5045 (conducted on behalf of BARTD) has shown wool to be superior than synthetic material. . . .

Scrapped at Hillcrest in the last month were the following PCC's: 4018, 4029, 4057, 4060, 4067, 4073, 4077 and 4259. . . . Rails in Bay St. south from Albert were removed by the City the week of Oct. 21; the same week saw replacement of specialwork at St. Clair and Robina and a limited amount of track levelling on Dundas, west of Ossington (look for a major track job here next year) The training loop at Hillcrest was abandoned Nov. 4 with the removal of overhead.

* At their meeting on October 1, the Toronto Transit Commissioners voted to dispose of the remaining 10 pieces of equipment (out of an original 16 vehicles in 1947) in the TTC historical collection. The National Museum of Science and Technology in Ottawa was donated 9 vehicles: stage coach "John Thompson", 2 horse-drawn omnibuses, horse car 16, sleigh 2 (replica), Fifth Avenue buses 1 (double-deck) and 9 (single-deck), and prize pieces motor 306 and trailer 64. The tenth item, open bench car 327 (replica), was donated to the Ontario Electric Railway Historical Association. At the same meeting, PCC 4000 was also donated to the OERHA.

On Nov. 2, buses 1 and 9 and sleigh 2 were removed to Ottawa from St. Clair Division and on Nov. 4 the remaining equipment with the exception of 306 and 64 was similarly removed. To help raise funds for the shipment of car 327 to Rockwood, the OERHA operated a 6-hour fantrip on Nov. 3 employing PCC's 4228 and 4773. The excursion featured an hour's stop at Hillcrest where all had an opportunity to ride and photograph 327 on the training loop. 327 was moved from Hillcrest to the museum site on Nov. 27.

The future of Peter Witt cars 2778 and 2766, both intact and the latter operational, is not known at this time - these cars not having been defined as part of the historical collection.



-- All photos, Ted Wickson