

**July, 1967 - Number 258**

Published monthly by the Upper Canada Railway Society, Incorporated, Box 122, Terminal A, Toronto, Ontario.

*Editor* *James A. Brown*

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

Members are asked to give the Society at least five weeks notice of address changes.

Please address NEWSLETTER contributions to the Editor at 3 Bromley Crescent, Bramalea, Ontario. No responsibility is assumed for loss or non-return of material.

All other Society business, including membership inquiries, should be addressed to UCRS, Box 122, Terminal A, Toronto, Ontario.

Cover Photo: This month's cover -- in colour to commemorate the NEWSLETTER's Centennial Issue -- depicts Canada's Confederation Train winding through Campbellville, Ontario, on the Canadian Pacific. The date: June 7<sup>th</sup>, 1967.

Tom Henry. [0258-001.jpg](#)  
*Contributors to this Issue:* John Bromley, Reg Button, Dick George, Tom Henry, Ed Jordan, John Knowles, Omer Lavallee, Ian MacDonald, Bob McMann, Dave More, Steve Munro, Newt Rossiter, Jim Sandilands, Ted Wickson, Doug Wingfield.

*Production:* John Bromley, Tom Henry.

*Distribution:* Charles Bridges, K. McCutcheon, G. Meek, Bill Miller, Steve Munro, John Thompson, Ted Wickson.

**COMING EVENTS**

Regular meetings of the Society are held on the third Friday of each month (except July and August) at 587 Mt. Pleasant Road, Toronto, Ontario. 8:00 p.m.

August 13<sup>th</sup>; (Sunday) - The Society will operate a special street car excursion to mark the 75<sup>th</sup> anniversary of electric street car operation in Toronto. Please see TRACTION TOPICS, for

details.

August 17<sup>th</sup>; (Thursday) - CBC re-telecast of "The Canadian Menu" in which "Nova Scotia" plays a part. (April NL, page 49) 9:00 p.m. EDT.

August 18<sup>th</sup>; (Friday) - Summer social evening at 587 Mt. Pleasant Road, at which professional 16 mm. films will be shown and refreshments served. Ladies are welcome. 8:00 p.m.

September 15<sup>th</sup>; (Friday) - Regular meeting, at which J. A. Nanders, will discuss a recent European trip, with emphasis on rail facilities in Portugal.

COMING THIS FALL! The ever-popular railroadianna auction, two Steam trips on the weekend of September 30<sup>th</sup>, and the annual UCRS banquet. Details soon.

**READERS' EXCHANGE**

**CANADIAN TIMETABLES WANTED** to buy or trade.

What have you in the way of pre-1950 public or employee's timetables from any Canadian line? James A. Brown, 3 Bromley Crescent, Bramalea, Ontario.

**MEMBERS WANTED:** The Railway Preservation Society of Ireland is seeking new members to support its ambitious plans to acquire, maintain and operate a number of Irish steam locomotives and other equipment. The Society already owns three operable locomotives. annual adult membership at \$3.00 brings a semi-annual illustrated journal. For further details, contact Mr. J. Richardson, 50 Ormiston Crescent, Belfast 4, Northern Ireland.

**HELP!!** Does anyone have stream artifacts such as pressure gauges, water glasses, headlights, etc., that he would sell, donate, loan or rent to enhance the decor of Toronto's "Boiler Room" Restaurant? Contact Ruel Bramer, The Boiler Room, 59 Wellington Street West, Toronto, Ontario.

**THE TORONTO PUBLIC LIBRARY** is anxious to

obtain the following back issue of the NEWSLETTER for binding; Nos. 26 (1948), 45 (1949), 99 (1954), 125 (1956), 226 (November 1964) and 235 (August 1965). Please contact William Halfpenny, 55 Eilerslie Avenue, Apartment 1112, Willowdale, Ontario.

#### RAILWAY NEWS AND COMMENT

##### **CPR - CIL UNIT TRAIN NOW A REALITY**

A 37-car Canadian Pacific train, loaded with 3,700 tons of sulphuric acid,

Freight rates for the new "train pipeline" are based on 37 or 56-car lots, with precise schedules for loading and unloading times; this approach was made possible for the first time by the National Transportation Act which became law earlier this year; earlier laws prohibited Canadian lines from setting freight rates on any basis other than single carloads.

Initially, the train will make the Copper Cliff - Courtright run twice weekly, but it is expected that the system will be expanded to include 56-car trains operating between Copper Cliff and various destinations in Ontario and Quebec, and moving in excess of 300,000 tons of sulphuric acid annually.

##### **CN OPENS TORONTO YARD EXPRESS TERMINAL**

Metro chairman William R. Allen officially opened CN's huge express freight complex at Toronto Yard on June 29<sup>th</sup>. Built at a cost of \$8-million, the new facility can sort and handle up to 9,000 packages per hour.

A fleet of 2,000 automated carts operating on a 20,000 feet towveyor system is capable of transferring 3,000,000 pounds a day from trucks to trains, trains to trucks and from trucks to other trucks.

All men involved in the new operation, from supervisors to warehousemen, were trained on a working scale model of the terminal and later in terminal operations at the site.

The Toronto facility, acting as the core for Ontario express shipments, will radiate improvements in express operations for a large surrounding area. It will be fully operational on August 8<sup>th</sup> when express, less-than-carload freight and piggyback

rolled out of the Copper Cliff works of Canadian Industries Limited on July 11<sup>th</sup> to inaugurate Canada's first regularly-scheduled "unit train" movement of a single chemical commodity. Bound for CIL's ammonia and fertilizer complex at Courtright, Ontario, the train travels over CP lines to Chatham, Ontario, thence via Chesapeake & Ohio to its destination.

operations scattered throughout Toronto will be consolidated at the new site.

Photo: The first eight units of a GMD order for 34 locomotives for New Zealand are swung aboard the *MV Piran*, at Hamilton on June 12<sup>th</sup>. The model G-12 units boast 1310 h.p. each.

Reg Button Photo. [0258-002.jpg](#)

##### **GO TRANSIT IS GOING TO THE DOGS**

What is it that makes the Ontario government's new rapid transit GO trains so attractive to commuters? There are new passengers joining the crowds daily at the stations between Oakville and Pickering.

One unknown commuter who could only be distinguished by an unusual abundance of hair got on at Port Credit early in the morning of July 6, made himself comfortable on the seat next to a Metro business type and travelled as far as Union Station before the thought to ask him his destination entered anyone's head.

Although fellow commuters found him to be quite a wag on the way up, he was speechless when they asked him -- awe struck at the GO system's speed and efficiency, they assumed. So they decided to transfer him back to his point of embarkation on the next westbound train. Back at the starting point he wagged and was gone.

Anyone in Port Credit who owns a wire-haired terrier who was absent for about an hour that morning should know his pet was conducting a personal study into this new rapid transit GO system. That person should also know that he owes one return fare to the system.

(The foregoing appeared in the July 12<sup>th</sup> edition of the Mississauga NEWS. And the

story doesn't end there. According to various Toronto news media, the canine commuter was so impressed with his adventure that several times since, he has been at Port Credit station waiting for his morning train.)

#### **NO SERIOUS INJURIES IN FREAK TRUCK-TRAIN CRASH**

A good argument for facing point locks on turnouts near grade crossings was demonstrated on June 15<sup>th</sup> when an empty gravel truck collided with a CN passenger extra in the village of Goodwood, northeast of Toronto.

Following the impact, the truck body removed the adjacent passing track switch stand, causing the points to spring open and derailling the rear truck of the locomotive and the first four cars of the seven-car train.

Miraculously, no one was seriously injured, either by the impact itself or by an errant

\* The Steel Company of Canada recently took delivery of the first of seven hot metal cars from Marine Industries Limited, of Sorel.

To be used to transfer molten iron from Stelco's new blast furnace to open hearth furnaces at its Hamilton works, the cars are capable of carrying 245 tons of hot metal.

The fully-loaded weight of one of these cars is more than 390 tons.

\* CP plans to establish customer service centres at Regina and Toronto Yard this year. The centres will be patterned after a similar prototype operation at Lethbridge, Alberta. All railway, airline and telecommunications customer contacts are handled by the system which co-ordinates a toll-free telephone network for the district, telecommunications circuits, data processing machinery, computers and mobile representatives.

\* Canadian Pacific plans a major reballasting program this year between Calgary and Red Deer, Alberta. The project involves 74 miles of line and will cost an estimated \$650,000.

\* The hazards of train service!! A CN trainman was bitten, then stabbed by a passenger who didn't want to get off a train in Sarnia on July 4<sup>th</sup>. It took four stitches

rail which pierced the floor of the first car (5213) just ahead of the rear truck, passing through the closed vestibule door and coming to rest just inside the next coach. The passing siding was pulled several feet out of alignment by the derailed equipment. Auxiliaries from Toronto Yard and Belleville cleared the line by the following morning.

The special train was carrying some 400 children to a summer camp near Haliburton; their journey continued in a fleet of buses expeditiously arranged by the railway.

Photo: CN's road switcher 4154 rests at an awkward angle after collision with a gravel truck at Goodwood, Ontario. The unit suffered superficial damage on its left side.

Photo by Tom Henry. [0258-003.jpg](#)

**WORTH NOTING. ....**

to close the wound.

\* Rainfall in June in Southern Ontario far exceeded the normal for the month. During one particularly heavy storm on June 12<sup>th</sup>, CN's Newmarket Subdivision was under water in seven places between Aurora and Bradford, delaying three passenger trains up to an hour and a half.

\* CN has accepted delivery of fifty new refrigerated piggyback trailers which are capable of maintaining any required load temperature from -10°F to 70°F.

\* A water-bombing Canso aircraft saved the day for CN on June 16<sup>th</sup>, when it doused a blaze on a 300-foot trestle near Mataqui, 45 miles east of Vancouver on the main line.

The plane was on the scene within 35 minutes and made six drops of more than 800 gallons each, scooping water from the Fraser River.

Repairs were quickly made and service continued uninterrupted.

\* A Montreal lawyer and former member of CN's legal staff, Pierre Taschereau, has been appointed

vice president of the new Canadian Transport Commission. He is the first to be named to the new agency which will take over the duties now handled by the Board of Transport Commissioners, the Air Transport Board and

the Canadian Maritime Commission.

\* Grand Trunk Western is modernizing its passenger coaches at Port Huron shops. A total of seven cars will be renovated.

\* CN's new concrete and brick station at Dorval was officially opened July 11<sup>th</sup>. The old wooden station which stood on the alignment of CN's old line through Lachine was demolished to make way for the new structure.

\* The pulp mill at Clarke City, Quebec owned by Gulf Pulp & Paper Company is to cease production because there are no prospects of operating it profitably. Gulf Pulp & Paper Company earned distinction as one of the last Canadian operators of steam locomotives in regular service; its two 0-6-0's were still going strong at the end of 1963. (January, 1964 NL, page 9)

*CPR TRAINS COLLIDE -- 19 INJURED*

Nineteen persons received minor injuries when CP's westbound *Canadian* collided at slow speed with an eastbound freight train at Struthers, near Marathon, Ontario, on July 9<sup>th</sup>. Although only two diesel units and three cars of the freight train were derailed, a total of five engines -- 1104, 4200, 4469, 8752 and 8780 -- were returned to Angus Shops for repairs.

The CPR main line was blocked for about 17 hours, during which some detouring over

4 -- May 11<sup>th</sup>; Sold to the Steel Company of Canada, Edmonton, Alberta.

9406 -- June 22<sup>nd</sup>; Repairs not justified.

4800 -- June 23<sup>rd</sup>; (Wrecked February 6<sup>th</sup>, 1967

4808 -- June 23<sup>rd</sup>; in rockslide, mile 40.7 Skeena Subdivision.

\* CN has recently completed an extensive reassignment of locomotives for maintenance purposes, as follows:

3100 - 3109 from Spadina to Montreal Yard

CN line took place. An interesting sidelight was the appearance of a makeup train set for the westbound *Expo Limited* leaving Montreal July 10<sup>th</sup>; the incoming equipment on No. 6 which would normally have made the run was 13 hours late, and impossible connection. The makeup train had a usual assortment of coach and sleeper equipment, but carried a Skyline dome car in place of the dining car, and one of the ex-NYC "View" observation cars replaced the customary "Park" dome observation.

Photo: While an impressive gallery of sidewalk superintendents look on, a crane removes the last girders of the pedestrian footbridge at Sunnyside station. Photo by Bob McMann. [0258-004.jpg](#)

**EQUIPMENT Notes**

*CANADIAN NATIONAL MOTIVE POWER NOTES*

\* CN's last remaining CR-16 unit, 2203, was damaged by fire near Tillsonburg, Ontario, on June 9<sup>th</sup>.

\* Bottom of the barrel department: CN has leased two GP-9's from Precision Engineering Company, a Mt. Vernon, Illinois crankshaft manufacturer and dealer in used equipment. Formerly NYC, the units are numbered 5960 and 5962 and are finished in red and grey primer respectively. They are being used as trailing units only, in trains running north and west from Toronto.

\* Four more units have been deleted from the CN roster as follows:

3120 - 3129 from Spadina to Montreal Yard

3655 - 3670 from Montreal Yard to Moncton  
3845 - 3849 from Montreal Yard to Moncton

4126 - 4133 from Symington to Spadina  
4147 - 4156 from Symington to Spadina  
4330 - 4339 from Montreal Yard to

Calder  
4400 - 4404 from Montreal Yard to

Calder  
4451 - 4470 from Montreal Yard to

Symington  
6500 - 6504 from Pt. St. Charles to Symington

6600 - 6604 from Pt. St. Charles to Symington

8192 - 8193 from Toronto Yard to Neebing

\* CN has leased the following units to other railways:

(a) To the Great Slave Lake Railway; 850/53, 1256/77/80/82/83, 4344/48/53.

(b) To the Northern Alberta Railways; 852/54.

(c) To the Alberta Resources Railway; 1369/81.

In addition, unit 1654 is leased to the Minto Coal Company, New Brunswick.

\* The last C-424 of the 1966 order to be delivered, No. 3240 was received by CN on May 26<sup>th</sup>, 1967.

Photo: CN mechanics give Precision Engineering (ex-NYC) 5962 a once-over dispatching it in CN freight service.

J. A. Brown. [0258-005.jpg](#)

*CANADIAN PACIFIC MOTIVE POWER NOTES*

\* To facilitate repairs to its damaged CLC cab unit 4054, CP recently purchased the carbody of retired CN unit 9344, a locomotive that was removed from CN records on February 15<sup>th</sup>, 1966. Apparently the innards of 4054 are to be installed in the carbody of 9344 and the resultant unit will assume the identity of CP 4054. The work will be done at CP's Ogden Shops in Calgary.

\* Canadian Pacific returned all of its leased Boston & Maine units to the B&M at the end of May.

*CP Business CAR GETS A NEW NAME*

\* A new name appeared in the ranks of Canadian Pacific business cars during May, 1967. It is

"Shaughnessy", a name recently applied to the former car "Thorold", currently assigned to the Freight Traffic Manager at Vancouver.

It honours Thomas G. Shaughnessy, later Baron Shaughnessy, G.C.V.O., who was Canadian

The Confederation Train was conceived to bring to the people of Canada a vivid recreation of the country's history as well as a unique conception of what its future may hold. The train provides a living experience for visitors as it makes use of sound, light,

Pacific's third president (1899-1909), first chairman and president (1910-1918) and second chairman (1918-1923). The car had once been used by Sir Edward W. Beatty, G.B.E., the Company's fourth president, and was named after his birthplace, Thorold, Ontario.

The newly-named "Shaughnessy" joins three other CP business cars already carrying names of individuals now legendary in the history of the Company -- "Strathcona", "Mount Stephen" and "Van Horne". O.S.A.L.

Photo: Minus handrails and looking somewhat the worse for wear, CP's SD-40 5519 was photographed at Alyth shops on June 10<sup>th</sup>, after an affair with a mud slide. Photo by Doug Wingfield. [0258-006.jpg](#)

Photo: The first unit of a fleet of 150 cabooses to be put in CN service this summer has been making a get-acquainted tour of the road's eastern lines. The new vans boast axle-driven generators, roller bearings and cushion underframes. In Truro the caboose was inspected by an official party which included Maritime Area manager J. G. Davis, at left.

J. A. Brown photo. [0258-007.jpg](#)

Photo: The interiors are finished in bright, contemporary colours. CNR photo. [0258-008.jpg](#)

*CANADA'S COMING TO YOU - Confederation Train*

It's mid-year, and by now Canada's Confederation Train has passed the halfway mark in its coast-to-coast itinerary. When the train closes its doors for the last time on December 5<sup>th</sup>, in Montreal, it will have completed a total of 83 exhibit stops at 63 cities in nine provinces. The largest city visited by the train is Montreal, with a population of over two million, while Jasper, Alberta, with 3,000 inhabitants, is the smallest.

odour and multi-dimensional visual exhibits to tell the story beginning one million years ago when Canada was a tropical land.

Just what is the Confederation Train? Let's take a closer look:

Fifteen pieces of equipment comprise

the Confederation train, all of it supplied by the two national railways. The six air conditioned display cars, of course, are the raison d'être of the Confederation Train, while seven service cars provide sleeping, dining, luggage and power facilities for the permanent train staff and railway personnel accompanying it. Motive power is provided by two GMD units.

The train is permanently staffed by 22 men. Under the supervision of the Train Manager and his assistant, they include exhibit superintendents, electricians, mechanics and other specialists qualified to deal with problems which might develop in the display cars. Railroad personnel from the region in which the train is operating also accompany it, to oversee the handling of the train and to keep close watch on its mechanical and electrical equipment. Train security is the responsibility of a seven-man RCMP contingent.

Display sites for the train have been established by the federal Centennial Commission, working in conjunction with the railways and local Centennial committees. Population was the deciding factor in determining the duration of exhibition in any given community or region; for example, 98 days are scheduled for the Ontario portion of the tour, while Prince Edward Island will play host for just five days.

Photo: During the British Columbia portion of its tour, the Confederation Train's lead unit acquired a pair of standard CN ditch lights, for improved night visibility. Photo by Canadian Kodak. [0258-009.jpg](#)

Photo: Crowds like this have greeted the Confederation Train all along its route. This was the scene at Victoria, B.C., on opening day, January 9<sup>th</sup>, 1967. [0258-010.jpg](#)

Photo: Secretary of State Judy LaMarsh removes the seal which had been placed there eight days before in Ottawa by Madame Vanier.

This act officially opened the Confederation Train to Canada's public. [0258-011.jpg](#)

Photo: After the official opening,

dignitaries inspected the exhibits. This is a portion of the railway display. [0258-012.jpg](#)

Photo: Imagination played a large part in the establishment of the displays aboard the Confederation Train. Here, for example, a section of a coal mine tunnel has been created as a setting for a display on the uses of metals found in Canada. All photos courtesy of The Centennial

Commission. [0258-013.jpg](#)

Photo: Confederation Train, engine 1867 (CPR 1411) and train. [0258-014.jpg](#)

#### CONSIST OF THE CONFEDERATION TRAIN

Locomotive 1867	CPR 1411
Locomotive 1967	CNR 6509
Steam Generator Unit	CNR 15463
Baggage Car	CPR 4224
Sleeping Car	CPR Oak Grove
Dining Car	CNR 1303
Sleeping Car	CPR Ash Grove
Sleeping Car	CPR Fir Grove
Electrical Generator Car	CPR 4731
Display Car No. 1*	ex-CPR 2298
Display Car No. 2*	ex-CPR 2285
Display Car No. 3*	ex-CPR 2266
Display Car No. 4*	ex-CPR 2258
Display Car No. 5*	ex-CPR 2240
Display Car No. 6*	ex-CPR 2236

*\* Display cars are owned by the Government of Canada.*

The designers and technicians, artists and craftsmen who had a part in the creation of the Confederation Train have done a superb job. Externally, the train is finished in two-tone purple with grey roof and black underbody and trim. On a basic white ground, the display cars carry an abstract geometric representation of the train's story line; inside, the exhibit themes are arranged as we briefly describe here:

#### CAR ONE:

Here the land is born. The visitor experiences Canada of the ice age and the early Indian civilizations which followed it. He is reminded that the very discovery of the new world was brought about by a European desire for the riches of the Orient, and he realizes that this new land which lay in the

path of the explorers had bountiful riches of its own.

The visitor becomes an explorer, as he stands on the deck of a Viking ship and listens to the sounds of a wild sea. Courses of the adventurers Cabot, Cartier and Champlain and others are traced -- by map and artifact -- to Canada's first settlements. A disturbingly realistic diorama portrays steerage conditions on an early sailing ship, experienced by early immigrants to Canada.

*CAR THREE:*

Ancient and modern tools and machines -- the means of settlement -- contrast the life of early 19<sup>th</sup> century French Canada with that of the present. The confused state of pre-Confederation colonies moves toward stability in the Confederation Chamber, 1867.

*CAR FOUR:*

The visitor travels through the final years of the 19<sup>th</sup> century as more provinces join Confederation. Photographs and artifacts recall the North West Mounted Police the Riel Rebellion, the Klondike gold rush. . . . and the completion of the Canadian Pacific Railway.

*CAR FIVE:*

Canadian troops go to war for the first time for her allies, first in the Boer War, then in the Great War which is brought home with terrible reality by a replica of a sandbagged trench. Then on to the roaring twenties, the sad thirties and finally, in 1939, war again.

*CAR SIX:*

World War II wages abroad while at home, Canada's industry turns out equipment needed for the war effort. The atomic bomb terminates the fighting and casts a question mark on the world's future. Canada's peacetime contributions in science, politics, medicine, industry, the arts and international affairs blend with images of the future to suggest that even greater things are in store for Canada.

Photo: In the first half of its tour, the Confederation Train enjoyed just one extended pause for servicing -- at Toronto, at the end

*CAR TWO:*

of June. Here, the two units idle side by side in CN's Spadina round-house.

Photo by J. A. Brown. [0258-015.jpg](#)

Photo: The June servicing stop was a time to restore the train to like-new condition. Scrubbing and polishing was the order of the day.

J. A. Brown. [0258-016.jpg](#)

Photo: On its way to exhibitions in London and Windsor, the Confederation Train climbs toward Guelph Junction on Canadian Pacific rails. This location is also shown on this month's cover. J. A. Brown. [0258-017.jpg](#)

**MAN AND HIS TRAINS**

By Omer Lavallee.

All photos by James Sandilands.

Map: Map of Expo67 site and part of Montreal.

Considering that the theme of Expo 67 at Montreal is "Man and His World" -- a portrayal of man's accomplishments and his aspirations both in a terrestrial environment as well as in outer space -- comparatively little room is given over to slow progress in transportation, more particularly the subject which interests railway hobbyists.

Contrary, nonetheless, to a statement attributed to the writer which appeared recently in a United States periodical, Expo 67 is not, by any means, totally devoid of rail exhibits, for those who wish to seek them out, though it should be said that followers of the marine industry will find rather more to interest them, than those whose hobby is railways or trains.

Reference to rail transportation at Expo may be found in several ways: (a) as three-dimensional exhibits; (b) in the visual media such as films and slides; (c) in practical use as part of the primary and secondary transit systems. We will consider them in this order.

*THREE DIMENSIONAL EXHIBITS*

The Canadian pavilion gives a nod of acknowledgement to the part which the railways have played in the evolution of Canada by incorporating certain recognizable artifacts

into a highly stylized setting in the transportation and communications wing of that pavilion. A transport mobile at the centre of the display includes a pair of 69" or 70" driving wheels from an actual locomotive; the wheels themselves are stationary. Adjacent to the wheels and arranged in a geometric pattern are main and side rods; on a nearby panel appear valve gear parts. A cursory examination suggests that at least some of these objects come from a Canadian Pacific locomotive -- one of the rods bears markings which look like '2659'. Positive identification of some of these pieces would form an interesting project for

The only full-sized complete piece of railway motive power of a historical nature at Expo is a feature of the pavilion of the German Federal Republic. From the point of view of size, this exhibit is not particularly imposing, but it possesses great historical significance. It is a small, perhaps 60-cm gauge, electric locomotive, which was used to haul passengers beginning May 31, 1879 on an intramural railway at the Berlin Exposition in that year. Collecting current from a centre third rail, this unit is claimed to be the first practical application of electricity to transport the public by rail.

Elsewhere, on an upper level, the German pavilion features a whimsical HO model railway, evidently intended as a 'spoof' on German technology.

Another complete, full-sized railway object is a standard-gauge ingot car as used in steel mill; this unit is placed in front of the steel industries' exhibit on Ile Notre Dame. Nearby, the pavilion of the U.S.S.R. exhibits a number of models of industrial plants incorporating railway models, some in quite large scale, which illustrate contemporary Russian diesel-electric locomotives and cars; several trains operate on a multi-track oval.

The pavilion of India gives a fair amount of space to railways, considering the part that this mode of surface transportation plays in that nation. Statistics point to

anyone who wishes to spend some time examining the whole exhibit minutely.

Canadian National's *TurboTrain* forms the subject of a wall illustration and another exhibit portraying piggyback transportation incorporates about two-fifths of a full-sized flatcar lettered C.R. (for 'Canadian Railways' perhaps?) and numbered 101967. A display of heavy rail mounted vertically is intended to symbolize the building of the transcontinental between Montreal and Port Moody; individual rails are inscribed with the year in which various sections were opened; several of the dates are inaccurate, incidentally.

the fact that India, possessing only one-fortieth of the world's land area, supports nearly one-seventh of its population; to service this mass of humanity, Indian railways operate daily some 100,000 trains, hauling six million passengers and some 600,000 tons of goods. At the pavilion, there is a model of the first electric locomotive built in India, in about 1/2" scale, situated next to an alabaster model of the Taj Mahal; thus do the constructional skills of modern India stand in stark contrast to those of her storied past!

In another section of the pavilion, there are five more scale models (these in about 1" scale) showing another electric locomotive, a diesel-electric locomotive and three passenger cars, the latter with roofs open showing fully detailed interiors including both European and 'native' toilets!

The railway theme is continued on the exterior of the pavilion with a pair of broad-gauge wheels mounted on a short section of steel-tied track, an automatic coupler adapted for use with hook-and-screw equipment, and -- of all things! -- a cylinder saddle for a steam locomotive built in India.

In the Congo exhibit, at Africa Place, there are models of a steam locomotive and of a diesel-electric. Great Britain's pavilion offers token recognition to that nation as the birthplace of the steam locomotive with a 1" scale model of



Stephenson's "Rocket". And the list goes on.  
Photo: A minirail train passes a switch,  
whose position can be changed by rotating the  
curved segment (below the car) into  
operating position. [0258-018.jpg](#)

Photo: This tiny, wood-jacketed German "B"  
electric locomotive thrilled another  
generation of exposition-goers eighty-eight  
years ago. [0258-019.jpg](#)

#### *VISUAL MEDIA*

Graphic references to railways are to  
be found in many of the films and slide  
programs featured at the different exhibits.

Contrary to what one might expect, the  
films shown at the Canadian National and  
Canadian Pacific -- Cominco pavilions are not  
basically related to transportation.  
Canadian National's film theme is 'Motion' and  
the rail-minded viewer is rewarded by  
glimpses, here and there, of CN's  
distinctively-painted locomotives and cars.

Canadian Pacific's film is entitled "We Are  
Young" and relates to youth; it contains no  
corporate identification whatsoever, but  
there is a brief sequence taken of the Fraser  
Canyon from a gasoline track car.

The primary transit system is a 3½  
-mile, standard-gauge, 550-volt, double track  
route drawing current from a third rail, and  
employing eight six-car rapid transit trains  
constructed by Hawker Siddeley at Fort  
William, Ontario. The accompanying map will  
show the route of this system, which begins  
at Place d'Accueil near the Montreal end of  
the Victoria railway/highway bridge, and  
extends to a terminal at the La Ronde amusement  
area in the shadow of the Jacques Cartier  
Bridge, with intermediate stations at Place  
des Nations and Ile Notre Dame. A fifth  
station, installed for trains in the outward  
direction only at Habitat 67 near Place  
d'Accueil, was closed a few days after the  
opening of Expo, so that the rail system could  
concentrate on the heavy demand for  
transportation between the mainland and the  
island stations. The Habitat area is now  
serviced by an auxiliary MTC autobus service  
which it was found necessary to instal, to

It has not been possible, to date, to  
monitor all film and slide presentation at  
Expo, but references to this medium are found  
at many of the pavilions. The French pavilion  
for example features scenes taken along the  
route of French express trains, while the film  
at the Swiss pavilion includes a memorable  
sequence of a metre-gauge Rhätische-Bahn  
train curving across the oft-photographed  
stone viaduct near Filisur, in the Grisons.  
*TRANSIT SYSTEMS*

If exhibit references to railways are  
rather sparse, the transit enthusiast will  
be more than compensated by the primary and  
secondary transit systems at Expo.

The selection of a mid-river site for  
the Montreal exhibition automatically  
eliminated, at the outset, any prospect of  
allowing direct access by the public by  
private automobile. In view of expected  
attendances exceeding half a million visitors  
per day, the designers did not hesitate to  
have recourse to rapid transit principles to  
transport the public between the exhibition  
site and the adjoining mainland areas.

#### **Expo Express**

supplement the rapid transit system, between  
Place d'Accueil and Ile Notre Dame.

The rapid transit system is known as  
"Expo Express" and is a fully-automated rail  
service controlled from a centre at Place  
d'Accueil, which is on view to the public.  
The trains operate according to coded  
circuits, and though there is an operator in  
the control cab of each train, his sole duty  
is the operation of the doors. There is voice  
communication between both ends of each of  
the eight trains and the control centre. It  
is possible for an operator to take over  
control of a train and operate it manually  
by controller, if necessary. All operating  
and maintenance personnel are on loan from  
the Montreal Transportation Commission.  
Train and platform staff wear MTC uniforms.  
Photo: An Expo Express train at La Ronde  
station, showing the 'pod' in which the control  
cab is situated, blazoned with the device of  
"Man and His World". Photo by Jim Sandiland.

The sheds and maintenance depot for the Expo Express are situated under the Jacques-Cartier Bridge at the La Ronde end of the line beyond the terminal station at that point. The line is laid throughout with heavy rail and power switches, but in view of its temporary nature, the ties are not creosoted and the superstructures of the stations at Habitat 67, Place des Nations, Ile Notre Dame and La Ronde are made up of brightly-coloured awnings, guyed with steel rods and cable.

The equipment was originally marshalled in eight trains, as follows:

<u>Train</u>	<u>Car Numbers</u>
1	A01/B02/C03/D04/E05/F06
2	A07/B08/C09/D10/E11/F12
3	A13/B14/C15/D16/E17/F18
4	A19/B20/C21/D22/E23/F24
5	A25/B26/C27/D28/E29/F30
6	A31/B32/C33/D34/E35/F36
7	A37/B38/C39/D40/E41/F42
8	A43/B44/C45/D46/E47/F48

As minor repairs have become necessary on individual units, some of these arrangements are periodically disrupted. All cars are motored, though only the 'A' and 'F' series cars have control cabs. These cabs are mounted in a wedge-shaped "pod" at the non-train end of each control car. All cars are air-conditioned and feature rather larger windows than are usually found in transit equipment, as a concession to the tourist aspects of the system.

A number of the Expo Express cars have been 'sponsored' by individual Canadian cities and towns, and are named and numbered as follows:

The longest circuit, the Ile Notre Dame Minirail, is serviced by larger-capacity vehicles than the other two routes, on the western end of Ile Sainte Helene and at La Ronde, respectively. It extends from the Metro station on Ile Sainte Helene (the minirail station is called 'Metro' and also serves the Ste. Helene circuit) as has a 'Canada' station at the west end of Ile Notre

<u>Car No.</u>	<u>Name</u>	<u>Province</u>
A13	St. Michel	Quebec
B14	Pointe Claire	Quebec
C15	St. Lambert	Quebec
D16	Anjou	Quebec
A31	Town of Mount Royal	Quebec
B32	Burnaby	British Columbia
C33	Cornwall	Ontario
D34	Metropolitan Toronto	Ontario
E35	Pointe-aux-Trembles	Quebec
F36	Richmond	British Columbia

Expo Express charges no fare; it is free to all visitors to Expo who may embark on it and ride it at will, as often as they wish and for as long a journey as desired.

### **Metro**

Visitors may also travel direct to the heart of Expo 67 by means of Line No. 4 of the Montreal Metro, whose station is situated on Ile Saint Helene near the pavilion of the United States. The normal Montreal transit fare of 30¢ cash, or four tickets for \$1.00, is payable.

### *SECONDARY TRANSIT SYSTEM*

There are three circuits of a secondary transit system which nominally supplement the Expo Express, but whose routes and itinerary make them more practical for sight-seeing rather than transportation as such. This system is a supported miniature monorail -- hence its Expo term "Minirail" -- and, like Expo Express is under programmed automatic control. There are however, no operating personnel on board the individual trains, which were built by Habegger A.G., of Thun, Switzerland. Trains stop automatically at all stations, and the platform personnel give the starting impulse when loading has been completed.

Dame, crossing the LeMoyné Channel between Ile Sainte Helene and Ile Notre Dame by the Cosmos Walk footbridge. There are two intermediate stations, 'Theme' and 'Agriculture', which are served in both directions but by different routes. The one-way fare is 50¢, and passengers must disembark at 'Metro' and 'Canada' stations. Continuous riding over a whole circuit is

not permitted, in the interest of accommodating as many passengers as possible.

The other two circuits each serve two stations only. The trains are composed of smaller-capacity cars than the Ile Notre Dame line, and are also known technically as "telecanopies" to distinguish them from the larger "minirail", though signs and guides refer to all three circuits as "minirails".

The Ile Sainte Helene circuit extends from 'Metro' to 'Place des Nations' at the Expo Express station of the same name. The fare is 25¢.

The La Ronde circuit extends from 'Pioneerland' station adjacent to the Expo Express station to 'Le Village' on the opposite side of Dolphin Lake; the fare is also 25¢.

Again, passengers may not ride the full circuit on the two shorter routes, without disembarking at the opposite station and paying an additional fare.

Speed on the minirail systems is low, not more than four or five miles per hour, and there are frequent curves and grades. The Ile Notre Dame route has a yard with transfer table (and even an "interlocking tower"! ) near the 'Man the Provider' area; this provides storage and maintenance facilities.

The two smaller circuits also have less elaborate facilities of their own.

#### *HER MAJESTY QUEEN ELIZABETH II RIDES THE ILE NOTRE DAME MINIRAIL*

In the course of the Royal Visit of Her Majesty the Queen and the Duke of Edinburgh to the pavilion of Great Britain, and the Canadian pavilions, on July 3<sup>rd</sup>, the official party was afforded a 50-minute ride over the complete circuit (no change!) of the Ile Notre Dame Minirail. The unscheduled trip, which gave police and security officers some anxious moments, was said to have been arranged by the Prime Minister after the Duke of Edinburgh had complained about rigid formality elsewhere on the tour. Queen Elizabeth rode in the fourth car of a train accompanied by Commissioner-General Pierre Dupuy and Expo General Manager Andrew

Kniewasser. In the rear of the same car were the Prime Minister and the Duke of Edinburgh.

The only reported incident concerned a driver of a gondola in one of the many canals.

Passing under the minirail structure, he suddenly realized that the Queen was in the train above him, and crashed his craft into a pier!

#### *CONCLUSION*

In any assessment of Expo 67 from a rail amateur's point of view, it should be stressed that this is an exhibition of cultural and technical progress, and not a "trade fair". Some of the participating nations have, unfortunately, missed the point, and have placed strong emphasis on export products rather than on the lives and conditions of the inhabitants and their arts and crafts. Such exceptions are few, however.

I would suggest, then, that a visit to Expo 67 by anyone residing outside of the immediate area of Montreal, for the sole purpose of viewing the transportation material, is unquestionably a waste of time.

If, however, the visitor is an individual having interests of a broader nature, he will find the event completely fascinating and engrossing, and quite unlike anything ever staged previously on this continent.

Expo 67, in the first two months of its six-month run, has been a remarkable social success. Seventeen million visitors had passed through its turnstiles by July 1<sup>st</sup>, the 100<sup>th</sup> anniversary of Canadian Confederation.

Since it is unlikely that the rate of attendance will diminish in the concluding four months, it is obvious that the originally-postulated total attendance of 30 million will be very considerably exceeded, if not doubled, by the time that Expo 67 closes its gates at the end of October.

For a once-in-a-lifetime experience, we heartily recommend that all readers visit "Man and His World" -- Expo 67!

*OTTAWA'S TRANSPORTATION MUSEUM RECEIVES ITS RAIL COLLECTION*

### A Report by Tom Henry

Canadian National's 6218 brought the In an evening ceremony at the site of the new transportation exhibit of the National Museum of Canada, CN president N. J. MacMillan officially presented the train and five steam locomotives to the federal government. Close to a thousand people were gathered at the museum to watch 6218, with Mr. MacMillan at the throttle, slowly run the last hundred yards into the site, hauling 4-4-0 No. 40 and a 19<sup>th</sup> century baggage car. As 6218's whistle blasted, the HMCS Carleton band struck up 'O Canada'.

When the abbreviated train reached the official stand, it was met by Secretary of State Judy LaMarsh and Transport Minister Pickersgill, representing the federal government. Mr. MacMillan made the formal presentation and then presented Miss LaMarsh and Mr. Pickersgill with engineers' togs, announcing that Miss LaMarsh would act as honorary engineer and Mr. Pickersgill as honorary fireman for the journey down the last 75 feet of the museum spur. Miss LaMarsh said she was thrilled to be appointed engineer of 'this charming black monster' but suggested the appointment could cause one small problem.

"In the days when this engine was built, Canadians weren't quite so well fed," she said. "The door is only 18 inches wide and I've had a suggestion that I had better go in sideways."

Although the museum proper will not be opened to the public until August, the CN equipment was displayed temporarily following the presentation and all the following day.

Canadian National's exhibits at the museum include 4-8-4 No. 6400, 4-6-4 No. 5700 and the Museum train equipment including No. 40, 0-6-0T No. 247, 2-6-0 No. 713, an 1859 coach, a dining car built in 1875, a 1904-vintage sleeping car and a turn-of-the-century baggage car. (Not included was the still-active 6218 which was merely playing a supporting role in the proceedings.)

Still to be added to the CN collection

railway's Museum Train 'home' on July 16<sup>th</sup>.

are 4-8-4 No. 6200 and a combination car belonging to the Museum Train. The 4-8-4 is not yet restored, and this project has been undertaken by the Ottawa branch of the CRHA.

The combination car houses a significant artifact -- the Beardmore four-cylinder engine which powered oil-electric car 15820 on its record-breaking Montreal - Vancouver run in 1925. Both of these pieces of equipment are stored at Ottawa West.

Canadian Pacific's contribution to the exhibit, 4-6-0 No. 926, 4-6-2 No. 1201, 4-6-4 No. 2858 and 4-8-4 No. 3100, appeared at the museum site a few days after the CN presentation. These locomotives will also be on permanent display when the museum opens next month. (April NL, page 54)

Photo: CN 6218 dwarfs the Portland 4-4-0 as it steams toward the museum site for the presentation ceremony. Photo by Tom Henry.

[0258-021.jpg](#)

Photo: Two locomotives of the CP collection, Nos. 3100 and 2858, wait outside the museum for removal to their final display location.

Photo courtesy of the Canadian Pacific Railways.

[0258-022.jpg](#)

Photo: Enjoying a laugh after the ceremony are, from left, Miss LaMarsh; Mr. Pickersgill; J. A. McDonald, CN St. Lawrence Region vice president; Mr. MacMillan. Photo courtesy of Canadian National.

[0258-023.jpg](#)

Photo: The public surges in to have a look at the vintage equipment after the ceremony. Tom Henry.

[0258-024.jpg](#)

*TRAVELLING IN STYLE -- 1967*

Observations by Ian MacDonald

It's not every year that a country celebrates a significant milestone in its history and hosts a World Exposition. So it's not surprising that Canada's Centennial Year is seeing an unprecedented number of official visitors from other lands, taking in Expo 67 and calling at Ottawa, as guests of the Canadian government.

The standard pattern for the tours takes the visiting dignitary first to the

Nation's Capital and then to Expo, usually on his country's national day. The airport at Ottawa is apparently not well suited to many of the world's larger aircraft, so that the most common arrival point is Dorval, just west of Montreal. With such a clearly defined need for good transportation between the two cities, the

body responsible for organizing the visits -- the Office of the Commissioner General for Visits of Heads of State, Montreal, 1967 -- selected rail transport as the preferred mode.

And so it is that, under contract to this office, Canadian National is operating about sixty special trains this summer to convey visiting dignitaries from Montreal to Ottawa and return.

Although tight security surrounds the details of each special train, sufficient

CN's Queen Elizabeth Hotel enjoys the distinction of being the Montreal residence for visiting heads of state. Direct access to any floor of the hotel is possible from the V.I.P. platform in Central Station, via a conveniently located private elevator. And so the bustling crowds in the station's concourse are never aware of the distinguished visitor so nearly in their midst.

The V.I.P. trains usually consist of three or four cars, often including Official Cars 1 and 2 (recently completed by CN's Point St. Charles shops from shells provided by Hawker Siddeley) or 3 and 4 (the former Governor-General cars), Business cars such as 92 and 96, and a lounge car such as Lake Nipissing or Carnaval. Abundant power is provided for the specials in the form of a pair of MLW cab units; engines 6774, 6777, 6778 and 6781 have been frequently seen on the specials.

Photo: Special V.I.P. train between Montreal and Toronto.

0258-025.jpg

Photo: Mr. and Mrs. Lionel Chevrier formally greet the delegation representing the president of South Korea. This party is boarding the V.I.P. train at Dorval station.

Photo by

trains have operated to date to suggest a typical pattern:

A head of state (or his representative) arrives at Dorval by air and is welcomed by Canada's official greeter, Lionel Chevrier.

A motorcade then whisks him to a downtown Montreal hotel for the night. Shortly after noon the next day his special train leaves Central Station for a non-stop run to Ottawa.

Returning from Ottawa, the dignitary arrives at Central Station early in the evening of the following day. His special train pulls into one of the tracks which ultimately will be used for TurboTrain servicing, and stops with his exit door precisely lined up with a red carpet and dais; here, he is officially welcomed to the Expo city.

Ian MacDonald.

0258-026.jpg

On at least one occasion, that of the visit of Dr. Heinrich Luebke of West Germany, the leading unit carried a standard associated with the visitor in addition to its usual white 'extra' flags.

With so many countries sending representatives it is obvious that at times there will be more than one visitor in the country -- although officially there will be only one such visitor in Ottawa at any given time. For this reason provision has been made for additional hotel accommodation at Canadian Pacific's magnificent new Chateau Champlain, and for an additional V.I.P. special, again with three or four cars as described earlier.

Not all state visitors have required special trains. Neither Queen Elizabeth nor President Johnson used trains; Emperor Haile Selassie of Ethiopia and Dr. Luebke of West Germany both arrived in Ottawa from Western Canada and so required special trains in one direction only.

The hand-picked crew of porters, chefs, trainmen and conductors will surely be having a fascinating summer meeting world personalities on what must be Canada's most lavish -- if intermittent -- rail shuttle

service.

*WHAT ABOUT CANINE DIGNITARIES?*

Commenting on a recent transcontinental V.I.P. tour, the Edmonton Journal said in part;

“Lulu, the delightful dog of Ethiopian Emperor Haile Selassie, is the darling of CNR porters from coast to coast. The dog, which accompanied the Emperor on a recent nine-day tour across Canada, had a tendency for fast, fast relief of internal pressures. .... Every time Lulu answered nature’s call, a train porter received a \$20 tip for keeping the train corridors clean.”

“In Winnipeg, Lulu missed the train because he (that’s right, **he**) was busy leaving signs all over the station. When the Emperor missed his pet, the emergency cord was pulled and the train’s transcontinental voyage was halted while a courier was dispatched back to Winnipeg to get the dog.”

Photo: Displaying the now-familiar riveted aluminum construction of Hawker Siddeley, brand new Official Cars 1 & 2 stand at Ottawa station.

Tom Henry. [0258-027.jpg](#)

Photo: MLW units bring the special train of West Germany’s Dr. Heinrich Luebke into

One of the more far-reaching consequences of the Act was the vesting in the new federal government of the two railway systems which had been built by the provinces of New Brunswick and Nova Scotia, the European & North American Railway and the Nova Scotia Railway respectively. Thus, the nationally-owned rail system had its birth on the first day of Confederation; its role has gradually assumed larger and larger proportions in the ensuing century because of the need to maintain an extensive railway network for a comparatively small population.

Seventy-three miles of new railway line were opened in 1867, comprising fifty-one miles of the Nova Scotia Railway extending from Truro to Pictou Landing, and twenty-two miles of the Brockville & Ottawa between Almonte and Sand Point, Ontario. From a total of slightly less than 2,300 route miles in

Montreal’s Central Station on June 13<sup>th</sup>. Note the German Standard just behind the cab door.

Ian MacDonald. [0258-028.jpg](#)

Photo: Inside, the new official cars are luxuriously appointed. Interior furnishings were applied at CN’s Point St. Charles Shop.

C.N.R. [0258-029.jpg](#)

**1867 - CONFEDERATION and the Railways -**

**1967 - By Omer Lavallee**

Measured in terms of physical accomplishment, the year 1867 was a rather sparse one for Canada’s railways. The initial boom of railway building of the 1850's was spent, ushered to an early death by the panic of 1857, but not before the aggregate route mileage in the three provinces of Canada, New Brunswick and Nova Scotia had totalled 2,000 miles.

Confederation provided that impetus which was to usher in the second expansion phase beginning about 1870; the British North America Act was replete with provisions which would bring this expansion about, notably the legislation providing for the construction of the Intercolonial Railway between Riviere-du-Loup and Halifax.

operation on July 1<sup>st</sup>, 1867, the railway net would double itself by 1875, and attain more than 10,000 miles by the end of 1885, with rails stretching from sea to sea. The year 1867 saw the Great Western Railway make the first assault on the false philosophy of the broad gauge then in use on the great majority of Canadian railways, by laying a third rail for United States systems’ standard-gauge cars in its main line between the Niagara and Michigan frontier’s.

An examination of newspaper accounts of activities surrounding DAY ONE of Confederation, July 1<sup>st</sup>, 1867, reveals that the railways did not plan a conspicuous part in the festivities other than to arrange excursions to take the public to various points for the celebrations. There was one notable exception: in New Brunswick, a sense of selflessness noteworthy in a

government-owned railway prompted the European & North American to announce that it would carry passengers free of charge on July 1<sup>st</sup>, 1867. No one seemed to have remembered that on the day itself, the railway would no longer be the property of the province of New Brunswick but would belong to Canada!

(With difficulty we refrained from writing to Mr. MacMillan to suggest a comparable gesture on the part of Canadian National on July 1<sup>st</sup>, 1967, to mark the centennial of the national railway system. O.S.A.L.)

The enthusiasm of the New Brunswickers for the new Dominion was hardly shared by a surprisingly large number of Nova Scotians.

Their spokesman, the Halifax Morning Chronicle carried the following 'obituary' on July 1<sup>st</sup>:

**"DIED.** Last night, at twelve o'clock, the free and enlightened Province of Nova Scotia. Deceased was the offspring of old English stock, and promised to have proved an honour and support to her parents in their declining years. Her death was occasioned by unnatural treatment received at the hands of some of her ungrateful sons, who, taking advantage of the position she had afforded them, betrayed her to the enemy. Funeral will take place from the Grand Parade this day, Monday, at 9:00 o'clock. Friends are requested not to attend, as her enemies, with becoming scorn, intend to insult the occasion with rejoicing."

In other parts of the new nation, fireworks were the order of the day, with "flights of aerial rockets" and exploding devices spelling out such sentiments as "Success to Confederation": The Northern Railway of Canada managed to have a 'big bang' of its own, quite unintentioned, which was

Thus was Confederation ushered in on Canada's railways. Its Centennial sees them playing an even more important role than they enjoyed in 1867, even though competing philosophies such as highway, water and air

reported in the Toronto Globe under the headline "EXPLOSION ON THE NORTHERN RAILWAY", and which read, in part, as follows:

"Early yesterday morning, July 1<sup>st</sup>, a terrible accident occurred on the Northern Railway, about, a mile north of Richmond Hill Station, by the bursting of the boiler of the engine of an empty timber train going north, resulting in very serious injuries to the engineman, fireman and a brakesman. The train . . . had proceeded as far as indicated safely, when all at once the boiler exploded, throwing the engineer Philip Warren, and the fireman named Bradley, some twenty feet to the side of the track.

The body of the engine itself was also displaced from the rails and lay buried in a sandhill at the side of the road.

The track in the vicinity of the accident was torn up a distance of several yards, and travel was impeded for some time.

. . . The immediate cause of the accident is said to have been a defective plate in the boiler."

It was just not the Northern's week.

On Saturday, the 5<sup>th</sup> of July, the Newmarket Era reported another incident on the NRC line:

"ON THE TRACK. On Saturday morning last, (June 29) as the up train was approaching Allandale the engine driver noticed some object on the track and succeeded in stopping the train in time to save the life of an unfortunate girl, who had placed herself in that position in order to be run over. She was taken on board, handed over to a constable and placed in the Gaol here. She is evidently deranged."

transportation are also in the ascendent. New techniques and new challenges will make the second century of Confederation very exciting for Canada and its railways.

Photo: This photograph, taken about 110

years ago, shows a Great Western Railway broad-gauge passenger train at Suspension Bridge, Ontario, prior to departure for Hamilton. The locomotive, No. 15 "Essex", was a 4-4-0 built by the Lowell Machine Shop in 1853; it was scrapped about 1867. Author's Collection. [0258-030.jpg](#)

#### TRACTION TOPICS

Edited by John F. Bromley

\* It is rapidly becoming clear that the total number of street cars to make the long journey to Alexandria will not exceed the 47 shipped during 1966. The recent Middle East War has left the Egyptian's economy staggering. The TTC recently delivered 8 cars to Pier 24, ostensibly to be loaded aboard a Greek freighter. The captain refused to load the cars as the Egyptians wanted them moved on credit, and all were trucked back to Danforth Carhouse. The TTC recently stated that they seriously doubted the sale would be completed and that the cars may have to be scrapped. A recent report by the British Press indicated that several Alexandria street cars were destroyed by Israeli shelling. How many of these were ex-TTC cars is unknown. The report is unconfirmed.

The July, 1967 issue of MODERN TRAMWAY reports that 16 PCC cars (901-916) were in service on the RAMLEH (interurban) route in Alexandria in mid-March, all painted in the

The TTC recently announced that subway stations on the BLOOR - DANFORTH extensions will be of different design than existing stations and that the "bathroom" design of station on YONGE and BLOOR is on the way out.

New facilities will be spacious and eye-pleasing. The golf club pro shop in Victoria Park Station is already open. .... Two interesting rumours have been monitored in Toronto. One is that the Expo-Express cars will be purchased for use in the Mount Royal Tunnel in Montreal, and the second is that the TTC has an option to purchase fifty trolley buses from an operator in Western Canada. If this is true it will justify all the extra overhead installed at Lansdowne earlier this

blue, white and silver livery. The only difference noted in recent photographs, as compared with that on page 169 of the November, 1966 NL, is that the bumpers are now being painted black instead of silver. MT also indicates a report of proposed "back-to-back" operation of PCC cars (standard practice on older equipment) although this would involve the addition of left side doors. This can be done, as was demonstrated on 4216 in 1965 when there was a possibility of a sale of PCC cars to Vera Cruz.

Several Toronto newspapers recently revealed the price of each car sold to be \$1,500. J.F.B.

\* There are still about 20 seats available for the August 13 fantrip being operated to celebrate 75 years of electric operation in Toronto. We regret having to announce, however, that Open Bench Car 327 is being moved to the Exhibition for display in mid-July and will not be available at Hillcrest. Operation of Peter Witt car 2766 is planned in its place. Fare is \$3.00 in advance from the Trip Committee, or \$3.50 on the car. The trip begins at Russell Carhouse, at Queen & Connaught, at 9:30 a.m. ORDER NOW! Photo: Ex-TTC PCC, 4262, now car 908 of the Alexandria, Egypt transit system was caught on March 10 in its new service.

Modern Tramway.

[0258-031.jpg](#)

#### SHORT TURN

year. .... Car 4490 has been rebuilt with a 4625 -- type rubber-mounted windshield, and was the car used on the annual UCRS night fantrip. .... car stops on Queen at Brookmount and Caroline, both eastbound, will be rebuilt in the near future, judging from recent activities of TTC crews in removing asphalt at both stops and replacing it with cobblestones. .... KING - EXHIBITION for 1967 will operate over the 1966 route to Woodbine Loop, contrary to a rumour that it would run to Main Station. .... Car 4600 rear-ended 4643 at Queen and Brookmount on June 3, and 4595 rear-ended 4703 at Gerrard and Woodbine on June 20. All except 4595, which suffered extensive damage, are undergoing repair and



4643 is already back in service. .... QUEEN car 4381 was recently spotted at Broadview Station. .... BATHURST runs 12 and 17, cars 4536 and 4509 respectively, operated to Main Station on July 7 during evening rush, signed BATHURST in both directions. .... W-26 and C-1 were removed (from the far corner of Hillcrest on June 27, the former for scrapping and the latter for storage for the OERHA, who wish to purchase the car. .... unused rail from the former Frederick Loop was removed by city crews between June 6-11. .... overhead was finally removed from Parliament Loop on June 15. .... Recent air cars receiving paint jobs are 4275 and 4290, while 4212 and 4227 received touch-ups. .... Grinder W-28 is currently working Queen Street east of Russell. W-27 is still in the subway, but has not been used since last year. .... J.F.B., S.M., T.W., R.M.

\* Preparations for multiple-unit service on the QUEEN route are proceeding rapidly. Trackwork required for the rebuilding of Neville Loop and Russell Trailer Yard is now assembled, and installation may begin at any time. New rail for the new tangent track at Humber Loop is now being assembled, while overhead for this installation was put up on June 19-20. Diagrams of the new trackage arrangements are below.

Map: Map of TTC loops. [0258-032.jpg](#)

\* Work commenced in July on conversion of electric switches for MU trains, as follows; Queen and Church, both ways, on July 3; Woodbine Loop and Kingston Road & Queen on July 4; all three entrances to Russell Carhouse on July 4 (but not the exit on Connaught Avenue); Queen and Parliament, both ways, on July 5; Queen and Coxwell, east to north, on July 6 and Don Bridge on July 6-7.

The second half of the diamonds at Queen and Victoria were replaced during the week of July 3. S.M., J.F.B.

\* Coxwell Avenue, from Upper Gerrard to Danforth, was closed to street car traffic at 7:36 p.m. on June 15. Overhead was immediately removed from Danforth Loop and

from the Danforth Avenue exit, north to west only. The switch at Gerrard and Coxwell was welded for the curve and the electric (SR) switch disconnected. Access to Danforth Division is now via Gerrard, Main and Danforth. Shortturn CARLTON cars now operate to Coxwell - Queen Loop, sometimes delaying COXWELL buses. Paving tenders were recently called for the abandoned section of Coxwell, and for Spadina (College to Bloor) and Weston Road (Keele to Northland). Paving work will begin soon on Lansdowne Avenue, and some track is being removed by TTC crews in the vicinity of Lansdowne Division. When the overhead from the abandoned section of Coxwell is removed, it will be re-strung on Dundas for the JUNCTION trolley bus (# 40); overhead for the trolley buses is already in place at Runnymede Loop, and steel poles are being installed at various points on Dundas to support the extra load. S.M., T.W., R.M., J.F.B.

\* Diversions of street car service were many and varied during the latter part of June and the first week of July. Between June 19-22, QUEEN Night cars were operated via Church and King to Sunnyside, both ways, to permit the city to perform sewer work. It was shortly discovered that the city was not doing the work, and as a result QUEEN cars were diverted on June 25-26, eastbound only, via King and Shaw between 2:00 - 3:47 a.m. and via Spadina, Adelaide and York from 3:47 to 3:00 a.m. Monday. Cars were then diverted both ways for another 22½ hours via Spadina, King and Parliament.

During Centennial celebrations on July 1, QUEEN cars were diverted three times.

The eastbound routing in all cases was via Spadina, Adelaide and Victoria. The first west-bound diversion was via Church, King and Spadina, with the remaining two using Victoria, Richmond and York. A few CARLTON cars were wyeed at McCaul during the parade, and at least one car was stored on Church at Carlton the same day for a rock show at Maple Leaf Gardens.

During the rebuilding of the south to

east curve at Parliament and Gerrard on June 5, CARLTON Night car 4717 derailed at 3:20 a.m., blocking service for 2½ hours. Cars were wyeed at the intersection while buses handled the eastern end of the route. At 6:35 a.m., car 4635 derailed on the same curve blocking service for 45 minutes. As the day service was coming out in full force, cars were diverted both ways via Broadview, Queen, King and Church Streets.

On June 11, CARLTON cars were diverted westbound via Broadview, Dundas and Parliament due to sewer work. S.M, R.M.