

April, 1963 - Number 207

Cover Photo: On April 2<sup>nd</sup>, thirty years ago, the first train to operate under the new pool agreement between the Canadian National and the Canadian Pacific, trains 15 and 16, left Montreal and Toronto respectively, for the 335-mile run to the other city. This photo shows how No.6 looked one Sunday in March 1956 as it hurried through Danforth behind Northern 6232. Photo by E. A. Jordan [0207-001.jpg](#)

**A SECRET**

Photo: It must be told: the most well-guarded secret ever known in railfan circles. Photos cannot lie, and the photo above documents the secret known only to a select few. Photo by J. A. Jordan and J. Walder, April 1, 1963.

[0207-001.jpg](#)

Twenty years ago, when diesels were first being introduced to Ontario, the locomotive foreman at Palmerston, Ontario found himself desperately short of motive power, just as that centre is now short of caboose (see *Newsletter* 205, Page 20). His cries of help to the powers at 935 Lagauchetiere Street produced no results. So, being a man of action, he looked farther afield. The result is shown in the photograph above. British Railways engine 60032, named "CHARD", is seen racing along the C.N.'s Owen Sound Subdivision with a mixed train. Some experts on B.R. motive power may say that this is not the correct name for the engine, but, unknown to many, the name was changed on arrival. While in the hold of the ship carrying it to Owen Sound, the engine was damaged by a fire in the narrow confines of the ship. On seeing his prize for the first time, the loco foreman remarked "Rather charred, isn't it?", and the name was quickly applied to the engine.

For months the engine rambled over the branch line network that radiates from Palmerston, with local citizens paying it little heed, thinking it to be nothing different to a M.L.W. hood unit, smoke and all. And only two railfans were ever able to combine their talents to produce photos from just the right angles to bring to the great unbelieving multitude this rare view.

**THE BIG ROCK CANDY MOUNTAIN**

The Juice Fan's Paradise  
(With apologies to Haywire Mac)

In the Big Rock Candy Mountain  
There's a land that's fair and bright;  
All the towns are full of trolleys,  
And each line runs through the night;  
Where the carbarns welcome railfans  
And the sun shines every day,  
Where there's Nearsides and lots of P.C.C.'s  
Full of sofas and lamps like the L.V.T.'s,  
Where the air bells ring and the trolley wire sings  
In the Big Rock Candy Mountain.

In the Big Rock Candy Mountain  
Everything travels Trolley Freight,

And though the lines with cars are buzzin',  
Your hooch never gets there late.  
Where there's ten thousand Birney cars alone,  
And twice as many Peter Witts,  
Oh, I'm bound to go  
Where they don't mind the snow,  
'Cause then the sweepers can have a go,  
In the Big Rock Candy Mountain.

In the Big Rock Candy Mountain  
You never pay no fare,  
And you can catch a tramcar  
For durn near everywhere;  
Where the carmen have to tip their hats,  
And there are photo stops every trip;  
Oh, there are Brills and Jewetts and Prestons, too,  
There's even a T.R. painted blue,  
In the Big Rock Candy Mountain.

In the Big Rock Candy Mountain  
No cars ever get the axe,  
The rosters just get bigger,  
And they're always laying tracks;  
Where there ain't no G.M. Diesels,  
No Twins or Whites or Macks,  
Where they hung the cuss who dreamed up the bus,  
In the Big Rock Candy Mountain.

S.I.W.  
(circa 1957)

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## **THE ACCIDENT REPORT.**

### CANADIAN NATIONAL RAILWAY

Memorandum To: *Superintendent Flanigan*

*Hit Cow, Mile 115*

*Engine O.K.*

*Cow dead*

*Engineer Murphy*

### CANADIAN NATURAL RAILWAY

Memorandum to: Engineer Murphy

Your report as to the demise of the bovine creature is to hand. You are hereby advised that a further report is to be submitted as per the example on Circular BFS/15-16789.

Please forward promptly.

Superintendent Flanigan

CANADIAN NATIONAL RAILWAY

Memorandum To: *Superintendent Flanigan*

*No more to say*

*Engine still O.K.*

*Cow still dead*

*Engineer Murphy*

CANADIAN NATURAL RAILWAY

Memorandum to: Engineer Murphy

Your unsatisfactory report is to hand. Your attention is again drawn to Circular BFS/15-16789, which sets out the following questionnaire:

- 1) What was the boiler pressure at the time of the accident?
- 2) Was sanding gear working?
- 3) Was throttle fully open?
- 4) What was the position of the cut-off lever?
- 5) Was brake applied?
- 6) What was the nature of weather and direction of wind?
- 7) What was the name of fireman and brakeman?
- 8) What was the nature of the injury to the creature?
- 9) Give description of the creature: age, sex, type, markings, etc.
- 10) What is your assessment of damages claimable by this office?

Advise immediately of these particulars.

Superintendent Flanigan.

CANADIAN NATIONAL RAILWAY

Memorandum To: *Superintendent Flanigan*

*No steam. Yes. No. None. Yes. Cow not killed by weather, wind, fireman or brakeman. Not enough left of cow to find out rest.*

*Engineer Murphy*

CANADIAN NATURAL RAILWAY

Memorandum to: Engineer Murphy

Your further unsatisfactory memo is at this office. You are forthwith to explain why your locomotive was not under steam at the time of incident and also why it is not equipped with the standard cut-off lever.

For prompt and full report.

Superintendent Flanigan.

CANADIAN NATIONAL RAILWAY

Memorandum To: *Superintendent Flanigan*

*Running diesel engine. Needs no steam. Has no cut-off lever.*

*Engineer Murphy*

CANADIAN NATURAL RAILWAY

Memorandum to: Engineer Murphy

This office still awaits with patience, your full report as to how the creature was killed by your locomotive.

For urgent and immediate return to this office.

Superintendent Flanigan.

CANADIAN NATIONAL RAILWAY

Memorandum To: *Superintendent Flanigan*

*Saw cow walking over line. Engine swerved to left to miss cow. Cow kept walking. Engine hit cow.*

*Engineer Murphy*

CANADIAN NATURAL RAILWAY

Memorandum to: Engineer Murphy

You are hereby fined \$10 for insolence. Please advise the nature of injury to the creature without further delay.

Superintendent Flanigan.

CANADIAN NATIONAL RAILWAY

Memorandum To: *Superintendent Flanigan*

*Went to where cow killed.*

*Cow is definitely dead.*

*This cost me \$10 expenses.*

*Engineer Murphy*

CANADIAN NATURAL RAILWAY

Memorandum to: Engineer Murphy

Herewith find special payroll No. L-80/247 to be signed in duplicate for \$10 expenses as claimed.

This correspondence is now closed.

Superintendent Flanigan.

The above anecdote was adapted from "Yarn", a magazine published for railway enthusiasts in Auckland, New Zealand, and forwarded to us through the good graces of Jack Beatty, of Montreal.

**ARISE !**

Railfans of the world arise! A terrible crisis has arisen! British Railways have threatened to close the station at Llanfairpwllgwyngyllgogerychwyrndrobwllllantysiliogogoch, in Wales. How can the world continue without trains that stop at Llanfairpwllgwyngyllgogerychwyrndrobwllllantysiliogogoch? What will Manchester University students do for pranks if they cannot steal the station name sign from Llanfairpwllgwyngyllgogerychwyrndrobwllllantysiliogogoch and erect it on the facade of their home-town station? The closing of Llanfairpwllgwyngyllgogerychwyrndrobwllllantysiliogogoch is a sacrilege smacking of militant bureaucracy of a type up with which we must not put!

Besides, what will they do with the millions of these 3d. platform tickets that they printed just last year?

**PRIMITIVE RAILROADING PROBLEM**

By Sam Loyd

Sketch: The engine on the left, with three cars, is meeting the engine on the right, with its four-car train. The siding is only large enough to hold either one engine or one car, but not both. Unfortunately, the engines have no couplers on their front buffer beams and if they tried to push a coach, it would be wrecked.

In how few moves can you have the two trains pass, each leaving with the same coaches and in the same order as when they first met? In deference to the passengers, no flying switches may be used. If you can complete this manoeuvre in less than 25 moves (either engine starts or stops) you may win an award (but not here).

0207-007.pcx

### **CREW DISPATCHER'S QUANDARY**

A train is operated by three men named Smith, Robinson and Jones. They are the fireman, engineer and conductor, but not respectively. On the train that they are running are three businessmen of the same names; a Mr. Smith, a Mr. Robinson and a Mr. Jones. Consider the following data about all concerned:

- (1) Mr. Robinson lives in Sarnia.
- (2) The conductor lives halfway between Toronto and Sarnia.
- (3) Mr. Jones earns exactly \$10,000 a year.
- (4) Smith beat the fireman at billiards.
- (5) The conductor's nearest neighbour, one of the passengers, earns exactly three times as much as the conductor, who earns \$5,000 yearly.
- (6) The passenger whose name is the same as the conductor lives in Toronto.

The question is, what is the name of the engineer? There is no trick to the solution, and every fact given is relevant and must be considered. While it may take an hour or so for some to find the solution, others have found it in as little as ten minutes. The answer? See next month's *Newsletter* (if we don't forget).

Cartoon: "Oh, don't get in such a flap, my dear. There will be another one along in a few minutes"

0207-008.pcx

➤ Some time ago, a man in Bucharest, Roumania, broke a window in a tram, reported the incident to a supervisor, and offered to make good the damage. To his surprise, he was told that he could not possibly have broken the window of that particular tram for it was in the repair shops, and had been for the last two months. It gradually transpired that while two trams had been taken off the road for repairs, they had been quickly patched up and made serviceable again. For two months, two former employees of the tramway had been operating the cars and pocketing the fares they collected.

➤ Residents of Sarajevo, Yugoslavia, who took a tram ride last summer to try to escape season's heat found little comfort if they rode one of the town's new P.C.C. cars which had been purchased second-hand from Washington, U.S.A. It seems that the local tramway mechanics had not quite mastered all the complexities of the cars, for they had to run all summer with the electric heaters on. Passengers are hoping that a solution to this minor problem can be found before this summer.

(Courtesy "Modern Tramway")

Cartoon: "Lovely day for a fantrip, isn't it?"

0207-009.pcx

### **SUBWAY FIRE - T.T.C.**

After what must surely go on record as the worst example of dexterous bungling of operations in the history of the T.T.C., the Commission now finds itself without the services of six of its Gloucester-built subway cars. Fortunately, no lives were lost in the fire that consumed

the cars as they stood on the middle track between Union and St. Andrew stations late on the night of March 27<sup>th</sup>, but, had the incident occurred in rush hour, or had fate transpired to stop the train in the tunnel between stations anywhere north of Union, the newspaper headlines might have told of a greater disaster.

The fire was first noticed at Davisville, but, since minor fires in the electrical equipment of the Gloucester cars are not an exceptional occurrence, the train proceeded southwards. Between Rosedale and Bloor stations, the guard emptied the third car of the train, non-driving motor car 5205, of its passengers and isolated its door operation from the rest of the train to prevent others from boarding the car at later stops. At Bloor, the guard and motorman conferred with the subway controller by means of the station telephone, but were advised to continue to Union, where a mechanic was to rectify the trouble. At Union, it had been decided to set out the entire train in the storage track and to service the offending car there. However, even as the remaining ten passengers left the train at about 10:45 p.m., the paint on the outside of the car ignited from the heat, and in this condition, the train was moved into the narrow confines of the storage track, directly under the municipal parking garage that is built over the subway structure from Front to Wellington Streets.

The first efforts of firemen were frustrated when, after running hoses from near Bay Street and through the subway station, they found they could not reach the burning cars, which were situated approximately under the intersection of York and Front Streets. However, even after running their hoses through the ventilating shafts at the west end of the station, the tight clearances (less than two feet) between the cars and the tunnel walls prevented them from reaching the source of the trouble. From the adjacent tracks, the only access to the middle track is by means of openings about four feet by six feet, spaced every eight feet or so along the centre walls, these openings reaching only up to the floor level of the cars. As if to add insult to injury, T.T.C. employees, trying to keep the stations clear of smoke, turned on the ventilating fans which only aided the spread of the flames. When the last of the flames had been extinguished some three hours later, cars 5058, 5059, 5004, 5205, 5204 and 5005 were completely burnt out above the floor line and the aluminum roof on cars 5204 and 5205 had melted.

While complete service was suspended after about 11:00 p.m., a partial service was operated from Eglinton to King after about midnight. Next morning, full service was resumed, even while the wreckage radiated heat into the darkness of the tunnel. From King to the east end of Union, all southbound signals were displaying red and the trip arms had been tied down. From Union to St. Andrew the signals in both directions were not lit, and the trippers were similarly disabled. To move trains through the disaster area, operators were stationed at King, Union, and St. Andrew to function as signalmen, British style, to offer and accept trains over the various portions of the line. Once a train had cleared Union westbound, for example, the east operator at Union could accept the operation of another southbound train from King, and so on.

The air in the tunnel and stations at the south end of the system was still foul with the smell of burnt rubber and paint, and the tunnel walls were completely blackened, greatly decreasing visibility. In the immediate vicinity of the wreckage, the concrete of the walls and ceiling of the tunnel structure had been affected by the heat, causing large chips of it to fall away and litter the floor of the tunnel and the interior of the two cars to a depth of nearly a foot. Steel reinforcing rods in the structure were completely exposed in many places.

Early in the morning of March 29<sup>th</sup> the wrecked cars were pushed to Davisville by another train of Gloucester cars. When exposed to the sunlight, the condition of the cars appeared worse than first imagined. The exteriors of all the cars were completely stripped of paint, except for a strange six-inch wide band along the lower edge of the sides. Close-up inspection revealed that the trucks and some underbody equipment, especially on the cars at either end of the train,

escaped damage and are still usable. However, the body sills of the cars are badly warped and it is doubtful if they will see further service. Later the same day, crane cars RT-1 and RT-2 were in service between Davisville and Union carrying reels of cable for use in replacing the damaged signal circuits. While the signal wiring was being renewed, temporary timber shoring was placed in the centre tunnel to strengthen the weakened roof of the structure. By April 3<sup>rd</sup>, the complete signal system was operating again and trains were operating without delays.

Photo: Burned out subway cars

0207-010.jpg

The cause of the fire has been traced to a malfunction of the propulsion circuits in car 5205. It is thought that, on the previous northbound trip, a ground developed between the windings of one of the traction motors and the motor frame. When the train was reversed at Eglinton, a false circuit was set up through this ground, by which the traction motor was connected across part of the starting resistor. As the train proceeded south the faulty motor acted as a generator (on the principle used in dynamic braking) and forced excessive current through the resistor, thus causing it to overheat. Since the circuit was independent of any motor cut-out switches, the further movement of the train only worsened the situation.

The loss of six cars, representing 3.1% of the total fleet, will leave the Commission short of cars to cover their winter schedules, but no announcement has yet been made regarding the possible purchase of more M.L.W. cars as replacements for the six cars to be scrapped. It is interesting to note that it was within three days of the ninth anniversary of the opening of the Yonge subway that this accident occurred and, while only six cars were destroyed, the damages of over \$600,000 were greater than those incurred in the second King car barn fire of 1916, when 169 cars were destroyed!

(E.A.J.)

#### **T.T.C. HAPPENINGS**

➤ Mr. L. W. Bardsley, Superintendent of Equipment for the Toronto Transit Commission, in speaking before the Institute of Electrical and Electronic Engineers, recently discussed possible future developments in Toronto's rapid transit rolling stock. He stressed that reduction in weight will be pursued wherever possible, including a study of the field of articulation. Simplified braking operation and complete vehicle automation are other areas where continuing investigation is important. Air-conditioning, though not presently practical, might become so in the future with the development of an absorption type unit associated with the heat recovery system now in use.

➤ The table shown below illustrates the distribution of cars to the various Divisions of the Toronto Transit Commission.

<u>DIVISION</u>	<u>NUMBER OF CARS</u>	<u>CAR NUMBERS</u>	<u>ROUTES ON WHICH CARS NORMALLY USED</u>
Danforth	215	4150 - 4178	KING, CARLTON, HARBORD, COXWELL,
		4180 - 4199	PARLIAMENT, KINGSTON ROAD-COXWELL
		4252 - 4299	
		4365 - 4377	CARLTON, HARBORD
		4470 - 4499	BLOOR
		4625 - 4699	BLOOR, DANFORTH
Lansdowne	135	4300 - 4364	CARLTON, HARBORD
		4400 - 4469	BLOOR
Roncesvalles	160	4079 - 4139	QUEEN, KING, DUNDAS
		4200 - 4226	
		4228 - 4251	
		4700 - 4747	LONG BRANCH, DUNDAS

Russell1106		4001 - 4051	QUEEN, KINGSTON RD, KINGSTON ROAD-
		4053 - 4062	COXWELL
		4064 - 4078	
		4575 - 4601	KINGSTON ROAD
		2744 - 2788	(Not in regular use)
		2878	
St. Clair	138	4378 - 4399	BATHURST, FORT, ROGERS, EARLSCOURT,
		4500 - 4549	ST. CLAIR
		4550 - 4574	
		4750 - 4779	ST. CLAIR, EARLSCOURT
		2720, 2766	(Not in regular service)
		2822, 2832	
		2844, 2852	
		2858, 2868	
		2884, 2888	
		2898	(John Bromley)

➤ Metropolitan Toronto plans to rebuild the Bathurst Street Bridge over the waterfront railway trackage during 1963. This will involve closing the street to vehicular traffic for a seven month period but the BATHURST and FORT streetcar services will be maintained across the bridge during the period. The service provided by the streetcars to the Canadian National Exhibition, Maple Leaf Stadium and various waterfront industries is regarded as too vital to be cut off while the bridge repairs are being effected.

#### MISCELLANY

➤ Railway relocation in Ottawa during 1963 will be concentrated in the centre of the city and on the new Union Station to be built on the southeastern outskirts of the Capital City. Several phases of the relocation program have been delayed until 1964 by virtue of the present Government's austerity budget. The target date for the completion of the rather ill-advised program (at least as far as passenger convenience is concerned) is set as mid-1965. By this time the C.P.R. line across the Interprovincial Bridge to Hull will also have disappeared.

➤ John Magee, Executive Secretary of the Canadian Trucking Association, and individually one of the most outspoken enemies of the railways in this country, recently said that Canada's trucking industry will be wrecked if the Dominion Government continues to subsidize railways to the extent of more than \$100 million each year. He said before the Railway Committee of the Commons that a \$50 million subsidy granted to the railways in 1961 to enable them to meet wage increases was followed by "staggering" rate slashes. He was specifically fighting the extension of the Freight Rates Reduction Act, which involves a \$20 million annual subsidy designed to hold to 8% a 17% freight rate increase authorised in 1959 by the Board of Transport Commissioners.

#### NEWS - RAILWAY PHOTOS

Photo: As model railroaders would say "There is a prototype for everything". Who could dream of a straight electric locomotive, its pantograph down, operating miles from the nearest overhead wire? However, here you see it: I.O.C.C. No. 1947, towing a D.C. diesel-generator car from which it draws its power, with a Canadian Pacific wayfreight at Thamesville on April 4<sup>th</sup>. Photo by W. D. Thomson [0207-011.jpg](#)

Photo: Canadian Pacific passenger road-switcher 8481 (steam generator equipped as indicated by the beaver crest on the end of the hood) sported this unusual snow-shedding pilot over its footboards during the past winter. It has since been removed. Photo by W. R. Linley, Ottawa.

[0207-012.jpg](#)

Photo: Remember this locomotive? The former 333 of the Lake Erie and Northern Railway has been converted to 600 volt operation and become No. 15 of the Cornwall Street Railway, a busy industrial switching line in Cornwall, Ontario. Note the distinctive C.P. zebra stripes still in evidence on the ends of the engine. Photo by W. R. Linley, Ottawa. [0207-013.jpg](#)

➤ Contributions of photos for this column would be most welcomed by the Editor. Obviously they should have some timely appeal and should be either 5" x 7" prints or larger or original negatives. All material will be returned promptly.

#### **MISCELLANY**

➤ Mr. R. L. Hornby, Chief Guide, Hamilton Works, Steel Company of Canada has advised the Editor that steam locomotive No. 40, the last active steam engine on the in-plant railway network at the Hamilton works, has been used occasionally as a stationary boiler to supply steam to various buildings while other boilers and steam lines are under repair. However, at the present time, the engine is stored serviceable, under cover, but it is not possible to accommodate visiting groups or individuals who might wish to see the engine. Prior to its service at Stelco, the 0-6-0 locomotive was used at the plant of the Hamilton By-Products, who purchased it from the Toronto, Hamilton and Buffalo Railway, where its road number was 40.

#### **C.N.R. REPORT**

➤ Construction has started on a 15-mile branch line of the C.N.R. from Nepisquit Junction, NB to the Brunswick Mining and Smelting Company operations near Bathurst. The line will carry copper, zinc and lead from the processing plant.

➤ The Canadian National's Toronto Terminal Project continues toward final realization with commencement of work on the east end of the access line. This summer, grading will be undertaken from mile 8.8 to 17.7, on which section most of the larger bridge structures are now complete. Work on the section of the line between the junction with the Oshawa Subdivision, mile 0.0, and mile 8.8 has begun with the removal of some 29 buildings that were situated on the alignment of the new right-of-way in the Pickering area. On this same section, bridges will be built at Fairport Road, Steeles Avenue and the C.P.R. Oshawa Subdivision.

Major portions of the work already completed include bridges over the Rouge, Don and Humber Rivers, and the double tracking of five miles of the Brampton Subdivision. Six buildings in the yard area are nearing completion and foundations for the retarders are almost complete. Work will soon begin on the installation of Centralised Traffic Control equipment between Milton and Hamilton, even before the track has been laid on this segment of the line. The complete 78-mile C.T.C. installation will be controlled by two dispatchers at the yard. The overall project is slated for completion in 1965.

➤ The C.N.R. plans to remove yard trackage from the central portion of Saskatoon and construct a new yard on the south-west outskirts of the city. The yard will be some 2.5 miles long and 1,000 feet wide. A new station, merchandise terminal, car and locomotive maintenance depot and yard office will be included in the reconstruction. The work is reportedly scheduled to start in the latter portion of 1963 for a 1964 completion date. The cleared area in the centre of town, having some 32 acres, will be redeveloped for commercial purposes.

➤ New contracts have been awarded on the construction of the Great Slave Lake Railway including the following work: clearing of the 55-mile Pine Point branch (work to begin in spring of 1963), stripping and grading mile 170 to mile 245, stripping and grading mile 245 to Hay River, the northern terminus, and the construction of nine timber bridges between Keg River, mile 125 3 and mile 191 (rail to be laid on these bridges in 1965).

➤ The Dominion Government plans to push ahead with the construction of the proposed 57-mile branch line from Matane to Ste. Anne des Monts, on the Gaspé Peninsula of Quebec. C.N.R. President Donald Gordon said a few months ago that his railway could see no economic justification for this line, although it was prepared to operate it as an agent for the Government for a fixed sum. C.N.R. forces are carrying out an engineering survey which indicates that the cost of the line will exceed the \$16 million approved by Parliament in early 1962.

#### **C.P.R. NEWS**

➤ The Canadian Pacific has outfitted switcher 6550 (and more recently 7023 and 7032) with yellow lights on the cab roof to facilitate locating the engines at night in large freight yards. The C.N.R. has used a similar light on all of its yard switching engines for several years.

➤ Three DRS-24 class, 2400 h.p. Fairbanks-Morse (C.L.C.) "Trainmaster" locomotives, Nos. 8902, 8903, and 8904 have been transferred from Nelson, BC, to St. Luc, Quebec, for use there. (W. E. Weighill)

➤ Two C.P. Electric Lines freight motors, Grand River Railway No. 226 and Lake Erie and Northern Railway Bo. 337, left Preston, Ontario on January 25<sup>th</sup> on their way to Mason City, Iowa, via Detroit.

➤ The C.P.R. and the National Research Council have jointly developed a double-walled "deepfreeze" aluminum piggyback trailer for the transportation of 16-ton loads of frozen meat and vegetables from Alberta to Vancouver. The trailers are transferred from rail to road at the latter point for distribution of the load in southern British Columbia.

➤ The Township of Verulam, Ontario has purchased a 10-mile stretch of the C.P.R.'s abandoned Lindsay to Bobcageon line, together with two bridges for use as an access road to a previously inaccessible area, including a sand beach on Sturgeon Lake, at a point where the railway closely paralleled the lake. The bridges purchased include one over Emily Creek and another at Bobcageon, purchased jointly with the latter village. Purchase price for the ten miles of right-of-way alone was \$900.

#### **MOTIVE POWER NOTES**

➤ General Motors Diesel Limited is back in the locomotive business, for a short time at least. The plant in London is presently completing one order of five straight electrics for the Iron Ore Company of Canada as well as another for two GP-30 low-nosed road-switchers for the C.P.R. Construction has just started on other orders for ten road-switchers for New Zealand, two GP-9 road-switchers for the Algoma Central and 15 engines for La Companhia Val de Rio Doce of Brazil.

The straight electrics, mentioned in last month's *Newsletter*, are built on a standard SW-1200 road-switcher body painted brilliant orange with black trim. These units were ordered from G.M.D. in order that as many parts as possible would be directly interchangeable with the present Q.N.S.& L. diesel fleet; for instance if need be, a complete diesel truck could be used under one of the electrics. The new units are intended to replace the four diesel locomotives which have been rented from the Q.N.S.& L. to test the automated operation of the Labrador City and the control equipment will be transferred from the diesels to the electrics when they arrive in Quebec. One of the electrics was road tested when it operated between London and Windsor in freight service on March 28<sup>th</sup> and 29<sup>th</sup>, drawing its power from a trailing G.M. MG-16 generator car.

A further order for 56 locomotives is in the offing if negotiations with the Rede Ferroviaria Federal S.A. of Brazil prove successful.

**WORTH A LAUGH**

Cartoon: "Get a Diesel" Courtesy Doug. Wright and the Montreal Star.

0207-014.jpg

**RAPID TRANSIT PROGRESS**

➤ The City of Montreal has unveiled its plans for the new cars required for the subway system now under construction in that city. The first order would be for 279 cars, making thirty-one 9-car trains, with each train composed of six motor cars and three trailers. The motor cars will be 56' 5" long while the trailers must be 6½" shorter. All will be of 8' 3" width. The basic operating unit will be a permanently coupled three car unit arranged with a motor unit at each end.

The unfortunate decision to operate these cars on eight rubber-tired wheels on concrete tracks has apparently been irrevocably made, even though a complete system of conventional steel rails will be installed in the tunnels and flanged steel wheels will be mounted on the cars inside the rubber-tired wheels, to serve as emergency support in case of tire failure. Because of the unguided (or misguided, in some ways) nature of the cars outside of the tunnel, a separate tractor will be necessary to move the cars around the flat-surfaced storage yard and shop area. Carbodies will be of either steel or aluminum, and details of their requirements will be explained by a special committee, composed of representatives from the City of Montreal, the M.T.C. and the Paris Metro. The first cars must be delivered by March 15<sup>th</sup>, 1964.

Construction on contract 2-A-5 of the Montreal subway, covering work on the Berri Street (No. 2) line from Cremazie Boulevard to Chabanel Street, and a connection to Youville Shops through Henri Julien Park, will begin soon. This section includes 2676 feet of concrete lined tunnel and 1093 feet of stations. Architectural plans for 10 of the 21 stations, each 44 by 500 feet, have been approved by the city administration and a model of a standard station section will be built in Bonsecours Market to test materials and illustrate the designs to be used in the actual stations.

With the recent announcement that the Montreal World's Fair of 1967 will be held on St. Helen's Island in the St. Lawrence River has come a suggestion that a rapid transit line will be built to the island for the transportation of fair passengers.

**MISCELLANY**

➤ The National Railways of Mexico have placed a 26.9 million dollar order for steel rail with the Dominion Steel and Coal Corporation of Sydney, NS.

In addition to this, the N.de M. have ordered 80 diesel-electric locomotives from Montreal Locomotive Works at a cost of \$16 million. Canadian General Electric will supply the major electrical components. M.L.W. estimates that 105 million man-hours of work will be provided by the order for their plant and that of their sub-supplier. The company is expanding its production facilities to include the fabrication of the diesel engines for this order (unlike General Motors Diesel who import the completed engine from the U.S.A.), the locomotive carbody only having been fabricated in their Dickson Avenue plant in the past.

➤ The Ontario Northland Railway will spend a half million dollars on track improvements during the coming year. Works planned include the replacement of a 3-mile section of the main line from Temagami south with 115 lb. rail (90 lb. is presently used); the laying of 115 lb. rail on a 6-mile section from Matheson to Ramore, and the laying of 90 lb. rail in place of the 60 lb. iron on a 5-mile section of the Elk Lake branch. 2600 tons of steel will be used in this program.

➤ Metropolitan Toronto Council intends to have completed a railway commuter service plan for the Toronto area before the end of 1963, based on work now in progress by a special Provincial Transportation Committee. The plan will recommend which railway lines are likely candidates for commuter service, a system of fares and a scheme for their subsidation by the Metro and Provincial governments. The system is expected to be patterned generally after the various "OPERATIONS" in the Philadelphia area now run by the Pennsylvania and Reading Railroads and the Philadelphia Transportation Company - although the lack of proper equipment in the Toronto area at the present time on either the C.N. or the C.P. leads to speculation as to just how similar the Toronto operation could actually be.

#### **C.N. PASSENGER CAR DIAGRAM**

Diagram: "CN Car Diagrams"

[0207-015.pcx](#)

#### **A LAST LOOK AT: M 873**

Photo: C.P. 8154 switches part of the consist of train M873 at Little Current while a raging ground blizzard obscures visibility. Photo by A.G. Careless. [0207-016.jpg](#)

On March 30<sup>th</sup>, 1963, another mixed train became merely a memory as numbers 873 and 874, the daily except Sundays mixed from Sudbury to Little Current, Ontario (on Manitoulin Island) ceased passenger service. What to railway economists was simply the elimination of just one more unprofitable branch line passenger service was, to some railway enthusiasts, an unfortunate consequence of progress. Passenger service on the 38-mile Little Current Subdivision which once used to see three coaches daily has, because of improved roads and the automobile, dwindled to one coach carrying six to a dozen passengers at the most. Moreover the usefulness of this service in case of illness or emergencies in the villages along its route is no longer, as a better road is kept clear at any cost in the winter to now perform this necessary function.

Much of the line from Sudbury to McKerrow and all of the Little Current Subdivision runs on, or parallels closely, the old roadbed of the now defunct Algoma Eastern Railway, taken over by the C.P.R. in the early Thirties. East of McKerrow on the Webbwood Subdivision the old roadbed can be seen on the south of the tracks until it crosses the C.P. at Turbine and veers sharply north into thick bush. In the heydays of the A.E., two 3900's, Nos. 3955 and 3956; one 5600 and one 6500 class steam locomotive used to see action in this area. When the C.P.R. took over, engines 2424 and 2423 saw frequent, if not regular, service on the Little Current Subdivision.

The connotation of the words "branch line" is most deceptive when referring to this subdivision which, until recently, saw 6 trains daily pass over its rails. In the morning, a coal train runs from Sudbury to Little Current and brings back from the latter's large coal docks upwards of 40 cars of coal for the industries at Espanola, Sudbury and Elliot Lake. The town of Espanola is famous for its huge paper mill of Abitibi Power & Paper which consumes considerable amounts of lumber from the north country and in turn sends out its products to points south by rail. Lawson's Quarry, further south of Espanola, provides several carloads of quartz. Finally a large Shell storage plant in Little Current creates a considerable traffic of cars to and from Toronto. Recently the "quartz train" was discontinued and the cars of quartz are tacked on the end of the daily coal train. This line most frequently sees the use of 8100 class C.P. diesels, and 8154 is stationed at Espanola, although general purpose road switchers are used often to pull the coal train.

Favoured with a particularly bright and warm day (30 degrees) for mid-winter, our trip was made all the more enjoyable by a fresh fall of snow added to the previously-accumulated 10 inches, although the drifts, as we city-slickers found out, were much deeper. Engine 8159, six freight cars, coach 1481, postal baggage 3617 and six passengers including Messrs. Careless and

Bentley of U.C.R.S. left Sudbury one hour and a quarter late for Manitoulin Island. After a brief stop at Copper Cliff to set off two oil cars we arrived, somewhat laboriously, at McKerrow where, before turning south for Espanola, we picked up orders and were informed that our slow speed had been due to a traction motor of 8159 shorting out due to deep snow and a loose motor cover which had allowed the snow to get inside the mechanism. At Espanola, 8154 replaced 8159, and thus, eventually, we reached Little Current two hours and thirty minutes late. Considerable time was spent wying the train as the exposed shore and a strong wind off the lake made the task of cleaning the snow from the points of the switches seem almost futile. The cutting short of the scheduled stop in Little Current and a speedy run back made up our lost time and we arrived back in Sudbury one minute early.

Apart from the traction motor trouble and a snow-clogged radiator which caused the engine to overheat (this would have never happened to a steam engine), the trip was uneventful, but the magnificent scenery, the sharp curves, and the steep grades along the line were more than compensatory, and although there was no steam locomotive on the head end, the pleasure of riding one of Ontario's last mixed trains was amply rewarding.

(A. G. Careless)

### **THE TRIP YOU ASKED FOR!**

Sketch: Sketch of CN 6167

0207-017.pcx

Sketch: Sketch of Oshawa Railway 400

0207-018.pcx

Whether you are interested in steam or electric traction, an unusual excursion on May 11<sup>th</sup> will be of interest to you. On that day, C.N.'s 6167 powers a mixed train to Oshawa, sets off its freight equipment there, loads more excursion passengers, then sets out for Cobourg.

Meanwhile, our electrically-powered train waits to take U.C.R.S. members for a comprehensive tour of the Oshawa Railway. Later in the day, electric and steam passengers will meet again to witness the parade and ceremony marking "Railway Day" in Oshawa and the start of the removal of the track from King Street in the downtown area.

All this is yours for the very low price of only \$3.00 for the trip to Oshawa (including the O.R. tour) or \$4.00 for the round trip Toronto to Cobourg (including bus transfer to the parade and ceremony in Oshawa). One run-past will be made between Toronto and Oshawa and ample opportunities will be provided for photos on the O.R. Tickets for the O.R. tour and Toronto to Oshawa return transportation are available from the Excursion Committee, Box 122, Terminal "A", Toronto. Tickets for the Toronto to Cobourg trip only are available at the Union Station. O.R. tour tickets are not available at the station.

### **U.C.R.S. ANNOUNCEMENTS**

#### April Meeting

The April meeting of the Society will be held on April 19<sup>th</sup>, at the Marine Museum of Upper Canada, Exhibition Park, commencing at 8:30 p.m.

#### Hamilton Chapter Meeting

The April meeting of the Hamilton Chapter will be held at the Board Room, C.N.R. station, James Street, on April 26<sup>th</sup>, commencing at 8:00 p.m.

#### May Outdoor Meeting

The May outdoor meeting will be held on May 3<sup>rd</sup> at Sunnyside station.

#### Society Excursions

On Sunday, April 21<sup>st</sup>, the Society will sponsor a 4-hour streetcar tour over the T.T.C.,

using recently-overhauled small Witt 2868. The trip will commence from the north-east corner of Bay and Wellington Streets at 11:00 a.m., and the fare will be the usual \$2.00, payable on the car.

➤ It's not too soon to remind you of the Society's first summer season excursion of 1963, to Palmerston on June 9<sup>th</sup>. The route covered will pass through Guelph, Stratford, Palmerston and Hamilton and at least five run-pasts will keep you busy throughout the day. Full details will be announced in the near future.

### **800 MILES OF STEAM !**

800 miles behind steam in 1963! Can you imagine anything more pleasant than drifting off to sleep in a comfortable roomette while a hard-working Northern on the head-end whistles its way along the Oshawa and Gananogue Subdivisions of the C.N.R.? Perhaps you would prefer a day-long trip through the wilds of northern Ontario at the height of the Fall colour season.

Both are yours on the Society's extra Fall Colour Steam Excursion to Ottawa and North Bay on September 13<sup>th</sup> to 15<sup>th</sup>. Leaving Toronto at 10:40 p.m. E.S.T. on the 13<sup>th</sup>, the train arrives in the nation's capital at 6:10 a.m. where Ottawa and Montreal railfans are welcomed aboard for the trip to Brent or North Bay, our eventual destination on the 14<sup>th</sup>. Early on Sunday morning the train will travel to Temagami (hauled by O.N.R. diesel motive power), then return to North Bay, thus providing an opportunity to ride over one of the most scenic portions of the O.N.R.

Departure from North Bay, with 6167 again, will be at about 11:00 a.m., and arrival in Toronto will be at 9:00 p.m. More than 12 run-pasts will be made enroute and most of the trackage has never

been seen by a fan-trip.

Equipment used will include the usual open baggage car, coaches, diner, all types of sleeping cars and an open platform observation car. Return fares from Toronto will be approximately \$50.00.

May we suggest that you save a few cents a week so that you may be one of the fortunate 175 passengers aboard this train as it leaves Toronto on September 13<sup>th</sup>. Full details and fares will be announced when available.

### **MEMBERS' ADVERTISEMENTS**

Wanted: Photographs of Canadian National Railways Pacific No. 5031, any size, but preferably 8" x 10" or 11" x 14". Either still or action shots acceptable, as long as prints are clear and sharp. Contact J. William Hood, 301 Woodmount Avenue, Toronto 6, Ontario.

### **MISCELLANY**

Another big railway project may be shaping up in Canada's northland: an economic survey and study is being carried out for the development of a hematite iron ore deposit in the Snake River area of the Yukon Territory, discovered by Crest Explorations Limited, a subsidiary of Standard Oil Company of California. A 400-mile railway line to ship the ore to tidewater at Skagway or Haines, Alaska is included in the study.