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THE UPPER CANADA RAILWAY SOCIETY MEETS THE THIRD FRIDAY OF EACH SEPTEMBER TO MAY IN ROOM 486, UNION STATION, TORONTO. THE NEXT MEETING WILL BE HELD NOVEMBER 19th, AT 8.30 P.M.

The speaker at the November 19th, Meeting will be Mr. IAIN W. LANG, Canadian Representative, Associated British and Irish Railways Incorporated. Mr. Lang joined the Canadian Pacific in Glasgow many years ago and saw much service in the Orient. He will tell the Society briefly of his experiences which truly, "Spanned the World" and then give a short talk entitled "British Railways Today". It is sincerely hoped that a large number of members will be present to hear this timely and informative talk and take part in the question period that will follow.

THE CHICAGO RAILROAD FAIR 1948

By George W. Horner after a visit to same

The Chicago Railroad Fair was presented by the railroads operating into Chicago to celebrate, 100 years of railroad progress in The Windy City.

The biggest attraction at the fair was the pageant. "Wheels A-Rolling". The pageant was presented on a new Ultra-modern stage with Lake Michigan for the back ground. The play was presented four times daily before a grand stand of 5000 capacity. With a cast of 200 persons and 75 operating vehicles. These consisted of the early oxen cart, Stanhope carriage, 18th century coach, Conestoga Wagon, Wells Fargo Stage Coach, Pony Express, Phaeton, Tally-ho, Surrey, Station Wagon, Jaunting Cart, Basket Phaeton, Brougham Gig, and many others. Scenes portrayed automobiles from 1900 to 1948 including, famous cars like The Locomobile Steamer of 1900, Cadillac 1904, Maxwell 1906, Reo 1908, Chicago Electric, and the Stanley Steamer 1912. Also shown were The Chicago City Railway Company horse car, a State Street cable car, and a three horse fire engine. Famous locomotives that were shown, are the Rocket, Stourbridge Lion, John Bull, Best Friend of Charleston, De Witt Clinton, Tom Thumb, Lafayette, Atlantic, Pioneer, Minnetonka, William Crooks, NYC 999, Burlington Zephyr of 1933, and the new C&O 500. All these and many more were operated under their own steam across the stage. These vehicles were worked into the twelve scene play in their correct order starting with the 17th century to date. Scenes portrayed a race between old Dobbin and the Iron horse, with Dobbin winning. Also The Lincoln Funeral train and the driving of the Golden Spike when the crews of the Central Pacific and the Union Pacific met. Other scenes showed Indians attaching an early work train, the Chicago fire, and a train robbery,. When the NYC 999 crossed the stage, it had attained a speed of fifty miles per hour in 250 feet, which is a remarkable feat even today. The pageant ends with a B&O streamliner and The C&O 500 coming on stage from both ends and meeting in the Centre.

Second to the pageant is the narrow gauge railway "The Deadwood Central" which operated one mile of track between Central City and Deadwood. The equipment consisted of engine #9 "Chief Crazy Horse" formerly #9 of the C&S and the nine cars which it pulled were all from the C&S. They also had a post office on the train which had a special cancellation stamp for all mail posted on the train. An old type coal bucket was in use for loading the tender also an old water tower and station were in use.

The Fair ground consisted of fifty acres of Exhibits including three miles of track with equipment on display.

The AT&SF display consisted of a full scale model Indian Village occupied by tribesmen, women children of the Navajos, Hopis, Jemez, Zunis, Lagunas and Apaches tribes. The Indians lived

in this village during the fair and sang and danced on an open air stage. Also in the display were the Indian arts and crafts which were on sale in an Indian trading post.

The CB&Q, GN and NP had a replica of the famous "old-faithful geyser" in Yellowstone park. The replica erupted every hour shooting hot water and steam into the air. Also they presented a Rodeo Show which went on continuous during the fair. Among other features is a log chalet with a balcony like a stage where old time western music and songs were held.

The C&EI exhibit called "Floriday in Chicago" consisted of an old southern colonial mansion set in a picturesque Floriday garden of Palm trees citrus trees and typical Florida plants and flowers. Also a replica of the Bok singing tower which plays music with bells.

The CN&W constructed a replica of Chicago's first station and on the inside they showed old time silent moving pictures.

The D&RG had a railway coach on the grounds in use as a theatre.

The IC display was a full scale replica of a French Quarter in old New Orleans.

The RI exhibit consisted of a modern dining car where dinners were being served. Also an old time dance hall where square dances were held every evening.

There were dozens of other exhibits put on by the 38 railroads and also private company exhibits like The Pullman Company, American Steel Foundries, Timken Roller Bearing Company, Railway Express Agency, and many others.

Equipment on display consisted of The Train of Tomorrow, The Hiawatha, The Zephyr, The Super Chief, all types of passengers and freight cars from twenty-five or more roads. Locomotives consisted of: UP 4-4-0's UP's "Big Boy" NYC "Niagara" PRR electric, ATSF 4-unit diesels, PRR 4-4-4-4, B&O 2-8-8-4, a German 2-10-0 and many others old and new.

This concludes a brief description of the biggest railroad exhibit in history.

COMMENTS ON W. T. SHARP'S OTTAWA REVIEW

By F. H. Howard

The two day trains to Toronto run of course to Brockville for the C.N. pool trains, but 562 and 563 connect at Smiths Falls with 35 and 36, and sometimes an express reefer is picked up there.

The assignment of power on the C.N. Ottawa - Montreal service does seem unrelated to the size of train, but I think you will find this is the reason for a 4-8-2 or 4-8-4 on trains 51 and 48, normally 5 or 6 cars. They want a big engine in Ottawa for protection in case of engine failure on 1 or 2, so they send one up on 51 ahead of 1 and bring it back on 48, behind 2.

I know that is the reason for the C.P. using 2810 (I believe it is a new G-3 now) on 505 and 502, although those trains ran 9 and 10 cars, not 5 or 6.

The operation of 7 and 8 through Ottawa was of great interest. 7 was nearly always in 2 sections, although we would doublehead with a 2200 on Sunday nights from Ottawa to Chalk River.

But on 8, sometimes it would be doublehead, sometimes two sections. Now doubleheaders cannot cross the river, so we would send 502's engine, 2810, over ahead of it or cut off the leading engine on 8, and use 2810 to doublehead it into Montreal. The engine we took off 8 would go over to the station behind it, and handle 502. If 8 was over an hour late, we would run a "local 8" from Ottawa, with a 2200 and 2 coaches and 2 parlour cars, so all the Ottawa people would get to Montreal on time. 8 usually lifted these 4 cars. Now of course with 9 and 10, things are different. The 2200 used to come back doubleheading 1.

It is interesting to note that 7 picks up its driver at Ottawa, the same one that came up on 505, thus getting an extra meal in, on the earlier train.

The regular engines on 7 and 8 would be 2823, 2858 and 2859 Montreal to Chapleau, with 2825 handling the extra section or doubleheading to Chalk River and right back again on 8.

2927 is now on the Prescott branch I am told, but it used to go to Brockville, on Sundays

when its train would not run, we frequently would doublehead the afternoon Brockville with it on Sundays.

You will notice that 562 is the number of the train from Brockville to Ottawa, and also from Ottawa to Prescott, and 563 vice-versa. Actually they are not the same trains. The train comes in from Prescott, the engine then moves over to the Brockville train and crew then take over, with the reverse at night. You might think that one engine could go from Prescott to Brockville and back, but there was difficulty in getting coal at Brockville, and it is about 270 miles round-trip.

It is interesting to see 425 on the Waltham freight and 449 on the passenger. When I was there it was the opposite, but 449 has recently been to Angus and is now the better engine. That road is very hard on engine truck springs.

We used to use 2927 on the alcove run because it would be back before 563 was due to go. 2927 also used to handle the one or two-car "millionaires special" or "MP's special", running as 2nd 504 Friday only to Montreal West for connections to Quebec, then head back to Ottawa. This was only while Parliament was sitting. An interesting operation on the North Shore took place on Saturday. Instead of 2600 or 2601 arriving on 85, the fast freight, it had a G-3. This engine was sent right back to Montreal on 428. Saturdays only. The engine that came up from Montreal on 427 - also - Saturday only went back on 86. (We had to deadhead a crew to Montreal on 2 to come back on 427, and the crew from 428 deadheaded back on 7 unless there was a 3rd section).

In the meantime 2600 and 2609 would be used on ski trains or week-end traffic in the Laurentians.

You mention cove trains from Smiths Falls via Bedell. Actually they were from Prescott, and ran whenever cove boats came in from Ogdensburg. We would get them at all hours, and were hard put for power. There is also a small turntable at Prescott, so any big power had to back down from Bedell. However we seldom had any big power to supply except on Saturday afternoons, we could use 24's engine, as there was no 23 on Saturday night. 503 and 504 used to be pulled by 2459, fitted with an experimental air horn to be used instead of a steam whistle so as not to annoy the 8000 citizens of my town.

POWER SHORTAGE FORCES TTC ABANDONMENTS

On Saturday, October 9th the Spadina and North Yonge Routes of the Toronto Transportation Commission were abandoned as far as rail operation is concerned, although it is to be hoped that the latter constitutes temporary cessation only. The Spadina abandonment was coming at any rate, but was speeded up in order to save a tiny fraction of the power consumed by TTC vehicles daily. Car 2170 on No. 8 run was the last street car to operate on the route, as the night car operating into the A.M. of October 10th. U.C.R.S. member Allen Maitland bears the distinction of being the last passenger on this historic route, once the west side of the Toronto Railway Company's belt line. Preston cars 2168-2192 (Ex Toronto Civic 200-212) and nils 2128, 2148 and 2152 were immediately taken out of service and stored, two at Roncesvalles car-house, the remainder. During the week of October 24th, the cars were sold to a party on Bathurst Street.

Car 409 made the last run on the North Yonge Line in the early hours of October 10th, since which time the rails have been left to rust, although ostensibly a power saving move for North York Township, suspicions are rife as to this being merely an excuse for removing the cars with the idea that they will never go back on again, thanks to the conniving of certain persons or groups interested in seeing buses on the route permanently. This includes the province of Ontario Department of Highways which wants to snatch the track allowance for pavement widening. It is certainly to be hoped that these individuals do not meet with success in their questionable endeavour.

On the optimistic side, the 8 cars (409-416) which were used on North Yonge, have all

been put into inside storage, seven of them at Danforth Carhouse and the other (416) at Russell.
Also 413 and 416 received maintenance repairs at Hillcrest after the abandonment.