

August, 1956 - Number 127

The August meeting of the Society will consist of an inspection visit to the Spadina Avenue roundhouse and locomotive servicing facilities of the C.N.R. Members will meet at 7:15 P.M. Friday, August 17th, at the entrance to the property on the south approach of the Spadina Avenue bridge, north of Fleet Street.

L. & P. S. CENTENARY EXCURSION

October 1st, 1956, will be the one hundredth anniversary of the opening of the 24-mile London & Port Stanley Railway, the oldest railway in Canada still operating under its original charter (electrification dates back to 1915). To commemorate this centenary, the Upper Canada Railway Society will operate an excursion on Sunday, September 30th, leaving London at 12:00 noon (E.S.T.) and finishing at the same point at 4:00 P.M. It is hoped that car 2 will be available for use on this trip. The usual stops for photographic purposes will be made.

The fare for the trip will be \$2.00, payable on the car. It is urged that Southern Ontario members will make an effort to be on hand for this excursion, which will bear far more historical significance than does the average traction fan trip.

NEW T.T.C. SUBWAY CARS

As announced briefly last month, the Toronto Transit Commission is now taking delivery of the 34 non-driving motor cars for the Yonge Street subway which were ordered early in 1955. The new cars are numbered 5200-5233, and very closely resemble the original cars 5000-5099; (they are constructed of steel and are painted; thus aluminum cars 5100-5105 will continue to stand out). The 5200's have a cab at one end (contrary to the earliest information on these cars), but the cab is fitted out for guards' use only and does not have driving controls. Like previous cars, the 5200's must be operated in pairs, one car carrying airbrake equipment and the other the motor-generator set, switch groups etc. The cars of course, cannot operate on the end of a train, and must form the two interior units of a four-car grouping, as in the following example:

NORTH

SOUTH



These cars will enable the complete operation of 8-car trains in the subway during rush hours.

MOTIVE POWER NOTES

➤ C.N.R. delivery dates (GMD 1750 H.P. road-switchers)

4476 May 11	4477 May 14	4478 May 15	4479 May 17
4480 May 18	4481 May 23	4482 May 24	4483 May 29
4484 May 30	4485 June 18	4486 June 19	

(GMD 1200 H.P. road-switchers)

1227 May 23 1228 May 25

(CLC 1600 H.P. road-switchers)

1645 April 18	1646 April 25	1647 April 25	1648 April 27
1649 April 27			

(EMD 1750 H.P. road-switchers)

4442-4448: These locomotives all passed through Toronto in early June on their way from the builder to the Grand Trunk Railway, Portland line; they will enable complete dieselization of this American C.N.R.

subsidiary line.

➤ Steam locomotives scrapped:

1369 April 27

3718 April 2

5581 April 20

LOCOMOTIVES OF THE ALGOMA CENTRAL & HUDSON BAY RAILWAY

(Current Roster)

Road Nos.	Type	Builder	Delivered	Gearing	Builder's Serial No.
140	800-h.p. switcher (SW-8)	GMD	Jan. 1952	65 M.P.H.	A281
141	800-h.p. switcher (SW-8)	GMD	Apr. 1952	65 M.P.H.	A297
150-154	1500-h.p. road-switcher (GP-7)	GMD	Jan.-Mar. 1951	65 M.P.H.	A170-3, A231
155-161	1500-h.p. road-switcher (GP-7)	GMD	Aug.-Nov. 1951	65 M.P.H.	A262-8
162-168	1500-h.p. road-switcher (GP-7)	GMD	Dec. 1951- Feb. 1952	65 M.P.H.	A269- A275
169, 170	1500-h.p. road-switcher (GP-7)	GMD	Jan. 1953	65 M.P.H.	A441, 2

All locomotives have B-B wheel arrangement.

THERE'S A LOT TO SEE

By F. H. Howard

You're going from London Ontario to Chicago by Canadian National - Grand Trunk Western and you're taking Number 5, the "Maple Leaf", which isn't exactly the ideal way to do it, but saves waiting until after midnight to get on the train, (not that you can go to bed, because there is no through Pullman). You settle for a seat in the parlour car, and race up to Sarnia, some 60 miles and 3 stops in 70 minutes. A white-eyed manifest whams past behind a 6100-class Northern, and you remember that the C.N. saw the merits of this type before anybody else, and now owns well over a hundred and fifty of them.

Sarnia is the oil capital of Canada, and a boom-town for fair; it's as far as the parlour car goes, so everybody troops up to the coach for the electrified trip under the river, through the St. Clair Tunnel Company's bore that was rebored a few years ago because a series of C.N. cars was too high. Customs examination goes on the while, which is another reason you couldn't have gone to bed.

You step over to the station beanery in Port Huron for a cup of coffee while they hang your solitary Pullman onto number 5. You don't hurry because there's a sign telling you to take your time, as the depot master announces each train. When you come out, your train is 7 cars long, and your lower is in "*University of Western Ontario*", a 12-2 standard sleeper built some 20 years ago for the "*International Limited*", and named, by coincidence, for the college back in London.

Flint, Durand, Lansing, Battle Creek, South Bend, any or all could be the locale for this night's rough ride; number 5 really works along this pike, solid carloads of mail and express to lift, and some more Pullmans too. By the way they handle your car, they must be putting passenger trains over the hump, or maybe a pair of wheels had to come out. Next morning you find a business car behind you, which could account for one rude awakening.

You get up at Valparaiso, and by the time you've dressed, the first signs of Chicago are apparent. A string of hoppers on an interchange track is unmistakably C&O, which passes under you with a crash, all mixed up with the Erie, the Joliet line of the Central, and the Outer Belt.

That was Griffith, and a little later the double-track Harbor Belt, for coal off the Central for the steel mills. Then Maynard, with a red keystone on the tower and a Pennsy drag stabbed at the diamond, 3 F-7's sporting antenna-like roof-mounted handrails. You wonder if he's clear of the Monon, which is next, striking due north and crossing you both in a tight triangle. That's all of Indiana, and you're turning northward yourself, into flat, fertile Illinois.

The triple iron of the C&EI appears, destined for the same terminal you are, and you cross it at grade, before burrowing through the IC underpass, just north of the great Markham yard.

The sun catches the catenary, charged with voltage for the forthcoming commuter trade. The B&O Chicago Terminal seems to have come in on your right, and you look for the three big B's that lie in there, Blue Island, Barr and Burr Oak, big yards all, only they are hidden by trees and gas tanks and various industrial evidence. The Route of the Rockets arrows overhead before you're involved in the multi-faceted diamonds of the Blue Island complex, and the B&O, sharing track with the Harbor Belt, swings off and up to LaGrange and Proviso.

You see more signs of a big city, streets and houses and TV poles and a series of graveyards. There's still the Wabash to cross, and the "Y-Belt", coming gently downgrade out of Clearing, before you stop at Chicago Lawn, the GTW equivalent of Englewood. The Belt has had trackage rights on the Grand Trunk for several miles now, but there's no sign of their using them this morning.

Here's Elsdon, the Grand Trunk's Chicago yard, and there's an Illinois Northern switcher, pumping up a transfer for Corwith and the parent; Santa Fe. How many engines do you suppose that little terminal road owns? Elsdon is peculiar for being laid out on a right angle, which must make for some interesting switching moves, and as you take the bend, you see your locomotive, a streamlined 6400 4-8-4; you count back from the Vanderbilt tank and find you've really grown during the night, to 16 cars, mostly express. Over there is the engine house, a pair of green and gold and silver-grilled F-7's dozing near the coal chute, and a few bleak Alco switchers too.

You're heading east now; you pass over the B&O and a black and blue road unit; then on your left there's another graveyard, this time a string of steam power sulkily waiting the torch, flaunting huge numbers across their backs, locomotives that used to perform for you know not what line. They stand condemned beside the Chicago Junction, coming out of the stockyards and joining the parallel and ubiquitous Harbor Belt in a great multiple-track wye — no factory spur this.

You intersect the Chicago and Western Indiana, your landlord for the home stretch, and swing north beside a big roundhouse; there's no activity outside, but an Erie 4-unit freighter lurks down the line a bit. You're aware of a quiet and persistent chuckle from behind, so you crane your neck to see a K4, overtaking you on the Pennsy main line and trailing a modest miscellany of Tuscan red equipment. You haven't seen a K4 for years, since when somebody has hung the dynamo and a servicing step on the smokebox, and covered over the flat slats with a smooth pilot. The gallant old girl with the big Belpaire isn't getting the attention she deserves, but she glides by like a full-scale model; her stack is clear and her motion looks as frail and delicate as the pencil lines of the draughtsman who conceived it, while a gang of springs, flexing on her quasi-Delta trailing truck, cushions an imperturbable tallowpot in reasonable comfort.

She has to get ahead, for she's to cross in front of you and over the 21st Street bridge; accordingly you slow down a bit. The Santa Fe has the usual stainless and spotless fleet strewn about its coachyard, and a stable of magnificent red and silver F-7's sunning themselves nearby, at all of which you duly peer — they don't go much for six-wheel trucks, it seems. As you duck under the LaSalle Street approach, and pull slowly up the grade beyond, a Wabash diesel backs out past you, off the St. Louis Midnight. You stop, but the "Dixie Flyer", plenty late, doesn't as she walks up beside you and on. She's headed by two F-7's and an E-7, dragging 22 cars, of which only five carry passengers, in a hodgepodge of C&EI, Central of Georgia and NC&StL. When is a head-end car not a head-end car? When it's wearing markers, like this morning on the tail end of the "Dixie Flyer".

Well, you finally make it. Here's Dearborn Station, incredibly congested, with no room to swing a lamp. "El Capitan" just fits, but you don't, and your door is spotted over a double-slip switch in the creosote jungle, past even the cinders. So a green road-switcher, obeying an order squawked out of a horn somewhere unseen noses up and takes you and the business car out to the

throat, to return along the eastern edge of the ancient terminal, in with the express cars, and the curious C&WI suburbans. But the private palace car has still another mysterious destination, and you're left to unload from your stranded sleeper. On the next track is something new to you, a flute-sided stainless steel car with an open observation platform — apparently the Santa Fe's idea of how the well-dressed brass hat will travel.

There's a lot to see on the "Maple Leaf".

➤ A recent newspaper report stated that the New York Central Railroad has under consideration an application for permission to abandon its line between Massena NY and Ottawa ON. Construction of the St. Lawrence Seaway will necessitate the installation of a new bridge at Cornwall, and the railway evidently deems the line to be not of sufficient economic value to merit the heavy capital expenditure.