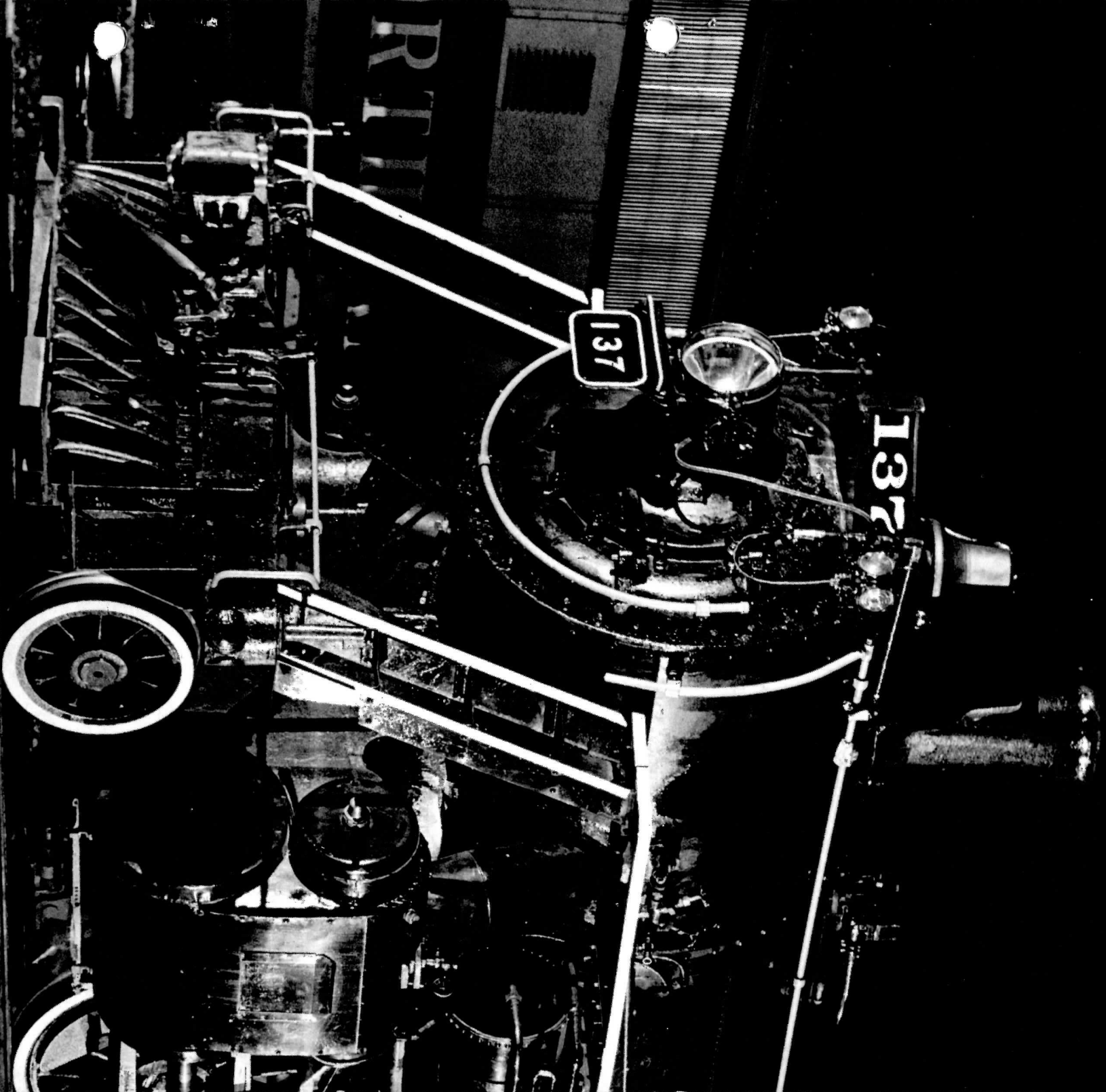


# • newsletter

August 1968 • 50c



# newsletter

Number 271

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James A. Brown, Editor

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\* \* \*

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be addressed to UCRS, Box 122, Terminal A, Toronto, Ontario.

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New Livery for the M-U's. Canadian National's Montreal electric zone commuter equipment was among the last classes of passenger cars to remain painted in the former green-and-black livery. Recently the cars have received the current black-and-grey treatment, witness this train headed by motor car M-4 at Cartierville, fresh from the paint shop at Pt. St. Charles.

— Jim Sandilands

## The Cover

Meet 137, newest locomotive entry in the steam excursion circuit. Here's Ontario Northland's little 2-8-0 simmering in the wee hours of an August night, awaiting a trip the next day from North Bay to Englehart, Ont. For more views of the Consolidation and a contemporary, turn to page 91.

— Tom Henry

## Coming Events



Regular meetings of the Society are held on the third Friday of each month (except July and August) at 589 Mt. Pleasant Road, Toronto, Ontario. 8.00 p.m.

Sept 20: Regular Meeting.  
(Fri)

Sept 28: STEAM EXCURSION, Toronto to Niagara Falls.  
(Sat) Adult, \$8.00; Child, \$4.00; Infant, \$1.00.  
Train leaves Toronto 0815 EDT, returns at 2045.

Oct 18: Regular Meeting.  
(Fri)

Oct 27: STEAM CIRCLE TOUR to Belleville, Peterborough  
(Sun) and Lindsay, leaving Toronto 0830 EST. Adult,  
\$10.50; Child, \$5.00; Infant, \$1.00.

## Readers' Exchange

FOR SALE: One print only of the 16mm black & white film 'Birth of a Locomotive', depicting construction of CP's 3100. Print is 400', single perforated, silent. \$30.00  
W.H.N. Rossiter, 2421 Lakeshore East, Oakville, Ontario.



# RAILWAY NEWS AND COMMENT

## CN Plans New Terminals for Bulk Cargo

This fall will see the introduction of the first of a series of bulk terminals on Canadian National lines, involving full integration of road and rail transportation combined with an efficient method of transferring bulk materials between the two modes. Dubbed 'Cargo-Flo' by CN, the system will combine the low cost of long-distance rail haul with the flexibility and speed of road transport, enabling shippers and receivers without rail sidings to benefit from the economies of rail transport.

The initial terminal will be constructed in Toronto, close to the site of the Express Terminal at Toronto Yard. It will consist of several tracks for the storage of loaded cars, a truck scale for weighing of truck shipments and an office to serve the site. The Toronto terminal will be the receiving point for liquid and dry bulk products funnelled into the area by rail primarily from Montreal and the Sarnia chemical belt.

Pressurized hopper cars figure heavily in the transport of dry bulk products. Bulk commodities will move from production plant to the bulk terminal in these cars before being transferred — by air pressure — to highway trucks for direct delivery to the customer. The process will eliminate the need for intermediate storage or handling, and split shipments from one car to several customers will be possible.

## The TH & B Wants Out of Its Passenger Business

The Toronto, Hamilton & Buffalo has applied to the Canadian Transport Commission for permission to drop its passenger trains 371 and 376 between Hamilton and Welland, noting that only a handful of passengers are carried on these train between TH & B points.

The TH&B service is the intermediate link in the CP-TH&B-NYC Toronto-to-New York run, the only rail route between the two cities.

## ARR Construction Goes into Its Final Phase

Work crews of 50 to 60 men will move into Grande Prairie, Alberta on Aug. 15th to begin laying track southward from the city on the Alberta Resources Railway.

Track laying will be carried out by a tractor fitted with a hyster front end boom. Ties and rails and rail fastenings will be distributed along the track and picked up by the track layer as it moves forward. Under good conditions the unit can lay track at the rate of one mile per day.

Track laying on the ARR, being built by CN for the Alberta government at a cost of \$100-million, is completed to Mile 170; Grande Prairie is approximately Mile 255 on the ARR. The line is slated to be completed Oct. 23.

## A Fall Start for Turbo?

United Aircraft of Canada Ltd. wound up three weeks of Turbotrain testing on CN's Toronto-Montreal main line on July 26th, and indicated that the sleek machines will be in revenue service by year's end.

The train used for the latest stage of the testing program, set No. 3, was one of five being developed by UAC under its lease-maintenance agreement with CN. The rigorous demands made on the train since the beginning of July (each round trip meant covering 670 miles in a total travelling time of about eight hours) have revealed a variety of faults but have also proved the viability of the concept.

According to reports, the engines gave no trouble during the testing period, although there were problems with accessory equipment. In the next six weeks, changes will be made in the diesel fuel system and parts of the train's electrical system.

One of the biggest headaches was faulty operation of the train's electrically powered doors. The doors — two in each car — are fitted with steps designed to lower themselves onto a station platform. The system was balky in tests, so the electric motors will be modified.

Officials stress that testing the turbotrains is as rigorous as flight-testing a new aircraft. Their integral design means that every bug has to be out before they can go into service.

A second factor is the heavy demand that will be made on the trains. There will be three daily runs in each direction and each train will cover 1,000 miles a day — 300 more than the diesel-driven Rapido that currently covers the route.

Although the development crew did not seek priority on the Montreal-Toronto route during the tests, the train consistently did the trip in less than four hours, with a fastest run of 3 hours and 51 minutes, an average speed of 87 mph.

## Washout, Derailment Force Rail Detours

Torrential rains in northern Ontario in mid-July culminated in washouts which cut Canadian National's main line near Longlac for ten days. Detouring passenger trains lost close to ten hours apiece as they detoured between Nakina and Oba via the Pagwa Subdivision to Hearst, and the Algoma Central. Some CN freight operated via Fort William, detouring over CP Rail lines from Red Rock to Manitouwadge.

Less serious was the detouring of five CP Rail piggyback trains over Canadian National between Toronto and Port Hope during the night of July 30th. CP Rail's own main line was blocked by the derailment of the rear seven cars of eastbound manifest 904 at Audley, west of Whitby. Wreckers from Toronto and Smiths Falls had the line open by noon the following day.

## Sulphur Moves in Bulk under New Rate Schemes

The first phase of a new unit train system for bulk sulphur has started with a 50-car sulphur shipment heading out of Calgary on one of CP Rail's fast freight trains bound for Vancouver.

The 50-car unit consisted of 37 cars from Petrogas Processing Ltd., at Rocky View and 13 cars from California Standard Co., at Nevis, both in Alberta. The train left Calgary just a few hours after new reduced freight rates went into effect for multiple-car sulphur shipments from Alberta to export terminals on the Pacific coast.

About 1,500,000 tons of crude sulphur are expected to move annually to export under the new rate levels, with storage at the coast for about 170,000 tons by the end of 1968.

The new rate tariff provides substantial reductions for shippers who consolidate sulphur traffic into 10-car, 20-car or 50-car lots. It was developed during negotiations involving the sulphur-producing industry in Alberta and marketing specialists from CP Rail and CNR. Under the new tariff, which went into effect July 9 an \$8.10 a ton rate is levied for crude sulphur

shipped in 10-car lots, but this drops to \$7.50 a ton for a 50-car shipment.

## Next time . . . take the train

The way traffic is increasing at Toronto International Airport, it will soon be faster to take the train to Montreal, Transport Minister Hellyer conceded on July 10th. He said the new terminal being built at the Toronto airport will not solve the main problem — that of 'stacking' arriving planes to wait for landing space and making departing flights wait for takeoff clearance.

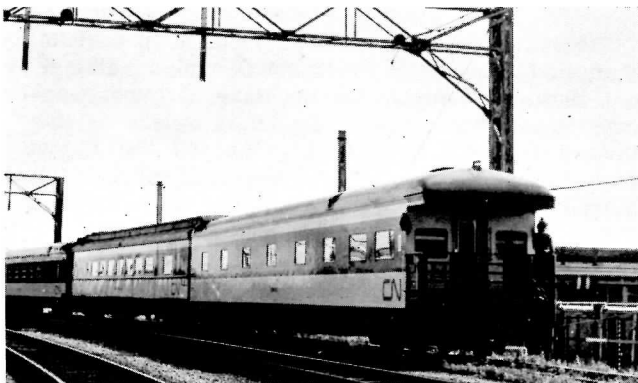
It's already faster to take the train from Ottawa to Montreal than face lineups in packed air terminals, he said.

(And what of the recent remark by a U.S. air transport authority that the travelling public would have to get used to flying at 3.00 a.m. if it wanted to avoid 'prime time' air and ground congestion? Trains go from city centre to city centre, at convenient hours too!)

## WORTH NOTING...

\* Applications by CP Rail to remove 58 agents and 15 caretakers on its Calgary and Medicine Hat divisions were approved July 3rd by the Canadian Transport Commission, although concern was expressed over the ability of the company's mobile representatives to cover adequately their territory.

\* A summer lack of patronage caused Canadian National to withdraw its Executive Club cars from the Toronto-Montreal afternoon Rapidos in favor of additional coach seating. The Bistro car remains, of course!



-Jim Sandilands

\* Penn Central recently operated a test train of 185 cars, spliced with a mid-train radio-controlled locomotive, over its southern Ontario main line.

\* Delaware & Hudson's merger with the Norfolk & Western became effective on July 1st. Like Erie Lackawanna, D&H will be operated by Dereco Inc., a wholly-owned N&W subsidiary. Watch for power integration with N&W-EL-D&H.

\* CN and CP are planning to introduce new freight rate incentives to reduce transportation costs for high-volume exports of Saskatchewan potash to the United States. Savings to the potash industry could reach \$10 million annually.

\* Faced with mounting problems of garbage disposal, Metropolitan Toronto's investigations include the possibility of hauling refuse to remote sites in Canadian National garbage trains.

\* Residents of Regent Park South in Toronto are campaigning to raise funds for a footbridge across the Don River to keep their children off CP Rail's bridge where three youngsters have been killed by trains in the past four years.

\* A higher-than-expected operating deficit — now forecast at \$3 million rather than \$2 million — may force GO Transit to hike its fares. However, no decision on the matter will be taken before the present evaluation of the service is completed around the end of the year.



## EQUIPMENT NOTES...

### CP Rail Motive Power Notes

\* The first two units of CP Rail's current order of Century 630's from MLW-Worthington Ltd. were delivered in July, as follows.

4500—Jul 16-68

4501—Jul 19-68

The remaining six locomotives will be delivered in late August. All eight will be assigned to St. Luc (Montreal), although a temporary stint west of Calgary for at least a portion of the units is a probability.

\* The previously-announced sale of CP Rail Trainmasters to Striegel Equipment notwithstanding (May NL page 52), partially dismantled units 8910 and 8912 were reported at Ogden Shops (Calgary) on July 3rd, awaiting shipment to Kalium Chemicals of Saskatchewan.

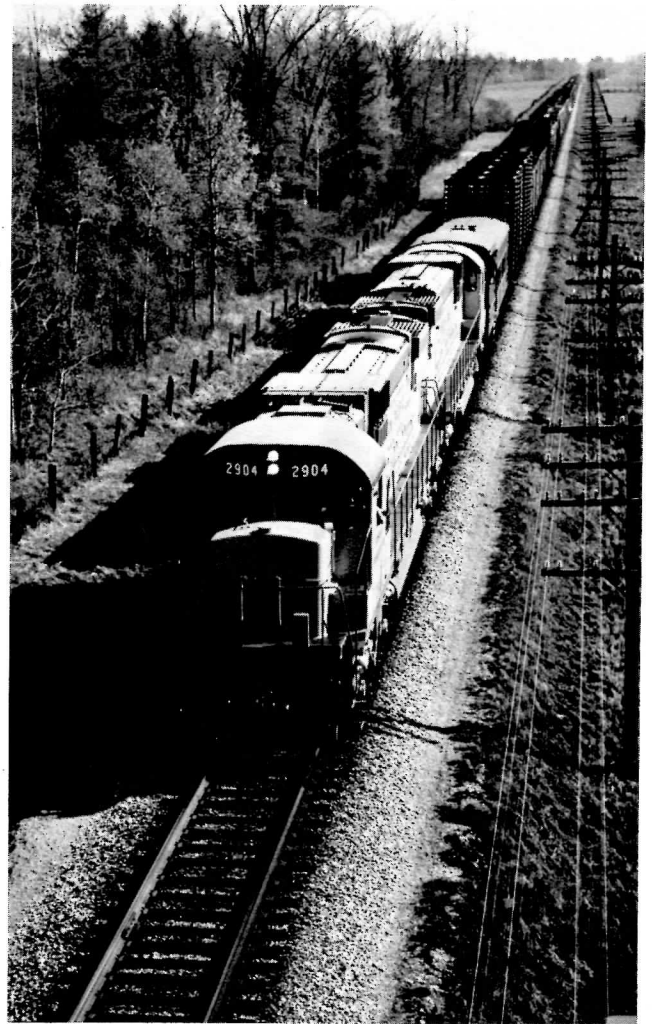
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**Barnstorming Pays Off.** On May 23rd, 1966, Canadian Pacific tried out a pair of ALCO Century 630's - en route from the builder to their new owner, Union Pacific - on its train 904. Their performance on that occasion was evidently satisfactory since. . .

-James A. Brown

. . . just over two years later CP Rail's own Century 630's, Nos. 4500 and 4501, made their first run on the same train. Here's 904 descending the Niagara Escarpment towards Milton on July 24th.

-Reg Button



# CENTRAL STATION'S TWENTY-FIFTH BIRTHDAY

Canadian National's Central Station in Montreal, once an easily identified landmark but now completely hidden by skyscrapers, celebrated its 25th birthday on July 16th. To highlight the occasion, pieces of a huge cake in the centre of the concourse were handed out to railway passengers. Photographs of the growth of the Station and its environs were displayed nearby.

Opened in July, 1943, Central Station was constructed on the site of the old Canadian Northern Tunnel Terminal, a stub-end facility at the south end of the Mount Royal Tunnel. New track had been built south from this point to the Pt. St. Charles area, providing access to the new station for trains from east and west; considering also the Tunnel line to the north, the new terminal was truly a "Central Station."

For a time after the new station's opening, old Bonaventure Station continued to serve CN's Lakeshore commuter trains; but soon even these departed, leaving Bonaventure as a freight shed and express terminal, a role that remains basically unchanged to this day.

At the heart of a 24-acre skyscraper complex, Central Station is a hive of activity. Some 130 regular passenger trains daily enter and leave its 23 subterranean tracks; each 24-hour period, 45,000 passengers use the terminal. Enlarged twice during the last five years, the Station's north and south walls were "pushed" back some 30 feet to allow for needed expansion.

While Central Station and its surroundings have changed, so has the motive power that hauls the trains. During its first 25 years, Central Station has seen four distinctly different forms of railway propulsion. Although the Station was built originally for electrification (and electrification persists on commuter services to the north), the diesel gradually took over during the 1950's, and occasionally steam locomotives ventured into the very bowels of the terminal to head outbound commuter or intercity trains. And now, the most modern of power is coming into use. Although still in the testing stage, the Turbotrains are ushering in not only Central Station's second quarter century but a new era in passenger transportation as well.



In 1930, the south approaches to the Mount Royal Tunnel looked like this. Trains using the tunnel route (to Ottawa via Hawkesbury, and the north end commuter services) originated and terminated at the stub-end Tunnel Terminal, located just south of the Dorchester Street overpass at the centre of the picture. The tunnel portal was just below the photographer's viewpoint.

-Canadian National



By 1943, Central Station had risen on the site of the old Tunnel Terminal. A new viaduct extending south from the station carried main line traffic to a wye at Point St. Charles, where it branched to points east and west. In those steam days, electric locomotives handled all trains into Central Station; one can be seen in the foreground, leading a tunnel train through open track where the Place Ville Marie complex now stands.

-Canadian National

# STEAM IN '68

For the steam enthusiast in eastern Canada, it's been a fine summer! First, there were 6218's jaunts most every weekend in July between Toronto and Montreal. And if that wasn't enough, the Civic Holiday weekend saw the introduction of a new locomotive to the steam excursion business -- ONR's 137.

Despite skeptics who said it couldn't be done, CN's 6218 turned in fine performances on its two Toronto-Montreal round trips (July 6/13 and July 14/21), frequently bettering its schedule time. The trips were set up to accommodate the goings and comings of a Chicago tour party to St. John's, Newfoundland, and local participation in the steam operations was arranged through our own Trip Committee.

The 4-8-4's excellent condition was demonstrated by its almost-flawless performance, while on-line servicing was accomplished with military precision. Only when the water pump and air compressor failed on the first eastbound trip did anyone have cause for alarm; yet with the help of 6218's own injector and a borrowed diesel, the special reached Montreal just 35 minutes late -- and this after a 22-minute delay at Toronto, waiting for connections!

Ontario Northland's 2-8-0 No. 137 made the acquaintance of two hundred excursionists on UCRS's August 3rd trip from North Bay to Englehart. The four-car train and diminutive locomotive recalled the steam trips of a decade and more ago when this sort of fare was commonplace.

Until a few years ago, 137 was Canadian National 2164, an oil-burning western lines Consolidation. Now, lettered Temiskaming & Northern Ontario, it has participated in various celebrations along the ONR system, and last year it visited each major on-line point as a Centennial project.

Two flawless runpasts highlighted the leisurely 40 m.p.h. northbound trip, while a flaring hot box on the rear tender truck added to the excitement. A single FP-7 (1513) took over at Englehart for the return dash to North Bay. If the enthusiasm of the excursionists and Ontario Northland's operating people can be taken as any indication, more trips with the little 2-8-0 are inevitable. Let's hope so!



Like the Old Days. For many lineside residents, the steam age must have returned to CN's Kingston Subdivision in July, as 6218 sped back and forth between Toronto and Montreal with clockwork regularity. Stand back!

— Tom Henry



Down but not Out. When an air compressor failure disabled the July 6th special at Cornwall, resourceful CN personnel pirated a diesel unit from a westbound passenger train. No. 4153 proved to be little more than an air-control car however, handling the braking and whistle duties while the undaunted 4-8-4 hustled its train on to Montreal at 70 per.

— C.W.R. Bowman





With the waters of Redwater Lake in the background, 137 provides a splendid sight at the day's first runpast.

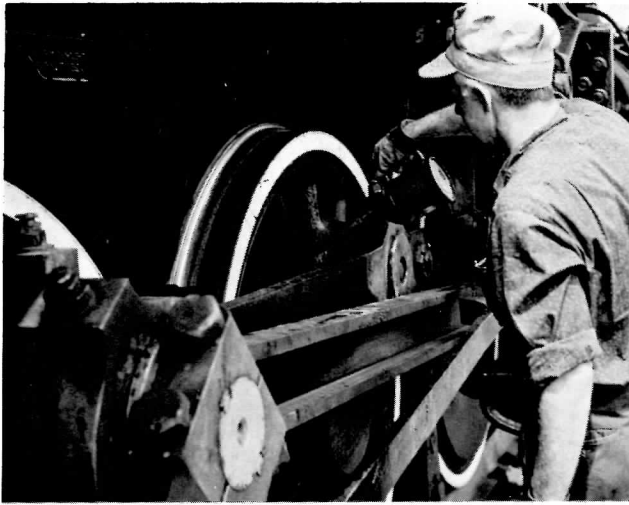
-Tom Henry

The end of the day. The four-car special rests in front of the imposing Englehart station as excursionists take one last look at 137.

-Tom Henry







"Now let's see. A shot of oil for the knee bone and little on the elbow . . ." A crew member lubricates the running gear of the little engine in the time-honoured manner during the servicing stop at Temagami.

-Tom Henry



Looks like trouble! The left rear journal box of the tender flared up at the second runpast at Latchford. A hose from the auxiliary tender kept a steady flow of water on the troublesome axle, but it still ran hot. ONR trainmaster-road foreman, R. L. Moore repacks the box for the second time at Earlton.

-Tom Henry



E .A. Smith turned out his Englehart Legion Pipe Band to meet us on our arrival there. The town

had also laid on buses to carry passengers to a local park.

-Tom Henry



## *A Last Look*



Its exhibition tour almost ended, the Confederation Train stands in pale winter sunlight at Windsor Station, on December 3rd, 1967. A nearby billboard reminds Montrealers (in French) that they have but two days more to see what was undoubtedly Canada's most ambitious and most successful single Centennial project.

-James A. Brown

Just a few weeks before this photo was taken, in January, 1968, Canadian Pacific's 1411 was garbed in the purple-and-grey of the Confederation Train. Here, in routine service once again, 1411 heads the Canadian at Ottawa. (Wondering about that 'O Canada' horn? It was donated to Ottawa's National Museum.)

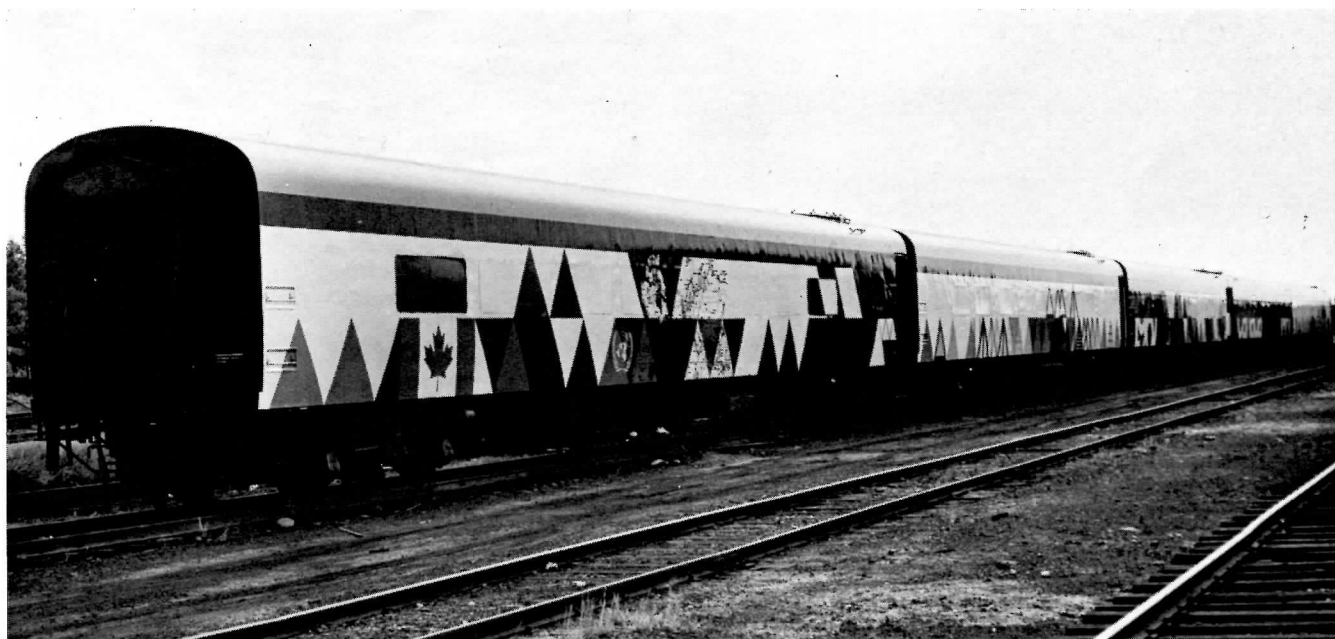
-Bill Linley





Less than a week after the Confederation Train was disbanded, its display cars were hustled off to Ottawa (on the rear of CP's Rideau) for the removal of exhibits.

-Jim Sandilands



The last chapter for the Confederation Train? Five of the six exhibition cars were found at the ONR shops in North Bay Aug. 3rd. It would appear their fate will be to become work equipment — possibly crew sleepers — on the ONR. The sixth car was reportedly already undergoing renovation.

-Tom Henry

# TRACTION TOPICS

Edited by John F. Bromley

**What Might Have Been.** Received too late for inclusion in TTC '28 were these two scenes from the collection of George Krambles, depicting lightweight interurban cars built by the G. C. Kuhlman Company of Cleveland for the Cincinnati, Hamilton & Dayton in 1927. Cars similar to these were proposed but never built for TTC's Lake Simcoe Line.

CH&D cars 102 and 109 were publicly displayed at Cleveland, Ohio in 1928, when they posed for this photo. Note the reversed front trolley poles.

Just eleven years later, cars 107, 109 and 108 trundled across the Miami River at Trenton, Ohio near the end of successor Cincinnati & Lake Erie's operations in March, 1939.

## PUZZLE SOLUTION

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