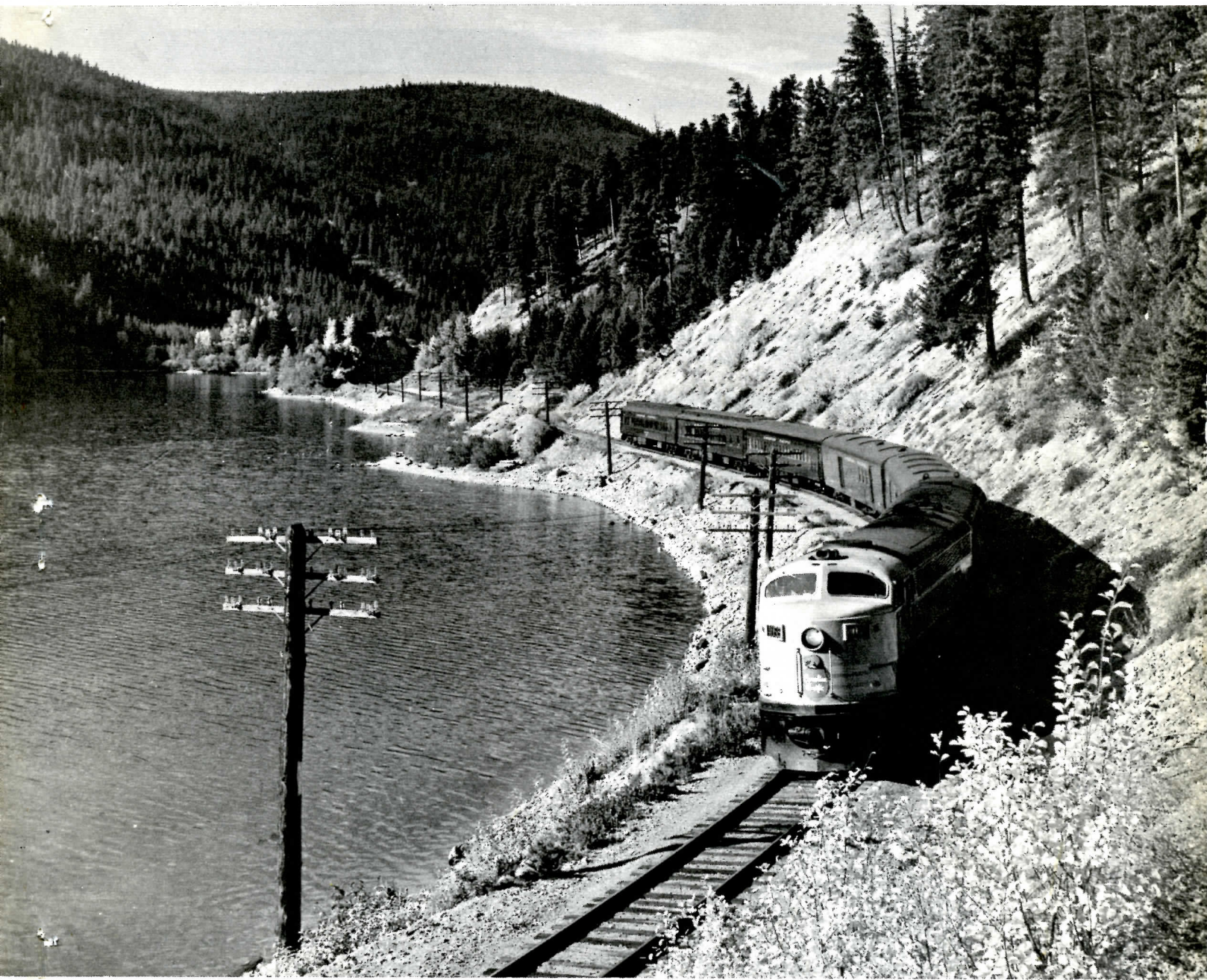


newsletter

September 1968 • 50c



Upper Canada Railway Society



newsletter

Number 272

September, 1968

Published monthly by the
Upper Canada Railway Society, Inc.,
Box 122, Terminal A, Toronto, Ont.



James A. Brown, Editor

Authorized as Second Class Matter by the Post Office Department,
Ottawa, Ont. 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
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be addressed to UCRS, Box 122, Terminal A, Toronto, Ontario.

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The Cover

This month's cover does double duty in introducing our
September contents.

CP Rail's Kettle Valley lines are the subject of John
Rushton's article which begins on page 102. Here is
the Kettle Valley Express skirting the shores of Tula-
meen Lake, near Princeton, B.C., in 1953.

Powering No. 12 is CLC cab 4055, one of a large number
of locomotives now out of service on CP Rail's Pacific
Region. The whole list, plus more equipment news, ap-
pears on page 101.

-- Canadian Pacific

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.

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.

Nov 15: Regular Meeting
(Fri)

Readers' Exchange

WANTED: Photos of ONR outside-braced boxcars, cabooses;
outside-braced cars, cabooses, wooden passenger cars of
CN Newfoundland operations. Negatives 620 or larger of
TTC subway cars and subway work cars; CN Montreal elec-
tric zone cars and locomotives. Also photos of SW&A
300's, 400's, TTC 59. Fr. C.S. Black, Box 226, Corn-
wallis, N.S.

WANTED: UCRS Bulletins 34, 27, 24 and all earlier; UCRS
Newsletters 127 to 193, 120 to 125, 61 and earlier.
K.F. Chivers, Apt 3, 67 Somerset St. W., Ottawa 4, Ont.



Remember when?? Just ten
years ago this month, CN's
little Ten-wheeler 1532
was doing the honours on
Mixed 330 from Southampton
to Palmerston. Here she
is, storming along through
a light drizzle, near Har-
riston, Ontario.

-- James A. Brown

RAILWAY NEWS AND COMMENT

EDMONTON GIVES GREEN LIGHT TO RAPID TRANSIT

Some time in 1971, western Canada's first rapid transit system will go into operation in Edmonton, carrying an estimated 26,000 passengers daily.

Construction will start next year on the \$15-million first stage, which will utilize 5½ miles of existing Canadian National surface right-of-way. A simultaneous start is also expected on a second leg, 4¾ miles long, which will serve the University of Alberta and a large section of southwestern Edmonton. This \$22-million phase will involve 1¾ miles of existing CP Rail roadbed.

Edmonton feels it will be able to finance the first stage of the system, but allows that help will be needed from provincial and federal governments for the second leg.

The rapid transit line will be electrically operated, with overhead pickup. Edmonton is bidding for the 48 cars used on Montreal's Expo Express (and still running this year at 'Man and His World').

Trains, reportedly ranging from single cars to six-car units during rush hours, will reach any given point along the route at ten-minute intervals. Starting time has not been decided, but will probably be 6.00 a.m. Service will continue to midnight or later, although at a reduced frequency.

The two initial stages will have nine stations with basic, heated on-platform shelters and large parking lots. The hub of the system will be located at CN's station, behind the existing 26-storey CN Tower at the north end of Edmonton's civic centre. Feeder buses will integrate with the new system, bringing passengers to the outlying stations and distributing them in downtown Edmonton.

BOULDER DERAILS CP RAIL'S CANADIAN IN B.C. PASS

A four-ton boulder bounded into the side of CP Rail's Canadian in a mountain pass 11 miles west of Revelstoke, B.C. on August 26th, killing a girl passenger and derailling six cars. The boulder struck the coach at its mid-section, inflicting heavy damage. Total cost of the affair was estimated at \$350,000.

Passenger service around the derailment area was maintained by CP Rail, using buses and aircraft.

MORE TRAINS FOR GO TRANSIT RIDERS

GO Transit improved its weekday rush-hour service starting September 9th with the addition of two trains.

The extra morning train will originate at Guildwood (instead of Pickering) at 8.32 a.m., terminating at Union Station at 8.57. An additional afternoon train will leave Union Station at 4.13 p.m. and terminate at Oakville at 4.50 p.m. Both trains will operate Monday to Friday only, and will make all stops.

CN PICKED TO HANDLE MANCHESTER'S CONTAINERS

Manchester Liners Ltd. has selected Canadian National to provide a container land link for its new container port in Montreal. The English firm has ordered three container ships -- one has already been launched -- to sail the year round between Manchester and the Montreal facility, now under construction.

Canadian National will transport the Manchester containers between Montreal and its Toronto express terminal. The railway will establish a distribution system for the traffic to consignees in Toronto and southwestern Ontario, and will also be in a position to handle containers to Detroit and Chicago. CN will also handle returning traffic for export from the Port of Montreal.

CN'S PASSENGERS: NOT OUT OF THE WOODS YET!

In recent years, the Canadian National has become known as the railroad that cares about passengers. Rail enthusiasts who are disturbed over what they regard as the callous attitude of most U.S. railroads toward passengers, are fond of citing the CN experience as proof that the passenger business can pay.

While U.S. railroaders readily concede that the CN has done more than any other road in recent history to pamper passengers and woo them back to the rails, they have nevertheless adopted an "I'll-believe-it-when-I-see-it" attitude insofar as the profitability of CN's passenger policy is concerned.

R.A. Bandeen, CN's director of corporate planning, prepared a paper for the Symposium on High Speed Ground Transport held in Vienna recently. The main results of CN's program, as reported by Mr. Bandeen were:

- While CN's ridership and revenues were rising, the dollar deficit was also rising and is still close to \$50-million a year. This is blamed partly on non-recurring expenses connected with the passenger program, and CN foresees a break-even point in the early 1970's.
- CN's experience indicates that "there is a promising economic future for good, high-speed ground passenger transportation in what have come to be known as the 'corridors' running between major cities in urbanized and industrialized areas of North America" -- which is basically the positions of railroads south of the border.
- It remains a part of CN's policy "to get out of passenger services which have no economical justification; or, where uneconomic service must be maintained in the public interest, to seek recovery of our losses from public funds."

Mr. Bandeen acknowledged that "in terms of CN's overall passenger deficit the result would not, at first glance, appear to be so encouraging." In 1961, CN calculated its passenger deficit as \$47.9-million from revenues of \$47.9-million and expenses of \$95.8-million. In 1966, the deficit was \$50.8-million from revenues of \$72.7-million and expenses of \$123.5-million. (Bandeen excluded 1967 results because they were distorted by extra business generated by Expo) "But it has to be remembered," Bandeen added, "that a substantial portion of the expense in 1966 was for new equipment and facilities." He said a deficit of about \$45-million is seen for 1968.

-- Railway Age

CP RAIL APPLIES TO DROP FOUR PASSENGER RUNS

CP Rail has announced its intention to discontinue three passenger services in Ontario and its lone Vancouver Island operation. Hearings on the train-off proposals are to be held by the Railway Transport Committee of the Canadian Transportation Commission, likely this fall.

The following trains are involved:

- Toronto-Windsor Dayliners 337, 338, 339 and 340;
 - Toronto-Hamilton trains 321 and 322, now providing service to New York through connections with the TH&B and Penn Central;
 - Sudbury-Sault Ste. Marie Dayliners 427 and 428;
 - Victoria-Courtenay Dayliners (Esquimalt & Nanaimo)
- With the exception of the daily-except-Sunday E&N RDC's, all of these trains operate daily.

The disappearance of these Ontario trains will leave the Canadian, the Montreal-Ottawa trains, and Dayliners from Toronto to Owen Sound and Peterboro/Havelock as CP Rail's only passenger service in the 'Province of Opportunity'. Next to go? Reportedly the Peterboro RDC's.



NINE CASUALTIES IN TEMPO TRAIN DERAILMENT

One woman was killed and eight persons were injured when CN's *Tempo* 150, bound for Toronto from Sarnia, derailed one mile east of Oakville station on September 16th. The accident, which occurred in heavy fog at the Chartwell Road (8th Line) crossing, is under investigation by CN and the CTC's Railway Transport Committee.

After its initial derailment, the train apparently continued on for about a train length before the locomotive (3151) rolled over on its right side and the leading cars jackknifed. While auxiliary crews from Spadina and Toronto Yard cleared a path through the area, several CN trains detoured via the Toronto Yard access lines and GO Transit instituted a shuttle bus service between Clarkson and Oakville.

The *Tempo* cars survived their ordeal remarkably well, suffering no apparent major structural damage; this was the first severe test of Hawker Siddeley's aluminum car design.

HOW CP RAIL PLANS TO MOVE THE COAL

In a recent speech at Cranbrook, B.C., J.N. Fraine, senior CP Rail regional vice-president, Pacific Region, said the railway will use as many as eleven 3,000 h.p. diesel locomotives to haul the unit trains bringing Kaiser coal to the new Vancouver-area deepsea port at Roberts Bank.

While no formal contract has yet been signed, CP Rail will be hauling 3.4-million tons of coal per year to the coast. It is making plans to build a new loop loading track into the Kaiser preparation plant, 2.5 miles northeast of Sparwood, in the B.C. interior.

Mr. Fraine explained the operation this way:

Four diesel units will pull their 105-car train around the loop track where the 100-ton cars will be loaded in a continuous operation. Special control equipment on the diesels will keep them moving as slowly as four-tenths of a mile an hour as the weight of the train gradually increases. Loading is expected to take four hours.

A weigh-in-motion scale at the entrance of the loop will weigh the empty incoming train and the full outgoing train and transmit particulars to Cranbrook; one waybill will be made up for the train.

From Sparwood, the train will move up CP Rail's Windermere Subdivision to the mainline at Golden, where the specially-equipped diesels will be removed to handle a returning empty unit train. (Three trainsets are planned for the 72-hour round trips to Roberts Bank.)

Eight 3,000 h.p. locomotives will then be coupled on, five at the head end and three 60 cars back, under control of a Robot unit. This power will be supplemented by three more 3,000 h.p. units during 22 miles of stiff grade from Beavermouth to Glacier.

At Revelstoke, one diesel will be dropped, and at Chase two more will be cut. The remaining five units will handle the train to Roberts Bank, where it will be unloaded in less than four hours with a rotary dumper; the train will not be uncoupled during unloading. Mr. Fraine noted that CP Rail is experimenting with a prototype car for the service which will have all rounded corners and ends to permit the coal to flow out freely.



WORTH NOTING...

- * Four CP Rail employees were hospitalized following a collision between RDC 9049 and a freight train at the McCowan Road entrance to Toronto Yard on September 15th. The RDC, in employee shuttle service between Lambton and Toronto Yard, was not seriously damaged.
- * Pacific Great Eastern is prepared to cut its rates for shipment of feed grain from the Peace River area, provided the reduction is passed on to farmers.
- * Penn Central has abolished discount round-trip passenger fares, and now charges the standard one-way rate in each direction. The return New York-Chicago trip by coach now costs \$84.32, as against the former rate of \$72.78; the return first class journey in a roomette between these cities now comes to \$167.98.
- * The Soviet Union will begin testing a jet-propelled railway coach this October. The first test car, equipped with two turbo-jet engines, will serve as a laboratory on wheels to study the dynamic, running and aerodynamic qualities of high-speed passenger trains.
- * Four railways -- Canadian National, CP Rail, Great Northern and B.C. Hydro -- will use British Columbia Hydro's proposed \$9-million line around Boundary Bay to the Roberts Bank deepsea port. The 17.9-mile Vancouver-area line is slated for completion in September 1969.
- * An ICC examiner has recommended abandonment of 200 miles of D&RGW's narrow-gauge lines, between Farmington, N.M. and Antonito, Colorado. The steam-operated three-foot gauge line sees only occasional operation; its last passenger excursion ran in 1966. At Cumbres Pass, its rails reach an elevation of 10,000 feet.
- * CN has ordered four 'superbuses', increasing to 16 the number of vehicles on order for the highway service it plans to introduce in Newfoundland. Longer, and of higher capacity than the first 12 Prevost units, the latest buses will be built on a 'split-level' design, with a roof skylight and tandem rear axle.

EQUIPMENT NOTES...

CP RAIL MOTIVE POWER NOTES

* Five more Century 630's have been delivered by MLW-Worthington, Ltd:

4502 -- August 6/68	4505 -- August 30/68
4503 -- August 26/68	4506 -- September 5/68
4504 -- August 29/68	

* Thirty-three A and B freight units are stored out-of-service on CP Rail's Pacific Region. The list includes:

A Units		
4052 -- OS	4057 -- NS	4079 -- OU
4053 -- NS	4064 -- OS	4080 -- OU
4054 -- OU	4065 -- OS	4104 -- NS
4055 -- OU	4076 -- OU	4105 -- NS
4056 -- NS	4078 -- OU	

B Units		
4424 -- OS	4450 -- NS	4456 -- OU
4433 -- OS	4451 -- NS	4457 -- NS
4435 -- OS	4452 -- OU	4458 -- NS
4437 -- OS	4453 -- NS	4462 -- OS
4438 -- OS	4454 -- NS	4471 -- NS
4446 -- OS	4455 -- OU	4472 -- OS
4449 -- NS		

OS: Stored at Ogden (Calgary), serviceable;
OU: Stored at Ogden (Calgary), unserviceable;
NS: Stored at Nelson, B.C., serviceable.

With the exception of units 4424/33/35/37/38/46/62 (GMD 1,500 h.p.), all of the above are CLC 1,600 h.p. cab units.

* SD-40 No. 5558 is to be fitted with RMU remote multiple unit equipment at Angus Shops this month. Like the 'Locotrol' equipment presently installed in 5557, the RMU equipment will permit the operation of unmanned mid-train locomotives. This installation will be for test purposes.

* The ranks of CP Rail's CLC Trainmasters are thinning rapidly. Here is a summary of the status of the fleet as of August 31/68:

8900 --	In service, Tadanac, B.C.
8901 --	In service, Montreal
8902 --	To be scrapped
8903 --	In service, Alyth (Calgary)
8904 --	In service, Tadanac, B.C.
8905 --	In service, Tadanac, B.C.
8906 --	Sold to Striegel Equipment
8907 --	Scrapped April 30/68
8908 --	Scrapped August 20/68
8909 --	In service, Alyth (Calgary)
8910 --	To be scrapped
8911 --	Sold to Striegel Equipment
8912 --	To be scrapped
8913 --	Sold to Striegel Equipment
8914 --	Sold to Striegel Equipment
8915 --	Sold to Striegel Equipment
8916 --	To be scrapped
8917 --	In service, Alyth (Calgary)
8918 --	To be scrapped
8919 --	Sold to Striegel Equipment
8920 --	To be scrapped

A New Face in Hamilton. Probably the first concrete evidence in Hamilton of the recent NYC-PRR merger was the appearance on June 7th of ex-NYC 4065, resplendent in PC black. TH & B 402 and CP 8141 look on as 4065 rides the turntable at TH & B's Chatham Street shop.

-Reg Button



GARRATT NOT COMING TO CANADA

FIVE YEARS AGO, the National Coal Board of Great Britain donated an 0-4-0 - 0-4-0 Beyer-Garratt articulated locomotive to the Canadian Railroad Historical Association. The locomotive, located at Baddesley Colliery, Atherstone, Warwickshire, was a product of Beyer Peacock & Company Limited in Manchester in 1937, and was named "WILLIAM FRANCIS" after Sir William Francis Dugdale, whose family was long associated with this mine before nationalization. The Garratt was to be added to the collection of the museum at Delson. Had it arrived in Canada, it would have been the first Beyer-Garratt articulated engine ever to reach North America.

The September issue of the "Railway Magazine", published in Great Britain, carries an account by Mr. Alan Bloom describing his railway museum and historical exhibit at Bressingham, near Diss, in Norfolk, England. The article mentions that his acquisitions include "WILLIAM FRANCIS", obtained from the Coal Board by purchase for a modest sum. Thus it would appear that the engine has been relinquished in favour of Mr. Bloom, and that it will not be coming to Canada after all.

-- Omer Lavallée



Just Passing Through. This former Great Northern Alco paused briefly at CN's Toronto Yard en route to an unknown future in the eastern U.S. It's GN identification had been replaced with the lettering 'G.E. Co.' Who can shed a little light on the matter?

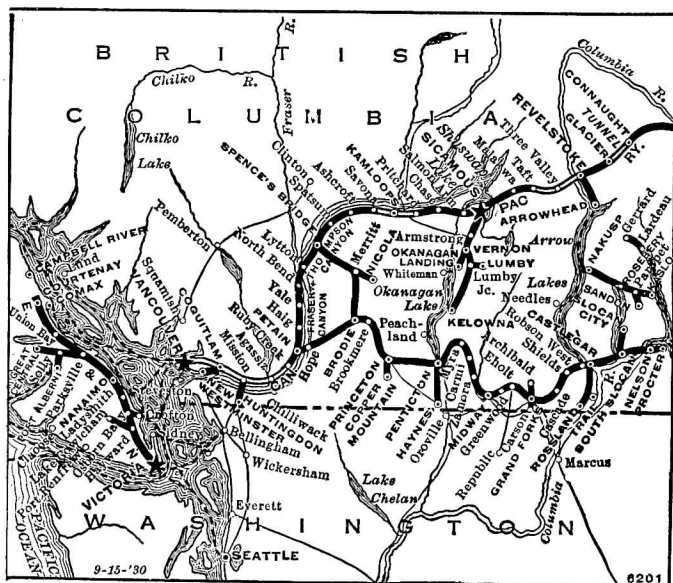
-- Tom Henry

Railways of the Okanagan

by John A. Rushton

Part 2:

Part One of this series discussed the origins and operations of the branch lines north from Kelowna, in the Okanagan Valley of British Columbia. Here, we examine the predominately-CP railroading of Penticton and the South Okanagan, and the 'Kettle Valley'.



CANADIAN NATIONAL'S PARTICIPATION

C.N. has very limited facilities at Penticton — a few hundred feet of track branching out from its barge slip, serving a company freight shed and several packing houses. Most C.N. traffic destined to Penticton city industries must be interchanged with C.P., and since Canadian National has no railroad service into Penticton, its tug and barge service does not link two rail centres in the same manner that C.P.'s does. A trackmobile provides ample power for handling the limited switching on the barge slip leads.

Understandably, Penticton has always been far more closely associated with C.P. operations.

THE RAILWAY COMES TO PENTICTON

By 1899, the C.P. and its subsidiary Columbia & Western Railway had reached as far west as the village of Midway, located about 135 miles east of Penticton. Two companies competed for the western extension of this line. One was a Great Northern subsidiary, the Vancouver, Victoria & Eastern Railway and Navigation Company, which by 1909 had surveyed and completed a line from Midway to Princeton, B.C., running through Bridesville B.C., Oroville Wash., and Keremeos B.C. This line was advantageous in its short length of 136 miles, but it involved 30 miles of 1¼ percent grade west from Midway and 25 miles of 2½ percent grade east from Oroville as well as two crossings of the international border. Further, it missed the promising village of Penticton, and although the V.V. & E. surveyed for a branch north up the Okanagan Valley from Oroville to Penticton, the company never constructed such a line. In 1911, this railway constructed beyond Princeton west to Otter Creek Summit, near the present point of Brodie B.C.

However, except for a few initial trains run by the V.V. & E., this line west of Princeton has been operated solely by Canadian Pacific through running rights obtained November 13th, 1913, followed by lease on option July 10th, 1914, and final purchase about 1945.

The second railway seeking a line from Midway west was the Kettle River Valley Railway, formed in 1900 and, like the Columbia & Western Railway, supported by C.P. financial interests. This line, which later became known simply as the Kettle Valley Railway, reached Princeton via Beverdell, Carmi, McCulloch, Penticton, and Osprey Lake, 'its route being some 68 miles longer than the C.N.-supported V.V. & E. line. The route was constructed in sections, with Midway — Taurus completed in 1911, Taurus — Myra and Penticton — Osprey Lake completed 1913, Myra — Penticton completed 1914, and the final link from Osprey Lake to Princetown opened on May 31st, 1915. To complete the network, the K.V. completed in 1916 a line from the end of the V.V. & E. at Otter Creek Summit west through the Coquihalla Canyon to Hope and Odium, to connect with the C.P. main line; it also spiked down a branch from Brodie to Merritt where it joined a C.P. branch extending east from Spences Bridge on the main line to Nicola.

CHANGES THROUGH THE YEARS

As was the case with the Shuswap & Okanagan Railway, the C.P. saw fit to guarantee its investment, and leased the Kettle Valley Railway for 999 years effective July 1st, 1913, a year before track actually reached Penticton from the east.

The main line passed through South Penticton, and a two-mile spur was constructed from that point into Penticton village proper. Canadian Pacific built a

hotel and barge slip at the town end of the spur, and trains were able to make direct connection with the steamers operating north up Lake Okanagan to Kelowna and Okanagan Landing. In later years, as Penticton grew to city status and passenger service on the lake terminated, South Penticton became Penticton station, and passenger trains ceased to operate on the spur to the lakeshore; this spur was retained to serve industries as well as to connect the main Penticton yard with the barge slip. Penticton station became headquarters for the Kettle Valley Division, with the section from Midway to Penticton being designated the Carmi Subdivision and the Penticton to Brookmere line becoming the Princeton Subdivision.

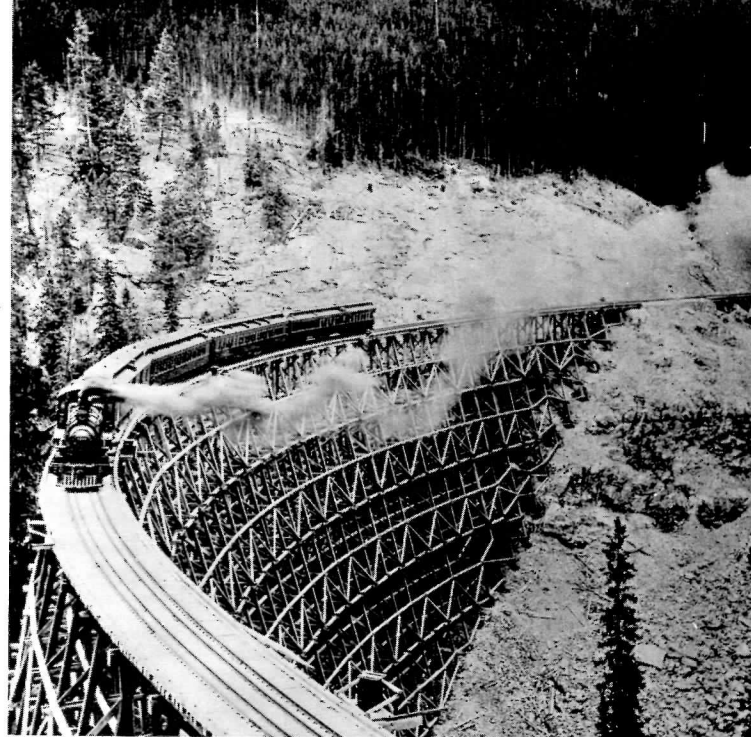
Despite its shorter length, the V.V. & E. line through Oroville with its severe grades could not draw a sufficient share of the limited freight business, and the section from Midway to Oroville was abandoned during the Depression. Today, the nearest the Great Northern comes to Midway is Grand Forks, B.C., and Republic, Wash., which are reached by a branch line from Spokane; the remaining branch from Wenatchee north to Oroville and west to Princeton has gradually receded, with Keremeos, B.C. being its present terminal.

A BRANCH TO THE SOUTH

As G.N. interests had failed to build a line north from Oroville to Penticton, Canadian Pacific saw its opportunity and soon commenced surveying the area. A spur was built in 1920 from South Penticton 2.1 miles south to Skaha, at the north end of Skaha Lake. In 1921, barge slips were built at Skaha and Okanagan Falls, the south end of the lake. A year later track was laid south from Okanagan Falls to Haynes, 15.5 miles. Rail service was initiated between South Penticton and Haynes in October 1922, with tugs and barges operating on Skaha Lake connecting the two rail segments. Use of the water link was expensive, considering the short length of the voyage (8.5 miles), as loading and unloading operations at Skaha and Okanagan Falls consumed more time than the actual water journey. In December 1930, C.P. graded a right-of-way along the west side of Skaha Lake, and the following year laid track between Skaha and Okanagan Falls. Through rail service from South Penticton to Haynes commenced in October 1931, with the tugs and car barges being withdrawn at that time. Increased fruit-growing and irrigation warranted a further extension from Haynes south to Osoyoos, completed in 1945. This branch in its final form totals 36.4 miles in length and is designated the Osoyoos Subdivision. Although only four miles separates the border towns of Osoyoos B.C. and Oroville Wash., no track connection between the end of the C.P. branch and the G.N. branch has ever been provided.

MOTIVE POWER

Although lighter power originally operated out of Penticton, steep grades and generally winding track demanded locomotives designed for power rather than speed. P-1 class Mikados became standard in both passenger and freight service with the original 5100 series being joined in 1948 and 1949 by P-1-n class 5200's, as the latter were rebuilt from N-2 class Consolidations. Even after the arrival of the 5200's,



In the second decade of the century, not long after the Kettle Valley's rails reached Penticton, an enterprising photographer captured on film this view of Canadian Pacific M-2-c Consolidation 3269 crossing a spectacular wooden trestle between Penticton and McCulloch with eastbound KV train No. 12.

-- Canadian Pacific

some remaining N-2 3600's and 3700's continued to augment the heavier Mikados until dieselization. Smaller Consolidations in the M-4 3400 and 3500 series were employed in way freight and switching service. A number of locomotives assigned to Penticton were fitted with air-operated swivel headlights, so that engine crews on night runs could light their way around the sharp curves and get early warning of washouts and rockslides.

The first road diesels assigned to Penticton were GMD GP-7's 8416-8425, which arrived in 1953. Their stay was brief, as they were soon after replaced by MLW FA-2 A units, FB-2 B units, and RS-3 roadswitchers. Gradually CLC units of similar types began displacing the MLW power, and all the MLW units with the exception of the Penticton yard switchers were withdrawn from the area by the summer of 1957. CLC H24-66 "Trainmaster" roadswitchers were used briefly in 1956, but these units proved to be too severe on the many sharp curves of this secondary main line.

PASSENGER SERVICE

The first passenger train to reach Penticton arrived on May 31st, 1915. For many years following, Penticton was served by a daily passenger train in each direction, as westbound No. 11, the Kootenay Express, passed through late at night and eastbound No. 12, the Kettle Valley Express, made its stop in the early morning. This schedule connected reasonably well with the Lake Okanagan service while it was operating; the steamer departed northbound after the arrival of No. 12, and arrived back in time to connect with Vancouver-bound No. 11. These trains carried

Nos. 45 and 46 were restored to their overnight daily schedules complete with sleepers on April 27th, 1952, when the through trains Nos. 11 and 12 were rescheduled to daytime operation over the scenic Pentiction — Vancouver run. This gave passengers a choice of either morning or evening departures and arrivals at Pentiction. Service on this basis continued until April 25th, 1954, when Nos. 45 and 46 were reduced to daily except Saturday and Sunday. Five months later, the daily Nos. 11 and 12 again became overnight trains west of Pentiction, and the duplicate Nos. 45 and 46 were discontinued altogether.

On April 24th, 1955, Canadian Pacific introduced The Canadian to the travelling public. As the schedule numbers 11 and 12 were needed for the Toronto — Sudbury sections of this train, the Kettle Valley Division's daily train was renumbered 67 westbound and 68 eastbound, both trains remaining on the same basic schedule. October 26th, 1957 was the last day that conventional passenger trains were supposed to serve Penticton. On that day Nos. 67 and 68 made their last trips, and Penticton saw its final dining and sleeping car service. The next day Budd RDC Dayliners were due to commence daily operation on a much accelerated basis assuming the familiar schedule

Although its lease to Canadian Pacific dated from 1913, the Kettle Valley continued to operate under its own identity until January 1st, 1931. The time table pages reproduced below and on the next page illustrate the KV's activities in the fall of 1926.

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An ostentatious structure by today's standards, Canadian Pacific's Penticton station once served as the headquarters of the Kettle Valley, and saw the daily passage of several passenger trains and a respectable slate of through freights.

-- James A. Brown

numbers 45 and 46. In actual fact the Dayliner equipment had not been received from the builder, and No. 45 passing through Penticton in the morning and No. 46 in the late evening consisted of a single CLC A unit, a baggage car, and one coach.

New Dayliner RDC-2's 9196-9199 supplemented by older 9100-9102 replaced the conventional equipment at the end of the year, but less than two months later terrorist activities by the Doukhobor "Sons of Freedom" sect forced radical changes in the service. Bombs and other objects placed on the track were particularly hazardous at night, and where possible trains were re-scheduled to operate through the Kettle Valley Division in daylight hours only. Daily service was retained west of Penticton, but service on the Carmi Subdivision east of Penticton was reduced to No. 45 running Monday and Thursday only from Nelson and Midway to Penticton, and eastbound No. 46 running Tuesday and Friday only. A through connection at Penticton still existed westbound twice a week, but eastbound through passengers were obliged to spend the night at Penticton. Needless to say, this arrangement reduced to a minimum the number of through passengers using the route.

Penticton — Vancouver passenger traffic remained fairly healthy until disruption of the Coquihalla Subdivision by floods and landslides in November 1959 and its subsequent official abandonment in 1961. This closure forced Nos. 45 and 46 to re-route from Brodie via the Merritt Subdivision to Spences Bridge, where the Dayliners connected with main line passenger trains Nos. 7 and 8, the Dominion. To make this

TIME TABLE NO. 32, SEPTEMBER 26th, 1926

[illegible]



Though normally considered a freight locomotive, the 2-8-2 shone as the mainstay of the Kettle Valley's passenger motive power. Here's CP P-1-n 5258 with the eastbound Kettle Valley Express on the Princeton Subdivision, between Belfort and Jura, B.C.

-- Canadian Pacific

connection, No. 45 left Penticton in the early evening, with the single car arriving back in Penticton the next morning as No. 46. Subsidence of the Doukhobor terrorist activities had by this time permitted resumption of such limited night service. However the loss of the popular direct Penticton — Vancouver service combined with the need to change trains at Spences Bridge in the middle of the night did little to encourage passengers to ride the trains. It came as no surprise when the final westbound Dayliner left Penticton on Thursday evening January 16, 1964; the next morning the same car, coupled to RDC-2 9100, left Penticton as No. 46 on the Carmi Subdivision, ending all rail passenger service in the Okanagan Valley.

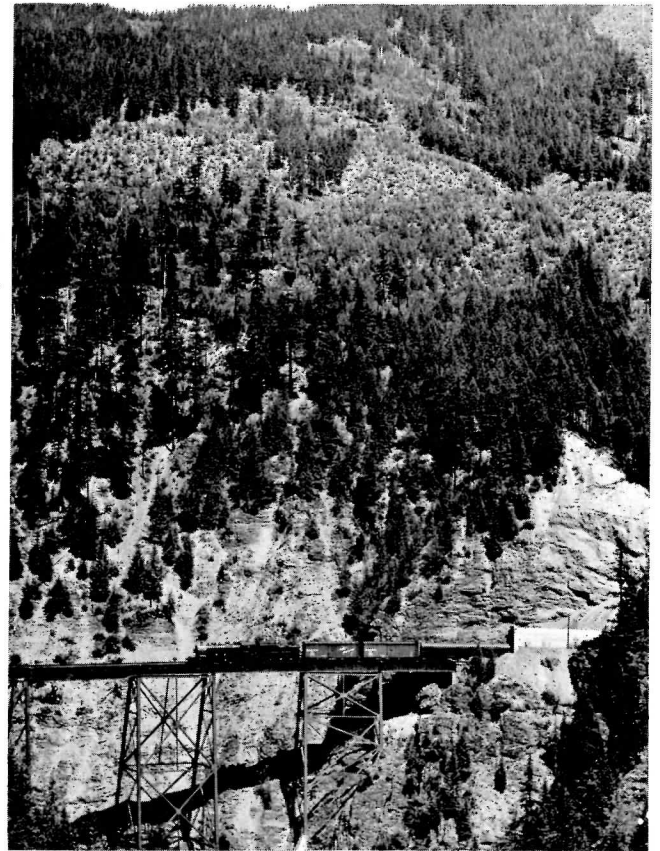
While on the temporary route via the Merritt Subdivision, Nos. 45 and 46 made regular stops at Merritt, the largest town on the trip from Penticton to Spences Bridge. However, some years earlier C.P. has abandoned mixed train service on this branch line, and the company had no desire to officially re-introduce passenger service to this subdivision, as such action would necessitate having to re-apply for its discontinuation once Nos. 45 and 46 ceased to operate. Thus Merritt was never listed as a stop in either the public or operating timetables during the four-year period when Nos. 45 and 46 used the line, and passengers boarding a train at Merritt that just "happened" to be there waited until the Dayliner reached Spences Bridge or Brookmere before purchasing tickets.

The Osoyoos Subdivision has never had regular passenger service. The fact that the rail link was initiated as late as 1931 and completed only in 1945 suggests that the travelling public had arranged alternate means of transportation some time before through rail service commenced.

TONNAGE, PRIOR TO THE SIXTIES

Freight service through Penticton averaged one tonnage freight a day, with a second freight when required. In steam days, helpers were usually required for the grades out of Penticton in both directions, as well as at several other points on the Carmi and Princeton Subdivisions. The arrival of diesel power corresponded to an overall increase in fruit and general freight shipments, and the daily freight train normally had three or four units on the head-end. Way freights handled initially by light steam power, later by single unit diesel road-switchers, operated three times weekly on the Carmi and Princeton Subdivisions, leaving Penticton Monday, Wednesday, and Friday mornings, and arriving back in the afternoon of the following day.

Way freights made trips on the Osoyoos line also three days a week, returning the same day, although this service was increased to six or seven days a week in the height of the fruit-shipping season. Freight from C.P.-controlled Cominco operations in Kimberley and Trail, as well as from Nelson and Grand Forks, was all shipped through Penticton on its way to the west coast. However the closure of the Coquihalla Subdivision drastically changed the patterns of freight movement through Penticton.



FINIS FOR THE KETTLE VALLEY

When the decision was made to abandon the Coquihalla line, an alternate route for freight from Trail and other points in south-eastern British Columbia had already been secured by upgrading the former Kootenay Central Railway between Colvalli and Golden, and thence to the west coast on C.P.'s main line. Cranbrook and Colvalli, north up the branch to Golden, and thence to the west coast on C.P.'s main line. The immediate effect was a substantial reduction in the tonnage passing through Penticton. No through freights at all operated via Penticton, the only remaining service being provided solely by way freights. Of the 22 crews assigned to Penticton in yard and road service in 1959, only five crews remained. The Kettle Valley Division was abolished, with Penticton itself being down-graded to the status of branch line terminal. The various subdivisions were assigned to other divisions, with the Princeton Subdivision combined with the Merritt Subdivision becoming part of the Canyon Division, the Carmi Subdivision going to the Kootenay Division, and the Okanagan Lake services together with the Osoyoos Subdivision coming under the jurisdiction of the Revelstoke Division.

PENTICTON RAILROADING TODAY

The present operation of way freights has not altered substantially since the day that Penticton ceased to exist as a main line divisional point. East from Penticton on the Carmi Subdivision, a single unit CLC H-16-44 road-switcher runs extra on Monday, Wednesday, and Friday, returning from Midway the



Great strength of purpose was needed in the building of the Kettle Valley, for across its right-of-way lay seemingly innumerable natural obstacles -- gorges on the one hand and walls of solid rock on the other -- which must have disheartened all but the most dedicated. In several cases, to achieve an easier crossing of a gorge and to reduce gradient, the line was built up one side of the gorge for some distance, then across it in a giant horseshoe curve and back down the other side. Such was the case at Ladner Creek, on the now-abandoned Coquihalla line. Above are two views of the westbound Kootenay Express of the 1950's, at left with CLC units and at the right with a lined-out 2-8-2, No. 5211.

Below is a succession of timber trestles in the gorge of Canyon Creek, near Myra, B.C.

-- Canadian Pacific



following day as freight train No. 71. It adheres to this frequency despite the fact that the operating timetable shows No. 71 as "daily except Sunday."

West from Penticton on the Princeton Subdivision, two or three Diesel units, usually GMD GP-9 road-switchers, leave Penticton on No. 91 on Monday, Wednesday, and Friday, returning from Merritt the next day as an Extra freight.

The Osoyoos Subdivision train, classed as a Work Extra, runs south from Penticton daily except Sunday. This train, normally handled by a single CLC H-16-44 road-switcher, usually goes right through to Osoyoos, although if traffic is light it short-turns at Oliver. Two yard switcher shifts at Penticton, using at present MLW switcher 7111, round out the crews assigned to Penticton.

Due to the nature of the way freight service, any important carloads reaching Penticton destined for main line points, such as fruit from the Osoyoos line, are shipped on the lake car barge service to Kelowna, where northbound No. 90 takes them to Sicamous or Revelstoke. This avoids overnight stops in Midway and Merritt as well as possible additional delays, as freight service beyond these points is also on a less than daily basis. While a casual observer might look upon the tug and barge service on Lake Okanagan connecting Penticton and Kelowna as a remnant of the past, this service is actually the key link in the C.P. service to the South Okanagan, as it provides reasonably direct access to the main line, avoiding the lengthy rail haul over mountain grades and curves.

Not all of the Coquihalla's trestles had the substance of the Ladner Creek bridge, witness this million-board-foot structure near Romeo. The bridge was carried away at regular intervals by slides, and timber was found to be the simplest replacement. It was this difficulty in maintaining an intact right-of-way that forced the return of the Coquihalla line to nature in 1961.

-- Canadian Pacific

The passage of a CLC road switcher on its way to Osoyoos interrupts the calm of an Okanagan Valley morning at Oliver, B.C., in October 1964.

-- James A. Brown



TRACTION TOPICS

Edited by John F. Bromley

Contrary to an article in the September issue of Rail-road Magazine, the TTC has never owned a group of PCC cars that operated in both Kansas City and (later) Birmingham.....the city of Edmonton recently approved a plan to construct a local rapid transit system, bid on the Expo Express cars, authorized right-of-way acquisition and decided to spend \$5 million in 1969.....the TTC recently approved plans for expansion of King Station, including new entrances and an underground passage to the Toronto-Dominion Centre, expected to cost \$300,000.....the two-year test of carpeting that was installed in subway cars 5044-5045 ended recently, revealing that the experimental wool carpeting was more resistant to burns and stains, easier to clean and kept a better general appearance than a synthetic carpet. The test was made for BART (San Francisco).....all 76 PCC cars listed in the Alexandria shipment detailed in the 7/68 NL crossed the Atlantic on the Mare Tranquillo.....the long-unused double tail track on York below Wellington St. was paved over during the summer, and rails on the DANFORTH and BLOOR shuttles were buried in asphalt in August, with the overhead remaining in position until September.....all PCC cars stored at Danforth, after the removal of car 4000, have been cut up and carted away.....final routing of the proposed SPADINA rapid transit line has finally been decided, bringing the tracks to a junction near St. George Station. SPADINA would probably be through-routed with YONGE.....another plan proposed recently would cause a junction to be constructed below Rosedale Station, with new line constructed to join the BLOOR line at Bay (Lower) Station, thus giving YONGE passengers a choice of downtown routings. It is expected that this plan would not be feasible.....North York recently brought an old skeleton from the closet when Mayor James Service proposed an outer belt rapid transit line beginning at either end of the BLOOR-DANFORTH line and looping through the distant suburbs to meet the YONGE and (proposed) SPADINA routes (extended) north of Finch Avenue. Those who feel the UNIVERSITY line is a "ghost" route are certain that such a route, to cost \$400 million, would serve no other purpose than providing a good spot to grow crops of corn. Passengers would be few and headways long. If any area were to benefit from this plan, it would be North York (who apparently aren't satisfied with the YONGE extension and the present priority on the SPADINA route).....the possibility of extending YONGE service to Finch Avenue is still good, as Ontario Hydro,

which owns the land required for commuter parking, are still willing to discuss the matter of a long term lease.....a variety of Class A8 PCCs were assigned to Russell Division during the Exhibition, including 4514, 4525, 4533, 4541, 4545, 4546 and 4548. A13 PCC 4723 made several trips on BATHURST on the last Saturday, but was assigned by Russell to KING. Very few air or MU cars were used on KING-EXHIBITION this year.....complete rail replacement is currently underway on Dundas, between Bathurst and Ossington. Special work was recently replaced on the Upper St. George Crossover, in use since 1963.....Wall-washing car RT-3 was seen washing station walls on September 11th, the first known use of RT-3 for jobs other than tunnels.....Air car 4247 was spotted on BATHURST on September 1st, having been lifted from the KING route as a gap-filler.....KING cars were diverted via Shaw and Queen on August 7 when the King Subway was flooded, trapping the usual one PCC.....DUNDAS headways were decreased in September, from 8 to 7½ minutes on through base service and from 4½ to 4 minutes during rush. A similar change was made to the City Hall service, and one extra car was added to each schedule.....the OERHA has purchased L&PS car 8 from the Ontario Government. Number 8 currently reposes at Hillcrest Shops with sister car 4, where they have been for several years.

* With less than 24 hours before a full strike was to occur, the TTC and representatives of the Amalgamated Transit Union reached a settlement on August 21st. The membership vote of August 22nd showed that 83.4% of those voting approved of the contract. The major items in the agreement were:

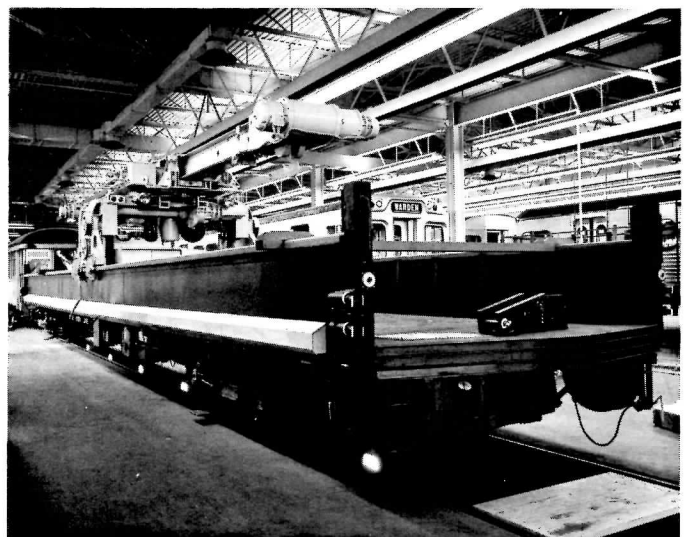
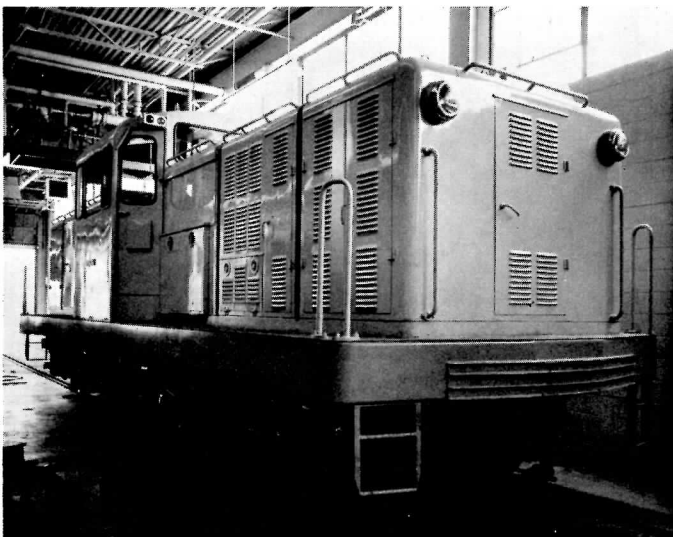
- a 10% wage increase during the first year of the contract, with a further 5% in the second (and final) year, which will raise the top operator's rate to \$3.53 an hour.
- payment by the TTC of 2/3 of the cost of the medical plan, which will be provided by PSI rather than the TTC. Costs were previously split 50/50.
- several major changes in the Pension Plan, including reducing the voluntary retirement age from 65 to 62.
- increase in disability pension from \$100 to \$200 a month, paid for entirely by the TTC.
- increase in sick and death benefit payments.
- increase in holiday pay (when worked) from double time to 2½ times regular daily pay, and increase in paid statutory holidays yearly from 8 to 9.
- increase in shift work premiums to maintenance employees and increase in premium pay for operators training student drivers.

Locomotive from the Orient. TTC's electric locomotive RT-12 was built recently in Japan for use on the subway lines of the system. The 50-ton B-B measures just 37 feet in length and is fitted for third rail pickup, although emergency operation is possible by means of 300 volt D.C. battery power. RT-12 exerts 11,500 pounds of tractive effort and is capable of a spritely 45 mph top speed.

- TTC

A New Lift for TTC. Final preparations for service were under way when this view of RT-13, TTC's new Japanese-built subway crane car, was taken at Greenwood Shops. The gantry can move from end to end of the car along the side rails, while the boom can be used horizontally for work within the tunnel or can be elevated for use outside the tunnel structure. The crane has a lifting capacity of five tons at 26'-2" boom length.

- TTC

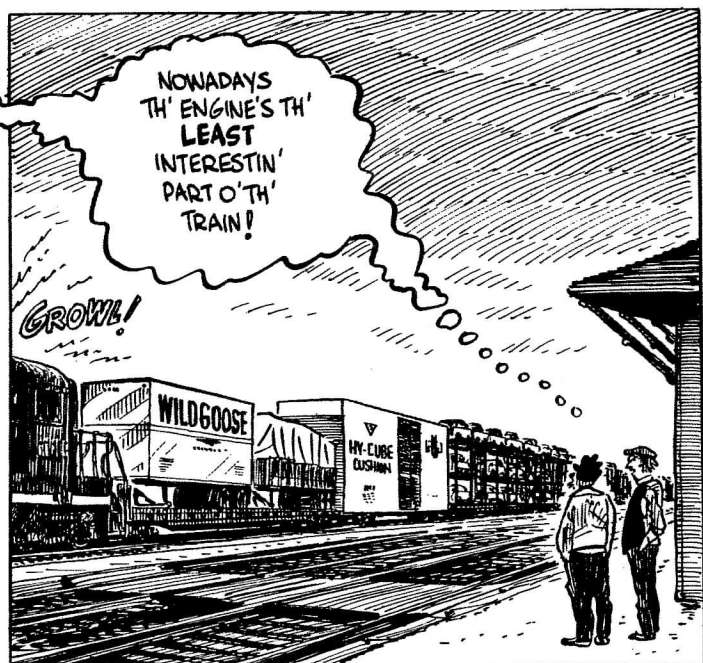
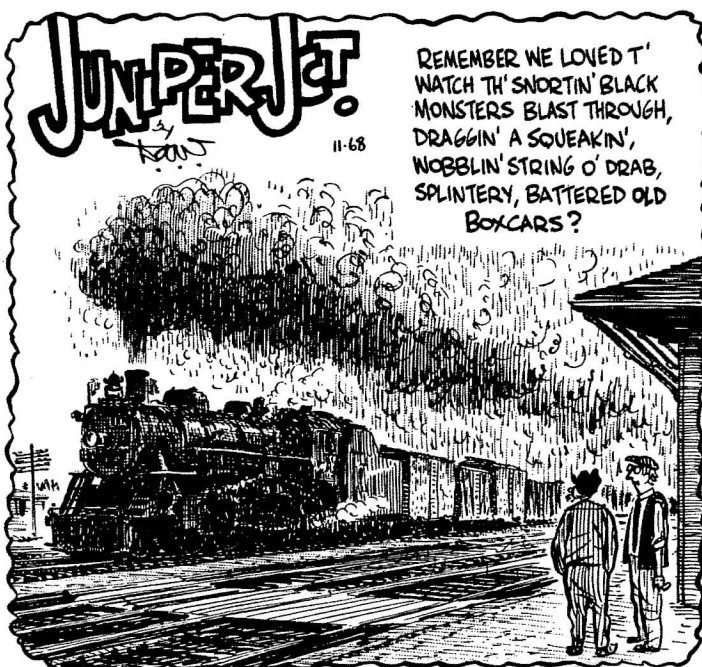




Now back in service on Toronto streets is TTC's trolley coach 9020 after being given a new body by the Western Flyer works in Winnipeg. Assigned to Lansdowne Division 9020 may point the way to a new lease on life for Toronto's trackless trolleys.
-Ted Wickson

TTC's rebodied trolley coach 9020 represents the third generation of electric buses on the system. Have a look at the original — trackless trolley No.20, constructed on a Packard chassis — southbound on Mt. Pleasant Road at Davisville in June, 1922. The operation was short-lived, enduring only until September, 1925.
-TTC

* The TTC Commissioners recently ordered a full report on the practicability of applying multiple unit service to the KING route. It is expected that a large increase in passengers will use KING when the second tower of the Toronto-Dominion Centre opens next year. There was a time prior to the opening of the BLOOR-DANFORTH subway when the KING route operated as many cars as QUEEN, and the QUEEN line is about two miles longer. At this time, it is too early to state what effect an increased service of MU trains would have on the KINGSTON ROAD TRIPPER service, which operates on King between Roncesvalles and the Don River. Within a few years, a new skyscraper complex will be constructed by the Canadian Imperial Bank of Commerce on the south side of King between Yonge and Bay Streets, thus adding considerably to the load that must be carried on KING. Further developments will be reported in a few months.



-- Doug Wright/FAMILY HERALD