

# newsletter



U P P E R  
C A N A D A  
R A I L W A Y  
S O C I E T Y



S E P T E M B E R  
1 9 7 3  
O C T O B E R

# newsletter

Number 332/333 September/October 1973



Upper Canada Railway Society

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Contributions to the NEWSLETTER are solicited. No responsibility can be assumed for loss or non-return of material, although every care will be exercised when return is requested. Please address all contributions to the Managing Editor: J. Robbie, 89 Lake Cres. Toronto, Ontario M8V 1W2.

All other Society business, including membership inquiries, should be addressed to the Society at Box 122, Terminal "A", Toronto, Ontario M5W 1A2. Members are asked to give the Society at least five weeks' notice of address changes.

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The previous issue July/August 1973 is assigned the Number 330/331. There is no separate Number 331.

This issue was first conceived as a 28 page issue and when the November/December issue was assembled it was numbered starting at page 153. Therefore this double issue which has 32 pages is numbered from page 125 to page 152 and the extra pages are numbered 152A, 152B, 152C, 152D.

The issues for the year 1973 are as follows; #324-January, #325-February, #326/327-March/April, #328/329-May/June, #330/331-July/August, #332/333-September/October, #334/335-November/December.

Members who paid dues for 1973 should now have received all these issues. The January/February 1974 issue was sent to all 1973 members regardless of whether they had paid their 1974 dues at the time of mailing. This is the last issue that those who have not renewed will receive.

The March/April issue is now in production and will be sent to all those who have paid their dues for 1974.

## Photo Credits;

Owen Sound Article - Ted Wickson  
South American article - The Author  
Page 127 - ONR - Ray Kennedy

Traction Topics - Mike Roschlau  
Equipment Notes - Ray Kennedy

PRODUCTION; Dave Smith, Dave Morgan, Ray Kennedy  
Mike Roschlau, George Meek.

This issue came into the hands of the final production group on April 15th. and was taken to the press on May 24th. 1974.

Proof reading - Dave Smith  
Dave Morgan

## The Cover

A track level view of ex TTC Peter Witt car number 2424 at the OERHA's museum near Rockwood Ont. on Saturday October 20th. 1974, on the occasion of the visit of the Association of Railway Museums. The car had been in dead storage at Rockwood since its arrival, and on installation of an air tank, was first tested on October 13 and had its first run on October 14.

An article on the meeting at Rockwood of the Association of Railway Museums was ready for this issue but has been held over until the next issue to be published. This will be the March/April 1974 issue.

126 SEPTEMBER-OCTOBER 1973

## 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.

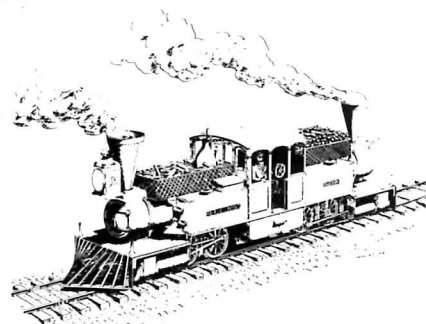
- May 17: Regular Meeting. Mr. Ronald Layton will speak on recent developments and electrification on British Rail and Mr. Jim Porter will talk on his recent stay in Australia.  
(Fri.)
- May 24: Hamilton Chapter Meeting, 8:00 p.m. in the CN James St. Station, James St. North.  
(Fri.)
- June 7; Outdoor meeting. By GO-train to Burlington. Leaves Toronto at 5.23 or 6.03. Return by regular train.  
(Fri)
- June 15; UCRS excursion from Toronto to Meaford and return with a solid ONR consist. Fares; Adults \$8.75, Children under 12 \$4.50  
(Sat)
- June 21; Illustrated talk by Mr. James Filby of Boston Mills on the history of the Credit Valley Railway. His recent book on the subject will be available at the meeting.  
(Fri)
- June 28; Hamilton Chapter Meeting.

## THE TORONTO GREY AND BRUCE RAILWAY

1863-1884

by  
Thomas F. McIlwraith

Special Offer  
Price...\$2.95  
including postage  
if you mention  
this advt.



EQUIP

DEPAR

ARRIV



J O U R N E Y  
T O  
Y E S T E R D A Y

A one day excursion sponsored by the Government of Ontario with assistance of the Upper Canada Railway Society.

DATE: June 15th 1974.

TO COLLINGWOOD Ontario to Christen the newly built "Big Canoe" which will go into service between Tobermore and Manitoulin Island.

TO MEAFORD to celebrate the 100th anniversary of the town.

ON TRAIN ENTERTAINMENT BY:  
Mr. Polar Bear.

3-----RUN PASTS-----3

BRING YOUR CAMERAS!

FARES: ADULT.....\$8.75.  
Under 12.....\$4.50.

WRITE: JOURNEY TO HISTORY  
Box 242 , Station M  
TORONTO 21 Ont.

PHONE: Ont. Gov't. (416) 965-6797

EQUIPMENT: O.N.R. 1500 series FP9A's  
8 Coaches (Polar BearExp)  
2 Cafeteria Cars  
1 Baggage Car 110 volt AC  
ON Private Cars Moosenee  
Onakawana  
U.C.R.S. Private Car 13

DEPARTURE TORONTO UNION 08:00.  
ST. CLAIR AVE. 08:20.  
ARRIVAL AT UNION STATION 21:15.



# WHAT IS 6060 DOING?

NOTE: SOME DATES AND DESTINATIONS MAY CHANGE.



- |      |        |      |    |  |
|------|--------|------|----|--|
| #1.  | Sun.   | May  | 26 | - Windsor to Paris Return  |
| #2.  | Mon.   | May  | 27 | - Windsor to Toronto one way<br>(Michigan Railroad Club)                                     |
| #3.  | Sat.   | June | 1  | - Toronto to Midland return<br>(Toronto & York Div. CRHA)                                    |
| #4.  | Sun.   | June | 30 | - Ft. Erie to Port Colbourne ret.<br>(Town of Fort Erie)<br>6218 Dedication prior to depart. |
| #5.  | Sat.   | July | 6  | - Montreal to Portland Maine.  |
|      | Sun.   | July | 7  | - Portland to Montreal<br>(470 Club, Portland and CRHA)                                      |
| #6.  | Sun.   | July | 14 | - Montreal - Grand'Mere return   |
| #7.  | Sat.   | July | 20 | - Belleville - Peterborough ret,<br>(Belleville Shrine Club)                                 |
| #8.  | Sat.   | July | 27 | - Brantford to London return<br>(City of Brantford)  |
| #9.  | Mon.   | Aug. | 5  | - Toronto to Orillia return<br>(City of Orillia)   |
| #10A | Wed.   | Aug. | 14 | - Montreal - Levis - Riviere du Loup   |
| B    | Thurs. | Aug. | 15 | - Riviere du Loup - Campbellton-<br>Moncton  |
| C    | Fri.   | Aug. | 16 | - Moncton - Saint John return  |
| D    | Sat.   | Aug. | 17 | - Moncton - Truro - Halifax  |
| E    | Sun.   | Aug. | 18 | - Halifax - New Glasgow return   |
|      | Mon.   | Aug. | 19 | - Halifax - loco on display  |
| F    | Tues.  | Aug. | 20 | - Halifax - Moncton one way  |
| G    | Wed.   | Aug. | 21 | - Moncton - Edmunston  |
| H    | Thurs. | Aug. | 22 | - Edmunston - Quebec City  |
| I    | Fri.   | Aug. | 23 | - Quebec City - Hervey - Montreal  |
- Montreal to Halifax via Intercolonial; return via route of National Transcontinental.
- |     |      |       |    |  |
|-----|------|-------|----|--|
| #11 | Fri. | Sept. | 6  | - Montreal - Ottawa - Napanee -<br>Toronto (CRHA Convention) |
| #12 | Sat. | Sept. | 28 | - Toronto - Haliburton return<br>(UCRS)                      |
| #13 | Sun. | Oct.  | 13 | - Niagara Falls - Stratford ret.<br>(Buffalo Chapt. NRHS)    |

## Further information from:

J. Norman Lowe-Manager Historical Projects  
Canadian National Railways  
Operations & Maintenance Dept.,  
Box 8100 Montreal, Quebec H3C 3N4

1975 Talking stage plans: Montreal - Ottawa - Toronto -  
Vancouver.

Meet with CN's "green" and Southern's "green" Canada US



Photos: Top Left-  
6060 in a head on  
view by W.R. Lin-  
ley. 15 Oct 73.  
Side: The Oct. 27 '73  
trip to Fort Erie  
at Hamilton Jct.  
Photo By. T. Wickson.

## CANADIAN N

## Leased Out

1341	N.A.
1359	N.A.
4154	N.A.
4155	N.A.
4156	N.A.
4340	N.A.
4346	N.A.
4460	Domt
4818	Nept
7222	N.A.
7222	
7912	Nor
	(P)

## On Lease

C&O	4181
C&O	4182
C&O	4183
C&O	6178
C&O	6042
PNC	170
DMIR	132
DMIR	150
DMIR	152
DMIR	143
DMIR	138
DMIR	144
DMIR	189
DMIR	190
DMIR	153
DMIR	177
DMIR	179

PNC	13
GTW	442
GTW	442
GTW	443
GTW	443
GTW	443
CPR	910
CPR	919
CPR	919
CPR	919

## \* re-num

## ASSIGNME

## Moncton

3698
3699
6203 (R)
Halifax

8226
8229 82

## Montrea

8185 81
3698
2501 25
2500 25
2518-25
8030 80
3699

## Toronto

8224 82
8227
4525
1392 1
8223 1
8030 80
8033
8032
8191

## Spadin

8185 8
6453 (



# EQUIPMENT NOTES...

## CANADIAN NATIONAL RAILWAYS

<u>Leased Out</u>	<u>Effective</u>	<u>Returned</u>
1341 N.A.R.	May 7/73	Sept. 30/73
1359 N.A.R.		Aug. 10/73
4154 N.A.R.	Oct. 29/73	
4155 N.A.R.	June 25/73	
4156 N.A.R.	May 30/73	
4340 N.A.R.		Sept. 7/73
4346 N.A.R.	Apr. 13/73	Sept. 29/73
4460 Dometar	Aug. 9/73	Sept. 15/73
4818 Neptune Terminal	July 23/73	Aug. 2/73
7222 N.A.R.	July 16/73	?
7222 (returned from Watson Island)		Sept. 17/73
7912 Northwood Pulp & Paper (Prince George B.C.)	Apr. 3/73	

<u>On Lease</u>	<u>Effective</u>	<u>Returned</u>
CGO 4181		Apr. 2/73
CGO 4182		Apr. 2/73
CGO 4183		Apr. 2/73
CGO 6178 (removed from lease July 10/73)		Sept. 14/73
CGO 6042 (removed from lease Sept.16/73)		
PNC 170 (removed from lease July 4/73)		
DMIR 132		Apr. 9/73
DMIR 150		Apr. 9/73
DMIR 152		Apr. 9/73
DMIR 143		Apr. 10/73
DMIR 138		Apr. 16/73
DMIR 144		Apr. 16/73
DMIR 189		Apr. 16/73
DMIR 190		Apr. 16/73
DMIR 153		Apr. 23/73
DMIR 175		Apr. 23/73
DMIR 179		Apr. 23/73
PNC 138 (QNSL) Symington	Apr. /73	
GTW 4427 Spadina	July 1/73	
GTW 4429 Spadina	July 1/73	
GTW 4431 Spadina	July 1/73	
GTW 4432 Spadina	July 1/73	
GTW 4434 Spadina	July 1/73	
CPR 9104 (RDC) * Spadina	July 31/73	lease/purchase
CPR 9195 (RDC) * Spadina	July 31/73	lease/purchase
CPR 9196 (RDC) * Spadina	July 31/73	lease/purchase
CPR 9197 (RDC) * Spadina	July 31/73	lease/purchase

\*re-numbered CNR 6207, 6208, 6209, 6210.

<u>ASSIGNMENTS</u>	<u>Delete</u>	<u>Add</u>
--------------------	---------------	------------

<u>Moncton</u>		
3698		May 29/73
3699		Oct. 20/73
4203 (RDC)	Oct. 22/73	

<u>Halifax</u>		
8126	May 29/73	
8129 8230	Oct. 20/73	

<u>Montreal</u>		
8185 8190	Apr. 4/73	
3698	May 29/73	
2501 2502 (new MLW M420 F)		May 30/73
2500 2503-2510		June 29/73
2518-2529		Sept.21/73
8030 8031 8032 8033	Sept.29/73	
3699	Oct. 20/73	

<u>Toronto Yard</u>		
8124 8225 8164		Apr. 4/73
8127	Apr. 23/73	
4525	July 7/73	
1392 1393 1394 1395	July 9/73	
8223 1268	Sept.26/73	
8030 8031 8032 8033		Sept.29/73
8033	Oct. 18/73	
8032	Oct. 27/73	
8191		Oct. 27/73

<u>Spadina</u>		
8185 8190		Apr. 4/73
6453 (RDC)		Apr. 30/73

4016 4017	May 25/73
6001 6113 6115 6353 (all RDC)	July 3/73
6453 (RDC) 6113 (RDC)	
GTW 4428 4430 4436 4437 4438 4440	July 5/73
8033	Sept.10/73
6203 (RDC)	Oct. 18/73
8032	Oct. 22/73
6113 (RDC)	Oct. 27/73
	Oct. 28/73

<u>Stratford</u>	
8459	Sept.29/73

<u>Fort Erie</u>	
8484	Apr. 23/73
4525	July 7/73
8459 8163	Sept.29/73

<u>London</u>	
8164	Apr. 4/73
8224 8225	Apr. 4/73
8227	Apr. 23/73
8484	
8226	May 29/73
8223 1268	Sept.26/73
8163	
8229 8230	Oct. 20/73
8191	Oct. 27/73

<u>Symington</u>	
1061	Apr. 5/73
4262 4263 4264 4265 1017	Apr. 23/73
1900 1901 1902 1903	June 25/73
7009	
7007	June 25/73
1392 1393 1394 1395	July 9/73
7005	
7005	July 30/73
5567-5575 (new GP38-2F)	Oct. 15/73
	Oct. 31/73

<u>Saskatoon</u>	
4262 4263 4264 4265 1017	Apr. 5/73
1061	June 25/73
7009	
7007	June 25/73

<u>Neebing</u>	
1900 1901 1902 1903	Apr. 23/73

<u>The Pas</u>	
7005	Oct. 15/73

<u>St.Lawrence Region</u>	
4016 4017	May 25/73

<u>Prairie Region</u>	
6206 (RDC)	Apr. 3/73
6453 (RDC)	Apr.30/73

<u>Atlantic Region</u>	
6206 (RDC)	Apr. 3/73

<u>Pt.St.Charles</u>	
2511-2515	July 3/73
6001 6113 6115 6353 (all RDC)	July 5/73
6113 (RDC)	
6113 (RDC)	Oct.28/73

<u>Calder</u>	
9163 (rebuilt ex 9116)	Apr. 10/73
9164 (rebuilt ex 9128)	Apr. 24/73
9194 (rebuilt ex 9035) B unit	May 4/73
9165 (rebuilt ex 9104)	May 23/73
9166 (rebuilt ex 9110)	June 8/73
9195 (rebuilt ex 9059) B unit	June 25/73
9167 (rebuilt ex 9100)	July 13/73
9196 (rebuilt ex 9053) B unit	Sept.21/73
9168 (rebuilt ex 9052)	Sept.30/73
9169 (rebuilt ex 9042)	Oct. 10/73
9170 (rebuilt ex 9106)	Oct. 10/73

<u>RETIRED</u>	
8021	Sept. 28/73
8022	Aug. 31/73
8112	Sept. 28/73
8118	Oct. 11/73
8124	Oct. 10/73
8136	Oct. 11/73
8140	Oct. 11/73
8141	Oct. 5/73
8152	Aug. 31/73
8453	May 16/73
8490	June25/73
8493	Oct.11/73
9072	May 30/73
9118	June25/73
15447 (Steam G)	May 23/73
GTW 8105	July25/73
GTW 8119	Mar.23/73
CV 4929	May 3/73



# THE



# OWEN SOUND LIMITED



Although it may not always show on the surface, your Excursion Director, Peter Oehm, and those who work with him are constantly on the alert for something unique to offer for a fan trip; new lines; new consist; old events to commemorate; other destinations; or special events. When research revealed the fact that June 1973 marked the 100th anniversary of the first train to Owen Sound, and later that year the inauguration of regular passenger service, then your trip committee felt challenged to provide a fan trip into that area of Ontario.

So it was that on September 22, 1973 one of the longest waiting line-ups of passengers formed up from the gate for Track 1 at Union Station, right across the Great Hall to the eastern entrance. It was provident that nearly 600 people had a few minutes to observe the architecture of that Great Hall and ponder what wisdom lead to considering its demolition.

When this exuberant company reached track level they were amazed to observe one of the longest trains to depart the Union Station in recent times. It was the first C. N. consist to head for Owen Sound on C. P. Rail's Orangeville and Owen Sound subdivisions. Our train was powered by G. T. 4922 and C. N. 4107, a steam generator was next, followed by baggage car 9166, eleven coaches, Upper Canada Railway Society's private Car 13, and Ontario Northland's private car "Onakawana". With the full co-operation of all three railways involved, we were off at 8:30 a.m., and before night fall would return to Union Station.

When searching for a dignitary to participate in the commemorative gold spike ceremony in Owen Sound, it seemed very appropriate to invite Mr. John Diefenbaker, who was born in Grey County, and is our only living ex Prime Minister. His presence was made all the more appropriate by reason of the fact that Mrs. Diefenbaker had taught school in Owen Sound.



1873 · 1973

CENTENNIAL



**TORONTO, GREY & BRUCE  
RAILWAY  
COMMEMORATED  
SEPTEMBER 22, 1973**

After Mr. and Mrs. Diefenbaker accepted our invitation to accompany our group for the day, then the Ontario Government offered the use of Ontario Northland Railway's private car "Onakawana" for their convenience and comfort. Unfortunately for us, an illness in late September prohibited Mrs. Diefenbaker from accompanying us on our trip, and many of her ex pupils in Owen Sound were very disappointed. But the fact that Mr. Diefenbaker actually visited the house where he was born, just 3 days after his 78th birthday was a very significant event for him.

As well as the ex Prime Minister our official party included Dr. Gus Mitges, M.P. for Grey-Simcoe, and Mrs. Mitges, and the Hon. Eric Winkler, Chairman of the Ontario Cabinet, and M.L.A. for Grey-South.

Many Torontonians will recognize the name of Bob Bannerman as a prominent car dealer in this region, but how many recognized he and his charming blonde wife, Joan, as they enjoyed the day with us? Even if you had known who they were would you have known that Bob is a relative of Mr. Diefenbaker and came along especially to meet his famous cousin?

Did you meet "Paddy" Caesar? He is a retired C.P. Station Agent, and the son of a station agent who began his railway career working for the Toronto Grey and Bruce Railway. Paddy was brought up in Markdale station, and he and Bess raised their boys in Carley station, on the C.P. MacTier Subdivision. Did you meet Gladys Manning, whose late husband was another station agent? Some of our other passengers, like "Pete" Oehm, spent at least part of their working years connected with the railways. Perhaps many others only wished they had; like the Bay Street lawyer, or the United Church minister. Oh yes! they were among our passengers, along with visitors to our country from as far away as England. We had American guests from the Atlantic coast to as far west as Chicago and south to Atlanta Ga. We had a gentleman taking his two grandsons for their first train ride; a couple doing something special for a wedding anniversary; and even the proverbial "man-hunter" whose request for a separate car for singles was submitted as a suggestion for another excursion.

So this is a cross section of our passenger list as we started out that rainy morning for a day's fun; a day free from the

## by Le Ola Eyres

hazards of the highways; a day of new experiences for the young; and a day for our older set to recall yesteryear, old friends, and almost forgotten experiences.

Just as surely as 100 years has passed since that first train to Owen Sound and the old steam engine has given way to to-day's diesel power, so too the old route has changed in part, but such names as Parkdale, West Toronto, Lambton, Islington, Queensway, Dixie, Cooksville, Erindale, Streetsville, Meadowvale, Brampton, Snelgrove, Cheltenham, Inglewood, Forks-of-the-Credit, Cataract, Alton and Orangeville, still have a very familiar sound; even if the places no longer bear resemblance to the old days, and now seem to merge with each other to present a continuously spreading urban sprawl threatening to devour our whole countryside.

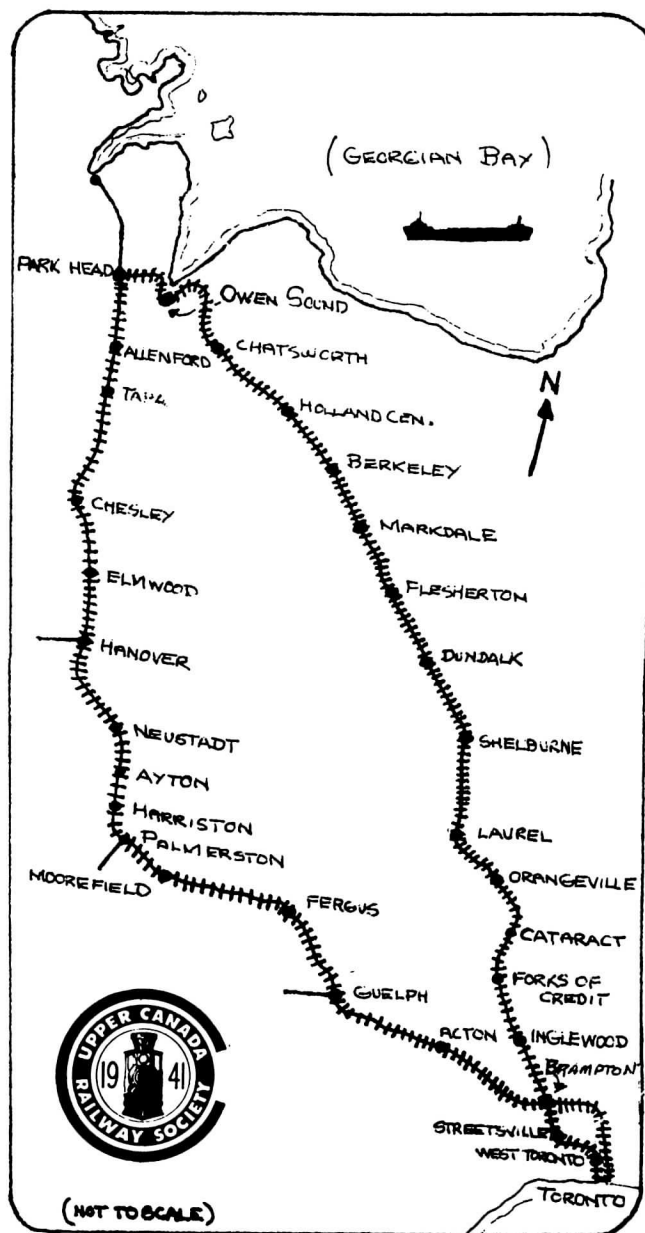
As we crossed the Etobicoke Creek, which is the geographic boundary between York and Peel counties, into Mississauga we could not observe any readily identifiable difference from our previous travelling through Toronto itself; yet just over 150 years ago the population of the whole of Toronto Township was enumerated at seven families. In expounding the assets of Peel County in 1877 it was noted that Hurontario Street (now No. 10 Highway) from Port Credit to Collingwood was now partially gravelled and two railways crossed the county; the Grand Trunk and the Toronto, Grey and Bruce; and a third, the Credit Valley, was already partly graded and likely to be in running order in a few years.

Streetsville is the oldest settled village in the County of Peel, and was named for Timothy Street who built both a saw mill and a grist mill in the early 1820's. These were followed closely by a cabinet shop, a hatter, a broom factory, and the services such as the blacksmith shop, the millinery shop etc. W. H. Patterson is believed to be the first merchant who shipped Upper Canadian wheat to Montreal. When the village was incorporated in 1858, John Street was the first Reeve. Streetsville in the 1970's is greatly expanded in the industrial field, followed of course by extensive development in housing and all the services pertaining to an increased population.

From Streetsville our course was more northerly following the valley of the Credit River in part. This made the route more scenic as we went through the village of Meadowvale, which began with a saw mill in 1831; and then Churchville which we note had already gone into a slump prior to 1877.

The first of many special events for the day was a brief stop in Brampton where we were joined by several more passengers, including a costumed member of the Brampton Centennial Committee, who brought official greetings from the Town and handed out stick-on badges as he passed through the coaches.

Brampton had been incorporated as a village in 1852 and as a town in 1873. Mr. John Elliot, who laid out the village and sold lots, appears to have selected the name. Even 100 years ago Brampton was noted for its beautiful residences and fine church buildings. The modern structures one observes now indicates that the town's reputation is being carried on.



Over the years Brampton has had its share of prominent persons, not the least of which is our present Provincial Prime Minister, William Davis, whose family residence is on the main street, just south of the business section of town.

Brampton is now known as The Flower Town of Canada for in comparatively recent years large florist establishments have flourished there, with many acres of greenhouses. A hundred years ago, Brampton was the centre of a great agricultural region. One of the largest industries of that era was Haggert Brothers' Agricultural Works, where 140 men were employed in the manufacture of reaping and mowing machines, many of which were prize winners. One very notable piece of machinery was the "Haggert Horse-Power Separator", which was exhibited at the Centennial Exhibition in Philadelphia, in the 1870's. With two horses this machine could thresh and clean grain ready for market at the rate of from 100 to 150 bushels per hour.

And now we experienced a weather change; the rain stopped, but fog began to settle over those Caledon Hills ahead. The scenery was becoming more rugged by the mile as we aroused sleepy little villages by the strange sound of a passenger train whistling its way across the autumn countryside. Here passengers could observe the modern country estate of some well-to-do person, and around the next bluff might be one of those majestic farm houses of the turn of the century, now beginning to appear somewhat neglected.

As we raced through Inglewood did you recognize the old frame water tank on our left side? When the steam engine became obsolete these water towers were no longer needed and very few of them have survived this long.

Now we were at our first runpast location, Forks-of-the-Credit. After our passengers had detrained, our "Special" backed across the bridge out of our sight in the fog. It was an eerie moment to hear the signal, the increase of the power, followed by the hollow sound as the train crossed the wooden trestle toward us. Those of us who took pictures in these circumstances were rewarded with interesting and unusual results, if not the best pictures ever recorded.

Here I feel I should draw attention to the fact that the route of this day's trip no longer coincides with that of the original route of the Toronto, Grey and Bruce, which had been built from Parkdale, through Toronto Junction, Weston, Emery, Humber Summit, Woodbridge, Kleinburg, Bolton, MacVile Tank, Mono Road, Cardwell, Caledon, to Alton, Melville and into Orangeville.

From an old Atlas we learn that "Caledon village was formerly called Charleston and was the Township seat, and also had the Agricultural Fair Grounds. After the T. G. and B. was built through the area the village prospered and had a wagon establishment, a blacksmith shop, harness shops, an agent of the Telegraph Company, three well kept hotels, several churches and a large and commodious school with three departments. A short distance from Charleston is the village of Silver Creek, situated on a branch of the Credit River, from which it derives its name. The population of this place is 150. Going easterly we approach, in about a mile and a

Pictured here is Passenger Extra 4922 rolling out of a fog bank and across the C.P. Rail's bridge at Forks of Credit.



half, the celebrated horse shoe curve on the Toronto, Grey and Bruce Railway as it ascends the Caledon incline. The road making at this point a perfect letter 'S' curve in the small space of 50 acres. The top of the incline is 1400 feet above Lake Ontario by actual measurement. The grade of the railway in this township commences about a mile west of Mono Road Station, and in the short distance of three miles reaches an elevation of over 600 feet. From the site of this engineering curiosity one may observe clearly where the Hamilton & Northwestern cross the Toronto, Grey and Bruce in this township".

After our runpast location we followed along the edge of the "mountain" to Cataract, once known as Churches' Falls, and eventually the junction of the T. G. & B. and the Credit Valley Railway. Would you believe that in 1818 this area was the scene of an attack of gold fever so violent that almost the whole male population spent months in these very hills in search of yellow nuggets, but with no success. Then a salt mine was attempted but the plan failed when no salt of any consequence could be obtained. So Cataract is known mainly for its railway junction and the waterfalls which is a beautiful spot well known to artists and photographers.

Then we were passing through Alton where the Credit River finds its source in the Shaws' Lakes. The area has long been known to the disciples of Isaac Walton as one of the best speckled trout areas on the continent. The first settler in Alton was Thomas Russell who located there in 1834 and he and his family were the only settlers for three years. The post office was established in 1855 and the first Postmaster was John Meek.

One of Alton's larger industries 100 years ago was a pair of lime kilns, the property of Messrs. Jameson and Carroll who employed a goodly number. The lime was especially white and eagerly sought after in Toronto. The T. G. & B. ran several switches to these works. Alton in that era was a thriving village with several fine churches, a foundry, various mills, hotels and stores, but to-day as we swish by on the easterly side we nearly missed noticing it.

So onward 4.9 miles and we'll be into Orangeville where another runpast is scheduled, and we feel assured by the fact that although still dull, the rain has ceased. Our passengers detrain and mingle with the "natives" who in a spirit of genuine centennial hospitality have gathered at the old station to meet us, and to catch a glimpse of our special guest, we suspect. Deputy Reeve Lloyd Thompson made Orangeville's official presentation to Mr. Diefenbaker, and the Clerk, Mr. R. B. Lackey joined our passengers for the balance of the day's activities. Mr. Lackey presented our Pres. Fred Tomes with a certificate making him an honorary citizen of Orangeville and then passed through the coaches distributing a message from Mayor V. E. Large, most appropriately printed on orange paper; accompanied by copies of an item dated 1875; the text of which follows:—

### ORANGEVILLE 1875 AS DESCRIBED BY A STRANGER

The Liberal of Friday last published the following notice of our flourishing town. It was written by a gentleman on the staff of that paper who paid us a visit recently.

A ridge "Gauge" bridge by nature, town. It is hills; the with heat, space for adjacent to princes of town or city.

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A ride of forty-nine miles northwest on the "Narrow Gauge" brings the traveller to a lovely spot, evidently designed by nature, as it has been chosen by man, to be the site of a town. It is high and salubrious, being perched among nests of hills; the air is fresh and bracing, when Toronto is sweltering with heat. There is a fine undulating plateau affording ample space for stores and private dwellings, and any number of lots adjacent that invite the erection of villas by the merchant princes of a future day. Altogether, a handsomer site for a town or city could hardly be imagined or desired.

The road to this point is rather circuitous, owing to the hilly nature of the country traversed. It is quite interesting to watch the train as it slowly twists and worms itself along the serpentine track winding around the "Caledon Hills". Passengers instinctively crowd the doors and windows when the crookedest places are reached and the residents on the line can say with truth; 'I see them on their winding way.'

At one point a few miles east of Orangeville, the road forms a complete S and there is a good story told of a couple of travellers who, for a lark, undertook to drop from the train, run across the S and regain the cars. Unfortunately for them the engineer got wind of their bit of fun, and let the "iron pony" take the bit in his teeth for a few moments. As they plodded their weary way to Orangeville, the practical jokers had good cause to wish they had been content to stay on board.

The hilly nature of the region traversed by the T. G. & B. Railroad was one of the reasons urged in favour of the "Narrow Gauge" being adopted, and no doubt there is force in it. But when you observe the rich farming country that stretches on either side of the track and the busy villages that are springing up here and there, you feel that the little pony road will soon be insufficient to do the work wanted, and are led to query whether it would not have been wiser policy to have adopted at the outset the ordinary gauge, which would have made this road part and parcel of the great network of railways on this continent. Such as it is, however, the T. G. & B. is evidently a great boon to the farmers and villagers living along its track.

Orangeville is the prospective County Town of the new County of Dufferin. The county is already set off for local purposes, but the popular verdict is yet to be taken on the measure. The town is curiously located at the extreme eastern point of the Gore of Garafraxa, between Mono and Caledon. Three counties meet within its precincts prior to the proposed change just referred to. The new county is made up of slices from the three counties of Simcoe, Peel and Wellington. There seems to be some hesitation about submitting this matter to vote, in view, on the one hand, of a Pharaoh-like unwillingness to let the people go, and on the other, of ambitions in some quarters, and fears in others, about the County Town.

Orangeville was founded about thirty years since. It derives its name, not, as is generally supposed, from its being a stronghold of Orangeism, though it is that; but from the founder of the place, the late Orange Lawrence, Esq., who bestowed on it his own Christian name, with "ville" appended thereto. Mr. Lawrence owned 350 acres of land at this point. The late Jesse Ketchum also owned a considerable tract. These gentlemen were joint proprietors of the embryo village. Mr. Ketchum seems to have been sanguine of its future, for he laid out a fine street, six rods wide, which he named "Broadway", and avenues parallel therewith a la New York. Broadway is

now the principal business street, and is a very fine looking thoroughfare.

Orangeville grew but slowly until the "Narrow Gauge" invaded its repose. It is about four years since the road was opened. Then the population was in the neighbourhood of 700. The assessors at their last rounds, were able to count about 3,000. Property has gone up to quite a high pitch, and the spirit of speculation is walking around. The place has reached that state of growth which renders manufacturers a great want. It has grown about as much as it can in the capacity of a centre of supply to the surrounding country. Increase of local demand is now needed. The town should bestir itself and try to induce some enterprising manufacturers to settle in it.

There is already a good foundry and implement factory, carried on by McKittrick & Bros. This firm does considerable work for the railroad, as well as for the neighbourhood at large.

There are two planing-mills in operation, owned respectively by McDonald & Sons and Hugh Haley. A third, on a more extensive scale than either of the others, is being erected by Donald Bell, and the best steam-engine in this part of the country is being put into it. Sleemin & Crow have a planing-mill and lumber factory, driven by horsepower. A fanning-mill shop owned by Mr. W. Daniels does a good business. A flour and saw-mill are carried on by Thomas Jull. There is a second saw-mill owned by Nanasseh Leeson. Campbell and Sons have a very extensive and well-appointed tannery. There is a carding mill, which does a good business,

PHONE 241-0440

THE CORPORATION OF THE

## Town of Orangeville

MAYOR VICTOR E. LARGE  
REEVE ARNOLD PATTERSON  
DEPUTY REEVE LLOYD THOMPSON

81 BROADWAY

POPULATION 9,000

CAPITAL OF THE METROPOLITAN HIGHLANDS



### GREETINGS

The following pages contain a story that appeared in the Orangeville "Advertiser" in 1875. You may find it interesting.

Orangeville was incorporated as a Town 100 years ago and we take pleasure in exchanging Centennial Greetings with the Members of the Upper Canada Railway Society on this occasion of the 100th Birthday of the Toronto Grey and Bruce Railway.

The Council, on behalf of our citizens, wish you a pleasant journey aboard The Owen Sound Limited.

*V.E. Large*  
V.E. Large,  
Mayor

Issued Aboard Train.  
September 22nd, 1973.



A repeat of the inaugural run of the Toronto Grey & Bruce, a Grand Trunk locomotive led the train from Toronto - shown here at Orangeville.

carried on by John Stevenson. Collins & Co. run a very good pottery. Anderson & Bro. are carriage and waggon makers, and there are several others who are in the same line of business on a more limited scale.

There are some excellent brick blocks and stores, though the majority of this class of buildings are, as might be expected, frame structures. The leading houses in general trade are those of K. Chisholm & Co., Gilchrist & Kent, Johnson Lindsay, Eastman & Co., John Flesher, M.P.P.; Longeway & Bros., F. C. Stewart, Reeve of Orangeville; John Kearns, Skelton & Ryan, and Doole Bros. The principal groceries are those of T. McAdam (The Maple Leaf); the Ontario Tea Co. (Allan & Babe); James Frain, J. M. Bennett, and R. J. McNichol. In the hardware line there are W. Parsons, Macgowan & Deans, and Winstanley and Wordie. Watchmaking and jewelry stores are carried on by T. C. McMurray, J. W. Keetch, and W. J. Atchison. Music supplies are kept by D. McKinnon. The chief dealers in boots and shoes are Robert Poyntz, George Campbell, and Robert McKeown; James May and George Tate are harness makers. The "staff of life" and confectioneries are dealt in by J. J. Marshall, Mrs. Ellen Lloyd, and John West. The following are butchers and cattle dealers: George Wilcox, Beveridge & Chamberlain, and Francis Ridley. Drug stores are kept by T. G. Poyntz and Thomas Stevenson. Both the Montreal and Dominion Telegraph Companies have offices there. There are two weekly journals, the *Advertiser*, *Reform* and the *Sun*, *Conservative*. James S. Fead, a legal practitioner, is mayor, and Guy Leslie, a well known and much respected old "resider" is postmaster.

Orangeville is well supplied with churches of the Protestant faith, but there is no Roman Catholic place of worship nearer than one in Adjala, ten miles off. Methodism is, relatively to other bodies, very strong here, the Wesleyans, Episcopalians, and Primitives all having churches and organized societies. The Wesleyan church is the finest in the place, and is really a handsome structure, forming a noticeable feature of the town. Rev. J. Hicks is minister in charge. The Primitive Methodists have a pretty church, of which Rev. J. Milner is the present minister. The Episcopal Methodist minister is Rev. G. Clark. The Kirk of Scotland has a small stone building, which is too straight for the congregation. Rev. W. E. Mackay is the minister. The Episcopalians have a good church, not yet finished, which, when the steeple is erected, will be an

addition to the striking features of the town. Rev. Alex. Henderson is the officiating clergyman. The Canada Presbyterians have also a congregation, of which Rev. A. Carrick, a somewhat distinguished scholar, is minister.

Orangeville is noted for the number of its juvenile population, and the excellence of its school arrangements. About 1,000 scholars are on the rolls. The Public School and High School occupy the same building, a fine, commanding brick edifice, built four years since at a cost of about \$7,000. and soon to be enlarged to accommodate the rapidly increasing attendance. The Public School is presided over by S. S. McCormac and four assistant teachers. W. A. Douglas is Principal of the High School, and Hugh Black, assistant. The force of teachers is about to be increased by the appointment of another.

Some of the hill-crests in the immediate vicinage of the town are already crowned with rather imposing private residences, that of Maitland McCarthy being the most conspicuous. The Mayor is building a similar one the present season. Joseph Patullo, Thos. C. Poyntz and others, have built very nice houses.

There is a confluence of three streams within the limits of the town, forming the headwaters of the River Credit. Both the separate and joint streams abounded with speckled trout and other fish not very long since, but saw-mills and tanneries, here as elsewhere, have dealt out death to the finny tribes. This deplorable spoliation of well stocked streams, is a crying evil all over the country, and ought to receive speedy and effective legal redress. Orangeville would be a well-nigh perfect rural retreat if good fishing and hunting could be enumerated among its attractions.

The Advertiser June 10, 1875

At this point we think we should point out that the Toronto Grey and Bruce Railway, of necessity was opened in sections, not as a whole. As early as December 10th, 1870, the section to Bolton was opened. The next segment was officially opened as far as Alton, by April 10, 1871; but strangely enough the opening celebrations were held in Charleston, now

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Caledon Village. So it is that 1973 is the actual anniversary of the trains to Owen Sound; although some sections of the Toronto, Grey and Bruce had been in operation much earlier.

From Orangeville north, we proceed on the Owen Sound Subdivision of the C.P. Rail, through the well known stations of Fraxa (Jct. Teeswater Sub.) Laurel, Crombies, Shelburne, Corbetton, Dundalk, Saugeen (Jct. Walkerton Sub.) Flesher-ton, Markdale, Berkeley, Chatsworth, Rockford, Owen Sound, for a total of 74 miles. The old timers with us no doubt recalled other stations of previous times, such as Melancthon, Arnott, Sydenham Road, etc.

We enter Grey County, Proton Township and the Town of Dundalk almost simultaneously. Settlement of this area began in the early 1840's and the town was named by Irish settlers for the home they had left. Dundalk had originated at the cross roads, as most small communities did; but when the Toronto, Grey and Bruce Railway tried to purchase property for their line, they found the price prohibitive and located just west of the village. By 1873 when the rail line became a reality the village businesses had relocated to the railway site.

It was Proton Township which gave Canada its first woman member of Parliament in 1921. Miss Agnes MacPhail represented South Grey until 1940. Later she was a member of the Provincial Legislature for several years.

It is of interest to note that at Dundalk we have reached an altitude of 1735' and from this point we descend toward the level of Georgian Bay. All the rivers in this area have very beautiful waterfalls, some well known, some harnessed for electric power, many now becoming part of our network of conservation areas. It will also be noted that on reaching higher land, we had also encountered a distinct weather improvement.

Although our itinerary indicates that we pass through Flesher-ton, that is not an actual fact, for the railway located west of town and the station, when used, was at Ceylon, where the railway crossed Durham Road. W. K. Flesher gave the town its first name of Flesher's Corners, but as the town outgrew the corner description then the name became Flesher-ton.

The Town of Markdale derives its name from its founder Mark Armstrong, and it was he who sold the property to the T. G. & B. for the site of the station. It is a sad comment on this town that as we passed through our passengers could observe that the old station was in a state of being readied for

removal, and will be used for private enterprise outside of the town. Markdale, located near the centre of Grey County, was a very convenient place to establish the County Board of Education Headquarters, the District Agricultural Office; the Grey Owen Lodge, a county home for the aged, was built in 1903.

Berkley was one of the earliest post offices, and in the days before the railway mail come once a week from Owen Sound. Holland Centre was another of the important early stations. These two places did a considerable amount of shipping lumber, poles and later agricultural produce. Although Arnott has practically disappeared to-day, it too played its role in that earlier time.

Chatsworth was really the boom town, following the building of the railway. Dr. McGregor of Chatsworth, was one of the officers of the railway Company, and so when that Directors Special arrived in Chatsworth, about eight hours after leaving Toronto, a great celebration was in progress. By 1880 there was a grain elevator for storage purposes, 12 stores, 4 hotels, a school, 4 churches, a foundry, wagon and blacksmith shops, a saw mill, shingle mill, butter making plant, 2 newspapers, and all the other services.

The first hotel in Chatsworth was "The California House" built by S. H. Breese, one of the "Forty-Niners". One of the stories of early Chatsworth which lives on, tells about the construction of a cannon in the foundry, which was fired on July 1, 1867, to officially celebrate Confederation. The result seems to have been that every window in the village was broken. It is reported to have been fired again on November 11, 1918, marking the end of the first world war.

Unnoticed to-day is Rockford, at which point the Bruce Trail crosses the railroad right of way. At this station there once existed one of the most thriving livestock shipping businesses feeding the Toronto Market. Just north of Rockford we pass in sight of the Bay Motel, which skiers will recognize and though we can now see the City of Owen Sound, we are yet seven miles from the station, for the track leads us well to the east, past the City, and we enter along the Bay from the north.

This seems to be the place for a bit of the history of the growth of Owen Sound, or Sydenham as it was first named. Mr. Telfer was appointed Crown Land Agent for the area and early in 1841 departed Toronto for his new territory, via the only method possible, follow the waterways through Lake

Bringing up the rear of the train were two private cars; Car 13 of the UCRS and at the tail end, Ontario North-land Car 400, or as it is better known "Onakawana".







UCRS Car 13 and ONR 400 in front CP Rail station in Owen Sound before the driving of the gold spike.



GT 4922 and CN 4107 on CP trackage heading for the interchange over the harbour with the CN. The locomotives were originally intended to be run with 4107 in the lead but fate intervened and some difficulties ensued with the locomotive. As a result they were turned end for end and the 100th. anniversary of the T.G.& B was headed by an engine of the Grand Trunk (Western) as was the first train in 1874.

Simcoe and Georgian Bay to the mouth of the Sydenham River. He was accompanied by Thomas Rutherford, and they made a clearing and erected a log shanty almost on the sight of the present market and were the only residents on the new settlement for the first year. Charles Rankin completed the surveying by 1845, and by that date there had been an influx of settlers via the Garafraxa TRoad. The place continued to grow in size and importance and was thought by many to be destined to be a second Chicago because of the amount of western trade and commerce that would pass through on its way to the markets of the "old world"

As early as 1850 the Toronto and Sydenham Railway was agitated, which was designed to have its northern terminus at Owen Sound. The distance between terminal points on the proposed route was 108 miles. The Northern Railway, a rival scheme, was being agitated at the same time. The residents of

Sydenham (Owen Sound) were warmly canvassed by both parties for municipal aid to their respective proposals, and each company found some support. But the majority of the residents, possessing the firm belief that the railways would have to come to them as the only practicable Georgian Bay terminus, selfishly refused to grant assistance to either company. The consequence was that Sheriff Smith of Simcoe, offered a swampy property on Nottawasage Bay to the Northern Railway for their terminus, thus founding Collingwood. As soon as the Northern succeeded in establishing a certainty of being completed, the Toronto and Sydenham scheme collapsed completely, leaving Owen Sound with no railway facilities, and no prospect of any in the near future.

Shortly after this the Provisional County of Grey was separated from the area of Wellington, and then began a struggle between Owen Sound and Durham to become the new

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County Seat, with the decision going in favour of Owen Sound, and the New County Buildings were completed in 1853. The official incorporation as a town was effective January 1st, 1857, and the name changed in honour of Captain Owen who first explored the harbour.

I feel sure that many of our jovial company are familiar with the expression "John the Baptist Diefenbaker". Well whether he holds any special influence with The Almighty or not, I do not intend to debate here; but I am a witness that an apparent miracle took place on September 22, for after departing Toronto in a down pour, we arrived in Owen Sound in brilliant sunshine, and were favoured with a beautiful autumn day for the balance of our activities.

The welcome to Owen Sound must have warmed the heart of our ex Prime Minister, for the citizens turned out by the hundreds to make him welcome. The Legion were well represented by a colour party, who later lead the parade to City Hall. The R.C.M.P. were represented, to add colour to our gold spike ceremony, and to draw attention to their 100th anniversary this year. Our official party was met at the station by Mayor Robert Rutherford, and other city dignitaries, and each in turn demonstrated his ability at spike driving; using an antique spike mall, the proud possession of one of our members, Art Eyres.

Following the official 100th anniversary commemoration at the C. P. station, the parade proceeded to the City Hall, where Mayor Rutherford bid official welcome to all the guests, especially Mr. Diefenbaker, and presented him with the Key to the City, and as he said, "the key to our hearts". Hon. Eric Winkler M.L.A., and Dr. Gus Mitges M.P. expressed their

A view of the transfer track taken from the same location as the photo on the next page but in the opposite direction. It is in a lane behind the main street. Before the operation could proceed parked cars had to be moved.



The Right Honourable John Diefenbaker with many of his admirers prior to his departure by motorcade to Neustadt.



sentiments briefly also, and Mr. Diefenbaker gave a warm response to these speakers and a general message of greetings to the citizens of Owen Sound and area. Then the official party, accompanied by our Pres. F. G. Tomes and Mrs. Tomes, Vice-Pres. H. Ledsham, and Mrs. Ledsham, and our four train hostesses, were off to Georgian College to enjoy a civic luncheon.

The rail buffs had quite an experience during the stop-over in Owen Sound, for the entire consist had to be transferred from C. P. Rail to C. N. track, across the harbour bridge. Credit is due to C. P. crew and train master, Don Carmichael, for our on-time arrival in Owen Sound, and our thanks to C. N. trainmaster Al Ische and his crew who were waiting for us and ready to begin the interchange operation.

The train pulled in on track two in front of the C. P. Station. The two private cars were cut from the consist, and placed on track one by C. P. road switcher 8164. Following the official ceremonies, C. N. 4586 lifted the private cars, crossed the interchange and headed out for the wye at Parkhead Jct. in the consist of the Stratford wayfreight. This move was necessary due to "Onakawana" being six inches beyond the maximum length for C. P.'s turntable.

The Owen Sound Limited's power then proceeded to take the remaining consist, three coaches at a time, through the stub-end interchange, across the bridge, to be remmarshalled at the C. N. Station on the other side of the harbour. The final movement was the arrival of the northbound wayfreight with the two private cars. Synchronization meant that the transfer operation was completed in record time.

One might well presume that our 600 passengers, having varied interests, chose several ways of spending our stop-over time in Owen Sound. For the rail buff there was nowhere to be except to watch and photograph every detail of the entire

operation on the interchange. It has been reported that only once before has a passenger train been transferred from one railway to the other over that bridge, and strangely enough it was during a federal election when the then Prime Minister, Mr. Diefenbaker, was doing a campaign tour of the Grey and Bruce district.

One of the main street attractions proved to be quite a novelty.



McKAY BROTHERS LIMITED

OWEN SOUND, ONTARIO, CANADA

One of Owen Sound's popular tourist spots is a store located on the main street. McKay Brothers, Limited is a fascinating place to visit due to its unique cash system. It is one of the very few remaining in existence in North America.

The method of making change is unusual in that all money is sent to a central office by means of a "MONEY MONORAIL". It is suspended on wires from the ceiling. The system was originally run by water power but was converted to hydro power when electricity came to Owen Sound. Little metal boxes ride on rails, each box having its own switching device allowing it to return to its proper station.

The transfer from C.P. to C.N. tracks was complicated by the fact that the tail track could only accommodate three cars plus the locomotives at a time. On the over harbour interchange is part of the involved switching operation with the coal fired "Norisle" at the right.



The store is also original in that authentic, old fashioned oak counters and tables are used to display modern merchandise. Situated in the front showcases are two wax female heads (circa 1900) extremely lifelike made entirely of wax, with the wigs being of human hair.

The high ceilings and quiet surroundings give the customer a feeling of well-being and tranquility. The non-pressure sales staff aid in this aura of peace. Stools are located around the store for those who wish to sit while waiting or making their purchases.

The store itself has 12,000 square feet of space on two floors to serve the public. This enables them to carry a vast assortment of merchandise. Departments include drapery, dry goods, bedding, Irish linens, ladies and children's clothing. The store's slogan is "Yes — we are olde fashioned, but only in Quality, Service, Dependability".

A warm welcome is extended to all visitors regardless of buying or browsing.

Some of our friends found their way across the river, and strolling through the park, paused to read the inscription on the W.A. (Billy) Bishop Memorial to one of Canada's first air aces, who won a Victoria Cross in the first world war. They found another interesting feature of Owen Sound at the Tom Thomson Memorial Art Gallery, and next door the new library building. Others enquired about the museum and were directed up on the hill to visit that growing institution, which was begun as a joint Centennial Project of the City and the County of Grey.

Although there were no real sightseeing tours arranged many made their own plans, and simply rode the city buses on the regular routes, which gave them a picture of most of the town, its parks, industries, residences, hospital, schools, churches, as well as the business section.

It was even rumoured that some found their way into some of the watering holes that have developed since Owen Sound's long drought has officially ended very recently. At any rate by the time set for departure, all were wending their way back to the train, which was now sitting waiting for us at the C. N. Station. It was a very thoughtful gesture on the part of the Owen Sound Historical Society to be at the station in period costumes, and treating passengers to apples before we departed; for half our travels were yet ahead.

Before beginning to describe our return trip, we think it useful to detail some history of railways in the area, other than the Toronto, Grey and Bruce, and from the Atlas of the County of Grey 1880, we quote as follows:—

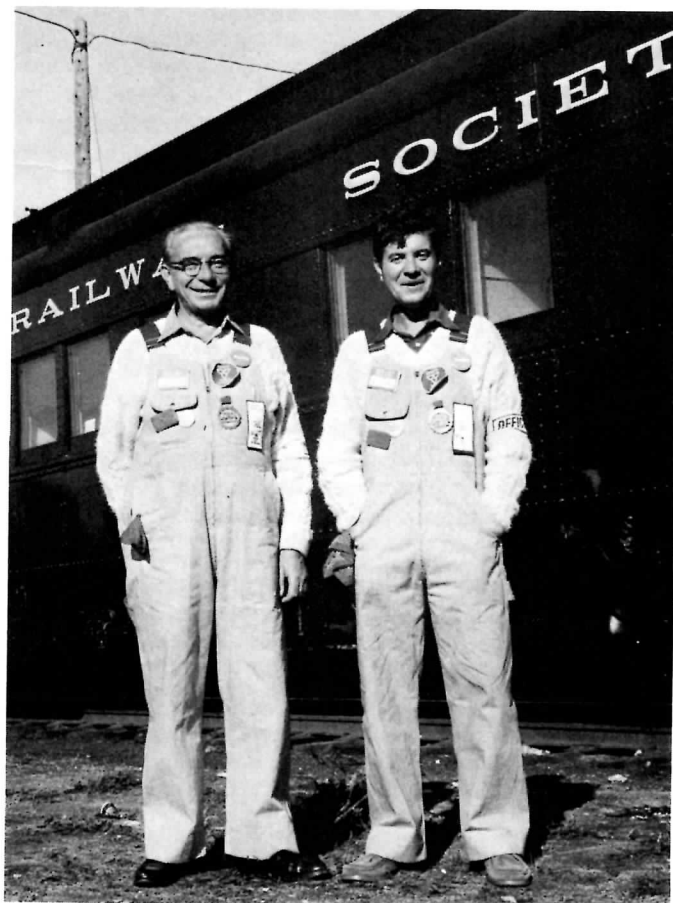
"The same year the gravel roads were built, the county also passed a by-law subscribing £100,000 of stock in the "Toronto and Owen Sound Central Railway," which enterprise was never proceeded with. The result of the failure of this scheme, and the pushing of the Northern Railway to Collingwood instead of Sydenham (Owen Sound) as its terminus, left the County of Grey entirely without railway facilities for the first thirty years of its settlement — the first being the Toronto, Grey and Bruce some ten years since. This road enters the County at its south-eastern corner, running almost on a parallel line, and adjacent to, the Toronto and Sydenham Road to its junction with the Garafraxa Road; then straight north to Owen Sound, the distance within the county being something over 40 miles. The County aided the

construction of this road by giving \$264,000. in bonus-debentures and subscribed stock. They have the appointment of a Director on the Railway Board; and D. McGregor M.D., of Chatsworth, has held the position for a number of years.

"The other railways which form part of the Grey system are the Stratford and Huron, and the Wellington and Georgian Bay. The former road runs from Port Dover, on Lake Erie via Simcoe, Woodstock, Stratford, and Listowel, from which place it runs paralld to the Wellington, Grey and Bruce, through Palmerston, Harriston and Clifford, thence branching off towards Normanby, passing Ayton, Neustadt, and Hanover, where it enters the County of Bruce, running nearly parallel to the Grey and Bruce line — sometimes in one County, at other portions in the other — till it strikes the Village of Chesley, whence it runs due north through Invermay, Tara, and Allenford, passes near Hepworth, then into the Township of Keppel, and finally terminates at Wiarton, on Colpoy's Bay, which is generally admitted as the finest harbour on all the chain of Inland Lakes."

As we leave Owen Sound, we travel across the very narrow Township of Sarawack, and into Keppel, and on toward Shallow Lake. In 1880 this area evidently was part of Bruce County, but is mentioned here to explain the rail route on which we are leaving. Mr. R. J. Doyle, the founder of Shallow Lake Cement plant had purchased about 700 acres, at 50c per acre, and although it was poor farm land, it produced long grass which was useful as packing material for the many furniture factories in the region. It was soon discovered that

Art Eyres and Peter Oehm, our two trip directors prior to departure from Owen Sound.





the poor farm land was rich in cement making chalky deposits that lay on the floor of the shallow lake which dried up in summer. The cement plant operated from 1884 to 1913, and was reactivated in later years, but not successfully. Mr. Ben Allen was the M.P. at the time the cement plant opened and he was instrumental in having the spur line of the railway built in 1894, from Park Head Junction, through the hamlet of Ben Allen, into Owen Sound.

I wonder how many on the train noticed the farm of Robert Cruickshank at the eastern edge of the village of Shallow Lake. I bet all the rail buffs envy him his location with the C.N.R. crossing between his house and barn.

At Park Head we join what was formerly known as the Warton Branch of the Grand Trunk Railway, which had originally opened in 1882 under the name of the Georgian Bay and Lake Erie Division of the Grand Trunk Railway. Park Head marks our entry into Bruce County for some distance, although we will cross the County line again back into Grey County later in our travels.

During the boom years of railway construction, both the Toronto, Grey and Bruce and the Wellington Grey and Bruce companies approached the municipalities in this area to assist financially with the cost of construction. The original scheme of the Toronto, Grey and Bruce was to deflect southwards from the village of Arthur via Listowel, and thence follow the present line of the south extension of the Wellington, Grey and Bruce to Kincardine. The people along this route favoured connection with Toronto in preference to Hamilton, but the prejudice against a narrow gauge road had the effect of transferring the aid originally offered to the Toronto Grey and Bruce by the municipalities through which it was to pass to the Wellington Grey and Bruce; resulting in the narrow gauge line seeking another terminus by running through Mount Forest, Harriston, Gorrie, and Wroxeter, to Teeswater. In 1880 the Stratford and Huron Railway was opened from Listowel to Warton, and it is on this section that we travelled after Park Head Junction.

Tara and Invermay are the first villages you may have noticed in this part of the trip. The first white settler in the area was George Gould, an engineer, sent to survey three townships in the region. He actually built the first house in Arran Township, in what was to become Invermay along the Sauble river. The two towns grew from that following the establishment of the Owen Sound Stage Coach route. When the Stratford and Huron Railway was constructed the station was called Tara, but was located across the river in the section called Invermay. With the present bent to demolish land marks, our passengers would notice that the Tara station is now gone, but when we were making plans for this trip last spring it was still there.

We passed what was once Dobbinton Station and were into Chesley on the east branch of the Saugeen River. There were crowds at the station, which is closed and boarded up, who waved their greetings to the first passenger train they had seen in their town in three years. Chesley had been founded in 1855, and was incorporated as a village the year that the Stratford and Lake Huron Railway went through. Back in those days the local paper was the Chesley Enterprise, and it is still publishing, now in its 98th year; and incidentally gave us a front page write up following our visit to their town. Chesley was a thriving town at the turn of the century for it had power

for many mills and related industry and the railway to ship their products out to the balance of the Province.

In no time at all we were back into Grey County and speeding through Elmwood, which had been named for a large elm tree. The post office had been established there in 1864, and the first train came through August 27, 1881. Their most famous son was Elhanan Bowman, who developed his own telephone system in the early 1900's, and for over 50 years he served the community until taken over by the Bell system in 1966. He also invented a camera for trick photography and a rotary snowplow, which he sold to the Grand Trunk Railway.

A few more miles of rolling farmland and we were slowing for the Hanover Station. At this point we carried out another run past, with nearly all passengers off the train taking pictures with a lovely sun setting in the background. Again there were many townsfolk out to meet the train, especially since Mr. Winkler is their special home town boy.

The first settlers to Hanover arrived in 1849, and were followed by many German settlers who moved in from Waterloo County. H. P. Adams built a dam across the Saugeen River in 1854 and erected a grist and a sawmill. He and John Hahn had their land surveyed for a proposed village which they named Adamstown. When the post office opened in September 1856 it became known as Hanover, since the majority of the settlers were of German extraction. Perhaps Hanover is best known for its furniture factories; the quality of their products established the companies' reputations nearly 100 years ago.

And then our next, and most sentimental stop of the day was at Neustadt, for it was near this village 78 years and 4 days earlier, that our special guest, Mr. John Diefenbaker, was born; the first child of the local school teacher and his young wife. There is no station left at Neustadt and we had to creep along among the hundreds of well wishers along the track, and make a short stop for Mr. Diefenbaker and his party to reboard the train; they having come by motorcade from Owen Sound during the afternoon.

David Winkler, a German immigrant, purchased 400 acres of land here in 1855, and laid out most of his property in village lots and named in Neu-stadt (new village). He had built a dam and sawmill even before the purchase, and soon after built a flour and grist mill. When the post office was established in 1857, David Winkler was the first postmaster. Neustadt has been a highly industrialized town with everything from boot and shoe factory, to a brewery, and all the different types of mills.

Now at this point I would like to insert some of the details, taken from the local newspapers, relating to the motorcade mentioned above; things that could not have been witnessed by passengers on the train, and yet may be of interest to all who were part of that day's adventure in one form or another.

After a lunch of typical Georgian Bay foods, held at Georgian College, with a panoramic view of the City of Owen Sound and out over the blue waters of Georgian Bay, the official party had some time to relax, chat, and reminisce, then did a short sight-seeing drive around Owen Sound, before heading out for a pleasant country drive.

The only stop enroute, was made in Chesley where Mr. Diefenbaker spoke to a large number of citizens who had

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With CN 4107 leading, the Owen Sound Limited is shown passing Hanover Station, site of the fourth runpast.

congregated at the Post Office. Mr. Diefenbaker was very impressed with the Bruce County tartan and outlined his parents' connection with that County. At this point Mayor Wm. McClure removed his tartan necktie and presented it to Mr. Diefenbaker, who immediately replaced his own with the new acquisition, and wore it proudly for the balance of the day.

But Neustadt was the centre of sentiment on this sentimental journey. The motorcade stopped at the house where Mr. Diefenbaker was born, and when he stepped from his car he was embraced by a cousin, Mrs. Bessie McArthur, who now lives at Brucelea Haven in Walkerton. Before he would enter the house Mr. Diefenbaker said "I want to go somewhere first" and strolling near a small barn, just to the side of the house he told one of his many interesting anecdotes: "When I was three, someone was kind enough to give me a dog. It was a mongrel named Tip, and as now I loved dogs. But one day someone poisoned him and I buried him just about here."

Mr. Diefenbaker then proceeded to take a brief look through the house, which is now owned by Mr. Al Youngblut of Fergus, who is seriously considering some restoration and making it one of Ontario's Historic Sites.

At the Neustadt Community Centre, Reeve Harry Lantz escorted Mr. Diefenbaker and Mrs. McArthur to the stage and seated them in front of a large banner which read "Welcome Home John". Music for the occasion was provided by the band of the John Diefenbaker Secondary School in Hanover. Seven year old Christina Helwig, daughter of Councillor Rodney, and Clerk-treasurer Mrs. Helwig, made the presentation of a birthday card and a nosegay for Mrs. Diefenbaker, on behalf of the citizens of Neustadt and district.

In the crowd, which was composed of as many children and young people as the snowy-haired generation of Mr. Diefenbaker, were Mr. and Mrs. Milton Palmer of Hanover. Mrs. Palmer's father once owned Fleming Hardware in Bladworth, Saskatchewan, and it was this store that the prime

minister-to-be used as campaign headquarters when he first ran for public office in the riding of Lake Centre.

Mrs. Albert Glasser, on behalf of the eight living former pupils of his father, presented Mr. Diefenbaker with a birthday card.

All too soon the visit in Neustadt was over, and the former Progressive Conservative Prime Minister stood waiting for a train with a great throng of admirers at the edge of town. The station was gone, the site overgrown with weeds as though there had never been a bustling station there serving two passenger trains each way daily. It was a desolate scene, out of character with the picturesque village behind it and the thriving farms of Normanby Township beyond. The special train stopped just at the road crossing and Mr. Diefenbaker was welcomed back aboard by the U.C.R.S. Trip Committee and the hostesses.

The next little village en route was Ayton, named after its first settler, Chas. Ayton in 1855. Everyone for miles around knows Ayton now for it is the home of Wittichs Bread, which is just about as good as home made, and the bakery employs a large proportion of the local residents.

Next was Alsfeldt, first called Frankfurt, then Koenigstadt, then when the post office came was named Alsfeldt. It too had its blacksmith, carriage shop, cheese factory, and of course the village store and a hotel.

And so on through Harriston Junction, Harriston and nearing dusk we invaded the once thriving railway town of Palmerston. Here we carried out our final run past of the day. There were throngs of people on the crossing on main street, around the station and on the overhead foot bridge which offered an excellent vantage point for the shutter bugs. Here too, many of our passengers had an opportunity to examine and photograph the old steam engine No. 86.

Following this last activity of the day's programme, our passengers had time to read some of the items that our hostesses had been busy all day distributing through the coaches, such as a fine book by courtesy of the Ontario Ministry of Tourism; literature on the Polar Bear Express provided by the Ontario Northland Railway; a package of information and brochures from the Grey and Bruce Tourist Association; etc. We also had our questionnaire to be filled out, to let us know how the passengers felt about the destination and the programme we had planned, and to suggest something for us to arrange in the future.

Now it was growing darker and darker, and we sped through such places as Moorefield, Drayton, Alma, Elora, Fergus, Guelph Junction. From Guelph we were on main line and picked up more speed as we went through Rockwood, Acton, Limehouse, and into Brampton, where some of our passengers had one more glimpse of Mr. Diefenbaker and Mr. Richardson, as they left the train and departed by cab for the airport.

One of the highlights of the day's programme came in that stretch between Palmerston and Brampton when Rev. Donald Amos, of Brampton, using the P. A. system aboard the train, made a presentation of a gift from Brampton to Mr. Diefenbaker, and Mr. Diefenbaker made his appreciation known. A friend recorded this segment of the proceedings and a transcription follows:

**"Florence Rundle:** The head of the Centennial Committee of Brampton, the Rev. Don Amos, is going to present to Mr. Diefenbaker an illustrated history of Brampton's 100 years. Here is Mr. Amos.

**Rev. Amos:** Hello again, and greetings to all of you who are on the Upper Canada Railway Society's excursion to Owen Sound and Toronto. It's our happy pleasure now, on behalf of the Brampton Centennial Committee and the Mayor of Brampton, Mr. James Archdeacon, a great friend of the Conservative party, and who is in our town highly regarded and just won an acclamation. Mayor Archdeacon asked me to convey the greetings of Brampton on its Centennial Year to the Hon. John Diefenbaker and ask him to accept this book which is the compilation of the history of Brampton's one hundred years as a town. Mr. Diefenbaker, greetings to you and will you extend greetings to Mr. Archdeacon so we may convey those and say greetings to the rest of the people in these cars as well.

**Mr. Diefenbaker:** I'm most grateful, Mr. Amos, for this presentation on Brampton's hundredth anniversary, 1873-1973. This is a year of centennaries one of which, of course, in the R.C.M.P. which in that hundred years brought about order and justice particularly on the western plains. Indeed if it had not been for the mounted police that area from the western slopes of the Hudson Bay to the eastern slopes of the Rocky Mountains would to-day be in the United States.

I'm very grateful to the Mayor, Mr. Archdeacon, and the presentation made for I have the fondest of recollections for the many occasions that I have visited in Brampton. Indeed one of my very good friends, throughout the years from the time I first came into the House of Commons in 1940 until he passed away in 1953 was Gordon Graydon. Then latterly, the last few years there's Mr. Beer the member for that constituency who is a friend of mine,

though we did not share the same political viewpoint, I have for him the admiration which is the essence of Parliamentary life.

Now to-day's been a most unusual one. One hundred years ago, my grandfather, John Bannerman travelled on this railroad from Owen Sound to Toronto. He lived some miles out of Port Elgin. My grandparents came to Bruce County in 1854 and on the tenth of Bruce they established the first stone house that was built there. My father taught school in Underwood and in two other schools in Bruce County. It was at Underwood where he met my mother in 1893. They were married in 1894 and after teaching in Bruce he came to Neustadt on the first of September 1895, and I was born there some seventeen days thereafter.

To-day has been a wonderful day in every sense of the word, Mr. Amos. When six or seven hundred people get together and display that high citizenship that has been apparent to-day — nothing of a disconcerting nature; everyone having a good time; all proud of the fact that they have an opportunity to see once more these areas covered by a railway, one of the oldest in Canada. The only shortcoming, of course, is the fact that this railroad should still be running.

In my own constituency of Prince Albert, the railway companies decided three or four years ago that they were going to put an end to several of the branch lines. I got in touch with the heads and pointed out that if they thought that Nagasaki was a tremendous explosion, I could only inform them that if they persisted in closing down the branch lines, that the explosion at Nagasaki would be an amateur performance beside the one I'd put on; and I think that the people along this railway line should follow a similar course to-day; and make it clear that railways after all, which have received great benefits from the Canadian people, should not be closed down because the return isn't as great as it used to be.

It's been a day to remember, one in which I have met many people, and as a result of these meetings here and elsewhere the last few days, having been in three Provinces, I'm more and more proud day by day of being a Canadian where all of us regardless of racial origin are united in one purpose; the achievement of that Canada which is the hope of our dreams.

My appreciation for the invitation of being present. I want to express too my thanks to Peter Oehm. Wherever there's anything to be done, Peter's there. To the Eyres, who with him met me last night at the airport, to Art, Lee, Karen and Larry; to Fred Tomes, the President of the Upper Canada Railway Society, to each and everyone of you on this train who have made this day memorable. As the years go by we'll look back on this day as one to be remembered.

**Mr. Amos:** This is truly a day to be remembered and we thank you very very much. How are we out there in the cars? Would you like to have three cheers? Let's have it! hip hip hooray; hip hip hooray; hip hip hooray; and a tiger; hooray."

To commemorate September 22, 1973 there were two presentations made to the Grey Owen Sound Museum. Item

one was a scroll, the gift of the Provincial Government, presented by the Hon. Eric Winkler, on behalf of Premier Wm. Davis. The text of the scroll follows:—

To: The County of Grey, Owen Sound Museum  
On behalf of the Government of Ontario

I extend my sincere best wishes on the occasion of the One Hundredth Anniversary of the building of the Toronto, Grey and Bruce Railway.

The first sod was turned at Weston, Ontario, by Prince Arthur, son of Queen Victoria on October 5, 1869. The first passenger train to run to Owen Sound was the Director's Special on June 12, 1873.

Through the efforts of the Upper Canada Railway Society, The Ontario Northland Railway has provided their car, "Onakawana", to accommodate the Right Honourable John Diefenbaker, the Honourable Eric Winkler, Dr. Gus Mitges, M.P., and Mayor Bob Rutherford of Owen Sound on the special excursion train run commemorating today this One Hundredth Anniversary.

Parliament Buildings,  
Toronto,  
September 22, 1973.

(Signed)  
William G. Davis,  
Premier of Ontario

The second presentation was made on behalf of the Upper Canada Railway Society, by Karen Eyres, one of the hostesses, when she asked Mr. John Landon, Curator of the museum, to accept for display purposes, the golden spike driven by the Hon. John Diefenbaker.

Subsequent to the trip, the trip committee presented engraved commemorative golden spikes to those who participated in our historical excursion as follows:—

Hon. John G. Diefenbaker M.P.  
Hon. Eric Winkler M.P.P.  
Dr. Gus Mitges M.P.  
Mayor Robert Rutherford

On behalf of those passengers on that excursion train, and all club members interested in the Society's activities, I wish to express thanks for some of the special chores well done: to Rex Rundle, Dave Spaulding and their crew of safety men; to George Meek and Florence Rundle on the P.A. system; to Dave Stalford and members of the Preservation Committee; to Wayne McNaughton, Harold Ledsham and the Publications Committee; to our hostesses Karen Eyres, Lynda Shaw, Barbara Fukasaka, and Clare Johnson; to Bryce Lee and Larry Eyres who kept things tidy and helped the girls with the heavy chores; to Mrs. Janet Win of St. John's Ambulance; and especially to Peter Oehm and Art Eyres, your trip committee, who worked hard to make the arrangements for an enjoyable day.

### PHOTO STOP LOCATIONS

Runpast 1 Northbound - Forks-of-the-Credit Bridge,  
Mileage 24.0

Train will stop north of bridge and passengers will detrain LEFT side.

Runpast 2 Northbound - Orangeville Station  
Mileage 34.6

Train will stop at Orangeville Station; passengers will detrain RIGHT side.

Runpast 4 Southbound - C. N. Hanover Station  
Mileage 26.1

Train to stop at Hanover station; passengers to detrain on LEFT side.

Runpast 5 Southbound - C.N. Palmerston Station  
Mileage 0.0 Owen Sound Sub.

Train to stop at Palmerston Station and passengers will detrain on RIGHT side.



The last runpast of the day found Onakawana in front of the once busy CN station at Palmerston.

# THE TORONTO GREY AND BRUCE RAILWAY

1863-1884

by  
**Thomas F. McIlwraith**

The following is a condensed version of the book "The Toronto, Grey and Bruce Railway 1863-1884," by Thomas McIlwraith and details the history of the Company, and the construction of the portion of the track used by the Upper Canada Railway Society on September 22, 1973 for the 100th anniversary commemorative excursion.

In 1863, Grey and Bruce counties were heavily forested and farms were hardly more than clearings. Water transport on Georgian Bay and Lake Huron had led to the establishment of such towns as Owen Sound and Kincardine, while Brampton and Guelph, on the line of the Grand Trunk Railway of Canada, had grown into important centres farther south. In the thinly populated region lying between, the largest settlement was Orangeville, a newly incorporated village of five hundred. The earliest proposal for improvement of the transportation situation was suggested in 1864 by Orangeville merchants. They planned a tramway to follow the Credit River valley and Hurontario Street (now Provincial Highway 10) to Brampton. Legislative approval was given in August 1866, but uncertainty as to form of motive power — horse or steam — and an increasing interest in the proposals of a Toronto group, led to the abandonment of the plan.

The centre of railway promotion moved from Orangeville to Toronto with the conception of the Toronto, Grey and Bruce Railway. This venture was backed by a group of prominent Toronto businessmen who intended to build from their community on Lake Ontario to Grey and Bruce Counties. The remarkable aspect of the proposal was the gauge chosen for their railway — one of only three and one half feet.

The concept of the light narrow gauge railway was, up until Confederation, unproven in Canada, and was the subject

of no small amount of discussion. The three foot six inch gauge had been in use since 1860 in Norway, and was considered successful. Queensland and India followed suit, and both Russia and Italy were interested. In 1865 an engineer for the proposed New Brunswick Railway suggested adoption of the narrow gauge in that province, and about the same time, a one and a half mile colliery railway was laid to this gauge in Cape Breton.

The advantages of the narrow gauge made a long and impressive list, explaining the enthusiastic support of its advocates. Smaller structures and rolling stock, narrower rights-of-way, and fewer materials reduced initial costs, in comparison with broader gauges. The ratio of paying load to dead weight was increased, and with it a proportionate increase in locomotive power; light equipment reduced wear on ties, rails, and wheels. Curves of short radius could be constructed and thus a saving in earthwork and a generally increased adaptability to terrain was effected. The lower centre of gravity provided an added degree of safety, a factor appreciated by those hesitant of travel at "high" speed.

On May 30th, 1867, those in Orangeville who had supported the tramway connection with the Grand Trunk at Brampton gave their approval to the application of the Toronto, Grey and Bruce Railway for a Provincial Charter.

The Act incorporating the Toronto, Grey and Bruce Railway, to which assent was given on March 4th, 1868, provided that the route extend from Toronto, through Orangeville to Mount Forest and Durham, and thence to the border of Bruce County, branching to termini at Southampton and Kincardine. It further provided that a branch be constructed to Owen Sound from a point at or east of Mount Forest or Durham. It is of interest to note that three foot six inches was specified as the minimum gauge, there being allowance made for a wider gauge at some future date if regarded as desirable. Thirty-thousand shares of one hundred dollars each were to be sold, and municipal bonuses were permitted. Provisional directors were named; permanent offices were to be filled when three hundred thousand dollars was raised and ten percent paid. This was accomplished in September 1870, at which time nine directors were elected. The following were the first officers of the new company:

President	John Gordon
Vice-President	Hon. John McMurich
Secretary-Treasurer	W. Sutherland Taylor
Chief Engineer	Edmund Wragge
Resident Engineer	Allan MacDougall

Specific reference was made to the carrying of cordwood, a subject of concern to poorer people. Exploitation had been charged on the sale of wood for fuel and many Torontonians had been paying the allegedly unreasonable price of eight dollars a cord. The Act set a maximum of three cents per mile per cord for carrying wood short distances, with a lesser amount for greater distances. Construction was to start within one year and be completed within five, on penalty of forfeiture of charter. An amendment to this Act extended the deadline for commencement of construction to one year from January 23, 1869.

The selected route from Toronto was via Parkdale, Toronto Junction, Weston, Emery, Humber Summit, Woodbridge, Kleinburg, Bolton, Macville Tank, Mono Road, Cardwell, Caledon, Alton, Melville, to Orangeville. When the



extension was planned the stations of this section were Orangeville Junction (Fraxa), Laurel, Crombies, Shelburne, Melancthon, Corbetton, Dundalk, Proton, Artemesia (Flesherton), East Glenelg (Markdale), Berkeley, Holland Centre, Arnott, Chatsworth, Rockford, St. Vincent Road, and into Owen Sound.

Francis Shanly was awarded the contract for all construction as far as Mount Forest, and the date for completion was set as January 1st, 1871. In an effort at cost cutting Shanly purchased a stand of wood, and engaged one hundred men and teams to draw timber to location for ties, culverts and bridges.

The sod turning ceremony took place in Weston, on October 5, 1869, when Prince Arthur, son of Queen Victoria, officiated, attended by hundreds of civic authorities, clergymen, professionals, merchants, judges etc.

Queen's Wharf Shops were built about 1854, on land reclaimed by fill south and east of the present intersection of Bathurst and Front Streets. The engine shop, which included an enclosed turntable, was first used by the Ontario, Simcoe and Huron Union Railway (later the Northern Railway), later taken over by Grand Trunk Railway. In 1871 the Toronto, Grey and Bruce Railway leased the engine shop, freight house and line to Parkdale from that company, and track facilities from the Toronto Harbour Commission.

Construction between Weston and Queen Street, in Toronto, consisted of laying a third rail on the Grand Trunk right-of-way. From Queen Street (Parkdale) the Toronto, Grey and Bruce followed its own grade to the Great Western Railway crossing, and then paralleled the G.W.R. to station facilities at Simcoe Street.

Before the end of 1869 work was under way at the Humber River crossing and grading had commenced in Caledon Township. One hundred and fifty men worked on grading the rugged Bolton-Orangeville section, and Orangeville district farmers were optimistic about the prospect of sending their 1870 produce by rail to the great market centre of Toronto. One of the greatest obstacles to construction was encountered northward from Cardwell, where in 4.4 miles the line climbed 416 feet for an average 1.8 percent grade with a maximum grade of two percent, and in the centre of this climb was a horseshoe curve of 462 foot radius.

The first in a succession of inaugural runs on the Toronto, Grey and Bruce Railway occurred on December 10th, 1870, when the Directors rode from Toronto to Bolton at a respectable twenty-five miles per hour.

The first train from Toronto to Alton Station arrived at the latter point on Monday, April 10th, 1871. President Gordon was aboard, and after dinner that evening in Charleston (now Caledon Village), stated that the railway would be open to Mount Forest in October, and in fact it did reach Orangeville exactly seven days later. However, regular service, consisting of two daily round trips by mixed trains, did not start for five months, the intervening period being spent in ballasting and refencing.

The first train reached Mount Forest in November 1871, and a month later, on December 16th the Toronto, Grey and Bruce Railway was officially opened to this terminus. Thus, in just over two years, rails had penetrated eighty-seven miles into a sparsely developed arable region of the Province. While construction had not progressed as fast as expected, what was

done represented a complete and competent job in all respects. The right-of-way was cleared of standing trees for 100 feet on either side of the track, and was enclosed by board or rail fences. Bridges, piles, and other heavy wooden structures were of pine, elm, hemlock, or oak, and cedar was used sparingly for lesser structures, such as cattle-guards. Very long ties were used, measuring seven and one half feet, and were laid on a foot of crushed rock and sand ballast with two and one half feet between centres. The rails were made of iron, and weighed forty pounds to the yard. Track was laid with opposite rail joints and, to avoid cutting, the supplier provided rails up to four inches short for use on curves. Guard rails were laid on curves of radius shorter than 600 feet. At all crossings planks were placed between the rails and culverts under the approaches. A notice board and cattle-guards were at each public road, while gates were erected at private crossings.

Turntables were built at the Soho Foundry in Toronto, for Bolton and Orangeville. Neither was installed before the end of the summer of 1871, and it is doubtful that one was ever placed at Bolton, where its use would have been limited to a period of a few weeks. Certainly, the one intended for use there was moved to Mount Forest before the end of the year and was available for use at the latter point in December 1871, thus ending a brief period when engines were running tender-first between Orangeville and Mount Forest.

Water tanks, filled by gravity or by wind-operated pumps, were placed at 8 or 10 mile intervals. Station buildings, freight sheds, grain warehouses, and engine sheds were all built of wood, to the same rigid specifications as set out by Chief Engineer Edmund Wragge. Freight equipment was patterned after British wagons, mounted on four wheels, fifteen or eighteen feet in length. Passenger carriages were thirty feet long.

The location of the Owen Sound branch had still not been settled in 1871. The Council of the County of Grey offered \$400,000. toward a route from Mount Forest, through Durham to Owen Sound, to be completed by the end of 1872. When this motion was defeated at an election in December 1871, the railway company decided to build more directly from Orangeville Junction (now Fraxa) to Owen Sound, and take advantage of bonuses which were forthcoming from the communities to be served.

The Grey Extension, as it was known was completed in the spring of 1873, and on June 12th, a Directors' Special travelled the full distance from Lake Ontario to Georgian Bay; the first train to ever reach Owen Sound. The Special consisted of a baggage van, smoking car and a passenger coach drawn by the engine "Owen Sound". An excerpt from the Orangeville "Sun", Thursday, June 19th, 1873, reads as follows:—

"At every station above Orangeville there were crowds of people to view the first passenger coach that had ever gone over the road. On the platform at Flesherton there was a band of music. From here a large number of ladies and gentlemen, together with the band, were taken for a trip down the line. At Markdale an arch was erected and the station buildings were gaily decorated. An address was presented to the excursion party by Mr. Wm. Brown, a prominent resident of the village. At other stations arches were also erected. Upon arrival at Chatsworth the travellers were cordially welcomed by Dr. McGregor, and were cordially invited to partake of a champagne luncheon, which had been spread near a spring in the

vicinity of the station. We need hardly say the invitation was thankfully accepted, and the hospitality of the good people of that neighborhood enjoyed to the full. The train having met with no mishap reached Owen Sound about half past eight o'clock, where a large concourse of people, with the band of the 31st Battalion, V M, had assembled to welcome the excursion party."

Regular service began August 9th, 1873 with a mixed train running from Owen Sound to Orangeville and return, connecting with the afternoon train from Toronto.

Work along the Bruce Extension was proceeding at this same time, and was completed as far as Harriston by the end of 1873.

The original motive power consisted of fourteen steam locomotives, burning wood or coal, all but two of which were built at the Avonside Engine Works in Bristol, England. Numbers 1 to 6 inclusive, appear by name in construction reports from the beginning of laying iron in 1870. Number 7, the "Caledon", was unique, being one of the few patented Fairlie type locomotives ever to operate in Canada. Having two boilers joined back-to-back by a common firebox that divided the central cab, its unusual appearance drew much comment. The 42 ton weight was distributed over two sets of six-coupled wheels so that, despite the greater weight and power of the "Caledon", compared with other T. G. & B. engines, it was no harder on the track. This locomotive was purchased for use on the rugged horseshoe section, but indications are that it was under repair a considerable amount of the time. Of the remaining seven engines, five were ten-wheelers from Avonside and the other two, light Moguls built in the United States.

In an equipment summary dated 1875 we read: "At the time of completion of construction of the Toronto, Grey and Bruce there were twenty steam locomotives operating, the last two of the Baldwin Consolidations having been put into service in September 1874. All were named, fourteen for villages and townships served by the Railway, five for influential shareholders, and one, the "Kincardine", in anticipation of a plan that did not materialize. The lightest engines, which had been used during construction, weighed fifteen tons and were by this time too light for the traffic. Those in the twenty-ton group, six-coupled, were used on passenger trains of sixty tons. "Mono" and "Owen Sound" hauled mixed trains up to 180 tons at a scheduled speed of fourteen miles per hour. The six Consolidations were used on the horseshoe, where they could handle 360-ton trains. The "Caledon" worked efficiently, if irregularly. Two passenger coaches were put into service in September 1874, bringing the total to twelve. Three post office and express cars, and three smoking and baggage cars rounded out the roster of passenger train equipment. Sometime between 1875 and 1878 two coaches were altered and thereafter appeared in the list as parlour cars. Of the 450 pieces of freight equipment in 1875, one third were the British two-axle wagon type."

As early as February 1878, President Gordon advised the then Prime Minister of the Province that the Toronto, Grey and Bruce Railway was disadvantaged by the narrow gauge. The four foot, eight and a half inch gauge was now becoming standard in North America and had been adopted by the Grand Trunk Railway and the Great Western Railway. By this time it was also evident that there was some considerable deterioration in the line and equipment. By 1880 the financial situation of the T. G. & B. was indeed critical, and a group of

70 reeves and deputy reeves called personally on the Prime Minister requesting aid, and a deadline of June 1st set for closing the line, if no aid was forthcoming. When the date passed and still no solution was in sight, the Directors resigned on June 18th and the control of the T. G. & B. was placed in the hands of the bondholders, who proceeded to elect six of their members to direct the affairs of the Company. These new Directors in turn handed operation over to the Grand Trunk Railway who were to pay for widening the gauge and the various other works required to put the Toronto, Grey and Bruce back on its feet.

Work proceeded through 1881 on straightening curves, erecting more substantial bridges, replacing rails and improving many other aspects of the road. Twelve of the narrow gauge locomotives were regauged, while the other eight were replaced by twelve used engines of the standard gauge. The formal change-over day was December 8th, 1881.

Passenger trains in the narrow gauge days were scheduled for sixteen miles per hour, which meant that the trip from Toronto to Owen Sound dragged out into an all-day affair, stops being considered. The "fast" train left Toronto at 8 a.m. and arrived at the northern terminus 7 hours and 35 minutes later, while the "slow", afternoon train took 9 hours. Just one train ran to Teeswater, the complete run from Toronto taking 9 hours and 30 minutes. Connections were made at Orangeville at noon. Opposite trains to these ran from Teeswater and Owen Sound to Toronto. An additional early morning train left Orangeville for Toronto and returned in the evening. In winter, a second train to and from Teeswater met the afternoon Toronto and Owen Sound trains at Orangeville. This meant that the latter point was a scene of great activity for two hours each day, with trains arriving and departing in every direction.

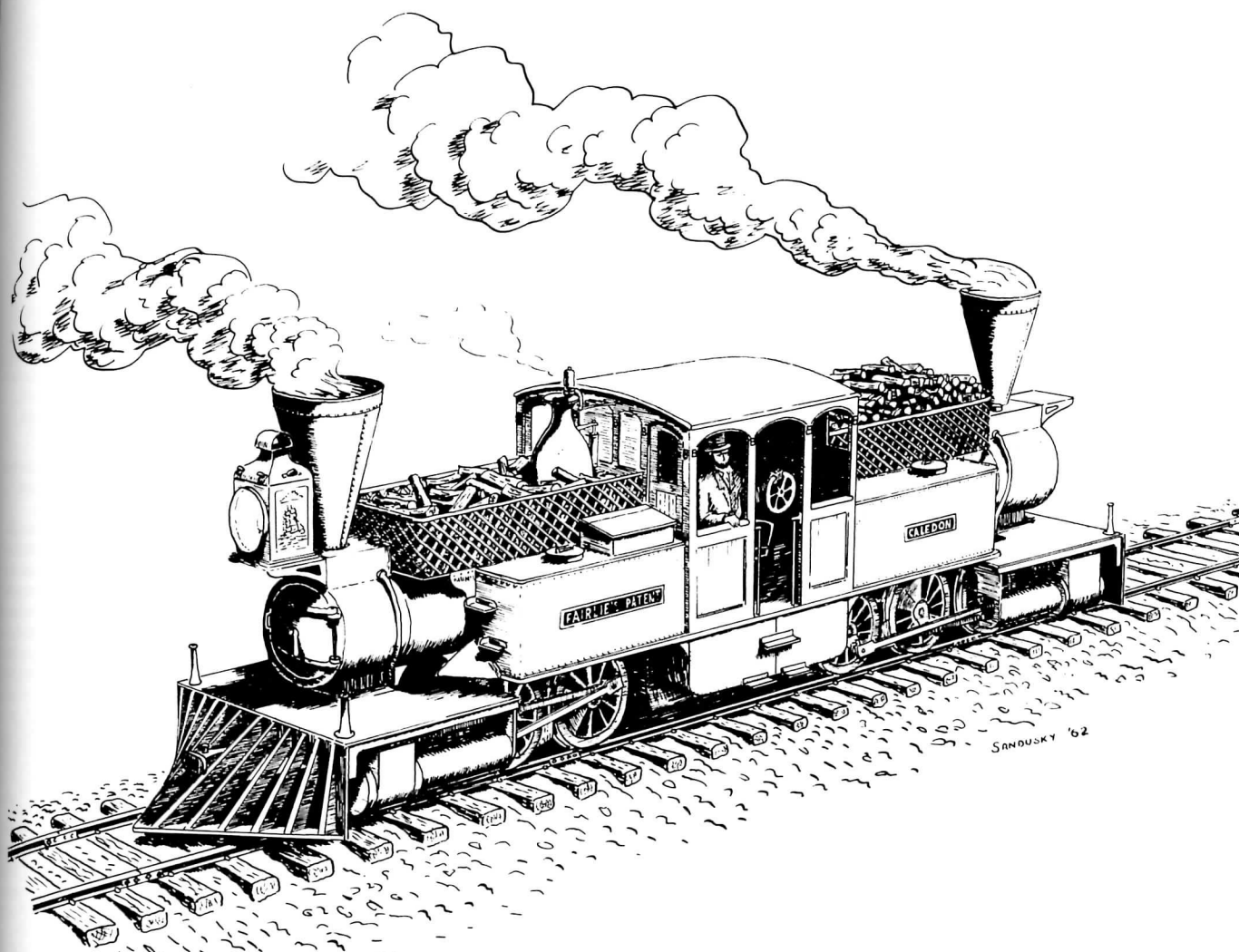
Schedules were considerably accelerated on the new gauge. The Toronto-Owen Sound trip was cut to six hours and that to Teeswater to six hours and forty-five minutes. The morning and evening round trip between Orangeville and Toronto no longer ran.

Connections were made with the Hamilton and North Western (later Northern and Northwestern) Railway at Cardwell; at Melville where the Credit Valley Railway crossed; and at Harriston with the Wellington, Grey and Bruce. It is interesting to notice the extensive system of stages that operated on the concession roads to villages near the Railway, so that hardly a hamlet was without service.

Excursions were very popular on holiday occasions, and evening express trains ran directly to Owen Sound to connect with ships of the Owen Sound Steam Ship Line. Troops going to the second northwest rebellion in Saskatchewan in April 1885, rode the Toronto, Grey and Bruce, and many of the injured returned by the same route.

Despite a succession of setbacks suffered by the Toronto, Grey and Bruce Railway, it played a vital part in the development of the counties north west of Orangeville. Settlers soon cleared the land and one of the better farming areas of Ontario began to develop.

With the standardization of gauge, goods could be carried to and from more distant points with ease, as trans-shipment was no longer necessary. The scope of railways in Canada was becoming wider as the nation grew, and the 1880's saw the beginning of the absorption of most of the smaller railway



companies in eastern Canada into a few large companies — a trend which continued until 1923 with the final emergence of the Canadian National complex, slightly larger than the Canadian Pacific System.

Despite the fact that the Toronto, Grey and Bruce Railway was operated by the Grand Trunk Railway in the early eighties, it did not become part of that Company. The G. T. R. had been buying up T. G. & B. bonds and stocks over the previous few years with the intention of absorbing the smaller company, but before gaining a controlling interest, found itself in financial difficulties. The Canadian Pacific Railway was interested in acquiring lines in southwestern Ontario and, in attempting to throttle this plan by buying up all properties, the Grand Trunk Railway outdid itself. The G. T. R. had to sell stock and this apparently ended up in the Ontario and Quebec Railway, which was a C.P.R. feeler. The O. & Q. ran from Vaudreuil (Quebec), via Peterborough, to Toronto Junction (now West Toronto) and Toronto Union. Its charter was granted in 1871, and amended ten years later to allow amalgamation with other railways. Acquisition of the Toronto, Grey and Bruce would provide it with further markets. From the T. G. & B. standpoint, there was a possibility of financial stability heretofore unknown. As a result the two companies came together, and on August 1, 1883 the Toronto, Grey and Bruce Railway Company was leased for 999 years to the Ontario and Quebec Railway, for an annual rental of \$140,000.

This was part of a larger scheme and the following year the Ontario and Quebec, which by this time included the Credit Valley Railway, and various other companies, was leased in perpetuity to the Canadian Pacific. In one Act of the Dominion Parliament, in 1884, the C.P.R. had suddenly acquired an extensive system in southern Ontario, extending from Windsor to Montreal, with branches reaching Lake Erie and Lake Huron.

At this point, the story of the Toronto, Grey and Bruce Railway, as such ends; but many changes have occurred in the intervening three quarters of a century. Rails were laid by the C.P.R. from Wingham Road (now Wingham Junction) to Wingham Village in 1887. During the depression, the spectacular section from Bolton to Melville was abandoned in favour of the less severe grades of the Credit Valley Railway route. Steam locomotives increased in size and power until ten-wheelers and Pacifics were standard, only to be supplanted by diesel-electric locomotives and self-propelled rail cars in the late 1950's. Water tanks have disappeared, as have the facilities for servicing and storing locomotives at Owen Sound, Teeswater, and Orangeville. Passengers no longer travel to Owen Sound to take the steamer or frequent the lunch counter while changing trains at Orangeville. Yet north and west of Orangeville, there are many places where one can still see landmarks likely never to vanish — the narrow cuttings and embankments that mark the route of the Toronto, Grey and Bruce, pioneer narrow gauge railway.



# 11,000 Kilometres by Train around South America

## PART TWO

(continued from the July/August issue)

We had learned of the Marxist Chilean government's stipulation that tourists must exchange US \$10 per person per day for Escudos at a foolish exchange rate in order to enter the country, but there were conflicting reports as to the administration of the system. With some misgivings we arrived at the border at Peulla and sure enough there were representatives of the Banco de Chile with attache cases full of shiny, newly-minted Escudo banknotes.

It was a late arrival in Puerto Montt, a strangely-withdrawn and gloomy little city of old wooden buildings around a broad bay. After a night in an old fleabag hotel we went to the modern railway station, rebuilt following razing of the original in an earthquake in 1960.

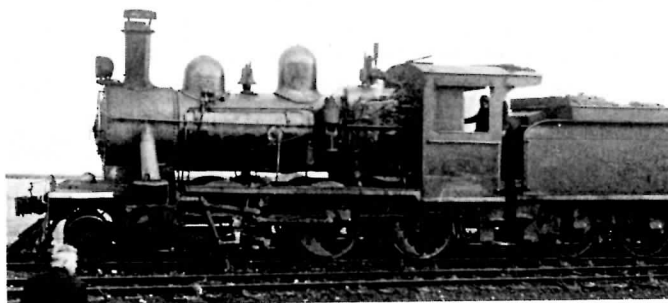
I had received quite valuable information from the F.F.C.C. Estado de Chile before departure from Toronto. Quite tourist-conscious, the Chilean Railways had sent me a timetable and a well-presented Tourist Guide, quite full of valuable information and keyed in with train travel. So we booked sleeping berths on the nightly 'Flecha Nocturna' (Night Arrow) to Alameda Station in Santiago.

There were no problems at all encountered in wandering around the station and yard in Puerto Montt, photographing locomotives and trains. Chile, although nominally Communist, has no tradition of military domination and senseless prohibitions. The station pilot engine was an old 2-6-0 with no builder's plate, but of Baldwin origin, judging by its appearance. It also was used to transfer a few freight cars along the waterfront to the fishing port area where we enjoyed a good fish dinner on a floating restaurant.

The sleeping berths were considerably more expensive than in Brazil due to the unrealistic exchange rate: US \$14! However, they were extremely comfortable in an old but well-maintained heavyweight car, built in Breslau, Germany (now Wroclaw, Poland) in 1935. A similar but elegant diner provided a good pork dinner as we admired the flat farmland pass by with the backdrop of the rugged Andes mountains in the background. Most of the globes were missing in the light fixtures, probably to save the batteries, but the berths were soft and clean. Some steam was noted en route on the broad-gauge main line and the narrow gauge branches.

By the morning we had passed onto the electrified section of the Southern section of the Chilean Railway and now we were being hauled swiftly northward behind a large Co-Co electric locomotive. The scenery now, as we enjoyed breakfast, was neglected-looking farmland and dusty towns and villages. Some 50 Km south of Santiago at San Fernando, was the largest collection of stored steam locomotives I had ever seen. The yard was almost 2 Km long and was crammed with steam locomotives, large and small, of all types.

Unidentified 2-6-0 of the F.C. del Estado at Puerto Montt Chile. Although unidentified it is probably of Baldwin origin.



The outskirts of Santiago were dusty and uninteresting, helping to reinforce our later opinion that Santiago was the most unattractive city on the continent, being dull, drab and colourless. Arrival in the high-roofed Alameda station was a ½-hour behind schedule. The large electric locomotive was Italian-built by Breda in 1960. There was some loco-hauled suburban service south of Alameda station.

Santiago has two large terminal stations: Alameda, which serves as a starting point for southbound services, and Mapocho, which serves the North, the port of Valparaiso, and is the departure point for buses to the nominal commencement station of the Transandino Railway at Los Andes. We wished to get to Mapocho station in order to reserve seats on the train across the Andes to Mendoza in Argentina. Enquiries revealed that there was a service, unpublished from Alameda to Mapocho. Sure enough, after a few minutes wait at a short platform, not easy to find in the station yard, a northbound train whisked us by a sunken route to Mapocho, passing a yard in which we caught a glimpse of some ex-Santiago trams awaiting their fate.

The last tram had run in Santiago in 1966, but a large fleet of trolley buses remained, some running down the broad main avenue of the city, named Avenida Bernardo O'Higgins, quite an odd combination to English-speaking people. There was little to see in Santiago, but construction was in progress on a new underground railway. A good panorama of the city, set in its wide saucer-like crater, could be gained from a peak in the suburbs, necessitating a ride on a steep and popular funicular railway.

The railway system of Chile is split into two sections, being narrow gauge (one metre) from the northern city of Antofagasta, itself the starting point for international links to Bolivia and Argentina. The northern section runs south through arid wastelands and increasing greenery to join the broad gauge line at La Calera on the Valparaiso line. From Valparaiso, the principal port of the country, and its playground nearby at Vina del Mar, the electrified main line moves south 150 Km to Santiago, and continues under catenary to Concepcion with many east-west branch lines, mostly narrow gauge serving small towns and seaports. From Concepcion south to Puerto Montt, the line continues broad gauge, but using diesel or steam traction. The Chilean Railways did appear to be the most efficient on the continent. The method of working seemed to be a combination of British and Continental, with signal boxes at junctions and crossing loops, but without elaborate signalling. The station buildings were rather French in appearance.

Surprisingly, it was not possible to reserve space on the Transandino at Mapocho station. We were advised to visit the railway's reservation office in downtown Santiago in a hotel arcade. It was the time of year for the transition from summer to off-season timetables when the frequency of the Transandino trains changed from thrice to bi-weekly. We found that we would have to spend an extra day in Chile, our departure now set for Friday. This caused great problems and stress later at the exit point at Los Andes station. So we decided to visit Valparaiso and next morning boarded an electric-hauled express. A unique feature of working was noted: each passenger train carried a red tail disc showing the name and number of its train, in a similar manner to the 'drumhead' once borne by American expresses.

The journey to Valparaiso, through arid, rocky semi-desert was our fastest rail journey in South America, the train was clocked at more than 110 K.P.H.! The 1923 vintage German-built heavy-weight cars rode well and a quick getaway was made from each of the crossing point stops. The layout at the narrow-gauge terminal station at La Calera was unusual: the broad gauge platform was on a curve, with the narrow gauge track leading off at a right-angle. A mixed train was seen in the station, but no locomotives could be viewed.





Valparaiso (Chile) trolley bus #717. This was a Pullman Standard Model 700 (48 seats) built in 1954. This was Pullman's last model before the discontinuance of Trolley Bus production. It was never sold in North America and was probably built in Chile under licence.

There is considerable industry and habitation in the valleys and along the coast near Valparaiso, and the Chilean Railways operate blue and white multiple-unit electric commuter-type trains for a distance of some 30 Km from Valparaiso, which is the end of the line. Valparaiso itself has an odd layout, consisting of a lower commercial and industrial district on a narrow strip along the sea-front, with most of the residential area set on the sides and top of the low cliffs behind the city. To serve this area there are quite a number of ancient funiculars, some quite short, only 150 metres or so long, and some abandoned. Double-deck tramcars used to operate in this city; the tracks remain, but trolley-buses of the same colour and administration as those in Santiago, now run along the narrow streets. A paddle in the cold Pacific at Vina del Mar ended the day.

Early next morning we made a rapid departure on a train with a through coach for Los Andes. It seems tragic that although the main lines of Chile and Argentina are of identical broad gauge, the connection of 250 Kms across the Andes is of metre gauge. It is little used, for passengers or freight, judging from the twice-weekly timetable and the occasional freight train we saw en route. Our car was switched from the Santiago-bound express at Llay-Llay and some smart shunting placed us on the branch-line train, hauled by a light Bo-Bo electric to the exit station at Los Andes. Although many Kms of Chile remain to be traversed before the Argentinian border high in the Andes, exit formalities take place here.

We were very unfairly treated and a tremendous scene ensued. The requirement of exchanging US \$10 per person per day seemed to be applied and checked capriciously as our travelling companion was not questioned yet we were required to exchange an additional \$30 before having our passports returned and I was threatened with jail when I continued to protest. Altogether an unpleasant end to a visit to a very dull country.

However, I determined not to let this spoil the pleasure of the Transandino rail crossing, one of the great railway journeys of the world. Although the line is electrified with catenary for the entire Chilean section to the long border tunnel, our train was a light multiple-unit diesel train of four coaches, including a small buffet section which supplied a tasty lunch to one's seat. The line rose steadily and soon left behind the settled area. The Abt system of rack was used in several sections to ascend the steeper grades, but at no time did the route appear extremely steep or curved. There were a number of tunnels and some quite long snow-sheds and traces of rockslides could be frequently seen.

The most obvious aspect of the crossing was the utter and stark desolation of the Andes mountains; not a tree, shrub or blade of grass until we reached the outskirts of Mendoza in Argentina. The topography resembled the surface of the moon, being entirely bare, rugged rock. Even the famous Chilean skiing resort of Portillo was totally unattractive, consisting of a hotel and attendant buildings on windswept rock and surrounded by jagged peaks.

Our train passed electrically-hauled freight trains at one or two crossing points and I reflected upon the lonely life of the railway workers, especially in the bitter winters. The summit of the line is in a tunnel through the main range, the tunnel is more than 2 Km

in length and at an altitude of 3500 metres. Soon after leaving the tunnel, the highest mountain in the entire Andes system, Aconcagua, could be seen on the north side. Though still in the Chilean train, we were now travelling in Argentina and we wondered where we would be required to change trains, having expected to do so at the border tunnel and end of electrification. The change-point was an anti-climax and quite disorganized at a remote crossing loop. We stopped abruptly and saw a red and yellow Argentinian Fiat 'coche-motor' of the F.C. Belgrano alongside. People immediately jammed the exits and tried to force their way out through narrow doorways and even the windows. I just had time to photograph the two trains and then myself fought my way up vertical steps with suitcases and other equipment and managed to get a window seat again.

The trip to the irrigated oasis city of Mendoza was a fast one, still on metre gauge, and through virtual desert and small dusty villages. Awaiting at Mendoza station was the connecting express on the broad-gauge F.C. San Martin, 'El Libertador', with modern cars and sleepers bound for Buenos Aires 1000 Km to the east. We decided to stay for 24 hours in Mendoza and were glad we did, as it was a very pleasant, attractive city with tree-lined avenues, gorgeous 50¢ steaks and rich wines. We booked into the 'pullman' chair car of the non-sleeper (again!) 'El Sanjuanino' for the following night and found a pleasant hotel with shaded courtyard for a whole \$2.50 a night!

I knew that there had been tramcars in Mendoza until the mid 1960's but the only tracks remaining were those in the depot (car house) fan. However, one trolleybus route, on a circular loop run continues to operate and appears well maintained with a separate garage from the diesel fleet. We spoke to an employee of 'Agua y Electricidad', the authority which used to operate the street cars and he appeared quite bitter regarding the abandonment and said that it was due to corruption.

The following evening, we boarded 'El Sanjuanino' for a fast trip across the endless pampa and a return to Buenos Aires. The trip was uneventful and comfortable, regrettably though only plastic chicken again was available in the diner. The dining car silverware was monogrammed 'B.A. & P.' for the Buenos Aires & Pacific Ry., the British-owned forerunner of the F.C. San Martin, before the takeover in 1948 by Presidente Peron. At each of our visits to dining-cars on the F.C. Argentinos, we had the unique pleasure of using silverware with monograms of the predecessor railway companies. We paralleled the F.C. Sarmiento for some distance, the smallest of the Argentinian railway regions and the only one upon which we did not travel. The F.C. Sarmiento serves mostly the west of Argentina and has a medium-sized terminal in the Buenos Aires commercial district of Once.

There was a vast number of stored locomotives in the huge yards at the shops of the F.C. San Martin at Junin, but a few 2-6-4T and 0-6-0T locomotives were seen switching the yard there and at other busy stations. For some distance on the outer fringes of Buenos Aires we ran directly parallel with the F.C. Urquiza's section from the ferry terminal at Zarate to the B.A. station at Federico La Croze. This episode was reminiscent of some areas in Canada where the Canadian Pacific and Canadian National have parallel tracks, each with its own stations right alongside stations of the other company. We were to travel upon this section of the F.C. Urquiza when leaving Buenos Aires for Bolivia.

Arrival at Retiro station was only 6 mins. late and the station was close to our hotel. We parted from our American travelling companion with whom we had journeyed from Asuncion and felt that we have made him something of a railfan. Another two days were spent in Buenos Aires shopping, having our cameras repaired, eating steaks and general sight-seeing. We visited another colonel in charge of a section of the F.C. Argentinos; he had a private elevator to his air-conditioned office and a very deferential staff. We told him that we were railfans and very interested in the operations of the F.C.A. After giving us an odd look and having us wait 3 hours, he gave us free passes and authorizations for sleeping car for our journey to Bolivia.

We had earlier booked a cabin on 'El Gran Capitan', the express of the F.C. Urquiza northward to the large railway town of Basavilbaso. The train continues from there to serve the region between the two great rivers, the Parana and the Uruguay, called the 'Entre Rios'. However, we intended to leave the train at Basavilbaso and board another west-bound train on the cross-country link to Parana in order to visit some Argentinian friends en route.

Our sleeping car had been built in the Mechanical Workshops of the Argentinian Army in 1971 and was of excellent construction, des-

pite a rather plain exterior in the tuscan red of the F.C.A. The interior was right up to date in laminex and stainless-steel with very attractive bunks with foam rubber mattresses, shaving sockets, hot and cold water, air-conditioning and everything working. We were glad that we had wangled an authorization to travel free in the sleeper as the berth charges were quite high at around \$6 per person. We were objects of some curiosity to the staff as apparently 'turistas' from foreign countries don't often travel throughout the hinterlands of South America by train. However, the standard of service was high and we enjoyed a steak in the old wooden diner, a coach probably 50 or more years old though well-maintained.

We sped northwest through the vast suburbs of Buenos Aires and on the line parallel to the tracks of the F.C. San Martin upon which we had travelled from Mendoza. I was aware that the train was to be ferried a remarkable 80 Kms from the river terminal at Zarate across the broad Parana to the opposite bank at Ibicuy. We were still in the diner when the train arrived at Zarate and it was promptly broken up into two-coach sections and rapidly assembled upon the deck of the steam-powered side-wheeler train ferry. So, to rejoin our sleeping car we had to step down onto the steel deck and walk to our coach on the adjoining track.

It was a pity that we could not enjoy the comfort of the almost new 'coche dormitorio' a little longer, but we had to leave the train at 5:30 a.m. at Basavilbaso to make a connection with a branch-line train. There was not much to see at that time on a dark morning, but a couple of old steam engines were switching the yard. Our Parana bound train was another of the Fiat 'coche-motor' multiple-unit diesel railcars, of which the F.C. Argentinos has many on all 3 gauges. One feature of South American railroading is that apparently all passenger trains, even secondary line operations, have some sort of eating facilities. This was no exception as a small buffet section dispensed biscuits, coffee and Coca-Cola. It was a fast and bumpy ride westwards across more of the rich pampa. We encountered two branch-lines off our branch line on which we made connections with steam-powered 'mixtos' (mixed trains). The track was typical secondary line, barely ballasted and grass-grown but an interesting insight into operations off the main line.

We visited some very hospitable Argentinians, parents and friends of our good companions in Toronto, living in a tiny village on the flat prairie. Several steam powered trains passed through the small station, similar to many I had seen when working for the N.S.W. Railways in Australia, but heavy rain prevented any worthwhile photography.

Our friend drove us the 200 Km to Parana the next day. Parana is a medium-sized city, the capital of Entre Rios province and on the bank of a broad river. The tracks of the vanished tramway could still be seen--Birney cars operated there until 1962. The Argentinians are very proud of their 'Tunel Subfluvial', the new road tunnel beneath the Parana River and the first such tunnel on the continent. It is over 1 Km in length and we passed through it to emerge in the larger city of Santa Fe, which dispensed with its tramway almost 20 years ago and no traces could be seen. We intended to take the train of the F.C. Belgrano to Tucuman, a 24 hour journey on the metre gauge, as Santa Fe is not situated upon the main Buenos Aires - Tucuman line of the broad gauge F.C. Mitre.

Operations at the Santa Fe station of the F.C. Belgrano were a paradise for the railfan. There were constant passenger and switching movements with steam power. The large station had a wide arched roof across all the tracks, two of the tracks being of mixed gauge for broad for broad gauge use for train from Buenos Aires. All the steam operation was on the metre gauge, but larger power was in use including modern-looking Pacifics, contrasted with an ancient wood-burning 2-6-2 switching the station yard. The Pacific appeared to be of American construction, possibly by Lima-Hamilton---most plates have been removed from South American locomotives. We had no problems there in photographing all the action and spent several hours filming arrivals and departures of locals and expresses. R.P.O. mail coaches are in use in Argentina, with the attractive blue and white herald of the Argentinian Republic on the coach sides in raised motif.

Our departure for San Miguel de Tucuman, 600 Km to the north was delayed over an hour by the late arrival of the train from Buenos Aires. Our coach was an old wooden one; the train was made up of a great variety of old, mostly wooden rolling stock. It appears the F.C. Belgrano does not rate highly with the administration of the Ferrocarriles Argentinos as we saw little modern equipment in use on the narrow gauge system. Our train was diesel hauled by one of the latemodel G.M. units; it rolled steadily at about 70 K.P.H. across the rich grasslands. The track for the

most part was grass-grown and the ties could not often be seen. Like most South American trains, it was sell-loaded, our sleeping car was full. The coach was old and worn making the journey the most uncomfortable we spent in any 'dormitorio' on the trip. Doors kept slamming, dust leaked in and there were many rattles and creaks. The car conductor was very helpful and talkative. By this time my command of the Spanish language was good enough to carry on a slow conversation and to communicate reasonably well. However, the conductor spoke with such a regional accent that I understood little of what he said. We enjoyed another beefsteak dinner in the old wooden dining car, but were constantly on guard to keep all the crockery on the table due to the rough riding. The cutlery in this case was inscribed 'Estado' the predecessor of the F.C. Belgrano, being the old Argentinian State Railways and constructed when there was too little traffic or potential profit to attract the other British-owned broad gauge companies.

One pleasant feature of our coach was that it was the last vehicle on the train and had an open platform with ornamental brass gates and railing and it was very enjoyable to stand there and observe our passage through towns and villages and the frequent stations and passing loops. Several steam-hauled long freight trains were seen en route, and our fast running enabled us to make up almost all of the initial lost time. I had noted the times we were due at intermediate stations, as one odd feature of the F.C. Argentinos despite their anxiety to improve operations and in contrast to the Chilean and Brazilian Railways, no timetables were printed or available for general distribution. One must study the large sheet tables on view at all major stations and take appropriate notes.

It was a pleasant surprise when our diesel was exchanged for an oil-burning Pacific at Clodomira, a small locomotive depot. The speed of the train was noticeably slower from then until our arrival at Tucuman. This city is said to be 'The Garden of the Republic', but at the risk of disappointing the Argentinians, it appeared to us a rather dull and uninteresting place, unlike Mendoza. Arrival at the neglected Belgrano station was just a little late and we took a taxi across the city to the Mitre station, the starting point of the next leg of the journey, to La Paz, Bolivia.

Tucuman too had had electric street railways until 1965 but had removed the traces more efficiently than most other cities we had visited and the usual 'microbuses' provided the city transit together with the usual hordes of taxis. The Mitre station was a more attractive building than that of the Belgrano although it was used by both systems, with one mixed gauge track. Again we were fortunate in gaining berths in the sleeper and only by waiting some hours at the booking office window. Sleeping car accommodation is popular in Argentina and the limited space is quickly bought. Our car was to be a through car, taking us right to La Paz without change at the border, sitting passengers having to make their own transit arrangements for the 1 Km between La Quiaca, Argentina and Villazon, Bolivia. This was one of the few through passenger movements in South America, the only others being on the F.C. Antofagasta - La Paz between Chile and Bolivia; Antofagasta and Salta, between Chile and Argentina; Asuncion, Paraguay to Buenos Aires, involving two river crossings; the relatively short Arica, Chile to La Paz run (Arica used to be a Bolivian town) and a railcar running between the remote towns of Santa Cruz and Corumba in Bolivia and Brazil respectively.

Departure from Tucuman again was delayed two hours by the late arrival of the Buenos Aires connection. We were impressed by noting the seasonal operation of a through excursion train from Tucuman to the great oceanside resort of Mar del Plata and by-passing Buenos Aires, a distance of some 1500 Km. The coach in use on this section of the journey was once more an old wooden unit but in better condition than that we rode from Santa Fe. Our train was initially hauled by a narrow-gauge diesel unit of the F.C. Belgrano and we made steady progress through the sugar cane fields surrounding Tucuman, through green farmlands and gradually rose out of the vast valley toward the high altitude northern provinces of Argentina.

It was unfortunate that we travelled at night through probably the best scenery both of nature and of railfan interest. It had been rumoured that due to many diesel failures, the mighty 0-12-2 locomotive had been restored to bank the train in the rear up to the 'Altiplano' north of the city of Jujuy. Ours was the last coach and was awakened in the middle of the night by the roar of a diesel locomotive; it was right behind our car, pushing energetically! I hoped that there was not too much rust in the under frame of our dormitorio.

At the large locomotive depot of Metan our diesel train engine

Hungaria  
of FCGB  
leaving  
on Sunday  
July 1977

(below)  
F.C. Gen  
Hungaria  
westbound  
the top  
(14,000 ft)  
Only tou



Hungarian built coche-motor  
of FCGB on "zig-zag #2"  
leaving Chorillos Argentina  
on Sunday Only tourist train.  
July 1972.



(below)  
F.C. General Belgrano's  
Hungarian coche-motor  
westbound from Salta over  
the top at Munano, Argentina  
(14,000 feet) on the Sunday  
Only tourist train. July 1972.



Westbound through the Andes  
2-10-2 #1331 on a Salta-  
Caipa freight of the F.C.  
General Belgrano near  
Ingeniero Maury. July 1972.

photo

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Sheldrick, taken in July  
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Southbound with a passenger train heading for Jujuy on F.C. General Belgrano. The locomotive is a light meter gauge 4-8-2 #862. July 1972

was replaced by a modern-looking oil-burning 4-8-2. We were now rolling along some of the highest populated area on the world's surface, about 3500 metres above sea level and gradually were rising even higher. We were above the tree line and the vegetation was sparse. Rail traffic was surprisingly busy; we met freight trains frequently, hauled by large 2-10-2 engines, quite immense for the metre gauge. At the small villages and stations we passed, it was interesting to see the native women, each proudly wearing bowler (derby) hats of various shades. Llamas near the tracks added to the high Andean atmosphere.

At length we arrived at the border town of La Quiaca. A small windswept place - the adjacent Bolivian border town of Villazon could be seen only 1 Km on the other side of a shallow canyon. We had been informed that only passengers in the sleeper could ride the train across to Bolivia, it being a through coach to La Paz; other passengers had to make their own arrangements. Although we arrived 3 hours late, there was no great effort made to expedite the onward movement into Bolivia. Fortunately, the sun, although bright, was not hot at this altitude. The thin air was noticeable, one did not hurry when 3500 metres (11,500 feet) high!

Finally, our 'documentos' were stamped 'salida' (exit) by the Argentinian border guards; we were reluctant to leave that country, having enjoyed the food, scenery and the tremendous amount of variety available to the railway photographer. An Argentinian 4-8-2 briskly hauled our car and couple of freight cars across the gorge to the station of Villazon.

The La Paz-bound Bolivian train was being made up by a 4-8-2 of the F.F.C.C. Nacionales de Bolivia. This was a modern locomotive, having being built by Hitachi in 1958 and I entertained hopes of steam haulage to La Paz. However, a bright two-toned green 1968-built Hitachi diesel-electric cab unit appeared to perform that task. A large market, conducted by the bowler-hatted Indio-ladies was in progress on the platform. I asked one of the lady merchants for a ½-kilo of grapes. She produced a large stone, placed it on one side of an old balance scale, and gravely weighted out for me my 500 grams of grapes!

The ticket office and station master's (Jefe) office was in its usual state of Latin-American chaos, but I managed to rebook our space in the 'dormitorio' to La Paz. Train travel was very popular in Bolivia and fares incredibly cheap. The train was packed and at each major town the stations were swarming with travellers.

Our entry through Bolivian Customs and Immigration was the most painless and drama free of the journey, just a young man with a rubber stamp and without the usual elaborate uniform, arsenal of guns and hysterics. Our departure was late as usual, but the diesel hauled its long train quite rapidly through the rugged and scenic canyon country of southern Bolivia.

An old green wooden 'coche comedor' (diner) had been attached behind our car. When dinner time arrived we felt a little apprehensive about visiting it, as we felt that as we were now in the poorest country on the continent that we might be served something quite

inedible. However, we learned that one should never make hasty judgements. The car, though old, was well kept and clean internally. It even had vases of fresh flowers on the walls. And we were pleasantly surprised to be offered a choice of five main courses, in contrast to the one single course available on the dining cars in Argentina. Our steaks were tender, well-cooked and the meal we judged to be the best we had in any dining car on the continent.

After our second night in the sleeper we awoke to see that the train was now 20 coaches in length. The main line of the F.F.C.C. Nacionales de Bolivia has several branches, including the ex-British owned F.C. Antofagasta (Chile) - La Paz. At each of the junction stations, more La Paz-bound cars were attached. The Bolivian Railways operate a considerable number of 'ferrobuses' - fast rail-motors which give rapid and frequent service to the provincial cities and seem to be preferred to the crude buses on the appalling 'highways'.

An interesting facet of the journey to La Paz was the 20 Km long causeway which carried the railway across shallow Lake Poopo. Immediately north of the lake was the squalid city and important railway depot and junction of Oruro. There was a great variety of coaches and diesel locomotives here, but no steam on view and being uncertain of the departure time of the train, I was unwilling to search for the engine shed. However, I took time out to photograph an unusual side-rodged, articulated Krupp-built locomotive and an inspection car, a 1938 Buick fitted with railway wheels. Our train was switched and shunted several times and through cars from Antofagasta cut in. Our baggage was checked three times by the Customs between Oruro and La Paz, and a great commotion ensued in the next compartment when contraband was discovered - the offenders were summarily taken off the train and hustled away by the police at El Alto station, at the top of the crater in which the city of La Paz is situated. El Alto station, as befits its name, is 4000 metres high, the city of La Paz being on the floor of the valley 400 metres below. Certainly one of the most spectacular introductions to any city is the entrance by rail to La Paz as the train winds its way on a ledge and goes around in a spiral down into the city, with the snow-capped Mt. Illimani in the background. At El Alto we noticed the electric overhead of the other railway of La Paz - the F.C. Guaqui - La Paz, which heads north from the city to the southern bank of Lake Titicaca. We were surprised to see that this railway has its own equally scenic access line and its own station in La Paz.

Our arrival at the large La Paz terminal station was 2½ hours late and marked the end of the availability of our 'Pase Americano'. From here northward, on what little train travel remained, we would be required to pay for each section. Our first concern, after finding a hotel room, was to arrange a booking from La Paz to Cuzco, Peru, by the F.C. Guaqui-La Paz, the steamer across Lake Titicaca to Puno, Peru, and then on the F.C. Sur del Peru to Cuzco. This was a matter of urgency, as this rail-steamer connection to Puno operated only once-weekly, on Fridays.

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There was little to attract the tourist in La Paz. It is an old, tiny small and compact city, and the tremendous altitude and very steep streets are not arranged to assist the tourist in lengthy journeys on foot. The city had had, in common with all South American capitals, a tramway system--an occasional tar-strip in a road surface could be seen here and there; an informant told us that they had built in the early 1950's.

The next morning, we visited the station of the F.C. G. - La Paz and made our bookings. The total fare, at \$15 right to Cuzco seemed reasonable as it included a berth on the lake ship and dinner and breakfast on board. The station had a neglected appearance and we wondered how the railway stays in business with a once-weekly passenger service and apparently minimal freight traffic.

About 1 Km away was the station of the F.F.C.C. Nat. de Bolivia. I had learned that a Shay was rumoured to be in use there for road switching and for use on some 7 per cent graded industrial spurs. Sure enough, it was steaming gently in the yard and was in excellent condition. The driver was quite flattered by our interest in his engine and insisted that I inspect the cab and take his photograph. Although he had no work at the time of our visit, he ran the engine up and down the yard at my request. A couple of the yard tracks were wired for exchange use with the F.C. Guaqui-La Paz. Another visitor to the station was a Chilean railcar from the F.C. Arica-La Paz, Arica being the access to the ocean from Bolivia, the city actually having been Bolivian until the War of the Pacific between Chile on one side, and Peru and Bolivia on the other in 1879-81. Chile won and Bolivia is now a landlocked country. This still rankles and many signs were to be seen in La Paz: "Bolivia - ¡Reclama su Mar!" (Bolivia, take back your sea (port)). Fat chance!

Public transport in La Paz was the usual South American chaos of sporadic, dilapidated buses and fractured old taxis. For this reason we did all of our sight-seeing there on foot. The native markets, the City Square, where the President was dragged from his palace and hanged from a lamp-post in 1948, and the railway stations about completed the sights of La Paz and we were glad that our departure was next morning. Furthermore, there have been over 180 changes of government, usually accompanied by coups and violence, in the last 150 years in Bolivia and they were about due for another.

Bolivia was also the last country that we visited on the continent which had a real railway system. Peru and Ecuador have only one or two isolated lines running from 'A' to 'B', so to speak. The main line runs south from La Paz to the Argentinian border with the principal branch from Oruro over a very mountainous and scenic route to the other capital city, Sucre, and Cochabamba. There is a privately-owned 60 Cm gauge line in the south, while in the tropical lowlands in the east, unconnected to the Altiplano system, is a line upon which it is possible to travel by rail into Brazil.

The Bolivian railways appear to carry considerable freight, and are concentrated on frequent and fast railcars to carry passengers.

We arrived early next morning for the noon departure of the train to Guaqui. A surprising number of fellow passengers appeared and we were curious about the equipment which would be supplied. I had learned that the F.C. G. - LaP. still had two 1908 Brill 4-wheeled tramcars in original condition and used for inspection trips, but enquiries as to their location were unsuccessful. I understood that the depot of the railway was at El Alto, a place difficult to reach. In due course, an old yellow electric steeple-cab locomotive appeared with an old wooden open-platform coach in tow. Shortly afterwards there arrived a very small 4-wheeled railcar, No. 1, almost a railbus in size and appearance. We thought that this was to be used to ferry employees, but No!!--the 40 or more paying passengers were expected to squeeze aboard, together with baggage, mail and parcels! We were fortunate enough to get a seat right at the front against the windshield and gained a panoramic view of the journey, but this later proved to be a doubtful privilege. The car was really crowded and it seemed a poor show that the electric locomotive was used to haul, or rather assist our railcar up the steep grade to El Alto while the coach it hauled also remained empty. I was really upset when, less than 1 Km from the departure point we passed the engine depot and caught a glimpse of the trolley cars in clear view. It seemed a wasteful duplication that the F.C. G. - La P. had its own track up out of the saucer-shaped valley to the plateau above. An interchange exists with the F.F.C.C. Nat. de Bolivia at both levels. For one passenger train weekly and a pure freight it seemed that this company could use the government's line, and save the maintenance upon its own track.

The F.C. Guaqui-La Paz used to be owned by the same British company which operated the Southern of Peru and the Lake Titicaca

steamers and was built to provide an alternative access to a seaport for Bolivia. For this reason it seemed odd that the Southern de Peru was built to standard gauge and the F.C. Guaqui to the metre gauge, thereby preventing interchange by car ferry across the lake.

I had thought that the electrification continued the full length of the line, but the catenary terminated at El Alto at which point the electric locomotive detached and our railbus received a thorough search by a group of heavily-armed soldiers. The railbus was a rather crude vehicle, having a gasoline engine with manual transmission and a rather ineffective hand-operated brake. We could view the actions of the driver right alongside us, and it caused us some concern when we saw him cross himself before we set off from El Alto.

The countryside for the 100 Km to Guaqui was sparsely populated and vegetated, consisting mostly of red-brown earth and mud huts. Disaster struck about half way to Guaqui. We rounded a curve and ahead, about  $\frac{1}{2}$  a Kilometre we clearly saw a small burro (donkey) right in the middle of the tracks, and hobbled as are most domestic burros when out grazing. The driver wound on his slow-acting brake--he had been travelling at maybe 55 k.p.h.--and sounded his odd siren-type horn. The burro turned 180° and tried to get off the tracks, but not fast enough. As we came closer to collision I had visions of burro right in our laps and we ducked for cover. There was quite an impact as we struck the unfortunate beast, no doubt killing it instantly. The driver stopped his car and inspected the vehicle for damage. The poor burro had had its revenge as the driver had a great deal of difficulty in restarting the engine; we could smell gasoline and figured that the impact had damaged the fuel line. After he rectified that problem he had continuous trouble thereafter in selecting gears, so the shift rods also had probably been bent. Finally, just before dusk we arrived at the port of Guaqui; in the yard I managed a quick photograph of an active tank locomotive switching. The railcar ran right onto the wharf next to the steamer. I had hoped to get back for a better look at the engine, but guards waved me back onto the ship.

Since I had been 10 years old and saw a Walt Disney film describing South America, I had been intrigued by Lake Titicaca, this remarkable lake with no apparent outlet, the world's highest navigable body of water at 4000 metres above sea level. Quite fascinating is the story of the first steamship to sail on the lake almost 100 years ago. It was built in England and steamed under its own power across the Atlantic Ocean and around Cape Horn (the Panama Canal not yet built) and upon arrival at a seaport in Peru, was dismantled into parts small enough to carry on the backs of donkeys and llamas, laboriously carried up and over mountain passes and re-assembled on the shores of the lake.

Two passenger ships continue the service, the identical 'Inca' and 'Ollanta'. Ours was the 'Inca', built in Hull, England in 1927 with twin triple-expansion reciprocating steam engines and some 45 metres in length. One had to shout and jostle in order to obtain a cabin. The cabins were clean but spartan with the most remarkably narrow bunks I'd ever seen, no more than 40 Cm in width. We wondered how the old fat gentleman we'd seen entering his cabin would spend the night.

We cast off at nightfall and set out under a luminously clear sky, the only pollution a dense cloud of oil smoke from the tall, narrow stack. It was pleasant to stand over the open engine-room hatch and observe the action of the steam engines, and savour the oily aroma. A good meal was served in the old-world wood-panelled dining saloon. It being Good Friday, we were quite surprised that meat was served in a very Catholic country, and less surprised that few people ate the main course.

I was up early to watch the sun come through the mists across the lake as we sailed into Puno, Peru. There was little to see, only low hills surround the vast lake, which is 190 Km long. Upon arrival at the wharf we endured the most elaborate and lengthy hassle and performance from Customs and Immigration that we had encountered so far, in contrast to the easy entry into Bolivia. It was all of four hours before we were permitted to leave the ship. A short train, diesel-hauled, the Southern of Peru being entirely dieselized, was provided to take the passengers to the old stone station in Puno town, 1 Km away. It appeared poor timetabling to operate one weekly connection from Bolivia, then have ongoing passengers wait another 8 hours in Puno before departure northwards. However, this was the case: the ship berthed at 6:00 a.m. and the train for Juliaca and Cuzco left on time at 2:00 p.m. This delay so disgusted some people that they abandoned the train and continued by expensive taxis or dangerous decrepit buses.

The old stone station in Puno was 90 years old and could have come directly from some rural area of Britain. An abandoned engine shed was opposite and also a disused turntable, relics of steam operation. However, the locomotives were North American Alcos, while the passenger coaches were really British, both in external appearance and internal '2 plus 2' opposing layout with small tables. While awaiting train time, we were besieged by ladies, young and old, all gravely wearing their bowler hats and attempting to sell local handicrafts, rugs and sweaters of llama wool.

The Southern of Peru, now state-owned, commences at the seaport town of Mollendo on the southern coast of Peru and ascends to the Altiplano of the high Andes, passing through the second city of Peru, Arequipa, which until recently operated 4th-hand tramcars from the U.S.A. At Juliaca the line goes north to the old Spanish colonial capital city of Cuzco and south to Puno. It is standard-gauge, as is the other major road of Peru, the Central de Peru, further north.

After leaving Puno, the line followed the scenic shores of Lake Titicaca for some kilometres, enabling us to see some of the lake dwellers in their boats made of reeds. There followed little of interest until we arrived at the junction town of Juliaca where we crossed the southbound train, hauled by an Alco 'World' series cab unit, rather like a North American 'FA' unit. The livery is an attractive dark green and off-white and monogrammed 'F.C.S.'.

Beyond Juliaca, the countryside became quite mountainous and cool as night arrived. The operation was somewhat British with a token for single line sections, but without signals, similar to Bolivia. I did not see one railway signal in Bolivia, even at a busy junction like Oruro, in contrast to Argentina with full interlocking even at remote passing sidings.

It had been a long day since early morning arrival in Puno and there was no dining car service. A young man passed through the train determining accommodation requirements in Cuzco. Upon arrival there, late as usual, at 11:30 p.m. we were pleased at the fastest registration ever into our hotel, the Continental, which actually was the top floor of the station building.

Next morning, I was awoken by a steam engine whistle right outside our window. In the courtyard, on the opposite side of the building from the platform was a 95 Cm track, the interchange of the other railway of Cuzco, the F.C. Cuzco - Santa Ana. The engine switching the yard was a small and dainty Baldwin 4-6-0.

The F.C. Cuzco-Santa Ana runs north from Cuzco, rises from a dead-end valley by a series of switchbacks, then passes through fertile land for 30 Km before entering a very deep gorge and follows the precipitous banks of a torrentuous river before reaching its destination some 100 Km away. There is no road through the gorge and the railway is the only means of access to the famous 'Lost City of the Incas' at Macchu Picchu. Therefore, the railway carries a great deal of tourist traffic, most of it on specially-built Japanese railcars which are lettered for the Government Tourist Office rather than for the railway itself. The railway, however, does operate two daily conventional diesel-hauled passenger trains, as well as steam-operated freight freight movements and the roundhouse at Cuzco has a population of five steam locomotives from Alco, Baldwin and Henschel, in addition to an interesting variety of antique railcars. The Department of Tourism knowing it has a captive market and a very unique attraction at Macchu Picchu charges premium fares for the journey to the ruins, but the visit is certainly worth-while, being one of the real wonders of the ancient world.

The purchase of tickets for the railcars was in the usual Latin, totally unorganized and hysterical fashion. The railcars are run in divisions according to the traffic and operate in streetcar manner, with no safe-working but on a stop on sight basis. We were in the middle after leaving the series of switchbacks, with a light diesel engine 200 or so metres in front of us, and another railcar close behind. It is a 60 Km journey to Macchu Picchu; the tourist railcars terminate there and await one's return. From the river it is impossible to see the vast area on the mountaintop, 1000 metres above. The Incas chose and built their city wisely--it was never discovered by the marauding Spanish.

A small bus makes the laborious climb to the plateau and the vista is unforgettable--the city, built on a steep slope, of intricately cut stone blocks, without cement, and still as constructed, except for the roofs of the structures. The only permanent inhabitants now are a herd of llamas, the original dwellers there, thought to have been mainly female, vanished without trace centuries ago, and the city lay undiscovered until found by the American Professor Bingham in 1911.

We passed a steam-hauled freight train on the return to Cuzco and wished that we had more time to ride a passenger train to the end of the line. No objections were raised to our walking into the roundhouse and taking photographs of the equipment. Cuzco was the original Inca capital, as well as a centre of the Spanish Empire for many years, and has a wealth of relics and architecture, including the famous Inca 12-pointed stone, set into a wall--a large stone with 12 perfectly cut angles and fitted so neatly without cement that it is not possible to fit a then knife blade between the blocks adjacent.

The Baldwin switcher woke us early again on the morning of our departure for Lima, this time by air, the only practical method. No railway was ever completed from Cuzco to the capital and we did not favour a 4-day bus ride down mountain passes.

Lima is an ugly, dry and dusty city where it never rains. It also has a vast amount of Colonial buildings and cathedrals. The city tramcars disappeared about 1960, some trackage and even an occasional span wire may still be seen. More foolish was the abandonment of the electric interurban which ran the 50 Km to the port city of Callao and nearby Chorillos. This had real rapid-transit possibilities and fairly modern Italian-built cars were in use until 1967. But it fell victim to the South American mania for buses and no trace remains.

Also almost dead is the passenger service of the F.C. Central de Peru. This remarkable standard-gauge railway climbs the Andes to an elevation of almost 5000 metres, and used to do it with a rack and with classic 2-8-0 'Andes'-type locomotives.

Now diesel-operated, the service has been reduced to one daily train from Lima to the Andean town of Huancayo from which point a government owned 95 Cm steam railway continues to Huancavelica. We visited the ornate Desamperados station in Lima, with its wrought-iron and stained-glass ornamentation, intending to ride above the clouds by train, but were disappointed to find that the line was closed indefinitely by landslides. At one time a suburban service had operated to Callao and other points, but this too was a victim of 'Progress'. The station had a neglected appearance and total abandonment of the passenger service cannot be too far distant.

There was little else of interest in Lima other than the elaborately uniformed, goose-stepping guards at the President's palace, so next morning we flew by Air Panama to the port city of Guayaquil, Ecuador, after a hair-raising ride in a battered 1949 Mercury taxi to the airport.

Few formalities were required to enter the Republic of Ecuador. The climate on the coastline was hot and steamy which noticeably slowed the movements of the inhabitants, except for the agile young Negro who briskly snatched my Seiko watch from my wrist as we stood taking photographs on the broad Malecon waterfront boulevard at 1:00 p.m. on a bright afternoon. This soured us completely on visiting Bogota, in Colombia, as it is reputed to be well supplied with thieves and pickpockets, and we had had enough of entry hassles and avaricious taxi-drivers. Therefore, we decided to abandon our plans to visit Colombia and view its 95 Cm railway and steam locomotives and to return direct to Miami from Quito, the capital of Ecuador. We had been told that the railway journey from the coast at Guayaquil to the mountain city of Quito, perched 2700 metres up in the Andes was very scenic, especially the switchback section on the 'Nariz del Diablo' (the Devil's Nose). There was said to be steam operation also, but the daily passenger train to Quito had been reduced to a thrice-weekly 'autoferro' or rail-motor.

The reason for the fall in passenger traffic was obvious: The terminal station for the Guayaquil-Quito railway was not in Guayaquil itself but in Duran, a village on the opposite side of the broad river, and the departure at 6:00 a.m. necessitated a very early awakening. This accounted for the number of competing bus services to the capital which completed the journey in 8 hours compared with the 12 hours by railway. However, unlike some so-called 'Railfans' we scorned the use of buses and on the whole journey, apart from urban trips, had used buses only between Bariloche in Argentina, and Puerto Montt in Chile, or if there was no alternative, and we were determined to enjoy our last rail trip in South America.

There had been a large urban tramcar service in Guayaquil which, although not the capital of the country, was the largest city in Ecuador. Birney cars had been used there, and it is believed that the tramway system quit in the late 1950's, but no traces were apparent. There had also been a railway line from Guayaquil westward to the coastline, but a search for the station building was fruitless.

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After a poor sleep in the noisy hotel, we awoke at 4:00 a.m. and took a taxi, after the usual dramatics regarding the fare with the driver, to the ferry wharf. It seemed an odd time to cross the misty river, in the humid pre-dawn. The station building at Duran was a decrepit old wooden structure, and like the entire Ferrocarril Equatorianos seemed on the point of total collapse. The 'autoferro' was just that: quite uncompromisingly a bus on railway wheels, a Mack bus of mid-1950's model with fairly comfortable seats, if not a little cramped; even the steering wheel was still in position. The vehicle was in good condition, clean and shiny. We were a little apprehensive when our baggage was tossed up onto the roof rack and covered with a tarpaulin--it was all rather informal. The gauge of the F.C.E. is the British 1.06 metres (3' 6"), rather unusual for a Latin country. Prior to our departure at 6:00 a.m., Baldwin 2-8-0 arrived to switch the station area and I bemoaned the lack of adequate light for successful photography. It would have made a good shot, the locomotive in an attractive livery of red and black, with huge G & Q monogram on the tender sides, representing the Guayaquil & Quito Railway, the name of the company before nationalization. We left Duran a little late and immediately beyond the station was a large locomotive depot and workshop with quite a number of locomotives on tracks in conditions ranging from active steam to almost dismantled for scrapping. The freight cars were old American style, mostly long and of wooden construction.

The line progressed, as the light became brighter, across tropical swampland and through miles of sugar and banana plantations. Although the ride was rather rough, due to truck-type suspension of the autoferro and the poor track, the journey through the lowlands was very interesting, as the line passed through several small towns, the tracks running right in the middle of the streets and the roofs of these villages could be observed readily. The coach had been filled on departure from Duran and a fair business with passengers and small packages was carried out along the coastal section with passengers boarding and alighting. We passed loaded freight trains at passing sidings, each one steam-hauled. We later discovered that steam locomotives were used for most trains between Duran and the beginning of the steep climb up the escarpment at Bucay. There is dense settlement between these two towns and a regular passenger service operates. However, beyond Bucay there are only small mountain villages and these are served by the autoferro. Half way to Quito is the city of Riobamba; new Spanish-built diesels are in use exclusively beyond Riobamba.

The sharp rise in the track beyond Bucay could clearly be seen. A large locomotive depot was on the right side of the track, obviously at one time the point of attachment of bank engines. The character of the line changed as we left the fertile coastal belt and entered a narrow river gorge through dense rain forest. The line rose continually and the vegetation became thinner and the air cooler. At the junction station for the line to the city of Cuenca and also the beginning of the 'Devil's Nose' section, an enterprising native woman had set up a refreshment stand. She had roasted an entire pig and was selling pieces of it for a few 'sucre's' each. It was

quite informal, one paid and received a handful of warm pork and a slice of bread.

The traverse of the 'Devil's Nose' was not as hair-raising as we had expected. The car went forward about 1 Km then slowly reversed another 2 Km up a 5½ per cent gradient to the end of the second section before proceeding forward again into the mountains. It would certainly have been spectacular with steam traction as the trains are split into two sections, the locomotive returning for the second part of the train and great photographic possibilities would exist.

As we climbed higher into the mountains, the scenery became more Andean as the trees thinned and finally disappeared as we rose above the tree-line. There was little settlement, but the train still passed along the main street of the mountain villages. Riobamba was a dusty town, another locomotive depot and the present terminal of loco-hauled trains. Beyond Riobamba was only an occasional freight and our thrice-weekly railmotor. The station at Riobamba is on a spur from the main line to Quito and the car ran around a wye and reversed into the station. Some loading of freight cars was taking place and mail still appeared to be carried by the F.C. Equatorianos.

We crossed a diesel-hauled coast-bound freight train at a scenic point in the mountains and got a nice photograph of it crossing a slender bridge over a deep gorge. Other than that, there was little to see as we rolled across the plateau to Quito. Being on the equator, dusk came precisely at 6:00 p.m. and it was almost dark when we arrived at the oddly-shaped station at Quito. The platform is on a sharp arc of a terminal loop and has a neglected appearance. A further reason for the low patronage of the railway is the location of the station--2 Km from the city centre in contrast to the bus terminals.

The city was similar to Cuzco, but larger, and having a wealth of Spanish colonial architecture, old cathedrals and similar buildings, many of them unchanged in centuries. It was difficult to believe that a tramway system had ever flourished there, again no evidence remained. We made the mandatory tourist pilgrimage to the Equator monument, a few kilometres out of town at Latitude 0°0'0". Next day we returned to the railway station, the end of our 11,000 kilometres of train travel in South America. There was no activity there so we walked to the locomotive depot and inspected the new diesels and some dismantled steam locomotives, as well as several small railbuses. Back at the station was a tiny railbus of the North section of the railway which runs from Quito to Ibarra and Lorenzo.

The following afternoon we saw the last of South America as our Electra of Aerolíneas Equatorianas flew from Quito and rose above the clouds. We stopped to refuel at Panama and then continued across the Caribbean to Miami. Perhaps we should have completed the journey and visited all the republics by including Colombia; maybe next time, Quien sabe?

## TRACTION TOPICS

EDITED BY MIKE ROSCHLAU

### SPADINA RAPID TRANSIT

The \$155-million Spadina rapid transit project received final approval from the Ontario Cabinet last August, and J.T. Harvey, TTC general manager of subway construction intends to have trains running on the 6.5 mile line by 1977. The subway, originally intended as the centrepiece of the W.R. Allen expressway, will extend from a new subway yard just north of Weldon Ave. to the existing St. George Stn. on the Bloor-Danforth subway line. If everything goes according to plan, the first passengers should click through the turnstiles on Labour Day weekend, 1977.

The first contract for the Spadina rapid transit, namely design and office supervision and relocation of storm sewer, was awarded to Foundation Engineering Corporation of Canada Ltd. on August 14, 1973 for \$35,000. On December 13 of last year, 22.2% of this contract was completed. The second contract, soils engineering between Russell Hill Rd. and Ava Rd. was awarded to Geocon Ltd. for \$100,000 last September 5. On December 13, 24.4% of this work was completed.

### SAN FRANCISCO RECEIVES 11 TTC STREETCARS

In the last two months of 1973, the Municipal Railway of San Francisco received eleven ex Toronto (ex Kansas City before that) streetcars. The trucks are being converted from Toronto's bastard gauge to San Francisco's 4'8½" gauge; a front trolley pole, base and catcher is being added; the unique TTC marker light atop the front of the roof is being removed; a back-up controller is being installed; the stanchion between the two front doors is being modified slightly to provide room for the installation for the San Francisco type farebox; and the cars are being given a complete or partial re-painting, depending on the condition of the existing Toronto paint, MUNI's new paint scheme being very similar. The 11 cars are being renumbered as follows:

TTC number:	MUNI number:
4754	1180
4757	1181
4758	1182
4763	1183
4764	1184
4769	1185
4770	1186
4771	1187
4775	1188
4777	1189
4752	1190

## STREETCARS vs. GO-URBAN

On November 25, 1973, the TTC released a report comparing streetcars to the province of Ontario's GO-Urban monorail proposal. The report flew in the face of GO-Urban and described streetcars and similar duorail vehicles as superior in many ways to new-fashioned monorail systems. The report was dated January 1973, although it wasn't made public until late last November by Toronto alderman William Kilbourn. According to the report, the streetcar's average speeds for  $\frac{1}{4}$  and  $\frac{1}{2}$ -mile sections can be as good as any other mode; the streetcars can handle loads of up to 20,000 passengers per hour, which is the goal of GO-Urban; the streetcar mode could be made as clean, safe and noiseless as any other style of transit. In conclusion, a new generation of light duorail vehicles (streetcars) can meet all the requirements of any other proposed intermediate capacity system. In addition, the streetcar has flexibility, ability to operate on private rights-of-way and public thoroughfares. It is fast, quiet and operates with a degree of proven reliability. By nature, it provides a high overload capacity, can work automatically on private rights-of-way and integrate with other pre-established systems. Most of all, a duorail system is estimated to cost approximately half that of an elevated monorail. It is extremely dubious whether GO-Urban would mean any cost savings whatsoever.

This report raised many doubts about the province's monorail proposal and prompted the TTC to adopt a new procedure for handling staff reports like this. In the wake of political storms that might break out when the report is made public. Metro Chairman Paul Godfrey said that the report was well leaked by people seeking to embarrass the provincial government, this not being the TTC's job.

## A QUEEN STREET SUBWAY???

One would think that people living near Queen St. who would seem to benefit most from a Queen St. subway would be all in favour of it, right? Wrong! "We don't need a subway. It's a bloody unpleasant thing to ride on anyway," said alderman John Sewell, whose Ward 7 boundaries stretch from Sherbourne St. to Logan Ave. on the Queen corridor. "A subway won't provide as good service as the streetcars do right now on Queen St. You can go from Broadview and Queen to downtown in seven minutes." Mr. Sewell and his fellow alderman Karl Jaffary feel that the development associated with a subway line is better left to an area such as Eglinton or Lawrence Aves.

## WESTWARD EXTENSION OF BLOOR-DANFORTH SUBWAY

Extension of the Bloor-Danforth subway west to Kipling Ave. was approved by the TTC last December 4. Plans for this westward extension of the subway from Islington to a new Kipling Stn., southwest of the Kipling-Dundas intersection, would allow the TTC to build a yard to accommodate 200 subway cars and two parking lots, creating a total of 1300 commuter parking spaces. This extension would cost \$44-million, including the yard, and is designed to relieve bus congestion around the existing Islington terminal. Included in the TTC long-range planning for the Kipling station is a double platform to connect with the future GO Transit rail service from Streetsville along the CP Rail tracks adjacent to the subway.

## CONCRETE TIES ON TTC

The TTC's 1974 capital budget includes an interesting item for a subway test track installation in the open cut section between Victoria Park and Warden stations. A slightly heavier rail section in conjunction with concrete ties will be tested. The purpose of this test is to develop a track structure which will provide a better ride and have lower maintenance costs. Furthermore, wooden ties are becoming more expensive, and since concrete ties have a longer life, it is now advantageous to consider concrete as an alternate material. The ties will be manufactured by Francon Lafarge Ltd. in Montreal.

\*\* The conversion of the TTC's Rogers Rd. streetcar line to a branch of the Ossington-63 trolley coach route is progressing on schedule. Installation of the necessary trolley coach overhead wire is well under way, and Bicknell loop has been paved to accommodate a shuttle bus which began operating between Bicknell Loop and Jane St. via Humber Blvd. and Alliance Ave. last February 4. The final conversion is to take place this summer.

## SPADINA STREETCARS

The TTC has accepted the idea of permanently substituting streetcars for diesel buses on Spadina Ave. between King St. in the south and Bloor St. in the north. This is the first "new" streetcar line inaugurated in North America since Boston's Riverside line was created in 1959. But the TTC, which last operated streetcars all the way along Spadina Ave. in 1948, has yet to work out details on where the new line will loop and whether or not it will operate on a private right-of-way in the middle of the thoroughfare. The line will probably not be in service, however, until 1976 because the subway connection at the northern terminus of the line will connect directly with the Spadina and Bloor-Danforth subway lines at different stations, namely the streetcar loop will be halfway between the Spadina station on the Bloor line and the Lowther station on the Spadina line.

\*\* At its meeting of July 18, 1973, the TTC considered a report outlining a proposal from Canada Square Ltd. for relocation of the existing subway entrance to the Queen's Park Stn. at the south west corner of College St. and University Ave. through the new Ontario Hydro building. In December, Canada Square indicated that it wished to slightly modify the design of the corner of the building where the subway entrance is located. The revised staff design of a new entrance includes an escalator from the subway level to a level slightly below the street and slightly above the arcade level of the building. In addition, there will also be a stairway from the subway level to the arcade level and an enclosed shelter for passengers using the streetcar service on College Street.

\*\* The possibility of a fuel shortage may mean less driving for North Americans, but to Karl Mallette, TTC chairman, it's a cloud with a silver lining. Mallette says public transit will really come into its own now, with all kinds of innovations as the world realizes the significance of dwindling fuel reserves. Mallette predicted in an interview that commuter rail lines around Toronto would one day be electrified to connect with the TTC's subway system. Mallette also thinks that downtown sections of some streetcar lines should be relocated underground to speed up service and devices which automatically turn traffic lights green when streetcars or buses approach should be integrated with the present Toronto traffic computer.

\*\* The TTC at its meeting of December 18, 1973, accepted the low tender of Paul Carruthers Construction Ltd. for North Yonge Subway Extension contract Y-17B in the amount of \$334,200. This contract consists of the building and finish for an auxiliary bus platform and waiting room structure on the east side of Yonge St. at Bishop Ave. (Finch station)

During the above meeting, the TTC also approved the contract change RS7-35, which involves the installation of temporary ticket booth counters in the Melinda-Colborne entrance to King Stn.

\*\* All streetcars and buses on the TTC's fleet will be equipped with flashing lights and sirens to alert police or other possible help if a transit operator has an emergency aboard his vehicle. The TTC voted on November 20, 1973 in favour of spending \$155,000 to equip all streetcars and buses with the devices, in spite of the fact that they might only be a psychological benefit to the drivers.

\*\* The TTC has decided to change its contract with Hawker Siddeley Canada Ltd. for 88 subway cars to be built in 1974. On the request of TTC personnel, an extra passenger emergency brake valve will be provided at the non-cab end of each subway car. The existing cars have two emergency pull locations at the cab end of each car. The additional valve will be located under one of the transverse seats at the non-cab end of the car and be cable operated from an emergency pull located at head level on a panel adjacent to the end door.



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