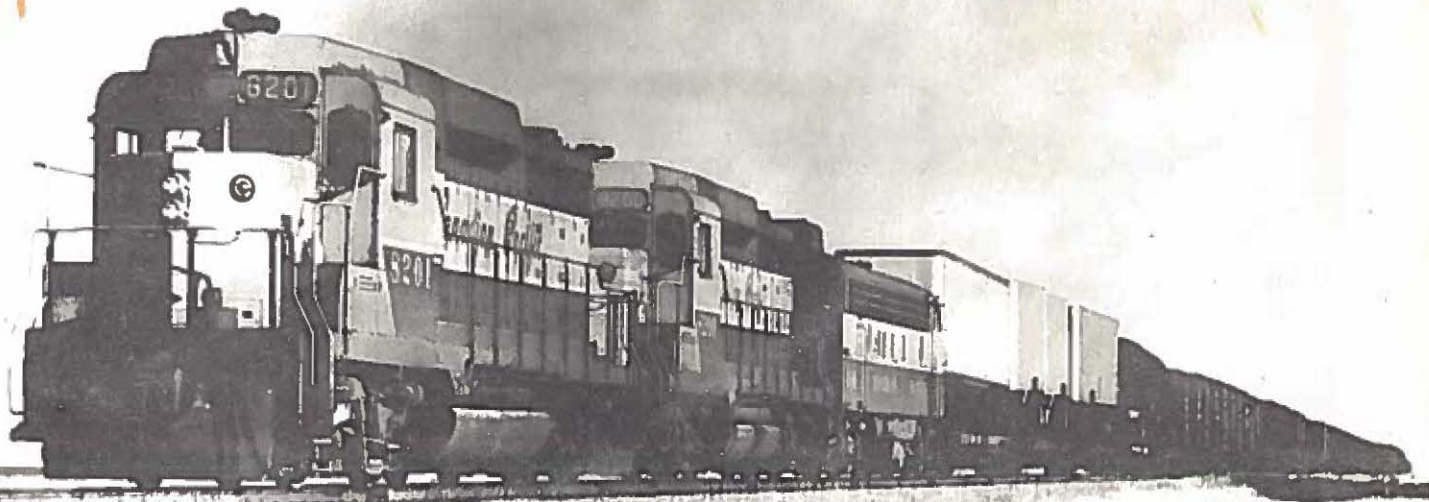


newsletter

August 1965 • 25c

**18,000 Miles
a Month!**

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Upper Canada Railway Society



newsletter

Number 235

August, 1965

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Members are asked to give the Society at least five weeks notice of address changes.

The Cover

The first units of Canadian Pacific's locomotive "renaissance", Nos. 8201 and 8200 (now renumbered 5001 and 5000) head west at Indian Head, Sask., with train 901 in the fall of 1964. /Jim Brown

Contributors to this Issue

Keith Anderson, Roger Boisvert, John Bromley, Dick George, Tom Henry, Bill Hood, Bob McMann, John Mellow, Alf Nanders, Al Paterson, Ralph Percy, Stan Richards, Bill Weighill, Brian West.

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130 AUGUST, 1965

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On August 1st, your Editor leaves town, literally! To help keep the NEWSLETTER on the track, please address your contributions and news items, etc., to 3 Bromley Cres., (no relation to the Traction Topics Editor) Bramalea, Ontario. And speaking of contributions, there are still many talented members that we haven't yet heard from. Have you a particular railway interest that might be a little different? What about that seldom seen shortline you stumbled upon on your vacation? It doesn't take too much effort to share these things with your fellow NEWSLETTER readers. Past issues may be helpful in getting you started. Photos add interest to an article, but should be 5"x 7" minimum, sharp and fairly contrasty for best reproduction. If you'd like advice on the suitability of your topic for publication, please drop me a line. Good Luck!

* * *

Eighteen thousand miles is usually thought of as rather high for a year's driving. Yet, locomotives on Canada's major railways roll up this mileage and more each month on their journeys back and forth across the country. This month, we occupy the cab of a CPR locomotive to see how it's done; the log of our trip will probably amaze you. Page 136. /JAB

Readers' Exchange

■ ■ ■

DOES ANYONE HAVE 8 m.m. movies and/or recordings of CNR 6218 taken on last Fall's excursions out of Montreal? Please contact Harold Isherwood, 50 Westminster North, Apt 20, Montreal West 28, Quebec.

FOR SALE OR TRADE for railroad material: 116 camera with 1/250 to 1 sec. shutter, 120 m.m. lens, waist and eye-level finders. Excellent condition. R. J. Armstrong, 500 Dysart Road, Winnipeg 19, Manitoba.



Coming Events

August 13th, 20th, 27th; Tour of CNR's new Toronto Yard. Only 25 can be accommodated per tour, and owing to the large demand following the July announcement, most reservations have been taken, although a few are still available. Members holding reservations who will be unable to attend are asked to return their tickets promptly to enable others to go. You must have a ticket to accompany the tours.

Tours will start from the Yard Administration Building, off Keele St. just north of Hwy. 7, at 7.30 p.m., sharp. The appropriate KEELE bus leaves St. Clarens Loop at 6.00 p.m.

NOTE: Additional free yard tours will be arranged on future dates as demand warrants.

Sept. 3rd; Outdoor meeting at King and Dufferin Sts. for observation of TTC Exhibition traffic. Bring your camera and tripod.

Sept. 17th; Regular UCRS meeting at which it is planned to have a representative of the Ontario Centennial Project give an address on the plans for the Transportation Exhibit, to be incorporated in the Project.

October 1; A visit to the Hamilton Works of National Steel Car Corp. To enable the entertainment committee to plan transport, (likely bus) please notify us of your intention to participate, stating whether or not you will use the UCRS vehicle from Toronto.

October 15; Regular UCRS meeting at which members will give brief, illustrated talks on their railroad experiences during the past summer. If you wish to contribute, please notify the entertainment committee.

November 6; The UCRS Annual Banquet, featuring a speaker in connection with Toronto's new subway. The dinner will be preceded by a trolley excursion.

15 Years Ago

An excursion report, a bevy of motive power notes and subway and electric railway news highlighted the August, 1950 NEWSLETTER.

The excursion train was composed of CNR Pacific No. 5592, an NYC baggage car, three coaches and two dining cars. It operated from Toronto to Coboconk (see this month's Bull Session), thence back to Lorneville and on to Lindsay, Peterborough and Port Hope, and finally home to Toronto once again. A total of 212 persons were aboard the June 17th, 1950 excursion.

The motive power notes include mention of the fact that CN 2-10-2's 4004 and 4024 put in an appearance on the Scarboro hill. Also noted were an assortment of orders for GMD in London, from the Chesapeake and Ohio Ry. (Pere Marquette Dist.), Wabash Ry. (Buffalo Div.), TH&B, Algoma Central and CNR.

From the Hamilton (Ont.) Street Railway came the following anecdote:

"On June 24th, car 523 was struck by a gondola car loaded with scrap metal on the Do-fasco (TH&B) crossing on the Burlington line private right-of-way. The car was overturned, stripped of useful parts and the body carted away for scrap. The car never returned to the carhouse after the accident!"

BELOW: Just a month after this picture was taken, in March, 1965, CP's MLW A-unit 4027 was traded-in on a new Century 424. No. 4027 is shown here west-bound near Agincourt, Ont.
/Jim Brown



Railway News and Comment

CNR UPGRADES AQUATRRAIN FACILITIES

Canadian National has called tenders for the replacement of the wooden Aquatrtrain ferry dock at Prince Rupert, B.C. with a more durable steel and concrete structure. The project will involve construction of a reinforced concrete hinge pier and two machinery towers. The work is to be completed by September.

The railway provides Aquatrtrain service between Prince Rupert and the State of Alaska with barges equipped to carry railway cars. This service provides a connection between Alaska and other parts of the continent.

NO SERIOUS CAR SHORTAGE EXPECTED IN CANADA

Canadian railways have recently been experiencing occasional shortages of freight equipment for revenue loading. However, rail officers are optimistic that the steady investment by Canadian lines in new freight cars will make chances of a serious car shortage developing very unlikely. Since 1962, Canadian Pacific has spent over \$92 million on 5,400 new cars; CN's car equipment investment for the year just ended was \$50.4 million.

At the end of 1964, Canadian railways owned 180,815 freight cars, with 57% of these belonging to CN. The Canadian car fleet is considerably younger than the U.S. fleet, and is also slightly larger in proportion to the traffic carried.

Much of the new equipment purchased and on order reflects the trend to specialized equipment. Between now and December, CN is expecting completion of orders for over 1,000 cars, among them 200 bulkhead flats, 200 conventional flatcars, 135 auto rack cars, 42 specialized box cars for newsprint and 41 piggyback flatcars.

"RAILRODDER" POPULAR AT FILM FESTIVAL

Canada's only entry in the West Berlin Film Festival, National Film Board's "Railrodder", has been enthusiastically received. According to a Reuters account, "The festival audience, which has seen three days of films showing mad women, confusing flashbacks and even incest on the screen, thoroughly enjoyed the good clean fun of comedian Buster Keaton crossing Canada from Atlantic to Pacific on a (CNR) rail handcar." (See May NEWSLETTER, page 83.)

CPR ENGINEER AVERTS SERIOUS MISHAP

A quick-thinking Canadian Pacific engineer saved a number of loaded boxcars from serious damage in Windsor, Ont., July 2nd. George Bathgate was working the CPR docks in Windsor when he noticed a cut of cars rolling toward him from the main yards two miles away. With the aid of his fireman, Robert Stobbs, he uncoupled his engine and raced up the track to meet the oncoming cars. The resulting impact derailed the runaways and the locomotive, but prevented what could have been a costly collision with other loaded cars.

The track the runaways were on slopes downward from the main yards to the Detroit River and CPR's docking facilities.

AUTOS DISCOURAGE LONDON TRANSPORT BOARD

Some heed should be given on this side of the Atlantic to the 1964 annual report of the London (England) Transport Board, which says in part:

"It is clear that whatever improvements can be made on the roads, it will be necessary in the long-term to rely still more heavily on the railways, with their inherent advantage of an exclusive track, for peak hour passenger travel....

"It must be doubted whether London can longer afford the unrestricted use of private cars at all times of the day. The business and commercial life of a large modern city is directly dependent on the continuous flow of its passenger and freight transport. The delays and frustrations which now occur impose a hidden cost which ought not to be accepted."

The report goes on to state that even buses are being stifled by the increasing volumes of automobile traffic, supporting its statements with the following evidence:

"Between 1954 and 1964, the number of road vehicles entering the central area during the morning peak has risen by 44%, but the number of passengers in those vehicles has decreased by 10%....

Buses and coaches carried over 60% of the passengers but represented only about 5% of the total vehicles."

Realizing the shortcomings of road transport, LTB is pressing the construction of a major new subway line, and is continuing its development work on automatic operation of trains, traffic control, ticketing and fare collection. In this way, it is encouraging the development of rail rapid transit as the backbone of passenger transport within the London area; at the same time, it is recognized that the rail services can often be advantageously supplemented and complemented by highway and bus services.

BTC APPROVAL GIVEN TO CNR ABANDONMENTS

Following hearings in Bancroft, Ont., in early July (July NEWSLETTER, page 112), the Board of Transport Commissioners granted approval to CNR's application to abandon its seven-mile spur from Bessemer to Child's Mine and the most northerly eight miles of the Maynooth Subdivision from Lake St. Peter to Wallace.

At the last minute, the railway revised its original plans to seek total abandonment of the 27-mile Bird's Creek-Wallace segment of the Maynooth Sub. A projected increase in pulpwood production in the area is expected to bring new revenue to CNR. However, if no noticeable improvement is evident within the next two years, the railway will again apply for abandonment of the remaining 19 miles of line.

Judgement was reserved on the application to tear up the seven-mile spur from Ormsby to Coe Hill.

PROVINCE SEEKS FEDERAL CHARTER FOR ONR

The provincial government is studying ways of applying for a federal charter for the Ontario Northland Railway. Basis for the application is the fact that an ONR subsidiary, the Nipissing Central Railway, has a federal charter for its operation from Kirkland Lake, Ont., to Noranda, Que.

The federal charter would enable Ontario Northland to collect an annual federal subsidy of about \$1.5 million under the Freight Rate Reduction Act. The ONR has been at a disadvantage compared to the CNR and CPR since it automatically accepts wage levels negotiated between railway unions and the CNR, but does not receive federal assistance, as do the major lines.

The major drawback of the federal charter would be increased control of the provincially-owned railway by the federal Board of Transport Commissioners. At present, ONR is its own master, although its operations are subject to scrutiny by the provincial Legislature.

ONR's deficit in 1964 was \$720,100. The railway estimates that it would have received about \$5.5 million in subsidies under the Freight Rate Reduction Act since it was passed, if it had been chartered federally.

ONTARIO NORTHLAND TO SELL ITS BOATS

The Ontario Northland Transportation Commission is seeking a buyer for the entire assets of its boatline business with the exception of a single vessel, the M.V. Naiad. The business is to be sold as a going concern with the intention that the services on Lake Temagami should remain in operation.

CN TO CLOSE TWELVE ALBERTA STATIONS

The Board of Transport Commissioners has authorized Canadian National to remove station agents at 12 Alberta points. No complaints were listed against the applications which involved the following stations: Galahad, Rosalind, Irma, Ryley, Bellis, Spedden, Stony Plain, Forestburg, Mannville, Vilna, Elk Point and Morinville.

FIFTEEN CARS DERAILED IN CNR INCIDENT

Both tracks of Canadian National's Toronto-Montreal main line were blocked early in the morning of July 16th near Kingston, Ont., by a freak accident involving two passing freight trains. Seven cars of the westbound train and eight of the eastbound freight left the rails. There were no injuries. Cause of the accident is being investigated by railway officials.

For an eight-hour period, CN traffic was rerouted from Napanee to Smiths Falls on CN's Smiths Falls Subdivision, and from Smiths Falls to Brockville on the Brockville Subdivision of Canadian Pacific.

COMMUTERS ATTACK DRIVERS IN BR DISPUTE

British Railways recently appealed to London commuters not to beat up their train drivers. The appeal came in mid-July amid growing confusion in commuter services, caused by a lightning strike of some train crews and go-slow tactics by others.

Worst affected was the line from suburbs southeast of the city. For at least a week, the slowdown produced wild scenes at stations crowded with frustrated home-goers, and drivers and conductors have called for police protection.

Cause of the trouble is a three-way argument among the train crews, their union executive and the railway executive. The train crews are demanding a productivity bonus as compensation for the increased traffic resulting from growth of the Kent suburbs. The railways are prepared to meet the request if the drivers will agree to elimination of one of the two men in the engine cab. The workers also complain that their union, which has supported neither the strike or the go-slow tactics, has been slow in pressing their claim. A union official said that some of his members have been "thumped" by passengers, and warned that a total strike may follow if it happens again. The railway appealed, "Please don't have a go at those men who are working. They may not be supporters of this unofficial action."

TRESTLE BLAZE TIES UP BALA SUB.

Partial destruction by fire of a small wooden trestle (whose sole raison d'etre is to allow cows to pass from one pasture to another) closed Canadian National's Bala Subdivision for a 20-hour period recently. The blaze was discovered by the crew of northbound train 49, the "Northland", at about 7.30 p.m., July 11th. When it was determined that it would be unsafe for No. 49 to proceed, it backed from the fire location (at mileage 17.8, between Richmond Hill and Doncaster) to Doncaster, and thence west along the York Subdivision to the connection with the Newmarket Sub. at Snider, whereupon it resumed its journey.

The southbound "Panorama" was less fortunate. It was held at Richmond Hill and its passengers dispatched to Toronto by bus. No. 110's equipment was hauled back to Washago, and brought to Toronto via the intact Newmarket Subdivision.

"CONFEDERATION TRAIN" PLANS ANNOUNCED

It was announced in Ottawa June 26th that on New Year's Day of 1967, the Centennial Commission's "Confederation Train" will embark on a 15,500-mile, 331-day tour of Canada.

Using equipment from both major railways, the train will include in its consist display cars with exhibits depicting the country's past, present and future.

The diesel-powered special will initially run west from Ottawa to Vancouver, where its town-hopping eastward tour will begin. It is scheduled to be in Toronto from July 29th to August 20th, 1967.

PRANKSTERS DAMAGE CNR TRAIN

A Canadian National freight train suffered \$600 damage when it crashed into a pile of ties on the main line of the Bala Subdivision two miles north of Pefferlaw, Ont., on July 5th. Police believe hoodlums piled the ties on the track as a holiday prank. The three man crew escaped injury.

In the same vein, CN investigators are keeping close watch on Canadian National's Toronto Yard Access Lines following the discovery during the past few months of several similar "booby traps". Fortunately, these potentially dangerous situations have been reported in time to avert accidents. There is certainly no humour in this sort of activity, and one wonders at the mental condition of those who take part in it.

"CAMPERS' SPECIAL" SERVES NORTHWEST ONTARIO

Canadian National has established a weekend service for campers and fishermen from the Winnipeg area to Redditt, Ontario. Operating for the period from June 11th to Sept. 6th, the train makes an early evening run to Redditt on Fridays, returning to Winnipeg on Sunday (or holiday Monday) evenings. Stops will be made at any intermediate station. A coach lunch service is provided.

ESKIMO RAILROADERS FOR GSLR?

CNR may employ Eskimos on the Great Slave Lake Railway. GSLR and CN officials are touring the Arctic coast in search of at least eight Eskimos who will be given on-the-job training for positions at the northern end of the GSLR at Hay River, N. W. T.



LEFT: CNR's "Railtainer" container system, now in use in the Maritimes, permits containers to be transferred between flat cars and trucks without the need for switching. (See April NEWSLETTER, page 48.) /CNR

Equipment Notes

CN'S TRANSCONA SHOPS REBUILDS REEFERS

Two rebuilt refrigerator cars per day are being turned out by the Transcona (Man.) shops of Canadian National. The \$3 million project involves 300 cars and will be completed this fall.

Each car is being equipped with a mechanical temperature control unit attached to the car side and operated by a power plant mounted beneath the car. The reconditioned cars will be used to transport fresh produce.

SUMMARY OF CPR TRADE-INS TO MLW

Roger Boisvert, of Trois Rivieres, Que., has compiled the following summary of Canadian Pacific locomotives traded-in to Montreal Locomotive Works for new Century 424 units. The total mileage for each locomotive is also given:

UNIT	DATE TO	DEL'D MLW	CUMULATIVE MILEAGE
4098	March 12, 1965		1,462,501
8469	March 12, 1965		1,117,326
4001	March 24, 1965		1,471,727
4026	March 25, 1965		1,551,700
4045	April 6, 1965		1,459,104
4048	April 6, 1965		1,475,752
4419	April 19, 1965		1,681,334
4027	April 20, 1965		1,553,000
4411	April 25, 1965		1,612,119
4422	April 25, 1965		1,675,110
4009	May 11, 1965		1,512,853
4008	May 18, 1965		1,525,026
4017	June 8, 1965		1,549,834
4413	June 8, 1965		1,689,521
4018	June 20, 1965		1,589,692
4005	June 27, 1965		1,556,671
8405	June 27, 1965		979,510
4402	July 5, 1965		1,467,326
8408	July 12, 1965		1,036,257

MODIFIED CNR 1700'S IN SERVICE

Two MR-10 class Canadian National road-switchers with modified trucks are now in service in southern Ontario. The engines, Nos. 1706 and 1716 have had their former six-wheel trucks rebuilt to four-wheel configuration to improve adhesion. (See earlier NEWSLETTERS, pages 50 and 128)

PROCOR BUILDS PRESSURE-FLOW CARS IN CANADA

Procor Ltd., of Oakville, Ont., have recently constructed Pressure-Flow cars for delivery to the Canadian market. The cars are of a new design built to carry bulk commodities such as cement, flour and other powdered or granular materials.

To unload the car, its cargo tank is pressurized to a predetermined pressure, whereupon the outlet pipes are opened and the contents blown out. In a recent test, the 100-ton contents of the car was unloaded into a silo 120 ft. high and 40 ft. from the car in less than one hour. Loading of the car is accomplished through conventional hatches along the top of the tank.

CANADIAN NATIONAL ORDERS 600 NEW CARS

Canadian National Railways recently placed two orders, valued at \$8.6 million, for 100 70-ton woodchip cars and 500 70-ton double door boxcars.

The woodchip cars will be built by the Vancouver Iron and Engineering Works Ltd., for service in Alberta and B.C. They are equipped with a hinged door in one end and are unloaded in a fashion similar to a dump truck.

The boxcars will be constructed by Hawker Siddeley Canada Ltd., Montreal.

CANADIAN PACIFIC MOTIVE POWER NOTES

Unit 4044 was turned over to Montreal Locomotive Works in mid-July.

General Motors Diesel Ltd. in London has received CP B-units 4428 and 4430 as trade-ins on new GP-35's.

New locomotives received during the past month by CPR include Nos. 5016-5019 (GP-35's) and 4209-4212 (Century 424's).

SMITHS FALLS SEEKS CPR DISPLAY LOCOMOTIVE

A number of citizens of Smiths Falls, Ont., an eastern Ontario Canadian Pacific divisional point, hope to place a CPR steam locomotive on display in the town. Fund raising is presently being conducted in the area to purchase N-2-a class 2-8-0 No. 3611, now in storage in Winnipeg, and transport it to Smiths Falls.



A Month in the Life of a Canadian Pacific Locomotive

By Stan Richards and Jim Brown

During the past few years, Canada's major railways have experienced a resurgence of traffic which has, on occasion, emptied the diesel shops across the land to the extent that additional locomotives have had to be leased to keep the trains running. At the same time, increasing competition from other modes of transportation is pressing the railways to speed up their service. Thus, either way you look at it, there is a serious need for more available locomotive horsepower.

Large numbers of the Canadian diesel fleet are now approaching old age, by locomotive standards, and are requiring an increasingly large (and costly) amount of shop time to keep them in satisfactory operation. So it is that Canadian Pacific, and to a lesser extent Canadian National, are embarking on a programme to replace many of the older low-horsepower units with new, high-horsepower machines. (Little interest has yet been expressed in Canada for the ultra-high-powered locomotives which are finding much favour in the western States, perhaps because the higher power input to a conventional truck of essentially unchanged axle loading tends to create a locomotive with slippery starting characteristics.)

At the beginning of July, Canadian Pacific's fleet of high-horsepower locomotives numbered 31, and included two GMD 2250 h.p. GP-30's (5000-01), 18 GMD 2500 h.p. GP-35's (5002-19) and 11 MLW 2400 h.p. Century 424's (4200-10). Canadian National has thus far acquired only four new engines, two GP-35's (4000-01) and two Century 424's (3200-01); it is likely that when evaluation of their performance is complete, orders will be placed for further units to upgrade the CN fleet.

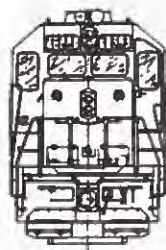
The modern diesel locomotive represents an investment of about a quarter of a million dollars, and to show satisfactory return must be kept on the road as much as possible; locomotives in the shop or standing idle are locomotives that are not producing useful work.

To ensure maximum utilization of their diesel fleets, both CN and CP have established motive power control centres. The function of these departments is to ensure that locomotives are distributed across the systems so as to adequately meet anticipated traffic conditions; the power controllers guard against under- or over-powering of trains and arrange for the operation, in service, of units to and from maintenance points for scheduled maintenance and overhaul. (Much locomotive maintenance is carried out on a mileage basis, and thus it is imperative that close touch be kept of the activities of each unit.) While the motive power controllers will not necessarily perform the actual assigning of locomotives to trains, they work closely with the locomotive foremen in their territory to ensure that serviceable units are dispatched as efficiently as possible.

The casual observer might feel, on seeing fifteen or twenty locomotives idling at a servicing point such as Canadian Pacific's Toronto Yard, that talk of a locomotive shortage is stretching of the truth. However, if he were to return to the spot a few hours later, he would likely find that most of them had been dispatched, while the shop staff would be hard at work performing turnaround duties on a number of new units. In many instances, Canadian Pacific has a locomotive assigned to an outbound train before the unit arrives in the terminal; rarely does a serviceable unit remain there more than a few hours without an assignment.

To help us gain a better appreciation of the high utilization that Canadian Pacific achieves with its new power, let's have a look at the duties of its initial GP-35, No. 5002, for the month of May, 1965. During the month, 5002 rolled up over 18,000 revenue miles, a remarkable but not uncommon feat!

We are grateful to Canadian Pacific for their assistance in compiling much of the material used in this article.



5002's Doings in May

NOTE: In some cases throughout this log, 5002's trains may appear to be running ahead of time. While the train consists are those usually assigned to the manifest freights in question, the trains are actually often operated ahead of time, on the schedules of earlier trains.

* Remainder of locomotives in consist unknown

May 1, 1965: 5006-5002-5009; No. 948, Ar. Fort William 12.01 a.m., CST
Lv. Fort William 1.45 a.m., EST for Sudbury
Lv. Sudbury 11.45 p.m., EST for Toronto

May 2, 1965: 5006-5002-5009; No. 948 Lv. Mactier 6.30 a.m., EST
Ar. Toronto (Yard) 10.35 a.m., EST
Routine inspection and servicing
5002-4007; No. 904 Lv. Toronto (Yard) 7.30 p.m., EST for Montreal

May 3, 1965: 5002-4007; No. 904 Ar. Montreal (St. Luc) 3.00 a.m., EST
24,000 mile inspection and servicing
5009-5002; No. 949 Lv. Montreal (St. Luc) 10.45 p.m., EST for west.

May 4, 1965: 5009-5002; No. 949 Lv. North Bay 7.00 a.m., EST
Ar. Chapleau 4.15 p.m., EST, Change engines.
4008-5002; No. 949 Lv. Chapleau 6.30 p.m., EST

May 5, 1965: 4008-5002; No. 949 Lv. Schreiber 1.15 a.m., EST
Ar. Winnipeg 4.05 p.m., CST
5002*; No. 949 Lv. Winnipeg 8.10 p.m., CST

May 6, 1965: 5002*; No. 949 Lv. Brandon 12.05 a.m., CST
Lv. Moose Jaw 9.00 a.m., CST
Lv. Swift Current 11.20 a.m., MST
Ar. Calgary (Alyth) 8.30 p.m., MST
Routine inspection and servicing

May 7, 1965: 5002*; No. 948 Lv. Calgary (Alyth) 7.00 a.m., MST for Toronto.
Lv. Medicine Hat 11.35 a.m., MST
Lv. Moose Jaw 9.30 p.m., CST

May 8, 1965: 5002*; No. 948 Lv. Brandon 5.20 a.m., CST
Ar. Winnipeg 8.50 a.m., CST
5002-8762; No. 948 Lv. Winnipeg 11.45 a.m., CST
Ar. Fort William 11.15 p.m., CST

May 9, 1965: 5002-8762; No. 948 Lv. Fort William 12.55 a.m., EST
Lv. Cartier 11.15 p.m., EST

May 10, 1965: 5002-8762; No. 948 Lv. Sudbury 12.15 a.m., EST
Ar. Toronto (Yard) 11.30 a.m., EST
Routine inspection and servicing
5002-8752-8436-8732; No. 926 Lv. Toronto (Coach Yard) 7.00 p.m., EST

May 11, 1965: 5002-8752-8436-8732; No. 926 Ar. Montreal (Grovehill) 3.30 a.m., EST
Engines transferred to St. Luc
Air Brake Test
5002-4205; No. 949 Lv. Montreal (St. Luc) 10.45 p.m., EST for Calgary

May 12, 1965: 5002-4205; No. 949 Lv. Chalk River 6.15 a.m., EST
Lv. Chapleau 4.40 p.m., EST

May 13, 1965: 5002-4205; No. 949 Lv. Schreiber 12.30 a.m., EST
Lv. Fort William 4.15 a.m., CST
Ar. Winnipeg 3.55 p.m., CST
Lv. Winnipeg 8.10 p.m., CST

May 14, 1965: 5002-4205; No. 949 Lv. Broadview 4.05 a.m., CST
Lv. Swift Current 11.20 a.m., MST
Ar. Calgary (Alyth) 8.35 p.m., MST
Routine inspection and servicing

May 15, 1965: 5002-4205; No. 954 Lv. Calgary (Alyth) 1.20 a.m., MST for Toronto
Lv. Medicine Hat 6.15 a.m., MST
Lv. Broadview 7.00 p.m., CST

May 16, 1965: 5002-4205; No. 954 Ar. Winnipeg 1.30 a.m., CST
5002-4205-4407-8794; No. 954 Lv. Winnipeg 4.30 a.m., CST
Lv. Ignace 12.35 p.m., CST
Lv. Schreiber 10.10 p.m., EST

May 17, 1965: 5002-4205-4407-8794: No. 954 Lv. White River 4.20 a.m., EST
Lv. Cartier 1.35 p.m., EST

May 18, 1965: 5002-4205-4407-8794: No. 954 Ar. Toronto (Yard) 12.30 a.m., EST
Routine inspection and servicing
5002-4205-4407: No. 906 Lv. Toronto (Yard) 6.15 a.m., EST for Montreal
Ar. Montreal (St. Luc) 6.20 p.m., EST
12 month Air Brake Inspection

May 19, 1965: 4201-5002: No. 931 Lv. Montreal (Grovehill) 12.30 a.m., EST for Toronto
Ar. Toronto (Coach Yard) 8.40 a.m., EST
Routine inspection and servicing
4201-5002-8731: No. 953 Lv. Toronto 4.00 p.m., EST for Calgary

May 20, 1965: 4201-5002-8731: No. 953 Lv. Cartier 12.15 a.m., EST
Lv. Schreiber 1.00 p.m., EST

May 21, 1965: 4201-5002-8731: No. 953 Ar. Winnipeg 3.45 a.m., CST
5002*: No. 901 Lv. Winnipeg 6.35 a.m., CST
Lv. Broadview 1.10 p.m., CST
Lv. Swift Current 6.30 p.m., MST

May 22, 1965: 5002*: No. 901 Ar. Calgary (Alyth) 2.40 a.m., MST
Routine inspection and servicing
5002*: No. 948 Lv. Calgary (Alyth) 7.00 a.m., MST for Toronto
Lv. Swift Current 5.15 p.m., CST

May 23, 1965: 5002*: No. 948 Lv. Brandon 5.20 a.m., CST
Ar. Winnipeg 8.50 a.m., CST
4088-5002-4203: No. 948 Lv. Winnipeg 11.50 a.m., CST
Ar. Fort William 11.30 p.m., CST

May 24, 1965: 4088-5002-4203: No. 948 Lv. Fort William 1.10 a.m., EST
Ar. Chapleau 4.50 p.m., EST
4088-5002-4203-8430: No. 948 Lv. Chapleau 5.35 p.m., EST

May 25, 1965: 4088-5002-4203-8430: No. 948 Ar. Toronto (Yard) 10.25 a.m., EST
Routine inspection and servicing
5002-8759-4467: No. 926 Lv. Toronto (Coach Yard) 7.00 p.m., EST for Montreal

May 26, 1965: 5002-8759-4467: No. 926 Ar. Montreal (Grovehill) 3.30 a.m., EST
Engines transferred to St. Luc
12,000 mile inspection and servicing
4208-5002: No. 949 Lv. Montreal (St. Luc) 10.45 p.m., EST

May 27, 1965: 4208-5002: No. 949 Ar. Smiths Falls 2.20 a.m., EST
Electrical defect
8750-4403-5002: No. 916 Lv. Smiths Falls 5.50 p.m., EST
Ar. Montreal (St. Luc) 10.10 p.m., EST
Electrical repairs

May 28, 1965: 5002-8740: No. 951 Lv. Montreal (St. Luc) 3.45 a.m., EST
4084-5002-4088: No. 951 Lv. Smiths Falls 9.05 a.m., EST

May 29, 1965: 4084-5002-4088: No. 951 Lv. Cartier 3.15 a.m., EST
Ar. Fort William 10.05 p.m., EST

May 30, 1965: 5012-5010-5002-5003-5014: No. 952 Lv. Fort William 9.55 a.m., EST

May 31, 1965: 5012-5010-5002-5003-5014: No. 952 Lv. Chapleau 12.20 a.m., EST
Ar. Sudbury 6.45 a.m., EST
5002-5003-8762-4412-4085: No. 50 Lv. Sudbury 8.15 a.m., EST
Ar. Mactier 12.35 p.m., EST
5002-5003-8762-4412-4085: No. 82 Lv. Mactier 1.15 p.m., EST
Ar. Toronto (Yard) 6.15 p.m., EST

TOTAL MILEAGE: 18,106



Canadian Pacific

MILEAGES RECORDED BY DRF-CLASS DIESEL UNITS MAY, 1965

Unit	Monthly Mileage	Unit	Monthly Mileage
5000	16,421	5014	*9,828
5001	11,645	5015	*12,555
5002	18,106	5016	**569
5003	14,238	5017	**797
5004	18,611		
5005	15,281	4200	14,571
5006	17,164	4201	12,452
5007	14,640	4202	17,723
5008	18,799	4203	15,379
5009	14,370	4204	18,206
5010	14,449	4205	16,307
5011	18,254	4206	18,116
5012	20,499	4207	***13,315
5013	17,338	4208	***12,420

* Unit delivered May 7th, 1965.
 ** Unit delivered May 29th, 1965.
 *** Unit delivered May 8th, 1965.

LEFT: Sharing Canadian Pacific's new locomotive orders with General Motors is Montreal Locomotive Works which is currently delivering an order of 32 2400 h.p. Century 424 units. One of these, No. 4203, is shown leading train 901 west from Toronto Yard.

/Jim Brown

LOWER LEFT: Train 948 approaches Leaside with GP-35 5012 on the headend. During May, 5012 rolled up over 20,000 miles of revenue service.

/Brian West

LOWER RIGHT: CP 5002 lays over at Toronto Yard for a few hours between assignments. Does anyone have other photos of 5002, preferably taken during the period of our log?

/Keith Anderson

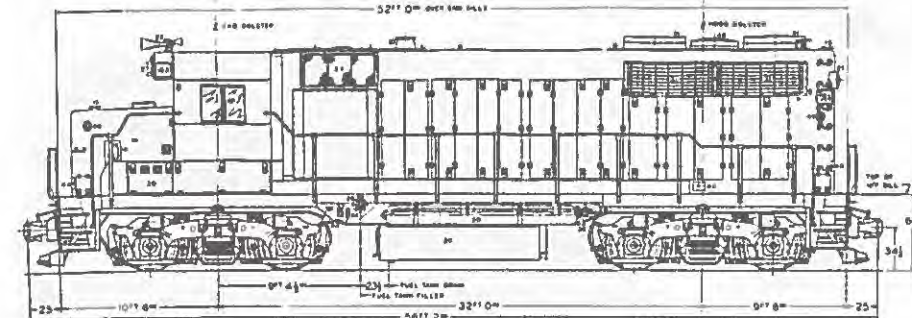
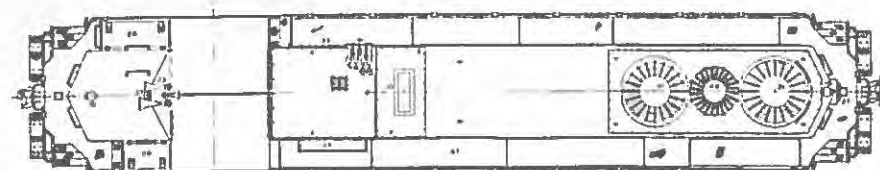
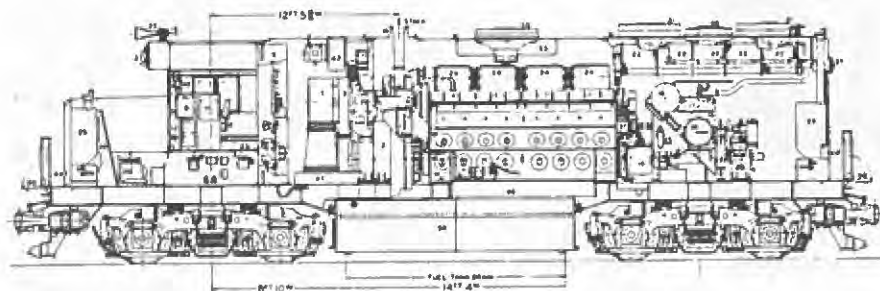
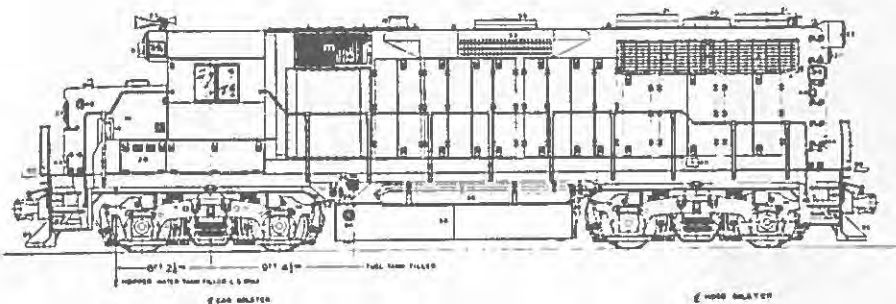


BASIC SPECIFICATIONS

Model: GP-35
Horsepower: 2500
Driver Diam.: 40"
No. of Motors: Four
Wheel Arrangement: B - B
Operating weight: 242,000 lbs
Gear Ratio (CPR): 62:15
Max. Speed (CPR): *71 mph
Tractive Effort: 45,000 lbs
(continuous)

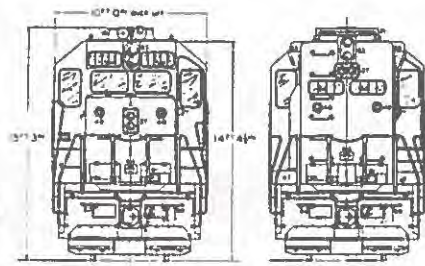
*Speed recorders set at 75 mph.

Anatomy of a GP-35



1. Engine — EMD Model 16-567 DSA
2. Main Generator And Alternator
3. Generator Blower
4. Auxiliary Generator — 10 KW
5. Control Cabinet
6. Air Compressor
7. Traction Motor Blower
8. Engineer's Control
9. Fuel Pump
10. Engine Exhaust Stack
11. Air Brake Valve
12. Cab Heater
13. Sliding Seat
14. Hand Brake
15. Sand Box Filler
16. Lube Oil Filler
17. Lube Oil Cooler
18. Engine Water Tank
19. Fuel Pressure Filter
20. Load Regulator
21. 48 Inch Fan And Motor
22. Radiator
23. Horns
24. Exhaust Manifold
25. Sand Box
26. Fuel Filler
27. Headlight — Twin Sealed Beam
28. Batteries
29. Fuel Tank — 1700 Gallons
30. Main Air Reservoir
31. Air Intake And Shutters
32. Emergency Fuel Cutoff
33. Engine Room Air Intake
34. Fuel Tank Gauge
35. Trap Door
36. Lube Oil Filter
37. Dual Fuel Filter
38. Engine Air Filter Unit
39. Automatic Drain Valve — No. 1 Reservoir
40. Classification Lights
41. Inertial Air Separator
42. Dust Evacuating Blower
43. Number Box
44. Walkway Light
45. Fuel Suction Filter
46. Collision Post
47. Traction Motor Air Duct
48. 36 Inch Fan And Motor
49. Speed Recorder
50. Fire Extinguisher
51. Engine Water Filter
52. Bell
53. Dynamic Brake
54. Number Box — Changeable Numbers
55. Dynamic Brake Fan
56. Fuel Tank — 2600 Gallons
57. Automatic Drain Valve — No. 2 Reservoir
58. Toilet
59. Third Cab Seat
60. M.U. End Arrangement
61. M.U. Receptacle
62. Water Cooler
63. Signal Light
64. Liquidometer Fuel Gauge
65. Pilot
66. Engine Sump — Increased Capacity

Modifications



Traction Topics

Edited by John F. Bromley



* Track removal on Dupont St. between Christie St. and Davenport Rd. was completed in early July, and repaving should now be complete. Nothing has yet been done regarding removal of tracks on Davenport and Bay Sts. between Dupont and Bloor. /JFB

* The last streetcar to leave Ferry Loop will depart at about 10.28 p.m., August 15th, thus bringing to a close the long record of streetcar service on lower Bay St. Service will, of course, continue to operate on Bay between Dundas and Albert until the opening of the new subway. /JFB

* In spite of our vigilance, a few gremlins crept into the July NEWSLETTER, thus:

Page 126: The Boston PCC is 3200, rather than 3333, the "route number" is 28 rather than 29, and the photo was taken by John Bromley.

Page 127: The caption for MTA 5281 should, of course, read "air-electric". /JAB

* On Saturday, June 26th, a DUNDAS-Docks car entered an open switch southbound on Bay St. at Louisa (City Hall Loop), left the tracks, struck a passing auto and wound up facing southwest on the east side of the street between a building and a hydro pole. Several persons were injured, one severely. PCC 4743 was removed to Hillcrest Shops bearing a floor-to-roof gash in the left side, six feet behind the operator's seat; the floor was reportedly buckled four inches out of true. Damage is evidently severe enough that this car may not be repaired, in which case 4743 will have the somewhat dubious distinction of being the first Toronto all-electric car to meet the torch. /JFB

* Tenders were called in late June for contract W-1 of the Bloor Subway westerly extension. The work consists of building approximately 4,575 lineal feet of structure including two stations, and the construction of embankment, bridge and retaining walls. The work covers the section immediately west of Keele Station, and will be in open cut. /JFB

* The early morning hours of July 3rd saw the first train of Hawker Siddeley cars leave Greenwood yards. After being operated back and forth in the yard through a driving rainstorm, cars 5342-5343-5346-5347 were taken west through the new subway on the normal eastbound track. They then operated over the Yonge-University line to Davisville yards. A train of MLW cars was subsequently taken the opposite way to Greenwood, according to the Toronto STAR. (The latter train probably included 5314-5315, mentioned elsewhere in this column.)

Cars 5336-5337-5342-5343 were operated as a test train during the week of July 5th. This train together with cars 5346-5347 was scheduled to enter regular service on July 12th; however, minor technical difficulties delayed its debut. /JFB, BH

* The annual report of the Toronto Transit Commission indicates a profit of \$3,899,859 was realized in 1964, and that 4,187,746 more passengers were carried than in 1963. Preliminary reports for 1965 anticipate a similar profit and a further passenger increase (estimated at 5 million). However, a substantial deficit is expected during 1966, and the Commission warned of a possible fare increase to 25¢ cash or five tickets for \$1.00 in 1967. They also turned down requests for special fares for senior citizens and an extension of the time limit for student tickets. /JFB

* A fire in a small restaurant on Roncesvalles Ave. just north of Howard Park Ave., on the morning of June 9th resulted in an interesting diversion of KING streetcars. Northbound cars turned east on Howard Park, then turned northwest onto Dundas St. via a little-used switch to arrive at Vincent Loop. Southbound cars provided what could be called a 16-2/3 cent fantrip. They operated via the DUNDAS line to Lansdowne Ave., looping via Lansdowne and College, then operated over Dundas and Howard Park Ave. to Roncesvalles. The diversion lasted some two hours. /AN

* On June 8th, TTC awarded two contracts for subway extensions. Taylor Woodrow of Canada Ltd. will build a 7,600 lineal foot section of the eastern extension between Cedarvale Ave. and Fir Valley Court, including Main Station, for \$6.8 million (contract E-1). Robert McAlpine Ltd. was awarded contract W-2, worth \$3.9 million, for a 3,760 lineal foot section between Runnymede Rd. and Humberside Dr., including Jane Station.

The eastern portion comprises 5,700 ft. of open cut and 1,900 ft. of tunnel. The westerly portion is wholly open cut. Average cost of the contracts is \$900 per foot. /JFB

* Construction of new trolley loops for use with the Bloor-Danforth Subway is rapidly progressing. Street trackage for the Woodbine Station loop has been laid and streets repaved on Cedarvale Ave. and Strathmore Blvd. The southbound switch at Bathurst Station was in place by June 16th. Switches and some tangent track have been in place for several months at Dundas West Station and Broadview Station; however, as of July 12th, no track had been installed at Keele Station. /JFB

* Trackwork on King St. was completed by June 11th, and work on Gerrard St. between Parliament and River Sts. was nearly complete on July 12th. /JFB

* On June 21st, tenders were called by Metro for the widening and resurfacing of Dundas St. West between Bloor St. and Soarauren Avenue. This work incorporates new storm sewers and catch basins, and includes work on the track allowance. The TTC will perform track repairs at the same time. The street will be closed to traffic for about four months. /BM, JFB

* Further to our report in the June NEWS-LETTER (page 105), the side route linen on PCC 4378 was returned on June 18th to its normal position in the second standee window. No official reason for the move has yet been discovered. As the removal of a roll sign in this class of car requires the movement of two parts of the inside paneling, it is hard to believe that it was relocated in error. /JFB

* Delivery of the Hawker Siddeley subway cars continues, with 5364 arriving at Greenwood on July 12th. Canadian Pacific brings the cars from Fort William to Toronto Yard, and thence to an interchange with CN at Cherry St. A CN wayfreight or yard engine transfers the special flatcars to Danforth yard and subsequently to Greenwood yard. The wayfreight is usually at Danforth early in the morning, and almost always on Saturdays, for those who would like to photograph the switching operation. Admission to Greenwood is not possible at the moment; however, photos may be taken of the unloading operation from a dirt lane at the east end of Boulton Ave., east of Jones Ave. Unless you are eight feet tall however, you will find a small stepladder most useful. Cars are usually unloaded between 11.00 a.m. and 1.00 p.m. /JFB

* Westbound HARBORD cars were diverted via Broadview, Queen and McCaul Sts. for a few hours on July 6th, as the regular route was blocked because of a fire. Eastbound cars operated via College, Carlton, Parliament and Gerrard. /JFB

* Tenders were called in mid-June for an addition to Danforth Carhouse, including extensive alterations to the interior of the present office. The addition will be constructed on the west side of the present building at the north end (Danforth Ave.), using space now occupied by Coxwell Loop. (This loop has been virtually unused since the construction of Hillingdon Loop at the east end of the property.) With the pending removal of most streetcars from Danforth Division, this work tends to dispel any rumours of a complete closing of the division. It is expected that buses will take over, although a few tracks will be maintained for at least two years for the operation of the DANFORTH feeder trolleys. It is not impossible that CARLTON cars will also continue to operate from Danforth, and that further tracks will be used for the dead storage of PCC cars no longer required after the opening of the subway, tentatively set for December 30th, 1965. Due to a long strike of construction workers, this date may now have to be set back. /JFB

* PCC's 4318 and 4329, temporarily operated from St. Clair Division during a car shortage, were returned to Lansdowne Division on June 18th and July 1st respectively. Another recent oddity at St. Clair was air-electric 4012, from Russell on July 3rd. The car was sent to St. Clair in error for a fan trip the next day. It was subsequently replaced by 4001. /BM, JFB

* The track allowance on upper Coxwell Ave. has received a new look. Asphalt paving has replaced the cobblestones between Danforth Ave. and the CNR's Oshawa Subdivision. No trackwork was undertaken, due to the impending removal of streetcars. This asphaltting was long overdue, as upper Coxwell was one of the roughest streets in Toronto. /JFB

* PCC's 4216 and 4123 have been reduced to shells at Hillcrest Shops. It is expected that the bodies will be sold for scrap shortly. /JFB

* On June 13th, RT-5, the subway rail grinder, was returning to Davisville yard after its nightly run when it collided with RT-1 in the yard. The car is presently undergoing repair in the shop. Also at Davisville, on June 14th a fire was discovered in subway car 5315, and was quickly extinguished. The car was taken to Greenwood yard for repair. /BM

* On June 29th, the TTC agreed to purchase \$260,000 worth of public address equipment for installation in the 134 "Gloucester" subway cars. Thus the entire TTC rapid transit fleet will be so equipped. /JFB

* In a report released in mid-June, Metro Planning Commissioner Eli Comay announced that there is no justification for a Queen St. subway line. He stated that such a line would not carry enough passengers to warrant a high-capacity service, and that there is no basis for Metro Council to consider a Queen route as the next rapid transit project. The usual Queen St. trolley tunnel was dragged from its comfortable bed of mothballs by Mr. Comay as a possible replacement.

Meanwhile, it now appears that the Yonge St. extension will be the line to get the green light in October. A decision must be made by then to allow two years for the extensive planning required, in order that construction may start soon after completion of the Bloor and Danforth extensions in 1967. The Yonge extension is the official recommendation of the TTC. Cost of the extension, likely to be located on the west side of Yonge St., is estimated at \$56.9 million if the line goes to Sheppard Ave. (most likely), or \$89 million to Steeles Ave. Stations on the extension to Sheppard are planned at Lawrence Ave., York Mills Rd., and Sheppard. Five high speed trains are contemplated, and a parallel bus on Yonge St. will be required owing to the long distance between stations. YONGE trolley coaches will likely be withdrawn. The 4.03-mile line will be constructed by the "cut and cover" method, with a long, high bridge over Hogg's Hollow.



ABOVE: Now in dead storage at St. Clair Division, TTC Differential Dump Car W-14, is shown here at Hillcrest Shop in June, 1959.
/John Bromley

The Spadina line is almost forgotten for the moment, although buses might be used on paved right of way in the median strip.
/JFB

Bull Session



Art Weber certainly has imagination, and his latest venture is further evidence of the fact. Art has arranged for passenger accommodation to be added to CN's Exeter Subdivision wayfreight from London to Clinton on August 21st. Fares from London are \$5.00, U.S. Funds. Accommodation for Windsor area fans on regular trains is also arranged. More information and tickets may be had from Box 326, Royal Oak, Michigan, 48068, U.S.A.

Bill Weighill says that Canadian Pacific has leased ten mechanical reefers from the Bangor and Aroostook, pending delivery of 150 of CP's own cars from Hawker Siddeley. Apparently, cars of this type are finding increasing popularity with shippers.
/WEW

The other day, Ralph Percy happened to be passing CN's station at Coboconk and noticed a number of flatcars on the "main line". A few days later, on July 18th, the flatcars had disappeared along with all the rail, thus severing permanently CN's ties with that town.
/RP

Al Paterson tells us that the last hundred feet of old Dominion Power and Transmission radial trackage was removed from the pavement of Randall St. at Dundas St. in Oakville, early in June.
/AP

A recent trip to Winnipeg brought these observations from Brian West:

The "Dominion" may be dying for lack of business, but westbound No. 3 on July 3rd was spotted at CPR's Schreiber station made up of three diesel units, one baggage car and 23 passenger-carrying cars (including two domes). The same basic consist was noted at Sudbury on July 17th.

Since February, the following changes have taken place among the steam locomotive population of Canadian Pacific's Weston Shops (see June NEWSLETTER, page 107):

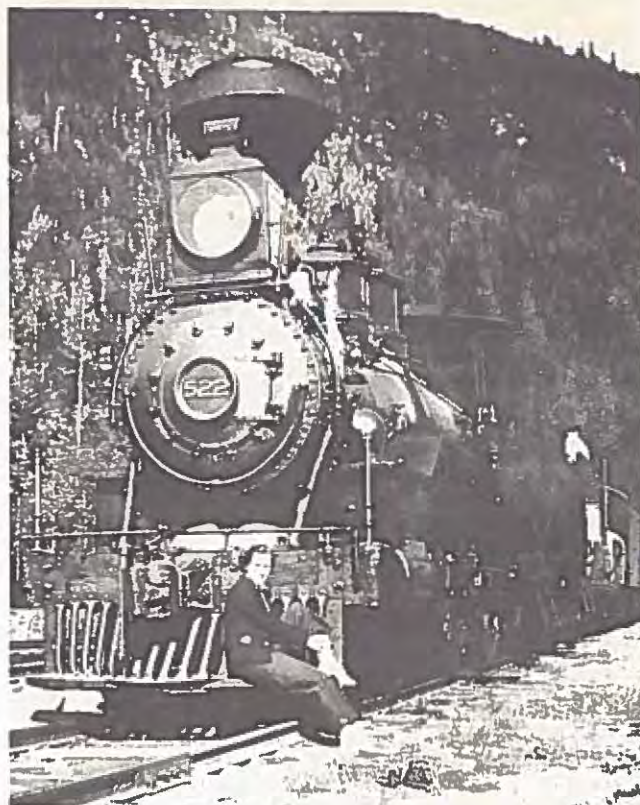
Not in evidence:	4-6-0	975
	4-6-4	2851
Being scrapped:	4-6-2	1297
	2-10-0	5760, 5762
	2-8-2	5105
	0-8-0	6965

Being restored to its black, tuscan red and gray livery is 4-8-4 No. 3101, reportedly sold to the Ontario Government for display!

Pacific type 1278 was reportedly sold to Steamtown, U.S.A., and was shipped from Winnipeg on July 15th.

A large number of New York Central sleepers were noted at Canadian National's Transcona Car Shops awaiting repainting and repair for CNR service. A number of the cars were receiving only superficial repairs in order to make the best use of them during the heavily-travelled summer season; they will be completely overhauled as soon as they can be released from regular line runs.

/BW



Here's another puzzle picture for a sharp eyed and knowledgeable reader to identify. We don't know too much about it except that it appears to show a Canadian Pacific locomotive. May we have your ideas? /DG



LEFT: Canadian National GP-35 4001 and Century 424 3201 idle at Toronto Yard in the company of GP-9 4401. CNR owns four new high-horsepower locomotives.

/Jim Brown