

# newsletter

November 1966 • 50c



Upper Canada Railway Society





# newsletter

Number 250

November, 1966

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

Editor \_\_\_\_\_ James A. Brown

Authorized as Second Class Matter by the Post Office Department, Ottawa, Ont., and for payment of postage in cash.

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

\* \* \*

Please address NEWSLETTER contributions to the Editor at 3 Bromley Cres., Bramalea, Ontario. No responsibility is assumed for loss or non-return of material.

All other Society business, including membership inquiries, should be addressed to UCRS, Box 122, Terminal A, Toronto, Ontario.

## The Cover

Who says diesels aren't impressive? The fearsome, beetle-browed profile of GO Transit 601 (under lease to CN) is almost reminiscent of CN's 6100's. See page 165. /JAB

## Contributors to this Issue

Chas. Bowman, John Bromley, Bruce Chapman, Ray Corley, Tom Henry, Norm Herbert, Bill Linley, Norm Lowe, Ian Macdonald, Harold McMann, Bob McMann, Frank McNairn, Peter Meldrum, Dave More, Dave Stalford, Al Paterson.

Production; John Bromley, Tom Henry.

Distribution; Chas. Bridges, Ken McCutcheon, George Meek, Bill Miller, Steve Munro, George Pearce, Ted Wickson, John Thompson.

## MEMBERSHIP RENEWAL REMINDER

Membership renewal notices were mailed with most copies of the October NEWSLETTER. This is a further reminder that your 1967 membership fees are NOW DUE, as follows;

Regular Membership -- \$6.50  
Associate Membership -- \$5.00

The Membership Committee plans to distribute 1967 membership cards with the January NEWSLETTER. Accordingly, members renewing after December 15th may experience a delay in receiving the January issue.



Regular meetings of the Society are held on the third Friday of each month (except July and August) at 587 Mt. Pleasant Road, Toronto, Ontario. 8.00 p.m.

Dec 2nd; (Fri) Outdoor observation session at the soon-to-be-closed Sunnyside station, corner King Street West and Queen, 8.00 p.m.

Dec 16th; (Fri) Regular Meeting, featuring a talk on the 'Railways of Japan', including the New Tokaido Line. Mr. Kyoji Horikosni, a new member of UCRS, will illustrate his talk with slides and movies.

Jan 6th; (Fri) Outdoor observation session, location to be announced.

Jan 14th; (Sat) TH&B-NYC Diesel excursion from Hamilton to Waterford and Welland and return, covering much of TH&B's trackage and NYC's main line from Waterford to Welland. Departure from Hamilton at 11.00 a.m., return by 6.00 p.m. Watch for complete details next month.

Jan 20th; The UCRS Annual Meeting, presentation of annual reports and election of directors for 1967. A photo quiz is also planned.

## READERS' EXCHANGE

FOR SALE: Christmas cards with a railway motif: Available in three designs: Style A -- CP Pacific pushing snowplow, line drawing; Style B -- CN Northern at speed in winter setting, line drawing; Style C -- CN 6167, lots of steam and snow. Ten cards and envelopes, \$1.50 postpaid. Order by Style A, B or C, from E.A. Jordan, 114 Braemar Avenue, Toronto 7, Ont.

FOR SALE: Photos of CP diesels 8036 and 8442 in new paint scheme, plus ten other prints, 3½"x 3½", \$2.00 per set. Interested in steam negatives, particularly CP 894 and 1095, and business cars, including DAR 'Nova Scotia'. K.S. Macdonald, Box 773, Fredericton, N.B. ●





## RAILWAY

### *News and Comment*

#### PIPELINES WILL REPLACE RAILS -- PICKERSGILL

Addressing a recent annual meeting of the Manitoba Pool Elevators, Federal transport minister J.W. Pickersgill predicted that pipelines would eventually solve problems of transporting western grain to consumer centres. He added, however, that he felt that railways would be the major transportation medium for grain for 'quite a few years to come', and suggested that CPR be given a crack at building the first grain pipeline.

#### PGE STRIKE SETTLED

A strike by non-operating employees of the Pacific Great Eastern Railway was settled October 20th after tying up the provincially-owned line for 25 days. The two year contract gives the non-ops minimum wage increases of 50 cents an hour for tradesmen and 40 cents an hour for non-tradesmen, pending a final settlement involving the national railways.

#### CN TO RE-EQUIP SOUTHERN ONTARIO TRAINS

Canadian National has ordered 25 lightweight passenger cars from Hawker Siddeley Canada Ltd. to re-equip a number of trains now operating on the Toronto-Sarnia and Toronto-Windsor routes. The order, valued at about \$4-million, includes 15 coaches, five buffeteria-coach-lounges and five club cars.

It is understood that the new cars will be constructed along the lines of those presently being built by Hawker Siddeley for the GO Commuter service. The interior decor and on-board services will be styled after those of CN's forthcoming Turbotrains. Meals in the extra-fare club cars will be served at the seats, while coach passengers will be able to purchase food in the cafe coach.

The new equipment, to be constructed primarily of aluminum, is designed to be used in sets of five cars -- three coaches, one club car and one buffeteria-coach. Train lighting, heating and air conditioning will be powered by an alternator in the locomotives -- likely 1,800 h.p. MR-18 class 3100's, appropriately modified.

On the basis of present schedules, the new equipment would likely be used on Toronto-Windsor trains 49/48/148, 41/42, 47/46, and on Toronto-Sarnia trains 51/50 and possibly 53/54.

---

#### WORTH NOTING...

- The current Air Canada work stoppage has created a turnabout situation from the events of last August, with air passengers jamming the trains. Both CN and CP have reported a rush on their facilities, and accommodations, particularly on runs such as Toronto-Ottawa and Toronto-Montreal, have been exceedingly heavily patronized. CN has been operating a full 13-car consist on both morning and afternoon Rapidos to Montreal.
- The Central Vermont plans to close its St. Albans (Vt.) car shop and scrap its fleet of steel frame, wooden boxcars. Repairs to the old cars are no longer economical, and a reduction in traffic originating on the CV has diminished the need for CV to own cars.
- Stressing the need for a new ground transportation policy, Opposition Leader John Diefenbaker suggested recently that new rail short-cuts through the Rockies to the West Coast and from Richmond, Que., to Woodstock, N.B., should be built by the federal government. He suggested that the lines be leased to private railway companies (CPR?), and that they would be self-liquidating within 50 years.
- Canadian Pacific has published an English-French dictionary of railway terminology for use of employees engaged in translation work or in dealings with French-speaking customers.
- Convinced that satisfactory progress is being made in mediations between the railways and rail unions, federal mediator Carl Goldenberg has obtained an extension until November 30th of the deadline for his report to the government on the situation. The negotiations are aimed at ironing out the final details of wages and fringe benefits, following the government strike-ending legislation of last September.
- A new station for Hamilton, Ont., was suggested recently by CN's Regional vice president, D.V. Gonder, as he announced changes in Hamilton's rail service. The station will likely be located in the vicinity of Bayview, off York Boulevard.
- CN has closed its telegraph office in Chatham, N.B.; the area is now served by the office at nearby Newcastle, N.B.
- CPR president Ian Sinclair recently assured the Commons Transportation Committee that the Dominion Atlantic Railway would be protected from abandonment at least until 1975. There was, however, no guarantee that DAR's Yarmouth-Halifax Dayliner would not be cut back during the period. In the same vein, transport minister Pickersgill brought to Mr. Sinclair's attention requests that the railway reconsider its plans to drop the Quebec Central RDC service between Sherbrooke and Quebec City.



-The leader of the Manitoba Liberal Party has suggested that construction of good all-weather roads on the rights-of-way of abandoned rail lines would eliminate much of the present opposition to branch line closings.

-C&O's Detroit-St. Thomas line was blocked November 15th by the derailment of 22 cars of a Chesapeake and Ohio freight train west of Blenheim, Ont. No one was injured. The derailment occurred in the vicinity of the mishap of May, 1965, in which five locomotives were wrecked. (June, 1965 NL, page 95)

-Twenty-five persons, mainly rail enthusiasts, were injured recently in a head-on crash of two trains near Yverdon, Switzerland.

-During the first six months of 1966, freight traffic handled by 25 Canadian railways totalled 104.2-million tons, up 11.7% from 1965.

-To avoid tying up CN's main line for extended periods, construction crews working on eight of the GO-Transit station sites east and west of Toronto are using pre-cast concrete pedestrian underpasses. Track is only out of service for a 12-hour period, as opposed to a minimum of six days for the poured-in-place variety.

#### IN THE BLACK BY 1969, CN SAYS

CN's director of corporate planning, R.A. Banteen, said recently that general economic growth, management potential and a forward-looking strategic plan of CN goals suggest that the publicly-owned railway should move into the black within two or three years, for the first time since 1956. He predicted that CN's 1966 deficit would amount to about \$25-million, as compared with the postwar peak of \$67.5-million in 1960.

CN now has a five-year strategic plan of objectives, plus related plans for the divestment of unprofitable or unproductive facilities, diversification of the transportation plant, and development of new techniques or services through research.

#### TWO DERAILMENTS BLOCK CPR MAIN LINE

Canadian Pacific's main line was blocked for a short time on November 14th by a collision between fast freights Nos. 902 and 948 at Lochalsh, Ont., 240 miles west of Sudbury. No one was injured, although GP-35 5019 was badly damaged.

One week later, on November 21st, No. 76 struck a rockslide nine miles west of Marathon, Ont., nearly precipitating unit 8751 into Lake Superior, and damaging engines 4408 and 8767. Once again, there were no major injuries. While auxiliaries from Fort William and Schreiber cleared the wreckage, CP traffic was diverted over CN lines via the Manitouwadge branch to Hillsport (42 miles west of Hornepayne), thence to Longlac and, via the Kinghorn Subdivision, Port Arthur.



LEFT: Montreal's Metro, the newest and in some respects most revolutionary rapid transit system in North America, began operations recently. This view, looking west at McGill Station, illustrates the roomy, artistic station design. We'll have more to say about Metro next month.

/Ian Macdonald







# World Railway News

...Edited by Peter Meldrum

\* Withdrawal on September 5th of BR's through passenger trains between Marylebone and Nottingham Victoria, and of the remaining north-south cross-country service via Woodford and Banbury means the virtual closure of the former Great Central 'London Extension'.

The Great Central, the last main line to London, was opened in March, 1899 in competition with the Midland, Great Northern and London & North Western routes. Now it is the concentration of traffic on these alternative lines that has brought an end to the Great Central.

\* The reign of BR's famed Gresley A4 Pacifics finally terminated at the beginning of September as the last two survivors, Nos. 60019 and 60024, were withdrawn at the end of summer service. The third A4 in service in recent months, No. 60034, was retired in August after a failure.

The following A4's have been or are scheduled for preservation (with original number and name as built):

- 60008 (4496) - Dwight D. Eisenhower (Golden Shuttle)
- 60022 (4468) - Mallard
- 60009 (4488) - Union of South Africa (Osprey)
- 60007 (4498) - Sir Nigel Gresley

No. 60007 is being restored in Crewe Works -- including retubing and new tyres -- and will be used for enthusiasts' excursions.

\* The Hellenic State Railways have ordered 36 C<sub>0</sub>-C<sub>0</sub> diesel locomotives from the French builders Alsthom and Brissoneau & Lotz. The order includes 26 2,000 h.p. standard gauge engines and 10 1,600 h.p. metre gauge units, weighing 90 tons and 81 tons, respectively.

\* German Federal Railways has been testing a U.S.-built Budd stainless steel diesel-hydraulic railcar, which was purchased by Krautkammer, of Cologne, with a view to conversion to a track-recording vehicle.

\* British Rail's first air-braked, locomotive-hauled passenger train departed Kensington on the evening of August 16th. Sufficient existing stock has been converted from vacuum braking to operate with Cartic 4's on the Kensington-Perth Motorail service and provide a totally air-braked formation for haulage by suitably equipped Brush Type 4 diesels.

\* On Sunday, July 17th, the first railway enthusiasts' special in the British Caribbean steamed out of Kingston Station, Jamaica, on its way to Port Antonio on the Island's north coast. The special train was hauled by Jamaica's last steam locomotive, M3 class 4-8-0 No. 54, built by the Canadian Locomotive Co., in 1954. The trip was the result of cooperation between the Jamaica Railway Society and the Jamaica Railway Corporation. The Society has undertaken to keep the engine clean and painted and to organize regular excursions, while the railway in turn has agreed to maintain it in first class mechanical condition. ●

BELOW: No. 54 is shown here at Port Antonio, Jamaica, after arrival from Kingston on July 17th.

/Railway Magazine



## EQUIPMENT Notes

### BRIEFLY...

\* Canadian Pacific took delivery of SD-40's 5519 and 5520 on October 27th.

\* Canadian National has agreed to place P-4-d class 0-8-0 No. 8447 (formerly 8222) on display at Capreol, Ontario, on a permanent loan basis. In the same vein, CN confirms that 2-8-0 No. 2534 will go to Belleville, Ont., again on a permanent loan basis (September NL, page 133).

\* Vancouver Iron and Engineering Works Ltd. is building 75 pulp chip cars for Pacific Great Eastern. The order is valued at over \$1-million.

\* Canadian Pacific has leased DM&IR SD-9's 124, 137 and 150 for service out of Winnipeg, Man. In addition, Pacific Great Eastern RS-18's 605, 618 and 627 have been employed on CP lines steadily for the past month.

\* To correct a serial number given on page 110 of the July issue, CN's RDC D-206 carries Budd serial #6003, and not 6002 as stated.

\* Worth noting is the fact that on a recent inquiry for tenders for 20 rapid transit cars for the Cleveland Transit System, Hawker Siddeley Canada Ltd. was the low bidder on aluminum cars, at \$161,950 each. However, it was decided to purchase stainless steel cars from Pullman-Standard, costing an additional \$10,000 per car.



## CANADIAN NATIONAL ORDERS NEW LOCOMOTIVES

Confirming last month's report (page 152), CN recently announced that it has placed orders with General Motors Diesel Ltd. and Montreal Locomotive Works for a total of 35 locomotives,

Delivery is scheduled to begin in January.

GMDL will build 14 3,000 h.p. units at its London, Ont. plant. Six of these will be four-motor GP-40's, Nos. 4012-4017, while the remaining eight will be six-motor SD-40's, Nos. 5000-5007. Although it seems confusing, present indications are that the entire order of 14 units will be classified GR-30b.

MLW will supply 19 2,400 h.p. Century 424's,

Nos. 3222-3240, class MR-24c; 12 units of this group, probably Nos. 3229-3240, will be re-builds. New to Canada will be two Century 630's from MLW; the six-motor, 3,000 h.p. units will be similar to the UP demonstration units which visited Canada last May (June NL, pages 98-99), and will be assigned CN numbers 2000-2001, class MR-30a.

With the remaining 2200-series CR-16 class units phasing themselves out of service as major repairs become necessary, a pattern for future CN diesel numberings becomes apparent. MLW and GMD road switchers in the 1,500-2,500 h.p. range will occupy the 3000-3999 and 4000-4999 groups respectively, while units of 3,000 h.p. and up appear to be slated for the 2000-2999 (MLW) and 5000-5999 (GMD) series.

## NEW FACES FOR CN RDC'S

To enable passengers to move safely between moving RDC cars, CN is applying diaphragms to a number of cars as they are shopped. Coincident with this modification, the headlight and number boards are relocated to a combined housing on the car roof.

The following cars will be equipped with the modifications at both ends;

D-100/01/09/10/11/12/13/14/15/16/17.

Diaphragms will be applied at the passenger end only of the following cars;

D-200, D-350, D-354.



## MORE ON CANADIAN NATIONAL'S CP COACH LEASE

Further to the reference in the July NL, page 111, several substitutions have been made in the group of CP coaches leased by Canadian National; the list now comprises the following 26 cars:

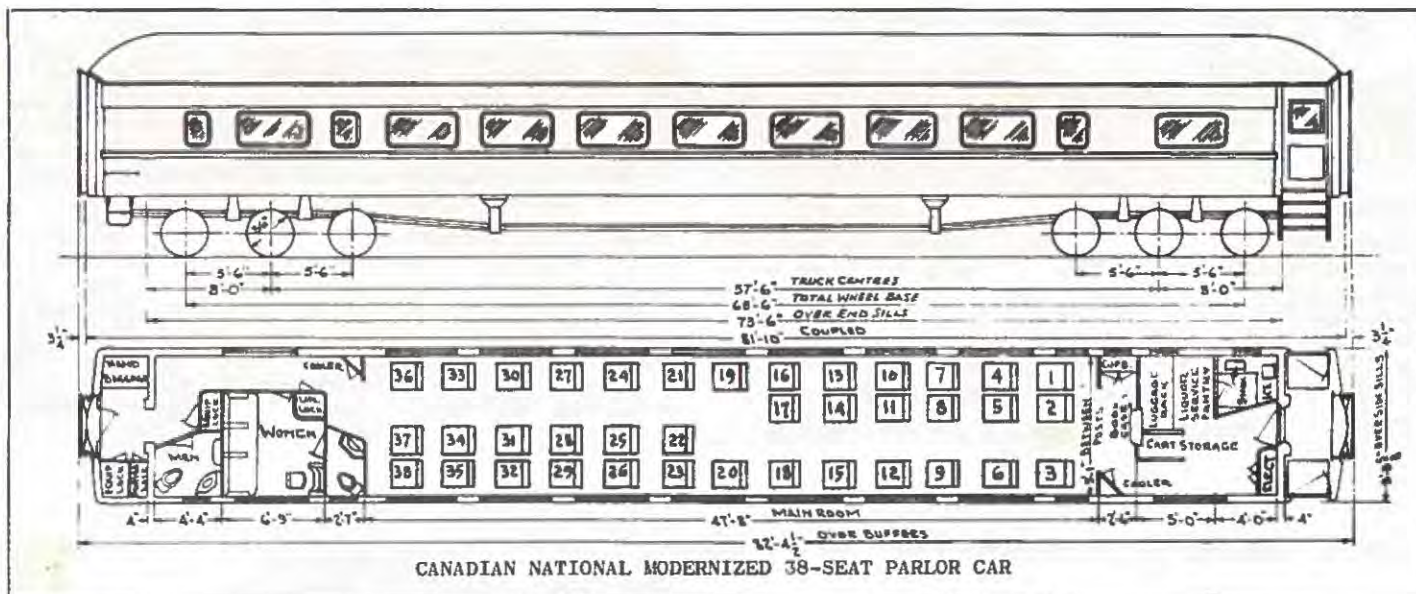
2133/36/61/71/72/73/77, 2200/05/08/09/10,  
2213/15/17/20/21/22/24/25/26/27/29/30/31/33.

The lease runs for two years from June 30th, 1966. The 'Canadian Pacific' lettering has been removed and CN numbers in the 600-series assigned for record purposes during the lease period.

LEFT: Considerably the worse for wear after an impromptu tumble down the banks of the Fraser Canyon last March, CN 4284 awaited disposition at Point St. Charles Shop last September.

/Bill Linley





### CN CONVERTS MORE PARLORS FOR RAPIDO SERVICES

To equip the additional trains added to the Rapido fleet at the last timetable change, CN is upgrading ten parlor cars to the standards of those which have operated the Toronto-Montreal Rapido during the past year.

Rebuilt, and with capacity increased to 38 seats in 2-1 configuration are;

- 550 - Opinicon Lake
- 552 - Charleston Lake
- 553 - Lake Nipissing
- 554 - Alma Lake

Now modernized and providing 45-seat capacity in the 2-1 arrangement are;

- 573 - Great Slave Lake
- 574 - Caribou
- 575 - Muskoka
- 576 - Ontario
- 577 - Lake Couchiching
- 578 - Lake Makamik

### SPECIAL CENTENNIAL TRAINS TAKE SHAPE

As 1966 draws to a close, preparations for the three special trains that will be touring the country at various times during Centennial Year are entering their final stages.

The Confederation Train, its exhibit cars filled with displays pertaining to the country's past, present and future, will have the most ambitious schedule -- an eleven-month travel and exhibition period during which the train will be handled by several different railways on its way from Victoria, B.C. to Halifax, N.S.

Consist of the Confederation Train will be as follows:

- CPR Diesel 1411
- CNR Diesel 6509
- CNR Steam Generator Unit
- CPR Baggage Car
- CPR 'Grove' Sleeper
- CNR Dining Car 1303
- 2 CPR 'Grove' Sleepers
- CPR Generator Car (electrical power)
- 6 Display Cars

The locomotives have been shopped by the railways, and will be withdrawn from service in December for repainting to the Confederation Train design. The car equipment is now essentially ready for the road, and displays are being completed; painting will harmonize with the design shown on page 127 of the August NL.

During the period April-September, 1967, Military Tattoos will be performed at various locations across the country, and in April and May the task of transporting men and equipment for these shows will fall upon two special trains. CN and CP will each supply one train consist of 26 cars. The itineraries of both trains call for their operation over a number of different railroads during the two-month period.

LEFT: O-6-O No. 7456, originally CNR and later owned by Canada and Dominion Sugar, Ltd., stands on the C&O at Toledo, Ohio, en route to the Cadillac & Lake City Railroad in northern Michigan.

/Norm Herbert







#### FIRST GO-TRANSIT LOCOMOTIVES ARRIVE

Four of the modified GP-40 locomotives for the Government of Ontario Transit service have been delivered to Canadian National, where they will operate under a lease arrangement until the GO-Transit service begins operation in the spring of 1967. The units, Nos. 601-604, are presently in Toronto-Montreal freight service, and may see operation on through freights to western Canada; however, their 1,000 gallon fuel tanks may create an operating problem for long-distance runs.

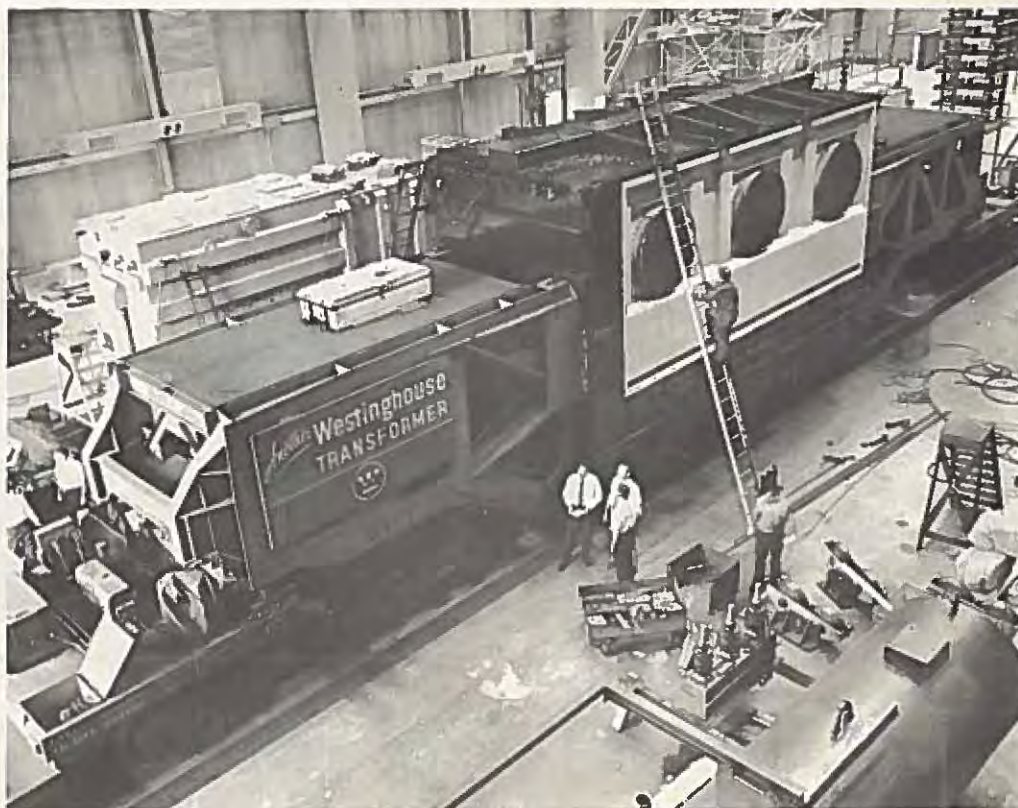
These extra-long (65'-8") units have been constructed on SD-40 frames, and ultimately, the extra hood length will be required to contain a GM 12V-149 diesel engine powering a 500 kw.

alternator for train heating and lighting requirements. For the moment, however, Nos. 601-604 are ballasted with a concrete slab. Unit 600 will be delivered in December complete with the train power equipment, and will be used by commuter personnel for training purposes. When delivered, Nos. 605-607 will join 601-604 in CN service. The locomotives, although government owned, bear the CN-like classification GRE-30a (the 'E' referring to the train power equipment).

The locomotives are painted dark blue with red handrails, and carry a CN emblem on the cab side. When the commuter service begins, the GO symbol will be painted on the carbody sides and on the apron at the front platform, and the CN insignia removed.

RIGHT: This 110-foot-long German-designed Schnabel flatcar was recently employed by Canadian Westinghouse to transport a huge 500,000-volt transformer from Hamilton to Ontario Hydro's new station at Hamner, in northern Ontario. The transformer bolts directly to the car, becoming essentially a part of it.

/Canadian Westinghouse





# CPR STEAM

## Doubleheader in '66!

Just over two years ago, two Canadian National 4-8-4's created quite a stir in Southern Ontario as they teamed up to doublehead a pair of fall excursions operated by the UCRS. Operating steam power was rare enough anywhere in North America, and many enthusiasts had all but abandoned hope of seeing two steamers in tandem once again.

Yet in October of this year, two other Canadian steam locomotives were active in excursion work -- AND doubleheading! This time, Canada's other major line, Canadian Pacific, was involved, albeit indirectly.

A considerable number of CPR steam locomotives are still extant in Canada, but none are operational. However, several CPR engines have been sold to private owners in the United States, some of whom are not only preserving the engines but reconditioning them for use on excursion trains and in the operation of "tourist roads".

Two of these operable emigrants, G-5-d 4-6-2 No. 1286 and D-10-j 4-6-0 No. 972, were the heroes of a 300-mile round trip from York, Pa. to Cumberland, Md. on October 22nd, over trackage of the Western Maryland Railway. A second, impromptu doubleheader was created the following day when additional cars added to a York-Delta, Pa. trip on the Maryland and Pennsylvania Railroad proved too much for No. 972 to handle alone, and ex-Reading Co. O-6-OST No. 1251 lent a hand.

Both of these excursions were operated under the auspices of Rail Tours, Inc., an organization founded by George M. Hart, owner of the locomotives. What are the possibilities of future 'CPR' doubleheaders in Pennsylvania? To all appearances, very good. Mr. Hart is now reconditioning another G-5, No. 1238, and expects that all three locomotives will be in operation during the summer of 1967. A note to Rail Tours, Inc., 490 East Market Street, York, Pa. (17403), U.S.A., will put you on the mailing list for future trips.

/CWRB, JAB







PAGE OPPOSITE: Dusting the coaches with a light layer of cinders, 1286 rounds a broad curve of the Potomac River near Little Orleans, Pa. The 4-6-2 handled the train alone between Hagerstown and Cumberland.

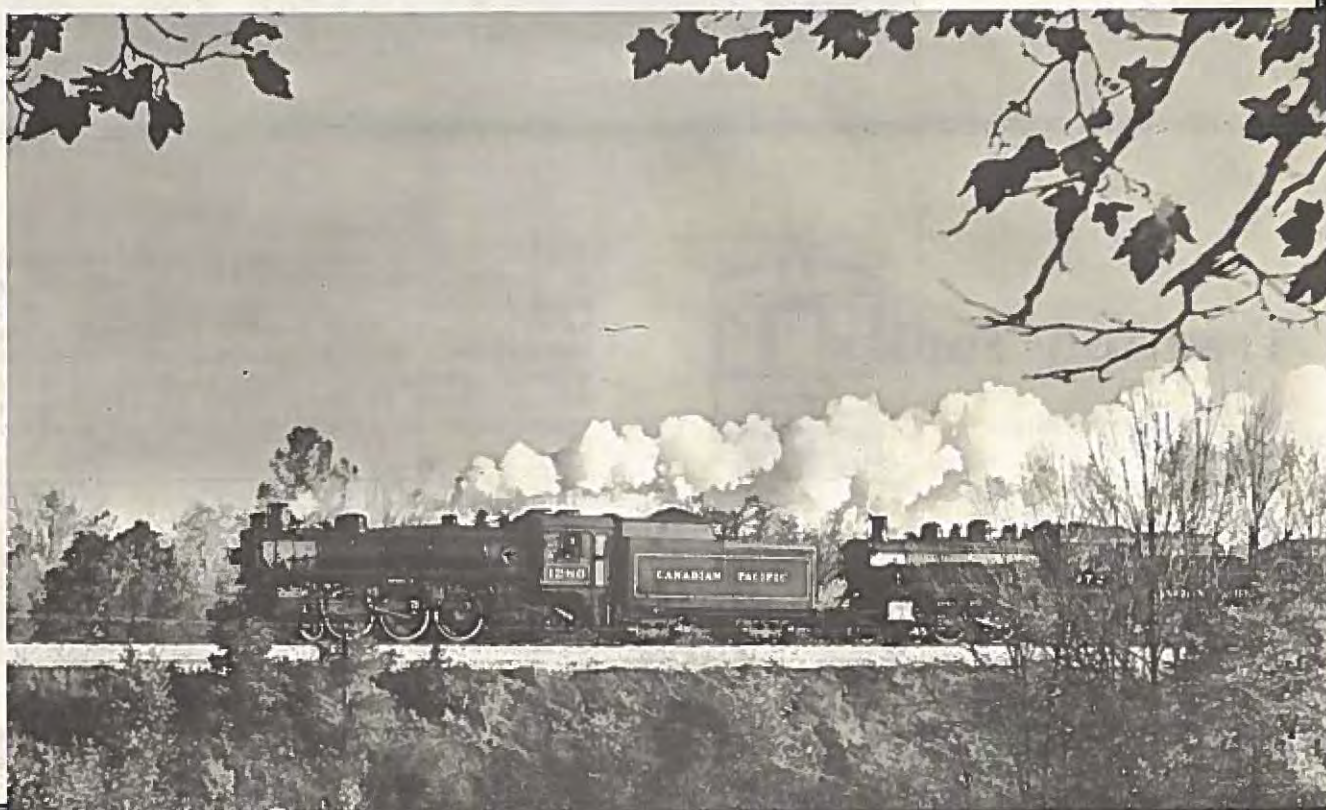
/Tom Henry

LEFT: The stiff climb up Jack's Mountain (west of Gettysburg, Pa.) severely taxes the combined efforts of 1286 and 972 as they storm toward the summit at a steady 20 m.p.h., twin smoke plumes towering in the crisp fall air. An ex-CP mountain observation car graces the rear end.

/Tom Henry

BELOW: The only deviations from standard CPR livery are 1286's red cab door, and red trim on 972's number plate, objectionable only to the purist. It's easy to imagine, then, that this photo might have been taken some fifteen years ago.

/Tom Henry







ABOVE: Just two months out of the builder's, 1286 is seen here in her natural habitat, on an extra east near Brandon, Manitoba, in September, 1948.

/Al Paterson

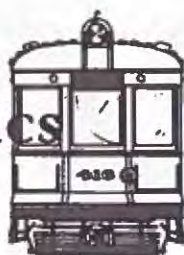
RIGHT: Ex-Reading 1251 assists 972 on a cloudy morning run to Delta, Pa.

/Chas. Bowman



## Traction Topics

Edited by John F. Bromley



**AIR CAR NOTES:-** The thirteen PCC cars that were reported in the October NL as probably being the remainder of the group sold to Alexandria have been confirmed. Six of these, 4260, 4263, 4297, 4192, 4276 and 4185, were trucked from Danforth Division to Pier #24 on October 21st, and were loaded on the 21st and 22nd aboard the SS JALAVIHAR, out of Bombay, India. The cars were removed from Danforth in the above order. The remaining seven cars are to be shipped in November, and in the meantime are now stored on track 20 at

Danforth Division, as all cars stored indoors at Danforth were removed to facilitate conversion for buses. A total of 66 cars were taken to Hillcrest from Danforth between October 17 and October 28. Almost all of these cars are stored on light temporary rail laid on the soccer field at Hillcrest. Following is a revised list of stored PCC cars by division:

### HILLCREST SHOPS 67 Cars

4003	4006	4007	4011	4012	4014	4016	4017	4021
4022	4024	4030	4033	4038	4039	4042	4043	4044
4047	4048	4050	4054	4055	4057	4058	4064	4065
4066	4079	4080	4081	4102	4106	4112	4113	4118
4129	4132	4136	4153	4156	4159	4160	4165	4166
4168	4169	4170	4175	4176	4178	4182	4187	4188
4189	4233	4259	4269	4271	4272	4281	4282	4284
4285	4289	4295	4296					

PCC 4159 had been stored at Hillcrest since February. In addition, the scrapped shell of PCC 4216 is now stored on the soccer field and the left side doors of this car can be photographed over the fence on Davenport Road.





LEFT: And in a No-Parking zone, too! TTC Rail Grinder W-28 rests at the curb following a recent derailment at Queen and Broadview. Some days it doesn't pay to leave the carhouse! /Harold McEann

Hillcrest; 4201 and 4577 are undergoing repair for collision damage; 4253 is stored at Russell with defective equipment; 4200, 4238, 4246, 4291 and 4599 are stored and sealed at Danforth Division on Track 21, and 4205, 4210, 4218, 4228, 4231, 4236, 4242, 4252, 4278, 4279 and 4293 were awaiting inspection for duty at Russell. All other cars are operating out of Russell daily except Sundays. /JFB

DANFORTH DIVISION										83 Cars
4002	4009	4010	4020	4023	4026	4029	4031	4032		
4034	4036	4037	4045	4046	4049	4056	4059	4061		
4067	4069	4070	4071	4072	4076	4082	4086	4087		
4088	4089	4092	4093	4094	4096	4097	4100	4103		
4104	4107	4108	4109	4110	4111	4116	4117	4119		
4120	4121	4130	4131	4134	4154	4158	4164	4171		
4172	4173	4174	4177	4180	4181	4183	4184	4186		
4190	4191	4194	4197	4204	4206	4207	4208	4209		
4214	4215	4217	4219	4240	4243	4244	4248	4256		
4273	4292									

ST. CLAIR DIVISION										53 Cars
4001	4004	4005	4008	4013	4015	4018	4019	4025		
4027	4028	4035	4040	4041	4051	4053	4060	4062		
4068	4073	4074	4075	4077	4078	4083	4084	4085		
4090	4091	4095	4098	4099	4101	4105	4115	4122		
4124	4125	4126	4127	4128	4133	4135	4137	4138		
4139	4150	4151	4152	4161	4163	4198	4286			

The above lists can be compared with previous lists (see February & April, 1966 NLs).

A total of 63 "Rotation" cars were in service as of October 31st. Of the 22 not in service, 4211, 4239 and 4247 remain in dead storage at

S Sweepers S-30 and S-32 were not over-hauled  
H this summer and are to be held for stand-by  
O use at St. Clair.....4677 rear-ended 4577  
R on October 14th, and 4201 was rear-ended as  
T #64 run-CARLTON by an unidentified PCC on  
October 17th.....4199 and 4601 are now  
T equipped with side destination signs, all-  
U electric size, for the DUNDAS route.....  
R the westbound diamonds at Carlton & Church  
N Streets were removed prior to October 15th,  
and the intersection at Bay & Wellington  
was lifted and relaid with tangent track  
October 27th-29th....."Eglinton Via Down-  
town" destination signs remain in use on YONGE  
trains.....the dash lights and door switch  
cover on car 4570 have been painted red.....  
odd assignments recently include 4397 and 4708  
on BLOOR, and 4294, 4571 and 4679 on DANFORTH.  
.....the TTC met recently with a delegation  
of businessmen with regard to removing the  
BLOOR shuttle cars. The cars will remain until  
the subway extension opens.....a total of 7  
trains of H and M class equipment operate each  
day on YONGE-UNIVERSITY. Car numbers vary from  
day to day.....all east-end Pittsburgh car  
lines will be permanently bus-operated after  
January 13th..... /JFB, RM

RIGHT: Delight is mirrored in the faces of these Alexandrians as they try out the latest acquisition of their city's transit system, quite a contrast to the archaic cars in the rear. Enthusiasts will recognize TTC 4114, first of a considerable group of PCC's recently sold to the Egyptian city. /TTC





# The Itinerant Railfan: 2

NEWTONVILLE, ONT.

MILE 279, KINGSTON SUBDIVISION -- CNR  
MILE 150, BELLEVILLE SUBDIVISION -- CPR



View 1

/J.A. Brown



View 3

/J.A. Brown

GENERAL LOCATION: About 18 miles east of Oshawa, Ontario.

HOW TO GET THERE: By car, south of Interchange 79, Highway 401.

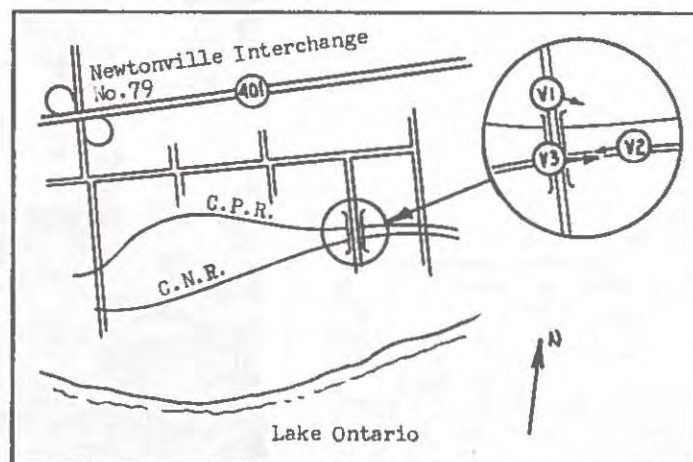
RAIL TRAFFIC: These lines handle the Toronto-Montreal traffic of both CN and CP, and consequently are seldom quiet for extended periods. CN freights operate at random intervals, although eastbound 492 in the early afternoon is a virtual certainty. CP's westbound 903, often in sections, also passes in the early afternoon. Although CP handles no passenger traffic on its Belleville Sub., CN trains 647, 60, 50, 61, 51 (and in summer, 64 and 54) pass this spot in daylight.

REMARKS: Neither line has a nearby open train order office; consequently, good hearing, eyesight and patience is required. CN's double track is governed by automatic block signals, CP's single track by CTC, controlled from Toronto.



View 2

/J.A. Brown





## K-5-a

Late in 1929, in light of increasing competition from rival Canadian Pacific in the Montreal-Toronto service, Canadian National Railways ordered three Hudson type locomotives, specifically designed for fast passenger running, from Montreal Locomotive Works. By mid-1930, the order had been increased to five, and in September of that year CN's first 4-6-4, No. 5700, was delivered.

No. 5700 looked swift, even at rest. Her lacy 80" spoked drivers were the largest ever cast in Canada up to that time. Piping on the boiler and firebox was concealed beneath a jacket of polished steel, and the whistle perched jauntily beside a short, squat stack. Air pumps and turbo-generator were concealed behind shields on the pilot, while the traditional sand dome was dispensed with in favour of a sand box concealed within the smokebox. Even the air reservoirs were hidden from view, as integral parts of the Commonwealth one-piece engine bed casting.

The first three K-5's were built with outside journal bearing engine trucks, while Nos. 5703 and 5704 were equipped with inside-frame roller bearing trucks. All five locomotives boasted trailing truck boosters, Elasco exhaust steam injectors and Baker valve gear.

Tenders of the K-5's — with 14,000 Imperial gallons water capacity, the largest ever on the CN system — pioneered CN's truck-mounted unit brake cylinder arrangement, which provided for four separate cylinders, one to each side frame actuating the clasp brakes on one side of the truck only. The unit arrangement replaced the conventional tender frame mounting for the brake cylinder, which occasionally had a tendency to pull a truck off centre. The stoker engine and a track sprinkler were fitted to the K-5's tenders.

For better than ten years, first in competition with CP and then, under the pool agreement, in cooperation with the paralleling road, the 5700's were the mainstay of the fast Toronto-Montreal trains; by 1941, each engine had rolled up over a million miles, completing about 150 round trips annually. During the War, the trains they most frequently hauled, Nos. 6/15 and 14/5, became too heavy for their capabilities, and 4-8-4's gradually took over. From 1942 on, the 5700's were a common sight on fast southern Ontario passenger trains, although one would occasionally be called upon to take a section of one of the Montreal flyers. These engines saw comparatively little freight duty, and remained in passenger service continually until their withdrawal in 1959.

Although the 5700's were less than ideal for handling heavy trains, they performed admirably with their design load of eight or nine passenger cars, 70 m.p.h. speeds at half-throttle being commonplace. There were occasional unofficial clockings of K-5's running in the neighbourhood of 120 m.p.h. on the Montreal-Toronto

route! The 5700's are said to have handled well, and gave an unusually smooth ride. This was not gained without expense, however, since backshop men recall that the K-5's were difficult to work on, particularly in matters concerning the trailing truck and booster.

Throughout their careers, CN's 4-6-4's underwent changes that both subtly and radically altered their appearance. In 1931, they were fitted with small wind scoops at the stack, which gave way to full-fledged smoke deflectors in 1943. At the same time as the deflectors were applied, the protective cowl at the pilot beam was closed in, the running board skirts deepened and the numbers, in cast bronze, relocated to the skirt. As well, the tender, cab and running board skirt of each locomotive was painted green. The smoke deflectors were removed in 1950 and cap stacks, in the style of the 6060-series 4-8-2's, were applied. In 1939, engine 5700 was fitted with Boxpok drivers, a modification which was confined to the one locomotive. An experimental application of a circular clear-vision windscreen (which rotated at high speed to give a clear forward view under the most adverse conditions) to the engineer's side of at least one of the K-5's was abandoned about 1950.

During the last decade of operation, engine 5704 lost its cap stack for a time in favour of a straight stack as was originally applied. Also during this period, Nos. 5702 and 5704 evidently exchanged their engine trucks, since the preserved 5702 bears an inside-frame truck while 5704 carried an outside-frame truck to the scrappers.

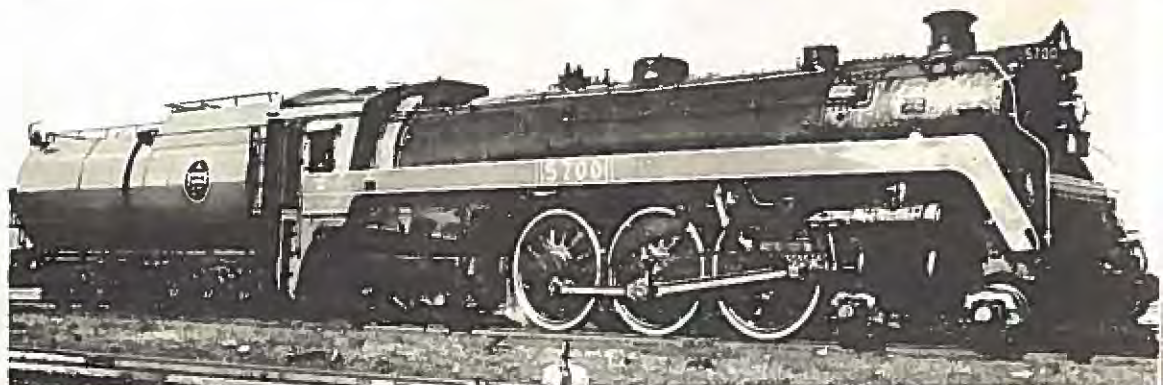


UPPER RIGHT: Gleaming in black Duco enamel and polished steel, 5700 looks every inch a thoroughbred as she poses for a builder's portrait in September, 1930.

/CNA

RIGHT: In a latter-day pose, fresh from Stratford Shops, 5700 typifies the appearance of the K-5's during their last decade of operation. Note the Boxpok drivers, unique to this engine.

/R. George Coll'n





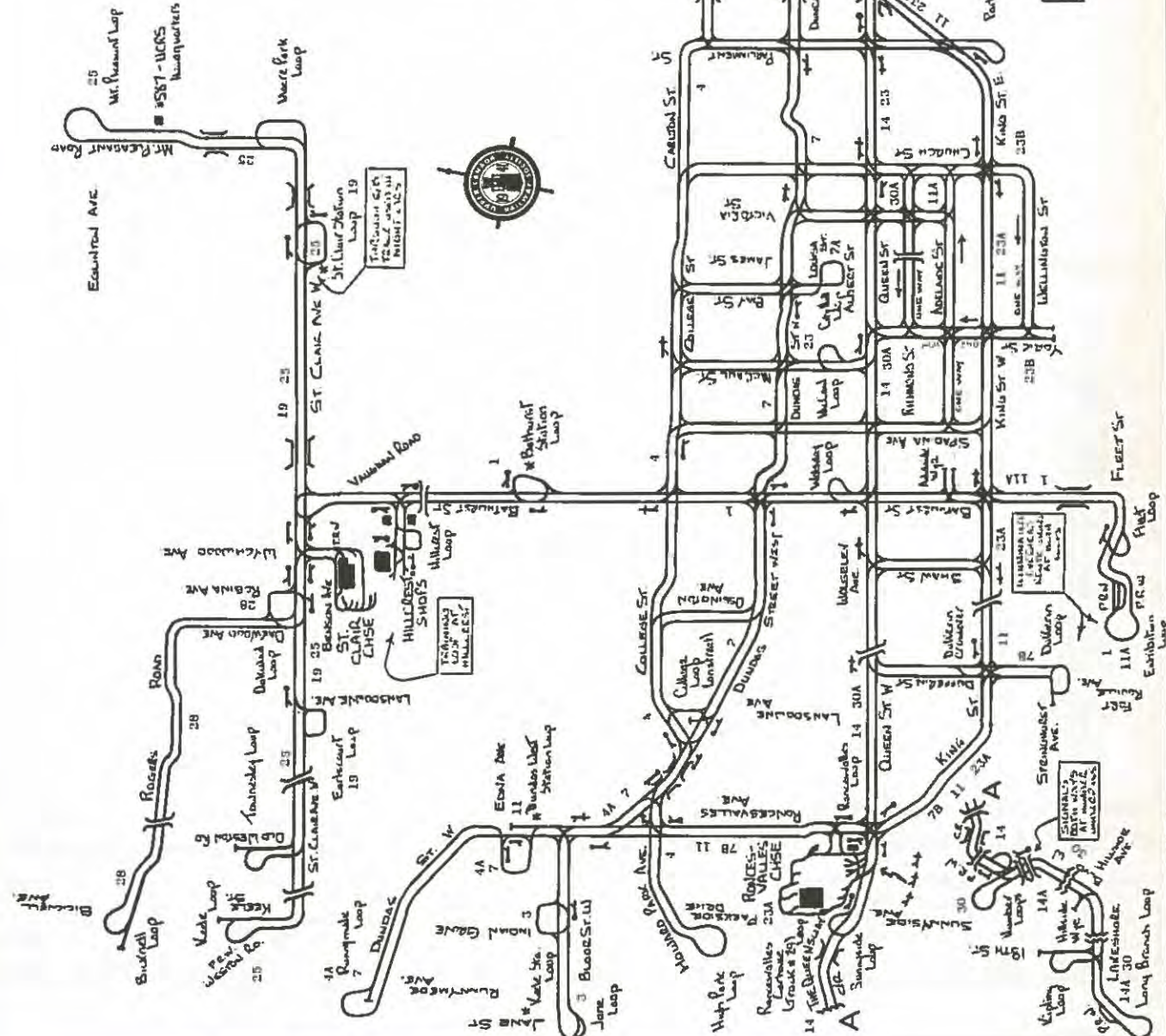




# TORONTO TRACK DIAGRAM



CORRECTED TO OCTOBER 13, 1966	
→	NA Switch
→	NA-MU Switch
→	SR Switch
→	SR-MU Switch
NOT TO SCALE	
BASIC STREET CAR ROUTE GUIDE	
1	BATHURST
3	BLOOR SHUTTLE
4	CARLTON
4A	CARLTON NIGHT CAR
4B	CARLTON-COXWELL
7	DUNDAS-CROSSTOWN
7A	DUNDAS-CITY HALL
7B	DUNDAS-EXHIBITION
11	KING
11A	KING-EXHIBITION
11A	QUEEN
13A	QUEEN NIGHT CAR
19	DANFORTH SHUTTLE
21	KINGSTON ROAD
23A	K. RD-BONCESVALLES
23B	K. RD-WELLINGTON
25	ST. CLAIR
28	ROGERS
28A	ROGERS-SUBWAY
30	LONG BRANCH
30A	LONG BRANCH-CHURCH

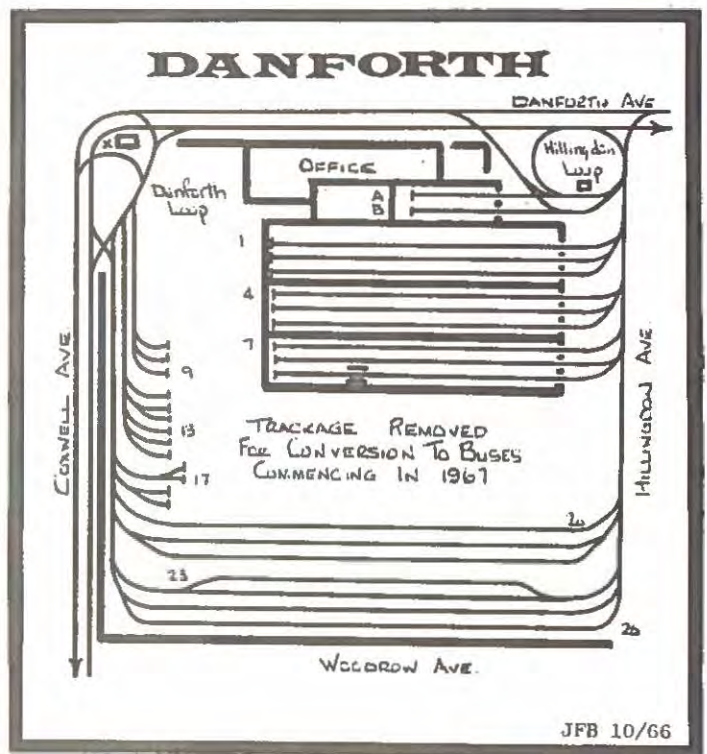
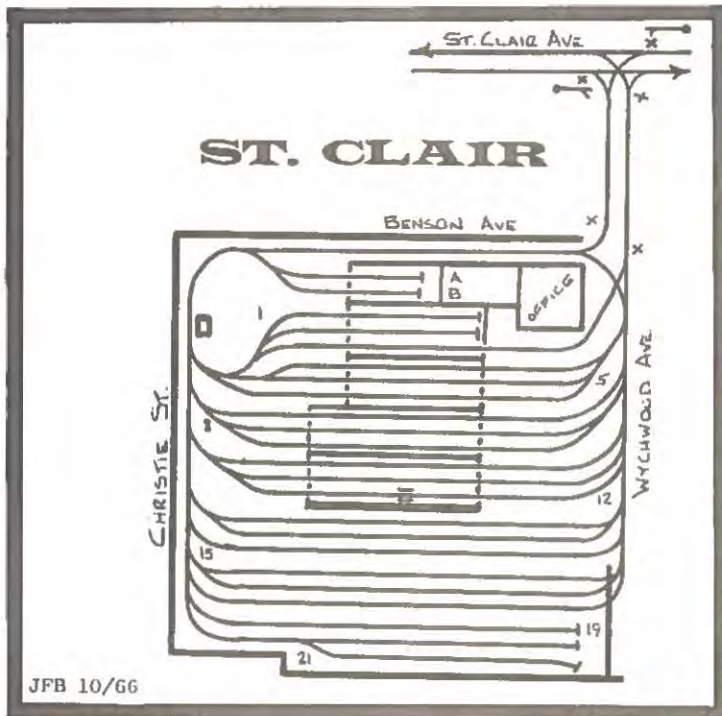


NO SERVICE  
EXHIBITION  
HOLIDAYS

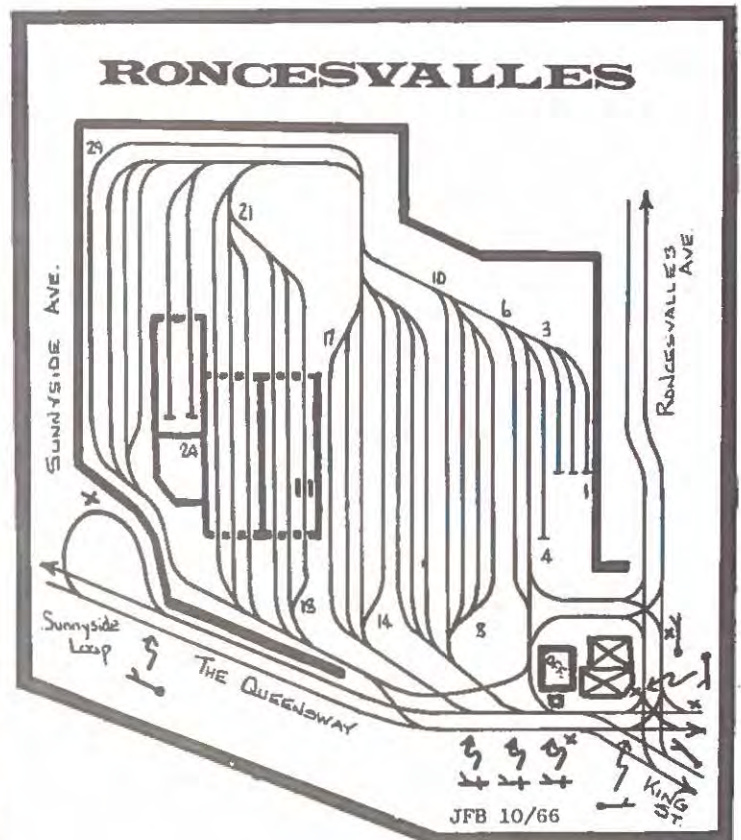
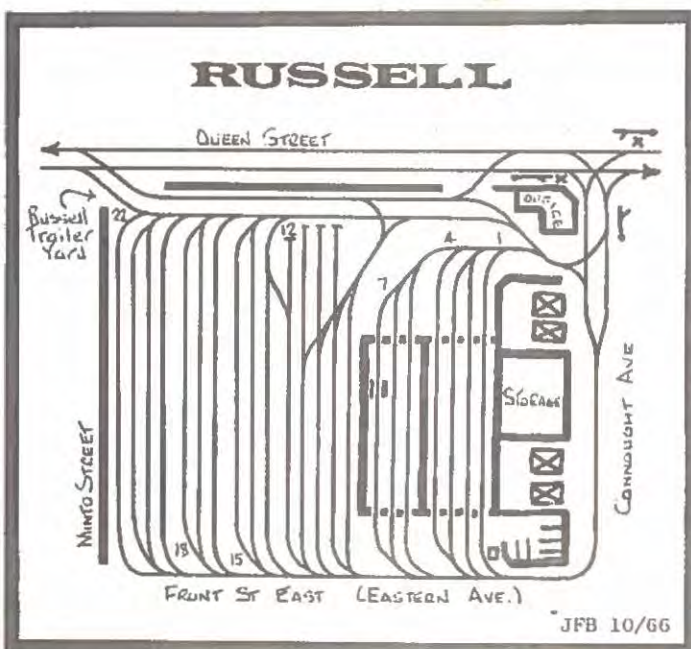
\* - DIRECT TRANSFER  
TO SUBWAY SYSTEM

Drawn By  
John F. Bromley  
19-10-66









## **Carhouse diagrams**



USABLE CARHOUSE TRACKAGE - AS OF OCTOBER 15, 1966

 CAR WASHING MACHINE   
  CAR STOP   
 7 TRACK NUMBER   
 MISC. BUILDINGS  
 CARHOUSE BUILDINGS   
 — PROPERTY LINE FENCE