UCRS NEWSLETTER - 1962

March, 1962 - Number 194

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RAILWAYS OF
Prince Edward Island
As Observed By R. J. Sandusky

Cover: Map of Prince Edward Island 0194-001.pcx
Photo: Typical of the Island's trains, M233, headed by CN 42, awaits departure for Souris at Mount Stewart Junction. R. J. Sandusky. 0194-002.jpg
Photo: Back-up whistles and lights are obvious here as trains M233 and M249 wait at Mount Stewart Junction for their departures to Souris and Georgetown respectively. R. J. Sandusky. 0194-003.jpg

Many railway enthusiasts have noticed the CNR rail schedules for Prince Edward Island, which appear only in the winter folder and take effect around the middle of December, and probably have wondered just what is over there. Those who succumb to their curiosity and board the M.V. Abegweit for a trip across the Northumberland Straits will find a rail system which, within itself, is as standardized as any other but which also has a personality of its own. (This seems to be a feature of many island railways.)

The island's own peculiar brand of motive power will likely be seen immediately upon arrival at Borden, where a G.E. 600 hp. road-switcher sits on the pier with a line of idler flats, waiting to remove the freight or passenger cars from the ferry and insert another line of cars for the return trip. These G.E. locomotives are omnipresent on the island's trains. The only exceptions to this rule are two or three 1600 series, 4-axle, Kingston-built road-switchers which handle the through passenger trains to Charlottetown, plus the odd freight run over the same line. On the cold January day of my visit, the pier switcher at Borden, CN No. 32, unloaded a steam generator car, five assorted baggage and express cars and a 5500 series coach, all of which were assembled behind engine 1636 and sped out of town as train No. 40.

The line from Emerald Junction to Charlottetown (in common with much of the other trackage on the island), consists of an interminable succession of curves and grades which were originally plotted for the 3'-6" gauge of the Prince Edward Island Railway. In all, it is quite reminiscent of some parts of the CNR's Uxbridge or the CPR's Owen Sound Subdivisions, both of which also began life with a gauge of 3'-6".

The tidy city of Charlottetown is soon reached and a half mile north of the station train No. 40 is wyed (as are all other passenger trains entering town), then backed down into one of the platforms beside the large and imposing stone station. It is 9:00 p.m. (or later if the Abegweit was delayed by ice), and most other tracks between the butterfly platforms are occupied by an assortment of wooden coaches, combines and express cars. Number 40's coach along with the odd 5200 class coach in the yard appear quite incongruous in this scene. One notices back-up lights on most of the cars and soon discovers that they are frequently used on the many "branches off branches" on the island.

South and east of the station lie the docks, locomotive shop and a small freight yard where G.E. steeple-cab No. 2 spends all of its time charging back and forth. Beyond this, crossing the Hillsborough River, one can see the former rail bridge over which the narrow gauge trains

from Murray Harbour used to enter town. This was the last line to be standard-gauged (1930) and when that took place, the rails were cut back to the east end of the bridge, at Southport, and a new access line was built from Mount Stewart to Lake Verde. The bridge was used for one lane of highway traffic until recently when a new structure was completed. No doubt the old one will be dismantled ere long. The rails east from here have now been removed for about four miles to Mount Herbert From the latter point to Hazelbrook, mile 7.4, freight service only is provided but a mixed train runs between Hazelbrook, Murray Harbour and Vernon.

A surprise awaits the person first visiting Vernon. At train time he will watch amazed as the locomotive, express and passenger cars negotiate the reversing balloon at the end of the 3.8 mile branch. One wonders if the mileage of the subdivision includes the distance around the loop.) One would expect to find a spring switch at the entrance to the loop, since the train always navigates it in the same direction, but no .... upon arrival the train always stops twice; once as the switch is opened and once more as it is closed behind. It then proceeds to the white, frame station located at the very top of the loop. (Does anyone know of any other rural turning balloons still in use in Canada?)

In the course of two days on the island, various mixed trains were observed, always with one locomotive, except for No. 252 from Tignish which appeared one day with locomotives 28 and 31 (plus 3 tank cars, 2 express cars and a coach). Evidence of the importance of agricultural produce on the economy of the rail system was seen in the long lines of refrigerator cars occupying sidings at many terminals and junctions. These trains enjoy reasonably good connections and in the course of four days a determined railway enthusiast could cover all the lines except the one from Mount Stewart to Lake Verde.

CPR 1961 LOCOMOTIVE DISPOSALS

Although the Canadian Pacific Railway became totally dieselized in 1961, only 176 locomotives were disposed of during that year, compared with the 189 in 1960 and 223 during 1959. One locomotive was sold for historical preservation. It is interesting to note that the 1961 scrappings eliminated the M-4 class, and all but eliminated the G-2 class, No. 2634 being the sole survivor. In spite of these gloomy revelations, it should be noted that the CPR's only two 4-8-4's, Nos. 3100 and 3101, are still on the inventory. As of January 1st., 1962, only 188 steam locomotives remained on the Canadian Pacific roster, of which 11 are to be preserved at the museum project of the Canadian Railroad Historical Association, at Delson, near Montreal.

The list of 1961 disposals is as follows:-

D-10	G-2	G-3	H-1	P-1	P-2
(4-6-0)	(4-6-2)	(4-6-2)	(4-6-4)	(2-8-2)	(2-8-2)
814	2500	2388	2811	5102	5410
871	2501	2391	2819	5114	5411
890	2514	2397	2820	5135	5413
911	2550	2398	2822	5137	5428
946	2554	2399	2825	5144	5429
963	2556	2408	2834	5145	5445
969	2599	2412	2841	5147	5449
986	2609	2414	2848	5160	5452
1002	2626	2421	2854	5162	5458
1004	2628	2424	2856	5163	5473
1010	2629	2426	2857	5170	
1027	2644	2430	2863	5175	
1033	2659	2434		5183	

1038	2660	2441	**M-4**	5187	
1039	2663	2444	(2-8-0)	5202	
1066	2664	2459	3422	5214	**V-4**
1072	**G-3**	2461	3429	5225	(0-8-0)
1077	(4-6-2)	2471	3462	5229	6933
1080	2323	**G-5**	3504	5231	6939
1094	2326	(4-6-2)	3507	5232	6941
1098*	2328	1223	3514	5234	
F-1	2332	1224	3546	5236	
(4-4-4)	2334	1226		5240	
2926	2345	1231	**N-2**	5254	
G-1	2349	1233	(2-8-0)		
(4-6-2)	2362	1239	3607		**V-5**
2200	2366	1255	3610		(0-8-0)
2206	2369	1256	3624		6964
2209	2370	1258	3632		
2219	2373	1260	3638	**P-2**	
2224	2374	1261	3641	(2-8-2)	
2229	2378	1262	3642	5325	
2237	2381	1263	3682	5374	
2238	2383	1269	3692	5394	
		1273	3700	5400	
		1280	3725	5401	
* - Sold to the Edaville		1283	3750	5406	
Corporation, South		1291	3752		
Carver, MA, U.S.A.		1301	3759	Total number of units: 176	

DONALD GORDON OFF THE RAILS

"What needs desperately to be done is the debunking of the romance of the steam locomotive!" President Donald Gordon of the CNR has exclaimed, as reported in a recent *Toronto Star Weekly* article. As the article further points out, President Gordon has initiated a sincere and studied program to revamp the corporate image of the railway by methods already known well by our readers, and it is believed that everyone wishes that the efforts of the CN in this direction may be crowned only with success, to the eventual end that substantial volumes of traffic may be won back from the railway's competitors.

However successful the corporate image may be revamped, the readers of this publication, and many other persons in addition, know that an effort on the part of the CN or any other railway to "debunk" the romance of the steam locomotive is doomed to failure from the outset. The lure of the steam locomotive in this country, and all over the world, is plainly too real, too vast, too enduring and shared by too many people from all walks of life ever to be "debunked". Indeed, as the time of mass utilization of steam engines on the railways of this continent ever recedes into the past, the stronger the appeal of both the surviving members of the breed and the photographic and other records of the departed seems to become.

While no railway enthusiast should have any cause for worry, in the opinion of this writer, that the romance or tradition of the steam locomotive will fade with the passage of the years, there is cause for concern in the way in which the railway enthusiast movement is continually identified in lay writing and in the minds of railway officials as being almost exclusively devoted to flogging a dead horse (albeit an "iron horse") with little or no concern shown for the practical

realities of present-day railroading in its many aspects.

What desperately needs to be debunked, therefore, is the impression, all too prevalent beyond the inner ranks of the movement, that the railway enthusiast is automatically an impractical sentimentalist with his head buried, ostrich-like, in the sands of the past.

This writer does not believe that there is any danger of prevarication in stating positively that, if readers of this *Newsletter* were given their choice between:

(1) a steam-operated railroad plant slipping ever further into the descending spiral of falling revenues and mounting costs of maintenance, ... and ....

(2) a dieselized railroad plant maintaining a satisfactory operating ratio, holding and attracting traffic through an aggressive sales attitude tailored to the customers' wishes, and having a continuing program for technological improvement,

that there would not be a moment's hesitation on the part of the great majority of such readers in selecting the latter alternative. Thus, while the steam tradition shows every sign of being held sacred by the railway enthusiast movement far into the future, let no man think or write that the same movement is ignorant of the very facts of its life.

RAILROAD RECORD REVIEW

As might be expected, no sooner had we suggested that all record, of Canadian steam sounds have been reviewed on these pages than another is made available to us. The long heralded production of Railfans Unlimited is now on sale for $3.95 at both the A&A Book Store or Sam the Record Man's stores on Yonge Street. This 12" LP record, entitled "*Sentimental Journey*" deals entirely with their tripleheaded excursion to Orangeville on May 1st., 1960, using CP engines 136, 815 and 1057. The record presents only material recorded from the baggage car immediately behind No. 1057. It is this engine that is heard most on the record. For just 10 precious seconds does one hear all three engines fighting away from the station stop at Forks of Credit, since the exhaust of 1057 was so close and so overpowering that it forces the other engines' labours into the background noise. Then too, all three engines were of identical driver size, and since such engines working in multiple always synchronize their power and exhaust strokes, the sound can only be as of one engine. The one and only noise heard from 136 is its whistle, used generously at the many grade crossings.

The original tape, made by James van Brocklin of Buffalo, New York, records the train's progress first as it leaves Streetsville, with blowers hissing and the whistle of 815 contrasting with that of 136 as it acknowledges the waves of onlookers. The next passage presents the start and first few minutes of running north from Brampton, but the expected clatter of the three engines across the CNR diamond was so distorted as to be unrecognizable. Following this, the run-past near Inglewood and the approach to Forks of Credit are heard amongst the squeals of protest from the flanges of the tender and coach wheels on the winding rails that thread the Credit Valley. North from Forks of Credit and on through Cataract, the exhaust of 1057 sharpens, indicating well the severity of the grade. Nearly 15 continuous minutes of this sound are presented, and any discriminating listener will long since have realized just how far off true the valve timing of 1057 really is. With the grade easing off past Melville, the trio of engines gains speed rapidly and the cheering welcome at Orangeville is soon heard.

The sound on the record is generally quite good, except in one or two places where some distortion is painfully obvious. Since the sounds represent the engines working full out at all times, the record should be played back at high volume levels for best results. For those who might like 45 minutes of the off-beat, labouring exhausts of one engine, but very little else, this record may be for you.

GERMAN RAILWAYS CONTINUE TO MODERNIZE

The German Federal Railways continue to expand the number of miles of its track worked be straight electric traction. While it had only about 870 miles electrified in the years immediately following World War II, about 3000 miles are now under catenary and by 1970 it is expected that over 5000 miles will be so equipped. By then, 28% of their rail network will be electrified, and the steam locomotive will no longer be needed. At present, D.B. (Deutche Bundes-bahn) motive power includes roughly 7000 steam locomotives, 1250 diesels and 1450 electric engines which perform 54%, 22% and 24% of the total train-miles respectively.

Savings in costs on stretches of track already electrified have provided the funds to continue with the work at the unslackening rate of over 300 miles per year. Adoption of electric working has increased freight trains from a maximum of 650 yards length and 1600 tons load to 750 yards and 2000 tons while increasing their average speed to over 40 mph. By 1963, average speeds will exceed 50 mph. In addition, the times of many express trains have decreased up to 20% because of the more efficient dispatching possible with faster freight trains using the same trackage.

NEW RULES FOR THE RAILS
AN ANALYSIS OF CANADA'S NEW RULEBOOK

By J. A. Brown

In August, 1951, the Uniform Code of Operating Rules became the final authority for rail movements in Canada. Prior to this time, each railway operated its trains according to its own rulebook and accordingly, practices frowned upon on one line might be perfectly legal on another. As the result of the lack of unity of operating rules and the obvious difficulty of controlling such a system, the Board of Transport Commissioners together with representatives of the Canadian railways formulated the Uniform Code. For ten years, this little red book has been the Canadian railroaders' "Bible"; in spite of the fact that each railway prints its own name on the covers of its books, the rules within are uniform throughout Canada. It is interesting to note the result of this uniformity; the sketches illustrating the correct display of locomotive signals bear a striking resemblance to a CPR Royal Hudson, and even the Canadian National rulebooks depict this very CP-ish engine.

During the 1950's, operating problems and technological advances suggested possible changes in the UCOR, and in recent years, serious study has been given to its revision. The result of these efforts was approved by the Board of Transport Commissioners on November 15th., 1961, and is now being issued to Canadian railroaders as the "*Uniform Code of Operating Rules - Revision of 1962*". The new rulebook, effective October 28th., 1962, embodies a few major and many minor alterations to the original Code. Unfortunately, space does not permit a complete analysis of these changes, but it is hoped that at least some of the more significant and interesting points may be described.

The new book is slightly different from the old one in appearance, having thirty-six pages less between its maroon covers. The names of all the railroads governed by it are listed inside. The rules themselves have been consolidated and reworded where necessary to eliminate repetition and at the same time to clarify points that have been misleading in the earlier edition. And, of course, rules have been added or deleted as decided by the Commission. Definitions of terms appearing throughout the rules are now listed alphabetically at the front of the book, while interlocking, automatic and CTC signal indications are now grouped together in a single easy-to-read chart. Other diagrams (such as the locomotive signal sketches mentioned earlier) were deemed superfluous, and do not appear in the new book; their indications are adequately described in the text. In short, the new rulebook is considerably neater and easier to read

than its predecessor.

The new rules provide that the constant companion of all operating railwaymen, the watch, need be inspected only on 90-day intervals instead of the present 20 to 30 days, Employees will now be permitted to set their own watches but, as previously, may not regulate them. In addition, the rigid rules for watch comparison before runs have been slightly relaxed. While it will still be necessary to compare the watch with a standard clock (or another watch that has been previously compared with a standard clock), comparison between crew members' watches will be required "when practicable" only.

Timetable collectors will notice the absence of four footnotes in timetables issued after October, 1962. Missing will be the letters "a" (arrive), "1" (leave), "D" (day train order office) and "q" (night train order office; the presence of train order offices will be indicated by the office telegraph signal. As well, the type of signal system in effect will be shown in the timetable: Centralized Traffic Control, Automatic Block Signal system, etc.

The familiar whistle signals remain unchanged, but the communicating whistle signal for "release sticking brake" will become two long blasts, replacing the former seven short ones.

The use of oscillating headlights on Budd RDC's of the Canadian Pacific has evidently been recognized by the Board, since a new rule appears stating that these must be kept burning day and night on vehicles so equipped.

While certain minor changes have been made, the rules for flagging of impassable or slow track remains essentially unchanged, as are the traditional rules for the superiority of trains Rules pertaining to the registering of trains have been somewhat expanded and made more specific.

The rules governing the spacing of trains by the use of train order signals in non-block signalled territory have been greatly simplified. Under the old rules, a spacing between trains of anywhere between 15 and thirty minutes was required, depending on the nature of the trains. The new rules simply provide that trains must keep twenty minutes apart unless advised that the preceding train has arrived at the next open station. The main exception to the rule is that snow ploughs must not start until the preceding train has arrived at the next station; however, if this is impractical, the plough may follow at restricted speed twenty minutes later. These rules do not apply to rail test cars when testing, and track inspection cars when operating as a train. Radio may be used to maintain the proper spacing if available.

Signals indicating sections of a train (e.g. green flags) may be ordered put up or taken down only at terminating stations of the schedule. In other words, once a train has departed from its initial station in sections, the signals displayed must not be changed until the train(s) reach the terminus; this does not prevent the annulment of a section or sections, but provides a more rigid control of the display of signals. Under the old rules, signals could be changed at any point enroute that was a register station for the train.

Switch stands may now carry reflectorized lenses or targets in lieu of lamps. As in the earlier edition, the new book provides that lights need not be maintained on track switches in automatic block signal (ABS) territory. Thus it appears as if the coal-oil-burning switch lamp is now on the way out.

Several important changes in train orders have been introduced. The "Form 31", so familiar to order collectors, will be dispensed with. Taking its place will be the "Form 19R", whose use will be expanded. This form will be used for passenger trains outside automatic block signal territory (except under certain conditions), to any train at a point where its right or schedule is restricted, and where the signatures of the conductor and engineman are required as prescribed by the rules. As before, trains will stop for delivery of "19R" orders while "19Y" orders may be taken on the fly. Under the old rules, a dispatcher pressed for time could issue an order and, rather than wait for all operators concerned to repeat it, could have the operator immediately

concerned repeat the order, while the others responded with the letter "X"; this "X" response signified that the operator had received the order and would hold the train concerned until he had repeated it back to the dispatcher and made it "Complete". This practice is no longer permitted. Formerly, even hours (for example 9:00 a.m.) could not be used in train orders; the new rules now allow this, and accordingly, 9:00 a.m. will appear in an order as "nine o'clock 9:00 a.m." Additional abbreviations have been authorized for use in train orders, including ABS (Automatic Block Signal System), CTC (Centralized Traffic Control) and Cy (CopY). Some changes and additions have been made in the forms of train orders. The new order forms will be printed on yellow instead of pink paper, while the clearance forms remain on green paper. The terminal clearance form, presently issued at initial stations, giving the numbers of overdue superior and same class trains, will be discarded. Its function will be taken by a form of train order.

Signalling rules remain essentially unchanged. A new section for CTC rules incorporates most of the provisions of the old "Movement by Signal Indications" rules. Provision has been made for the operation of the system under instruction of the train dispatcher in the event of complete failure of the signal system.

Perhaps the most important consequence of the new Code is the withdrawal of responsibility from the train order operator. The new rules provide that the dispatcher is responsible for maintaining the correct spacing of trains, as discussed earlier. The "X" response will no longer be used, relieving the operator of the responsibiLity of holding a train until its orders have been made "Complete". Under present rules, bulletins (train orders giving data on track conditions, speed restrictions, etc., that are likely to be in effect for some time) may be traced from the original copies by the operator should additional copies be required. The dispatcher need not be notified. The new rules forbid this, and require that bulletins be repeated to the dispatcher as new copies are made. Thus it appears that the shift of responsibility from the operators to the dispatcher is under way, possibly with the eventual plan to eliminate operators altogether. At least in CTC territory, such a plan is quite feasible and indeed great inroads have already been made in operators' ranks along such lines. While such a reduction in manpower is unfortunate in some cases, it is necessary if the railways are to maintain a competitive place in the transportation industry. For this reason, the rules have bean revised to streamline present-day operations and improve the efficiency and safety of Canada's railways.

T.T.C. HAPPENING

It has recently become abundantly clear that Toronto's PCC cars, at least those of the pre-war "air-electric" type are no longer in the indispensable category. Following close on the decision of the Commission to scrap car 4179 (see *Newsletter 192*), on Tuesday evening, February 13th., operator negligence caused a rear end collision on Queen Street East (near Laing Avenue) involving A1 (1938 built) group cars 4052 and 4098, resulting in severe front end damage to 4052 and a buckled floor in 4098, the latter car being the one struck in the rear. Authorization has been given for the scrapping of both cars.

Shades of the Victoria Tubular Bridge will be reflected in the structure to be built across the Rosedale Ravine for the TTC Bloor Subway line, as part of contract D-3. An enclosed reinforced concrete bridge is designed to deaden sound from train operation and ensure privacy for the residents of the Kensington Towers apartment buildings at Bloor and Parliament Streets, which are situated in close proximity to the subway alignment. The portion of the bridge comprising the enclosure will be of reinforced concrete shell construction, having sound absorbent material applied to the interior surface at track level, and having longitudinal slots in the roof for ventilation purposes. Provision will be made for closing these slots if found desirable at a later date.

Thus, what could have been a visual oasis for subway passengers will be simply another

section of dark tunnel. It is hoped that the subway deck on the Prince Edward Viaduct, at least, can be kept open so that passengers on the Danforth end of the subway can have one glimpse of the outside world as they speed along.

MISCELLANY

Ever since September 30th., 1960, the Wabash Railroad has been running its through freights from St. Thomas directly into Buffalo via the CNR at Fort Erie and the Erie-Lackawanna, thus saving switching at both Fort Erie and Black Rock. Also, it appears that they no longer operate into Clifton Yard at Niagara Falls. Local freight service is now performed by the CNR, and they no longer have a puller service from Fort Erie to Buffalo, having discontinued service to their freight house behind the Larkin Terminal warehouse building. Diesel engine 453 (GP-9) seems to be the only road-switcher used by the Wabash in Canada.

The Wabush Iron Company received tenders to January 31st. for the construction of a railway maintenance shop and other facilities at Pointe Noire, (Quebec, having an estimated value 3 to 3½ million dollars.

6167 DOES IT AGAIN

Photo: CN 6167 rumbled across the bridge over 20-mile Creek as 1,000 excursionists watched or rode the train at this run-by. 0194-004.jpg

Photo: The resourcefulness of the CN is unlimited. The firebox of 6167 is not hand-fed but the tender certainly was on March 4th. 0194-005.jpg

As has already been proven, the combination of a crisp winter's day, a steam locomotive and a destination with wide public appeal, more than guarantees the success of an excursion. The latest trip promoted by this Society in co-operation with the Canadian National's Passenger Sales Department had all of these attributes. Sunday, March 4th. dawned cold and clear. The destination chosen for the day, Niagara Falls, certainly has a universal appeal, and few people visit there during the winter because of the difficulties that are often encountered in winter driving. CN's engine 6167 provided the motive power for the train and presented a dramatic sight at the two run-pasts which were performed en route.

Because advance ticket sales were much slower than on previous trips, it was first thought that seven coaches would provide sufficient accommodation for the expected crowd, even allowing for considerable last-minute sales. However, by late Saturday evening, indications were that more space would be needed, so a further three cars were added to the consist. By then, the train totalled 12 cars including an express car and Cafeteria car No. 496.

Next morning, we left Union Station a few minutes after the 9:30 a.m. advertised departure, and an unscheduled stop was made just clear of Cabin D to permit the addition of two more coaches to accommodate the already standing load aboard the special. As we drew to a stop at Sunnyside, it was interesting to note the dozens of automobiles parked along the paralleling highways while their passengers admired 6167. From here, a fast, non-stop run was made to Oakville, where the waiting passenger load again exceeded the available seating. Here too, a message was received, suggesting that one of the run-pasts, planned for on interesting location east of Merritton, be rescheduled to avoid the difficulty in starting the heavy train on the stiff grade between there and Niagara Falls.

At Hamilton, a 20 minute stop was made to take of water for the engine and to add a further four coaches, swelling the train to an overall length of 18 cars, and what must surely be a record length for a steam excursion in Canada. From Hamilton, the special proceeded along the Grimsby Subdivision to Jordan, where the first run-past was made. The wide right-of-way, as well as

the disused piers of the old bridge and the wide banks of Twenty Mile Creek provided ample vantage points from which to photograph the train as it rumbled across the present quarter-mile long, double tracked bridge. The next run-by, at a smaller bridge and fill at mile 16.0, again afforded ample opportunity for photography, in spite of the large crowd. After leaving here, a brief stop was made at St. Catharines to allow a few passengers to detrain to catch Railiner train No. 693 back to Hamilton. With a good run at the grade, 6167 and its 18-car load charged past the summit of the Niagara Escarpment at about 30 miles per hour. Niagara Falls Station was reached at about 1:25 p.m., some 55 minutes late.

From the station, seven chartered buses carried excursionists to the Falls themselves while the train was remarshalled and the engine serviced. At 4:15 p.m. the entire train was backed onto the Whirlpool Rapids Bridge, giving passengers a thrilling view of the Niagara Gorge, and in the far distance to the south, the Falls.

Following the departure at 4:35, a non-stop, high speed run was made to Hamilton. Again, the engine was watered, and two coaches were removed. Although a few minutes were lost between Hamilton and Bayview because of driver slippage on the wet rails, a fast trip was made back to Toronto, and the 35 minutes late arrival there was due mostly to the water stop at Hamilton.

The passenger count for the day was also some sort of record .... 975! Special credit for this is certainly due to Mr. A. L. McPherson and Mr. F. A. Rowell of the CN's Toronto offices for having the foresight and the ambition to promote this type of excursion. The Society too, welcomed the opportunity to assist in the planning, publicizing and operation of the train and we feel that the many satisfied passengers that day have been made more aware of the CN in a most favourable way.

MOTIVE POWER NOTES

Even though the General Motors Diesel (London, Ontario) factory no longer assembles locomotives, GM has introduced a new locomotive design, and revived an older one for showing in Canada and abroad. The older design is the GMDH-1, more commonly known as the Blue Goose, because of its outlandish "styling" and vivid blue colour scheme. It has a B-B wheel arrangement and is powered with up to 800 horsepower engines connected to the drivers through torque convertors (fluid drive units) and four-speed gear sets.

A smaller design, with an 0-6-0 wheel arrangement, has also been introduced, powered by a 275 or 400 horsepower engine. A similar drive system is employed as in the GMDH-1, with all axles connected together internally through pinion and bevel gears. Both this GMDH-3 model and the double truck locomotive make extensive use of fibreglass for such parts as the cab roof and engine hood end-sections.

Canadian Locomotive Works in Kingston, Ontario have recently delivered robustly constructed Canadian designed, 0-6-0 diesel-hydraulic switching locomotive to an industrial customer in India. The 22 foot long locomotive is of rigid frame design and power is transmitted from the main, geared axle to the other two axles through outside connected side-rods.

The Pacific Great Eastern Railway has recently placed an order with the Montreal Locomotive Works for five new 1800 horsepower road-switchers, to be numbered in their series from 595 to 599.

The Sydney and Louisburg has numbered the five diesels purchased from the Soo Line into its own series, with Soo Line 2362 becoming S.& L. now 210.

The ranks of the CNR's GMD 1500 horsepower road freight units continued to be decimated through accidents. "A" unit 9068 and "B" unit 9051 were severely damaged at Canora, Saskatchewan, on the Margo Subdivision, on October 7th., 1961 and was officially written off the roster on September 18th..

GMD 1200 horsepower road-switchers 1072 and 1077 were sold to the Northern Alberta Railways on January 2nd., 1962. The two engines were repainted at the CNR Calder roundhouse in Edmonton and were delivered to the NAR's Dunvegan Yard on January 25th. as NAR No. 311 and 312.

Mountain type 6043, last active steam locomotive in regular CNR service (into Winnipeg on April 25th., 1960), and which was used on a Winnipeg to Brandon excursion on June 22nd., 1961, has been sold to the City of Winnipeg for permanent preservation and display in Assiniboine Park.

Canadian Pacific's 2709, a G-4a class Pacific, has been scrapped where it has stood for the last three years, in Vancouver roundhouse. The engine was used as a stand-by boiler for the shop and was occasionally used in the coach yards to heat standing passenger equipment. It is very unusual to see an engine dismantled at other than Ogden, Weston or Angus Shops, but 2709 was leisurely cut up by the shop staff until only the running gear remained on track 11 inside the roundhouse. The frame and drivers were then moved outside and the job was finished by the end of January. (*The Steam Chest*)

ERRATA

A few minor errors and omissions have been noticed in the article "European Rail Holiday" in *Newsletter 192*. On the map of Austria, the following place names should be added. The name Linz should appear under the word "Danube" in the upper centre, the city of Munich is the unnamed junction point in Germany while the name Salzburg should appear above "Berchtesgaden". The class 52 engines mentioned on page 8 are 2-10-0's, not 2-10-2's.

In *Newsletter 194*, MLW road-switcher 3014 referred to in Mr. Corley's article should be No. 3104.

CONSTRUCTION STARTS ON THE GREAT SLAVE LAKE RAILWAY

Map: Great Slave Lake Railway. 0194-006.pcx

Clearing has commenced on the first 137 miles of the 430-mile Great Slave Lake Railway, an extension of the Northern Alberta Railways to Hay River and Pine Point, N.W.T. Contracts were awarded by the CNR to (of all things) the Bogock Seed Company of Edmonton for the first 52 miles from Roma (Mile 0, between Peace River and Grimshaw), while Peter Rohl of Calgary will clear the right-of-way from mile 52 to mile 137.

The Great Slave Lake has a ready-made access route for construction equipment and materials in the Mackenzie Highway, which it will roughly parallel all the way to Hay River. The line will prove easier than many others to construct in other respects also: the terrain to be crossed is lightly timbered, the rivers and streams narrow and muskegs few in number. The alignment is across a number of low plateaus located between wide but shallow river valleys, of which only one is more than 100 feet deep. The average elevation of the line is 1800 feet above sea level for the first 200 miles and 500 feet above sea level for the rest of the distance. The southerly 175 miles of the line passes through good farmlands producing cereal crops and rich pasturage.

The principal purpose of the Great Slave Lake Railway, of course, as recorded previously in these pages, is to bring out lead-zinc concentrates from the Pine Point mine on Great Slave Lake. This mine will be situated at the end of a 53-mile branch line which will run easterly from a point seven miles south of the northerly terminus of the main line at Hay River. It is expected that the combination of lumber, pulp, grain, oil and other traffic will eventually approximate the volume of ore traffic on the line.

Most of the river crossings will be negotiated by simple bridging methods, timber trestles or corrugated steel culverts in fill. Certain wider and deeper river valleys will require steel truss and plate girder bridges on concrete piers. No arches will be utilized on any of the structures. The largest bridging problem will be that posed by the valley of the Meikle River,

which is 300 feet deep and a mile wide. This will be accomplished by a horseshoe curve crossing with one leg down the south side of the valley, the actual crossing at the base of the "U", and an ascent up the north side of the valley. A ruling grade of 0.6% will be adhered to at this location. Construction will be complicated here by the fact that the valley slopes of the Meikle are subject to landslides. The actual crossing will be 165 feet above river level with a steel on concrete bridge 2000 feet in length. This river crossing is approximately 30 miles north of Roma, and the horseshoe curve will take a distance of six miles to connect points that are one mile apart as the crow flies.

The eight steel bridges to be used on the Great Slave Lake Railway, with their lengths, are listed here, proceeding from south to north:

Notikewin River -	220 feet
Hotchkiss River -	220 feet
Meikle River -	2000 feet
Upper Hay River -	320 feet
Steen River -	120 feet
Hay River, West Channel -	460 feet
Hay River, on Pine Point branch -	510 feet
Buffalo River, also on branch -	310 feet

These steel bridges with their widely spaced concrete piers are adopted in order to avoid damage from ice jams in the rivers, which would result if timber trestles were used throughout.

CNR survey parties have been in the field since early 1961 under the direction of Major J.L. Charles, Consulting Engineer, and system locating engineer V. R. Cox, the latter having previously been project engineer on the CN's Toronto Terminal project. Overall responsibility for the construction is vested in Vice-President G. R. Graham of the C.N.R.'s Mountain Region.

Grading tenders will be called in the near future with the view to starting track laying in August 1962 and the completion of the line by 1965.

MISCELLANY

Some debate is being carried of with respect to the inclusion of a railway line on the proposed nine-mile causeway across the Northumberland Straits between Cape Tormentine, NB, and Port Borden, PEI (see map). It has been pointed out that if the railway is omitted, heavy freight to and from Prince Edward Island will have to continue to be handled by ferry, resulting in almost as heavy losses as are now incurred with ferry operation and greatly reducing the overall savings expected to result from the causeway project.

Also unsettled is the exact form that the crossing will take - causeway, bridge or tunnel, or a combination of all three. Tides and ice action in the straits are major engineering considerations. In any event, it would appear that the commencement of this project by the federal Department of Public Works is still several years away.

Another new railway line under construction is a 50 mile extension by the C.N.R. from the eastern terminus of the Canada and Gulf Terminal Railway at Matane, Quebec into the Gaspe PeninsuLa to terminate at Ste. Anne des Monts on the south shore of the St. Lawrence River. Unlike the other new railway construction in Canada in recent years, this line would pass through long settled country and serve no specific source of traffic as the many mining branches have done.

NOTES FROM NOVA SCOTIA

By now the Cumberland Railway will have been completely dismantled. On January 23rd, rail had been removed in Springhill and from Springhill Junction to the high fill near Springhill. A

front-end loader was dragging rails to the junction where they were being loaded into C.N.R. gondola cars. (RJS)

➢ At the former Acadia Coal mine at Stellarton, Old Sydney Collieries' rare 2-4-0 No. 25 was working in mid-January. Sydney and Louisburg 2-6-0 No. 42 was temporarily out of service and looked even more peculiar than ever, having traded its tender for the slope-backed model from 0-6-0 No. 12. The latter machine sits outside, out of service. A diesel locomotive may be expected here anytime.

➢ Ex-CNR 0-6-0 No. 7260 was working Mondays, Wednesdays, and Fridays at the Drummond Colliery at nearby Westville. It still knocks about the occasional cut of four-wheel coal wagons.

➢ Maritime Coal, Railway and Power No. 9 had been dismantled at a New Glasgow metal yard by January 24th while No. 10 was still parked outside waiting its turn. The Maritime Railway itself is still intact with only the locomotives having been removed from the property. Dismantling of the line is not expected to start until spring.

CANADIAN NATIONAL NOTES

A tabulation of rail weights in use un the C.N.R. system as of December 31st., 1960 is as follows:

Weight of Rail	Track Miles
130, 131 and 132 lb.	1425.88
105, 110, 112, 115 and 128 lb.	2459.78
100 lb.	9103.09
90 lb.	168.64
85 lb.	3865.07
80 lb.	3591.97
less than 80 lb.	5175.79
Total System Track Miles	25790.22

➢ For primary main lines, the CN has adopted the 115 and 132 lb. RE rail sections as standard. For secondary main lines, the standard rail in use is the 100 lb. ARA-A section. The 85 lb. section is used on lighter traffic main lines and branches.

➢ As of the end of 1961, there were 147 miles of continuous welded rail in use and 267 track miles of double length (78 feet) rails in main tracks. There were also 149 track miles of welded rail in lengths of up to 500 feet in use in yards.

➢ The CNR plans to perform extensive renovation of the station building at Brockville, Ontario.

➢ Further contracts on the Toronto Yard and York Subdivision construction projects have been awarded to cover work on the main and local humps in the yard, bridges over the CPR MacTier Subdivision and Woodbridge Road, and a bridge over the Humber River.

➢ As a result of a bad derailment near Lansdowne on the Gananoque Subdivision on Sunday, February 25th., one section of pool train No. 6 was rerouted. First 6 ran via CP lines through Agincourt, Trenton and Smiths Falls to Montreal while Second 6 ran via the usual CN lakeshore route but carried passengers as far as Kingston only.

U.C.R.S. ANNOUNCEMENTS

The March Regular meeting will feature as entertainment an auction of railroadiana. Señor Headford, fresh from his conquest of Central America, will be auctioneer for the night. Members are urged to bring any amounts of material of which they wish to dispose while prospective purchasers might find a small supply of money useful.

➢ On Sunday, March 25th., the Society will sponsor a trolley excursion for members only aboard a Small Witt car. The trip will leave York and Wellington Streets at 10:00 a.m. and, during

the next 4 hours, will cover much of the TTC's east-end trackage. A special stop, of ample duration, will be made at Danforth car-house to inspect and photograph the snow sweepers and ploughs stored there. Fare will be $2.00 collected on the car.

➢ After a two-month hiatus in the First Friday meeting schedule, caused by unavoidable delays in *Newsletter* production, the series will resume on Friday, April 6th., with an observation meeting at Sunnyside CNR station. During the course of the evening, members will cross to the other side of the street to visit the TTC Roncesvalles carhouse, where it is hoped to have Snow Plough TP-10 in the carhouse building for inspection and photography. Members are accordingly urged to bring cameras and other equipment appropriate to night photo work.

MEMBERS' ADVERTISEMENTS

Members are reminded that they may place small advertisements in the *Newsletter* at no cost to themselves. Notices of items wanted or for sale will be welcomed by the Editor for insertion in the next available issue.

➢ An 8" x 10" glossy print, taken at Jackson, Michigan of Grand Trunk Western No. 6323, the last operating steam locomotive on the GTW, is available for $1.00 from Steve Zawacki, 19366 Fenelon Avenue, Detroit 34, Michigan.

➢ For sale: books covering the history and operations of the following railroads: California Western, Arcata and Mad River, Modesto and Empire Traction, Sierra Railroad, Valley and Siletz; also a copy of "Steam-Cars to the Comstock". All books used but in good condition. Price $2.50 each. Write to Edward Emery, 398 Runnymede Road, Toronto 9.

➢ Fans interested in news of the present operations of U.S. electric railways might be interested in subscribing to "*Electric Transit Journal*", published by Larry Plachno, 5041 Northwest Highway, Chicago 30, Illinois, on a bi-weekly basis. A subscription, mailed first class for guaranteed prompt delivery, costs $1.25 for five issues, $4.00 for 6 months or $7.50 for one year. Reproduction is by photo-offset and up-to-date news from all over the U.S. is presented in each issue.

➢ The Canadian Railroad Historical Association, Box 22, Station "B", Montreal 2, QC, has just published an excellent book by Anthony Clegg on "The Self-propelled Cars of the CNR". This 55 page, 9" x 12" spiral bound book is available from the Association at the above address at a cost of $3.00 per copy. Author Clegg lavishly presents the history of the CNR's steam, gasoline, diesel and electric powered passenger cars from 1920 to 1960 by means of an ample text supported by many excellent photos and diagrams. Individual car assignment lists and an all-time roster make this work the most definitive ever published on this unusual type of rolling stock.

➢ It has been announced recently that Volume 2 of Colonel Stevens' history of the Canadian National has been published by Clarke-Irwin. This volume, covering the period from 1896 to 1922, is entitled "*Towards the Inevitable*". Retail price is $8.00.