

UCRS NEWSLETTER - 1962

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TORONTO TO ST. THOMAS WITH 6167.

By Jim Brown

Cover Photo: Northern 6167 leans into the sharp curve at Mile 113, near Aylmer. [0202.001.jpg](#)

Map: St. Thomas Railway Lines [0202.002.pcx](#)

Sunday, September 30th could have been a gloomy day for the many devotees of steam in the Toronto area; it could have been the last day of operation of C.N.'s ubiquitous Northern, 6167. Happily, however, news of a "stay of execution" for the locomotive for the 1963 season a few weeks before made our excursion to St. Thomas an optimistic prediction of things to come.

After an on-time start under cloudless skies (we seem to be making up for the foul weather of the South Parry trip), we made the usual stops at Sunnyside and Oakville, then headed for Hamilton; a routine bit of running, to be sure, but nevertheless a pleasant reminder of the days not so long ago when all the trains on the Oakville Subdivision, and the rest of the C.N.R., for that matter, were steam hauled.

At Hamilton, we paused briefly to welcome aboard the Hamilton Chapter and friends, and to take on water and additional motive power in the form of an elderly pair of M.L.W. road switchers for the stiff climb up to Rymal. Following two blasts on the communicating whistle, we set out along Ferguson Avenue, through Loblaw's parking lot, across the T.H.& B. and up the Escarpment. Throughout this portion of the trip, passengers' comments seemed to fall into two categories: ohs and ahs over the view of Hamilton and the Bay (which is spectacular, by the way), or heated discussions over whether or not the additional 3000 horsepower on the head end was really necessary.

(Note: The haulage capacity of a Northern up to Rymal is over 1400 tons; we had about 800 tons).

At Caledonia the controversial diesels left us, and the local fire department replenished 6167's water supply. Here too, we repeated the widely publicised run-past on the Grand River bridge, which was first held on our July 10th, 1960 trip to Niagara Falls. Remember that, the "last steam train to leave Union Station", now over two years ago?

After clumping across the arrow-straight Michigan Central at Hagersville, we held the next run-past a few miles farther south, near the hamlet of Garnet (in case you wondered at the time). This stop is worthy of note because the little church at Garnet was holding an anniversary service at the time our train happened by; the lure of the steam engine being what it is (and the racket being rather disturbing), the worthy parishioners emerged and observed the goings-on with great interest.

A brief stop at Jarvis was necessary to pick up train orders and line the switches to let our special on to the Cayuga Subdivision. This line is most unusual in that it is owned, maintained and dispatched by one railroad (the C.N.), and yet is used primarily by another (the Wabash). Here too, the attention of several of the more red-blooded types on the train was diverted from matters railroad by the appearance of an assortment of attractive members of the fairer sex (who had been following the train by car) and who showed more than a casual interest in the train. Who said rail-fans are narrow-minded?

In due course, we left Jarvis, and proceeded west on the Cayuga Subdivision for a flurry

of run-pasts. During the last of these, a seemingly endless freight hauled by a seven-unit hodge-podge of N.Y.C. diesels swept past on the adjacent M.C.R. track, honking arrogantly it seemed. Its wings were soon clipped, however, for at the diamond crossing between our track and the M.C. a short distance west, we discovered the freight waiting for our train to clear, the crew staring in disbelief. Apparently at the run-past, we occupied the track circuit for the automatic interlocker just in time to give our train the high green in preference to the Michigan Central.

For its size, St. Thomas has an amazing rail complex within its boundaries, and during our stay there many passengers took the opportunity to become better acquainted with it. Others chose to remain at the C.N. station and watch the servicing operation. An unusually large number of Wabash cabooses (or is it caboose?) were parked near the station, and rolling stock connoisseurs revelled in the unusual trucks that these vans possess. Our departure from St. Thomas was delayed somewhat while we awaited the arrival of a Wabash westbound freight, which finally arrived behind three "A" units. After a seemingly interminable time as the freight dragged into the yards the caboose approached. What happened next caught everyone by surprise; the brakeman closed the angle cock on the last car but not on the caboose, while the train was still in motion. Then, when the van was on the verge of entering the yard, he pulled the pin, and the van came to a shuddering halt, whereupon a G.M. yard engine took charge of it and moved it off to the caboose track, the whole operation taking about two minutes. A blast from 6167's whistle soon brought us back to the matter at hand, and before long, we were under way again.

The return to Toronto was uneventful; no run-pasts were held on this portion of the trip because of light and schedule conditions, and everyone seemed content to renew old friendships and avail themselves of the Cafeteria Car refreshments. Music hath charms it is said, and with this in mind, everything from Gilbert and Sullivan to Sousa filled the cars at any extended stop, by way of the P.A. system. From the many comments received, the experiment was a success, and may well be repeated on future excursions.

And speaking of future excursions, this brings to mind the proposed winter trip on January 27th. If this St. Thomas trip was any indication, U.C.R.S. excursions are getting better all the time, and we certainly suggest you start thinking now about being on the next one.

Photo: CN 6167, heading the U.C.R.S. Special, thunders across the impressive steel trestle at Mile 95.2, near Tillsonburg. Bill Hood Photo. [0202.003.jpg](#)

CN PASSENGER IMPROVEMENTS

Once again the Fall change-over from Daylight Saving to Standard Time is upon us and a new set of passenger timetables has been issued. The C.N. continues to provide a distinctive, colourful cover design, different from all previous issues, while the Canadian Pacific remains in the same rut by showing on its cover design the "Canadian" crossing Stoney Creek Bridge, as has been done for the last three winters.

Inside the covers of the C.N. folder, there have been relatively few changes made in Southern Ontario services. As expected, Nos. 75 and 76 between Toronto and Windsor have been cancelled, although it is expected that they will return next summer with Nos. 7 and 8, the Lakeshore Expresses.

Gone too from the same table is the unique and somewhat baffling note "Departure of train 15 may be delayed up to 11:00 p.m. (instead of 10:15 p.m.) on Saturday, December 2, January 6, 13, February 3, 10, 24, March 10 (in 1962, for example). This tactic was practised in order to hold No. 15 for the Toronto Maple Leafs hockey team who were travelling to Chicago or Detroit for their Sunday game and whose game in Toronto did not end soon enough to catch the regular departure of No. 150. The hockey team now flies via T.C.A. and 15 can leave on time every night. In spite of this, it is interesting to note that the Leafs have used the rails once already in their two

week-old playing season, T.C.A. being grounded on account of fog and bad weather on that occasion. Since No. 76 is not running, No. 6 has been returned to its original route via Brantford.

On the Niagara Peninsula, several changes have been made in the service, including the elimination of train 653 and the re-scheduling of 647-648 to three hours later and cutting No. 652 back to Dundas (instead of Toronto, attached to train 5) and the renumbering it to 654. Similarly, 645-646 now leaves Niagara Falls one hour and 50 minutes later in the afternoon.

On the Brampton Subdivision, the Railiners for Owen Sound now originate and terminate their runs in Toronto rather than Guelph, although they are part of trains 28, 37 and 138 between Toronto and Guelph. No. 141, a Sunday only evening train to London via Stratford has been cancelled.

The Toronto - Montreal service has been rationalised somewhat by the re-timing of some of the departures. Nos. 16 and 17 are now shown in the public timetables as leaving at 11:59 p.m. daily, although the working timetables show their departures 12:15 a.m., as before. However, this change was made to eliminate the confusion experienced by some sleeping car passengers when reserving space. Because of the after-midnight departure, many people specified the wrong date when reserving space, thus creating much ill-will and expense for travellers and company alike.

The schedules of Nos. 18 and 19 have been delayed three and four hours respectively so that they may leave after 16 and 17. Trains 18 and 19 were consistently late in the past and the new schedules will allow longer time for loading mail and express at their points of origin as well as insure that they cannot delay Nos. 16 and 17 enroute.

On the overall picture, most train times have been advanced one hour, compared with last winter's timetables, so that next summer will see timetables reading directly in Daylight Saving, rather than Standard, times.

In the C.P. folder there are no significant changes in Ontario train service.

MOTIVE POWER NOTES

➤ It is reported that Canadian National class MS-7a switcher No. 8461 has been sold or leased to the Acton Limestone Quarries, about a mile east of Acton, Ontario, on the Canadian National's Brampton Subdivision. The 660 horsepower unit, which is outfitted with a Watchman Heater, has been repainted with a black cab and dark green hood and is lettered with the company's name. The quarry operation will be of such magnitude as to require the multi-tracked yard which the C.N.R. just completed, and it is reported that this company will supply the crushed rock needed for ballast on the entire Toronto Yard Project.

RAILWAY OF BRITISH AFRICA

By: Professor John F. Due, Professor of Economics, University of Illinois.

Map: Railway of British Africa

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I had the good fortune this past spring to spend four months in Africa, in the British and ex-British areas in West and East Africa, Rhodesia and South Africa. While of necessity most of the travel was by air, I did have the opportunity to see and ride on the railways of many of the countries. These are all government undertakings (Nyasaland Railways is a semi-governmental operation), all are of metre gauge (unless otherwise indicated), and all use British-built equipment. The following brief description will give some indication of what the visitor to tropical Africa will find in the way of rail interest.

I was in Sierra Leone only a few days, and lacked the time to take the 16-hour, 150-mile "express" run from Freetown to the country's only other city, Bo. This is evidently a very spectacular ride through some of the more rugged country of West Africa, but I did see some of the picturesque little locomotives switching or pulling local trains in the Freetown area. Two

are required to get an eight-car coal train up out of the city. Some modernisation of the 2'-6"-gauge system is under way.

In Ghana, where we stayed for two weeks, I had the opportunity to ride from Accra to Kumasi, the country's second city. The morning express requires about six hours to make the 175-mile run, and the train, of modern British-built equipment, was diesel-powered, although most of the trains that we met along the way were powered by steam locomotives. It was a very interesting and somewhat dusty ride through the jungle, on a lightly-built track with substantial curvature and grades. While there were perhaps three hundred passengers on the train - all Africans except myself, and with, of course, African operating personnel, there must have been a thousand people in the station at Kumasi, most in the colourful costumes characteristic of the country. The rail system forms a letter "A", with Accra at one base, Sekondi-Takoradi, the other major port, at the other, and Kumasi at the top. The system made its largest profit in history in 1960, carrying about 5 million passengers and 2 million tons of freight. Arrangements were completed during 1962 with Eastern European countries for the extension of the system northward nearly 300 miles from Kumasi to Tamale, in the northern region, now reached only by very poor roads.

About two-thirds of Ghana Railways are steam, but dieselization is being pushed ahead rapidly.

Next came the Nigerian Railways. We stayed in the Mainland Hotel in Lagos, and throughout the day trains, all steam powered, rolled past the hotel to and from the station about a mile away Daily except Sunday at 3:30 p.m. the Mail went north - three times a week to Kano (700 miles), twice to Port Harcourt via Kaduna and Enugu (1130 miles), and once to Jos, in the plateau region.

The usual consist of the Kano train, for example, was four third class cars, one of which went through to Nguru, 150 miles beyond Kano, two second class sleepers, the diner, two first class sleepers, and the mail and express cars, the last one for Zaria. We rode the train first to Ibadan, and then north to Kaduna, the capital of the North and the junction of the eastern and western lines. About 24 hours is required to make the Lagos to Kaduna run, at first through jungle country, then through the hot, semi-desert of the north. Station scenes were most picturesque. As in Ghana, railway personnel are Africans. A four-hundred mile extension of the track from Jos to Maiduguri, in Bornu Province, in the far northeast, will open to rail service a major segment of the country; financed with the aid of the World Bank, the extension is nearing completion. The existing system consists of two main north-south lines, from Lagos to Kaduna and from Port Harcourt to Kaduna, with an extension northeast to Kano and Nguru, and northeast from Zaria to Kaura Namodo. An earlier narrow gauge line from Jos to Zaria is no longer in use.

Rail fares, incidently, are sharply differentiated by class; from Lagos to Kano the fare is about \$40 first class, \$20 second class and \$8 third class. The air fare is about \$80.

After the long air trek from Lagos via Addis Ababa to Nairobi, one of the first things we saw as the plane came down into the Nairobi Airport was a great Beyer-Garratt of the East African Railways and Harbours, headed down to the coast with a long freight. Well known and widely described, East African Railways (with some 4000 miles of line) is a modern and an efficient system; a high official of the Uganda Government told me that he still regards E.A.R. as the best railway in the world. The major line is that extending from the great port of Mombasa to Nairobi and Kampala, the metropolis of Uganda. Over this single track line goes virtually every pound of Uganda's coffee, tea and cotton exports (Uganda is the largest coffee producer in the Commonwealth), and comes in most of Nairobi's and virtually all of Uganda's imports. There are still no paved roads connecting Mombasa with the interior and the line has several major branches.

From Voi to Arusha in Tanganyika, centre of that country's best agricultural area, this line connects with one from the port of Tanga. There is also a branch from Nairobi to Nanyuki in the Kikuyu country, from Tororo to Sokoti and from Kampala westwards to the copper mines at Kasese, near the Congo border. The central line, with less than one-third of the traffic of the main

line, extends from Dar-Es-Salaam westwards over the deserts of Tanganyika to Kigoma on Lake Tanganyika (750 miles), with a branch from Tabora to Mwanza on Lake Victoria. The southern line is an unprofitable line of minor consequence serving the area of the ground nuts fiasco.

Like most such services in East Africa, the E.A.R. is operated by the East Africa Common Services Organisation (formerly the East Africa High Commission). Many of the operating personnel are Asian (East Africa has a large contingent of Indians), while the top management are European. But, as with all services in Africa, there is a strong pressure to Africanise.

While some diesels have been introduced, E.A.R. is primarily dependent on the Beyer-Garratts, and there are few more impressive sights in railroading to-day than to see one of these take the Kampala Mail up out of Nairobi, down into the Rift Valley and up again onto the White Highlands. I had the opportunity to ride only the night train from Nairobi to Mombasa; its equipment is as modern as any railway's, and the sight the next morning of the Beyer-Garratt swinging into the sharp curves in the hilly country just east of Mombasa was most impressive.

Despite some loss of traffic to air and motor transport, East African Railways remains a profitable and growing operation. An important new 117-mile line between Mnyusi and Ruvu, which will connect the Kenya and Central lines, allowing interchange of equipment and through service from Uganda and Nairobi to Tanganyika, is nearing completion. A second major extension is being built from Soroti to Gulu, about 150 miles, in northwest Uganda; this line may be extended across the Nile into the West Nile area, to replace a rather unsatisfactory water transport system.

The little island of Zanzibar has no railroad; it once had a line with the picturesque name of Bububu Railway, from Zanzibar City to the suburb for which the line was named.

Nyasaland is served by a railroad which claims to have the longest railway bridge in the world, across the Zambesi River, and which is characterised by numerous grades and other bridges.

It connects Nyasaland with the port of Beira, and with Rhodesia via Dondo and the Portuguese East African lines. The Rhodesia Railways, another major user of Beyer-Garratts, provide service in Northern and Southern Rhodesia. They have three major routes. A line eastward from Salisbury connects at Umtali with the Mozambique Railways for the major port of Beira, with twice-daily passenger service. What may be regarded as the main line extends southward from Nkana-Kitwe, where it connects with the Congo lines, to Lusaka, makes a great swing to the west to cross the Zambesi at Victoria Falls, and then runs southwesterly to Bulawayo, the commercial centre of the southern portion of the country. The line then takes off across the deserts of Bechuanaland to a connection with the South African Railways at Mafeking. A third line connects Bulawayo and Salisbury, and a branch from this goes down to Mozambique and a connection to the port of Lourenco Marques. Through passenger service is provided twice daily from Salisbury to Nkana-Kitwe, this trip taking two days and two nights. There is thrice-weekly service from Salisbury to Durban and to Capetown. Nearly all of the country's exports (primarily copper and tobacco products) travel over the rail line, to either Beira or Lourenco Marques, to South Africa, or in limited quantities over the Benguela Railway across Angolia to the Atlantic seaboard. However, the Government is considering the construction of a connection between West Nicholson and the South African Railways at Beit Bridge to give a more direct access to the sea in the event of political difficulties in Mozambique.

We ended the trip in South Africa, making the 28-hour trip from Johannesburg to Cape Town on the regular train, rather than the once-a-week (in the off-season) Blue Train, and the night trip from Durban to Johannesburg. Much of the equipment is less modern than that of Rhodesia and East Africa, but the service is good and well patronised. Speed is held down by the metre gauge, and on secondary lines is very low. There is substantial electrification around Johannesburg and Cape Town, with very intensive commuter service, while mixed steam and diesel power is seen elsewhere. While at Port Elizabeth I had the good fortune to see the two-foot

gauge equipment, with locomotives of recent origin.

T.T.C. HAPPENING

➤ The T.T.C.'s small Witt fleet continues to decline in numbers as accidents and general deterioration continue to take their toll of serviceable cars. Presently stored out of service at Russell Division yard are the following twenty-six cars: 2704, 2706, 2708, 2710, 2714, 2716, 2722, 2724, 2734, 2738, 2746, 2752, 2756, 2760 2774, 2796, 2800, 2802, 2810, 2812, 2814, 2824, 2826, 2848, 2874, 2882.

Also included with the Witts are service cars W-7, W-13, W-14, W-16, W-17.

It would appear that the cars most recently sold to Western Iron and Metal for scrapping (as reported in *Newsletter 199*, Page 105) were: 2736, 2748, 2750, 2794, 2798 and 2864.

➤ Metropolitan Toronto Chairman William Allen has recently advocated a \$54 million extension to the Bloor-Danforth-University subway beyond the presently planned Woodbine and Keele terminals. The proposal, also, advanced recently by the T.T.C., is for the westerly extension to Royal York Road and the easterly continuation of the line to Warden Avenue in Scarborough Township.

Both of the extensions would carry transit rail lines into new territory, well beyond the ends of the present Bloor surface carline. The Toronto Parking Authority has under study the possibility of the construction of huge 2000 to 3000-car underground parking garages at the new subway terminals.

➤ Recent criticism has been levelled at the advertisement of a car rental agency on the token holder strips sold by the T.T.C. Included in this criticism are conflict-of-interest charges (one of the T.T.C. Commissioners has a substantial interest in the car rental firm) and comments that this situation is the equivalent of Eatons' placing conspicuous signs in its windows telling people to shop at Simpsons' (the two major department stores). More recently, Allan Secord, the Commissioner involved, has resigned his post.

➤ It would appear that the Commission has reversed its decision to remove the advertising light hoods from the fronts of its cars as was previously announced in the *Newsletter*. Cars recently outshopped are retaining their front-end lights although the card brackets below them have been removed.

➤ The M.L.W.- built subway cars of the T.T.C. were first used in regular public service on Sunday, September 30th, when up to three two-car trains were on the line at one time. Two-car trains of the new cars, used primarily for driver training, were again running on October 7th and 14th, while on Monday, October 15th the first daily operation of a six-car train began.

Deliveries of the cars continue, with up to car 5315 being on hand at the time of writing.

However, several cars have been stored on the northbound track, west of Union Station, awaiting manufacturer's modifications to make them suitable for service, as some difficulties were experienced with certain of the cars on delivery. This is not an unexpected eventuality, since the cars could not receive any running tests at the manufacturers because of the track gauge to which the trucks are built.

With little doubt, these rapid-transit cars mark a considerable advance in the technology of such vehicles, and cannot help but gain immediate and complete public acceptance by their passengers. They are much smoother in ride than the Gloucester cars, and are so bright inside the stations seem dull by comparison. Noise has been banished to a comfortable level, including the operation of the doors, which now glide quietly and effortlessly apart. Motor and gear noise is practically non-existent, with only a faint trace of motor brush whine being evident. When the controls are handled properly, acceleration and braking are rapid and sure, and at a rate that even rubber-tired vehicles would have a hard time equalling. That minor annoyance, the flickering of lights at third-rail gaps, is gone completely, and the full-length fluorescent tubes do not even dim at these breaks.

It is interesting to note that the placement of door operating controls on both sides of the cars at the control ends will permit the operation of a train by one man, thus eliminating the position of the guard.

➤ The T.T.C. is presently replacing the worn-out trackage on Howard Park Avenue between Dundas Street and Roncesvalles Avenue.

STREETCAR EXCURSION - SATURDAY. SEPTEMBER 29

On Saturday, September 29th, the Society operated another of its popular 4-hour excursions over the lines of the Toronto Transit Commission. Two cars were used on this trip, large Witt 2300, the sole remaining member of its breed in the city, and small Witt 2742. Leaving the corner of York and Wellington Streets at 1:00 p.m., the special cars covered lines in the west and north-west sections of the city, as indicated in the accompanying diagram. Photo stops held at the Dufferin Exhibition Loop, Hillside Wye, Humber Loop, Lansdowne Car House and Townsley Loop afforded ample opportunity to record the two contrasting Witts on film. The stop at Lansdowne Car House was of special interest, for during our half-hour stay there, the two snowsweepers and the snowplough stationed at this division were moved out to an advantageous position for inspection and photographs.

The trip was well-patronised, and everyone on board appeared satisfied with the day's activities.

Map: Map of route taken on September 29, 1962 TTC Excursion.

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THE SOUND OF STREETCARS - RECORDED FOR TROLLEY ENTHUSIASTS AND COLLECTORS

"*The Sound of Streetcars*", is a professional high fidelity recording and is free from distortion. It will find wide acceptance among enthusiasts and historians as a lasting memento of the streetcar era.

Members of this Society are invited to take advantage of the special price of \$4.50 per copy when purchasing this record. Orders for the record (including 15¢ sales tax) should be sent directly to H. R. Naylor, Box 413, Station "F", Toronto 5, Ontario, making mention of ones membership number on the order.

5107 - IN STEAM

After a year's absence, the annual Fall Foliage Excursion of the Canadian Railroad Historical Association reappeared on Saturday, October 13th. From Montreal, the special took the entire day to cover the 198-mile round trip to Sherbrooke, Quebec. The small train, comprised of 4-6-2 No. 5107, a baggage car and five coaches, as well as the leisurely pace, brought back strong memories of earlier excursions, when this type of operation was the rule rather than the exception.

Seven run-pasts were held throughout the day, and in spite of the increasing cloud as the day progressed, the photo opportunities were used to good advantage. The final run-past was held at the St. Francis River bridge, just west of Richmond, in fast dwindling light. However, even darkness failed to limit the avid photographers, for at St. Hyacinthe, a water stop provided an unusual chance for an organised night photo attempt at which an estimated 40 fans set up their tripods and exposed their film with 5107 and its train by the light of a single series of flashes fired off by one of the group. As far as we know, this was the first time that an organised night photo stop has been made on an enthusiasts' excursion.

Owing to the limited capacity of 5107's 6500-gallon tender, water was taken twice at St. Hyacinthe, twice at Richmond, and once at Sherbrooke. At the water stops enroute, the local fire departments replenished the supply with great dispatch, much to the delight of the local

residents gathered at the stations for a glimpse of the passing train.

A certain unexpected amount of hilarity pervaded the special at various times; the P.A. system was given a little extracurricular use by way of announcements exhorting the passengers to partake of "Bull's Head Ginger Ale", a particular sweet beverage that is available only in the Eastern Townships. As the train approached each town where the mythical liquid might be obtained, a mysterious voice reminded everyone in Irish, Scottish and finally Diefenbaker French accents of this fact. The recurring theme evidently had its effect, for at Richmond on the return trip, the astonished proprietor of a small store near the station was inundated by a mob of excursionists, all of them seeking Bull's Head. Ah, the power of advertising! At any rate, it was a happy and satisfied group that detrained at Central Station that night.

The following day, to top off a week-end's activities, the C.N.R. operated another of their double-headed excursions, this time from Montreal to Cantic, Quebec, using locomotives 5107 and 6153. Sunday's weather was perfect, and contributed immeasurably to the success of the day. From Central Station, the special headed west over the double-tracked main line to Coteau, thence south on the Valleyfield Subdivision to Cantic. For the benefit of those who have never heard of Cantic, it is the junction (in the middle of a field) of the Valleyfield and Rouses Point Subdivisions (the latter from a point near St. Lambert to Rouses Point, New York); beyond Cantic, the Valleyfield Subdivision becomes the Swanton Subdivision of the Central Vermont Railway.

Five run-pasts provided ample opportunity for those on board to photograph their train, certainly most unique in these dieselized days. For the venturesome, the Richelieu River bridge at Cantic provided an excellent silhouetted view of 5107 as it took water.

These two excursions certainly revived considerable nostalgia of the steam age. One found it hard to believe that steam has all but vanished as he watched 5107 thunder across the St Francis River bridge at dusk on October 13th.

Photo: CN 5107 crosses the Richelieu River at the scene of the Beloeil Bridge Disaster of June 29th, 1864. Photo by Jim Brown. [0202.006.jpg](#)

C. N. PASSENGER CAR DIAGRAMS

From time to time, when space is available, we plan to publish a complete set of Canadian National passenger car interior layouts, the first two examples of which were included in *Newsletter 201*. These diagrams give all details of the car floor plan as well as its road number and name, and diagrams will be printed without further explanation until we have exhausted the C.N. roster.

Diagram: CN Passenger Car Diagrams [0202.007.pcx](#)

C.N.R. REPORT

➤ The construction by Canadian National - Canadian Pacific Telecommunications of a 3000-mile long microwave network from Montreal to Vancouver involves the construction of two aerial tramway systems for access to repeater stations in mountainous regions. One such system will be constructed for C.N.T. at Pyramid Mountain near Jasper, Alberta, rising from the 6500-foot level to the peak at 9078 feet. The other, at Mount Jarvis, near Hope, BC, will rise from an elevation of 760 feet to nearly 5500 feet. Both tramways will be of the bi-cable type having a capacity of 3500 pounds of freight, or a combination of freight and passengers, there being accommodation for four passengers in each cable car. Both installations will have self-contained power supplies.

C.N.T. operates other cable tramways on the Grande Prairie (Alberta) to Alaska network, which was opened in 1961. These are at Paint Mountain, mile 1012 on the Alaska Highway, and at Horse Camp Hill, mile 1175.

➤ The first unit of the C.N. Moncton Terminal Centre, an eight-storey office building, was opened by C.N.R. President Donald Gordon and officials of the development companies in early October. The 25-acre parcel of land on which the centre is being developed was leased to the Terminal Centre Corporation, with railway facilities to be leased back to the C.N., including the top six floors of the office building. To follow in the development scheme are a new station, post office, shopping centre, department store and motel, with the completion of the project scheduled for 1964.

➤ The C.N.R. will soon rebuild the Doubes Valley Viaduct at mile 72.5, Campbellford Subdivision, Rideau Area, some ten miles west of Peterborough, Ontario.

➤ The C.N.R. has awarded the contract for the construction of a ³/₄-mile relocation project in St. John, New Brunswick, which will remove three level crossings with city streets from the city area. The new line will link the Courtenay Bay branch near Clarence Street, mile 0.53, with the Dry Dock spur at Thorne Avenue, mile 0.44, permitting 2200 feet of the existing branch to be removed on Marsh Street, together with crossings on City Road, Prince Edward Street and Erin Street. The relocation will involve a 144-foot trestle bridge to carry the track across Marsh Creek.

C.P.R. NEWS

The Canadian Pacific's plan for the redevelopment of 108 acres of railway land in the central portion of the City of Calgary, Alberta includes the following points:

➤ Reduction of the number of tracks on the main line through the heart of the city to two, running through an open cut, and replacing the 400-foot wide right-of-way that now bisects the city.

➤ An extensive city-financed program for the construction of overpasses across the cut in every block between 6th. Street East and 14th. Street South-West.

➤ Construction of business buildings between each overpass in the 20-block area.

➤ Reconstruction and expansion of the Palliser Hotel and the construction of an integrated transport and convention centre closely linked with the railway terminal.

➤ Combined C.P.R. and Calgary Transit System terminal operation that would also service airlines and long-distance buses.

➤ Relocation of the numerous railway operations scattered along the right-of-way to locations on 10th. Avenue S.W. with a resultant development of the city's industrial areas.

➤ Widening of 10th. Avenue S.W. into a main traffic artery.

➤ Construction of office buildings, retail outlets and a department store on the land cleared by the relocation project.

In commenting on the plan, one C.P.R. official said "What we do in Calgary is going to benefit the Canadian Pacific". The overall project will take up to 20 years for its completion.

RAPID TRANSIT PROGRESS

➤ There follows a brief description of the rock tunnelling methods used on contract 2-A-1 of the City of Montreal subway, which might be of interest to many members who have studied subway construction methods in recent years.

Work was started last May 23rd. on the projected 6,400 feet of tunnel between Cremazie Boulevard and Jean Talon Street, including the 435-foot long station at Jarry Street. A total of 700 days are being allowed to complete this section.

An inclined shaft was first dug to gain access to the area to be excavated. This required the excavation of from six to twelve feet of overburden then the cutting of six-foot high steps to a depth of 40 feet. Since the shaft runs parallel to the actual subway tunnel, an access

tunnel was dug at 180 degrees to the inclined shaft at its lower end. This 13-foot high tunnel, in solid rock, gave access to the start of the subway tunnel. From here, a 30-man work force pushed outward in both directions with their equipment.

The 18 by 25 foot rock faces are first drilled with compressed air drills to a depth of from 6 to 9 feet. The 80 to 90 1/4 inch diameter holes are loaded with explosives which when ignited, bring down nearly 150 cubic yards of rock with each blast. After the blasting, air is blown into the area at the rock face to force out the fumes so that work on clearing the rubble can begin immediately. Due to the close proximity of dwellings, a police check is kept on buildings nearby, both before and after the blast. The only damage so far has been a cracked window. Seismic readings are taken at every blast to record the shock waves produced. The 6,400 feet of tunnel will require 250,000 pounds of explosive to remove the 115,000 cubic yards of rock.

Two crawler-mounted scoops, each with a 1.8 cubic yard capacity bucket, are used to load the rock into 20-ton capacity dump trucks. The four trucks then carry the waste material 4.1 miles to a dump area near Bordeaux Jail, where the fill is being used to widen an embankment for a proposed new parkway drive and to widen an elevated roadbed for the C.N.R.

The excavation for the Jarry Street Station is already complete and is at present 44 feet wide. Progress to date has been well maintained and it is expected that the excavation for Stage 1 will be completed by next May.

An off-street ramp for construction access to section 2-A-2 has been installed on the east side of St. Vallier Street north of Beaubien Street.

The first contract for the east-west subway line (Line "B") was recently awarded to a joint venture of the Foundation Company of Canada, Charles Duranceau Ltee. and La Societe de Construction des Batignolles of Paris. The 4000-foot section included in this contract lies between Atwater and Mountain Streets, beneath St. Luke and Burnside Streets.

MISCELLANY

➤ Procor Limited, manufacturers of railway tank cars and operators of the country's largest fleet of for-lease tank cars, recently completed an expansion programme at its Oakville, Ontario plant which has the effect of almost doubling the available floor space. The addition will be the pre-fabrication section of the plant, where the first stages of product manufacture are carried out.

➤ Four hundred refrigerated truck trailers, known as "Tempco-Vans" have been ordered by the Pacific Fruit Express Company from Fruehauf Trailer Company for use in the transcontinental piggyback transportation of perishable cargoes in Canada. The 40-foot trailers, mounted two to an 85-foot flatcar, have all-aluminum bodies and urethane foam insulation three inches thick inside the floor and walls and six inches thick in the ceilings, where meat racks are installed.

The insulation provides for continuous operation at temperatures of 0°F. and lower.

➤ Another reference to Anton Dvorak's enthusiasm for railways (see *Newsletter 200*, Page 121) appears in "Railway Wonders of the World", which says:

"The great Czech composer Dvorak used to get angry with his pupils if they could not tell him the number of the locomotive which had brought them to town."

MISCELLANY

➤ The Canadian Post Office has announced that it will issue a 5-cent stamp on March 5th, 1963 commemorating the 150th anniversary of the birth of Sir Casimir Stanislaus Gzowski.

Sir Stanislaus, born in Poland in 1813, came to Canada as a young man and soon established a considerable reputation as a civil engineer. He was associated with the construction of the Grand Trunk Railway and the first International Bridge at Niagara Falls.

➤ Of unusual railway interest at St. Thomas, Ontario is the stained glass window in the Central United Church which portrays railway operations of the 1890's. Two of the four panels, presented as a gift from a group of local railway men 65 years ago, show a locomotive and passenger car of the time. The locomotive carries a horizontally-barred pilot while the passenger car is of the open platform variety.

➤ The Canadian Federation of Agriculture has asked Transport Minister Leon Balcer to put an immediate halt to railway abandonment proceedings of the Board of Transport Commissioners. The Federation is pressing for a national policy on railway abandonments which would cover both major railways, and urges that until such a policy, aimed at orderly abandonments, where necessary, has been adopted, that no further abandonments be considered.

Cartoon: 80 m.p.h. Featherbed – Courtesy of Doug Wright & the Montreal Star. 0202.008.pcx

RECORDS REVIEWED

The Sound of Streetcars, a sound heard only in Toronto, of all of Canada, has finally been committed to a phonograph record for the continuing edification of trolley fans not able to see and hear the cars “in the flesh”, and for many of us who wish a lasting reminder of the characteristic sounds should they disappear forever. And well recorded are these sounds, too, for only the sense of rolling, jolting motion is missing as one listens to 2836 thundering along the level tangent track of Queen Street East or grinding its way laboriously up Coxwell Avenue to Danforth. U.C.R.S. member Harvey Naylor hired the services of a professional recording technician, using some of the best equipment available, to record the sound aboard cars especially chartered for recording sessions during the quiet of Sunday mornings. However, even the best recorded material can be wasted if careful editing is not used to produce a continuity that is easily recognisable to the one listening and at the same time hold his attention. Such has been done unbelievably well on this disc.

Side one of this 12" L.P. record begins with some sounds not usually heard by every tram rider; the releasing of the hand brake and the starting up of the air compressor, aboard a small Witt. The car then grinds its way across the yard trackage and out onto the street, flanges howling on the sharp curves. After a brief pause to set a switch, the operator notches up the controller and the car heads east on Queen Street at a good speed. Passenger stops enroute provide samples of door noises, well recorded from inside the car.

The next band presents six minutes of the stiff climb up the hill on Coxwell to Danforth, and all the expected sounds, especially the grinding noise of the gears, are present with amazing clarity. While the poor trackwork and rattling windows on the car add a lot of extraneous noise, you will have no trouble imagining yourself aboard the car as you listen to the recording. This scenario of an imaginary day's work is brought to an effective close as the car clatters through the yard trackage and into the car house again.

Side two presents the sounds of P.C.C. car no. 4001 as it leaves Russell Division and heads west on Queen Street at high speed. The sounds of a P.C.C. are much more subtle than the raucous cacophony of the Peter Witt but, listening carefully, one hears that all the sounds of the P.C.C.'s control system and the hum of its motors have been faithfully recorded. Once again, all of the car's functions are suitably demonstrated as the gong, buzzer and doors are heard at various times. A quick trip to Exhibition east loop demonstrates the car's behaviour on open trackwork, and a brief sequence recorded off the car lets one hear other cars rattling along the loose trackage on the private right-of-way.

The last band is a group of four unrelated sequences recorded from an automobile pacing the cars or from trackside. Unfortunately, parts of these sequences are lost to the listener because of excessive extraneous noise, which, while always present, tends to be disregarded by

the listener when he is on the scene. However, the unmistakable clatter of an all-electric car at Parliament and Bloor Streets comes through clearly, in spite of the noise. At Humber Loop, an acoustical oddity was discovered whereby the sound of a disappearing Birmingham car actually increases in loudness the farther away is the car, aided, no doubt, by the curved walls of the T.T.C. underpass onto Lakeshore Road.

In all, a most unusual recording. Trolley sounds, unlike steam locomotive sounds, are difficult to reproduce out of their spatial context, but the Naylor Productions recording has succeeded in capturing the spirit of the T.T.C. car fleet far better than this reviewer ever thought possible (or has been able to do himself). No "Compleat Trolley Fan" must be without a copy of this disc!

➤ C.N. Northern Sunset, a 7" L.P. record produced by Allan Sherry, 5445 Netherland Avenue, Riverdale 71, NY, presents 12 minutes of the C.N.'s Northerns 6153 and 6167, as well as Pacific 5107, in action in the Toronto and Montreal areas.

On side "A" we hear 6167 as it leaves Don Station with the N.R.H.S. excursion of two years ago, recorded from the baggage car of the train. Whistle signals acknowledging the completion of a running brake test and an answer to a 14k signal from a southbound freight, along with some unusually sharp talk from the stack, make this band the best on the record. The next band gives a high speed pass of a train headed by 6167 at New Hamburg. For those who want a good example of the Doppler shift of the whistle tone, the engine's 70 m.p.h. gait provides it. The final band, I feel, could well be left off the record, as one hears only one example of 141 and a close up crossing bell as 5107 and 6153 drift silently (with throttles closed) into Shawinigan Falls.

Side "B" has two bands, both of 5107 and 6153 doubleheading to Garneau this summer. The first, recorded at Joliette, illustrates the train leaving town, while the second presents the same action at Shawinigan Falls. Both passages were recorded from fairly close in, and after the engines pass, only the clatter of the cars may be heard.

For those whose steam experience is limited to these excursion engines, the record is a good buy. However, a little more continuity might have been worked into the presentation, as has been done on certain other records.

U.C.R.S. ANNOUNCEMENTS

The November meeting of the Society will be held on Friday, November 16th, at the Consumers' Gas Company auditorium, 19 Toronto Street, commencing at 8:30 p.m.

Entertainment at this meeting will be a photo quiz wherein a colour slide is projected on the screen after a question relating to the scene has been posed to the audience. The first person answering the question is awarded a number of points. The person with the highest cumulative total of points is the champion and may be awarded a small prize. Be sure you bring your sharpest wits with you that night!

The November meeting of the Hamilton Chapter will be held in the Board Room of the C.N. Hamilton Station on Friday, November 23rd, commencing at 8:30 p.m. Contact Frank McNairn, 637-6400, Burlington, for further information.

The December outdoor meeting will be held on Friday, December 7th, at the C.P.R. West Toronto Station.

The Society has organised a four-hour trolley trip over the T.T.C. for Sunday, December 9th. The car will leave York and Wellington Streets at 11:00 a.m., and will include a visit to Russell Carhouse to inspect and photograph the snow equipment assigned there. Fare is \$2.00, payable on the car. With the opening of the University subway scheduled for early next year, this may well be one of your last opportunities to ride a small Witt, so plan on being on board.

Wondering what to do on Sunday, January 27th, 1963? Save a few dollars for that day and

go north to Washago on the first excursion for 1963 behind C.N. 6167. Those who participated in last year's winter excursion were unanimous in their praise of the idea and, given a clear, crisp day with plenty of snow on the ground you cannot help but enjoy the outing. The special train will leave Toronto at 9:00 a.m. and return by 6:30 p.m., with several surprises planned for the day. Fares and full details will be announced in the near future.

In order to ease the work of the Corresponding Secretary and the Treasurer, members are asked to renew their memberships as soon as possible before the new year arrives. All memberships (except those taken out recently, and so marked on ones membership card) become due on December 31st and must be renewed at the rate of \$2.50 for Associate membership and \$3.50 for Resident membership. Be sure you get all the *Newsletters*. RENEW EARLY!