

UCRS NEWSLETTER - 1967

January, 1967 - Number 252

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Editor James A. Brown

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

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

All other Society business, including membership inquiries, should be addressed to UCRS, Box 122, Terminal A, Toronto, Ontario.
Cover Photo: On New Year's Night, Canada's Confederation Train idled at Ottawa Station, awaiting its departure the following morning for Victoria, and the beginning of its

11-month tour. (See Page 6) Tom Henry. [0252-001.jpg](#)
Contributors to this Issue:

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COMING EVENTS

Regular meetings of the Society are held on the third Friday of each month (except July and August) at 587 Mt. Pleasant Road, Toronto, Ontario. 8:00 p.m.

February 2nd; (Thursday) - **NOTE CHANGE OF DATE!**

A visit has been arranged to the Toronto Metropolitan Model Railroad Club's HO layout at 7 Oakland Avenue, for over two hours of timetable operation, 8:00 p.m. Take the WILSON

bus or WESTON trolley coach. Oakland runs north from Wilson, two blocks east of the CPR overpass.

February 5th; (Sunday) - A six-hour TTC fantrip will be operated, leaving Russell Division at 10:00 a.m., or Danforth and Cedarvale stop (near Woodbine Station) at 10:16 a.m. Equipment will be one of 4280 or 4270, or an A1 class PCC if available. The fare is \$2.50, payable on the car. A lunch stop is provided just after 1:00 p.m.

February 17th; (Friday) - Regular meeting, featuring an illustrated talk on 'Night Photography', by Bob McMann.

February 19th; (Sunday) - The first UCRS steam excursion of 1967 -- including the little travelled Beeton Subdivision from Barrie to Georgetown. Train leaves Toronto 8:45 a.m., returns by 6:30 p.m. Fares: Adult \$8.50, Child \$4.50, Infant \$1.00. 50¢ surcharge on day of trip.

February 24th; (Friday) - UCRS Hamilton Chapter regular meeting. Board Room, CNR James Street Station, Hamilton, Ontario, 8:00 p.m.

March 3rd; (Friday) - Outdoor observation session at CPR Leaside Station, 8:00 p.m.

March 10 - 18; - Again this year, UCRS will sponsor a booth at the Canadian National Sportsmen's Show. Members wishing to assist in construction and manning of the booth are asked to contact George Meek (532-5617).

March 17th; (Friday) - The Annual UCRS Auction of rail-roadiana.

READERS' EXCHANGE

WANTED: Employees and public timetables of the Ontario Northland, Lake Erie & Northern - Grand River, Algoma Central, other Canadian short lines. Will trade PGE, NAR, BCER, E&N employees and public timetables; others available. John Cooshek 455 West 26th Avenue,

Vancouver 10, British Columbia.

WANTED: Pre-1959 issues of MODERN TRAMWAY and TRAMWAY REVIEW and pre-nationalisation British Railways tickets. Charles McLeod, PH15, 45 Oakmount Road, Toronto 9, Ontario. (767-2404).

WANTED: Builders plates of CN's No. 7470, an 0-6-0, class 0-18-a switcher built in 1921

As clause by clause debate continues on the Commons Transport bill, Canadian National has applied to the BTC for permission to abandon 491 miles of branch lines in Manitoba and Saskatchewan not protected by last year's 'freeze' on abandonments (September, 1966 NL, page 133). In all cases, CN cited low traffic levels as the reason for the abandonment request and listed total operating loss for the 15 lines in 1965 at slightly over \$1-million.

The lines now proposed for abandonment are as follows:- (mileage at right):

Manitoba

Neepawa Subdivision

Muir - Carberry Junction 23.51

Ste. Rose Subdivision

Ste. Rose - Rorketon 25.61

Wawanesa Subdivision

Hartney Junction - M & B Junction 36.81

Inwood Subdivision

Grosse Isle Junction - Hodgson 80.89

Winnipegosis Subdivision

Sifton Junction - Winnipegosis 21.15

Carman Subdivision

Mile 44.26 - Mile 60.75 16.49

Ridgeville Subdivision

South Junction - Ridgeville 60.87

Hartney Subdivision

Hartney - Virden 37.22

Saskatchewan

Belwett Subdivision

Luxton - Blewett 20.84

Goodwater Subdivision

Radville Junction - Goodwater 26.84

Central Butte Subdivision

Central Butte - Grainland 13.10

Riverhurst Subdivision

Central Butte - Riverhurst 18.02

by Grand Trunk; last used by Dominion Sugar at Wallaceburg, Ontario. Fred Steck, Route No. 1, Reese, Michigan 48757 owns the locomotive and is trying to restore it to original condition.

RAILWAY NEWS and COMMENT

CN SEEKS TO DROP 15 WESTERN LINES

Bolney Subdivision

Spruce Lake Junction -

Frenchman Butte 28.21

Avonlea Subdivision

Bengough Junction - Avonlea 50.46

Hatherleigh Subdivision

Prinham - Avery 31.56

Rail UNIONS BALK AT WAGE OFFER

The dispute which touched off last summer's nationwide rail strike is headed for arbitration following rejection by a number of the unions of offers worked out in mediation. The offer -- 24% over three years, plus extra pay for skilled crafts -- was first rejected by the 22,000 member Canadian Brotherhood of Railway, Transport and General Workers, who were later joined by the shop craft organizations. Still to vote are about 55,000 members of the remaining eight unions representing non-operating rail workers.

Compulsory arbitration, provided for by the legislation which ended the walkout, will be set up as soon as all workers have voted on the wage proposals.

CN MAKES TOP-LEVEL APPOINTMENTS

Canadian National has announced changes in the company's senior management in Toronto: Eric P. Stephenson, formerly General Manager, Great Lakes Region, has been appointed Vice-President, Prairie Region, Winnipeg.

Keith E. Hunt, formerly Manager, London Area, has been appointed General Manager, Great Lakes Region, Toronto.

John H. Spicer, formerly Manager, Toronto Area, has been appointed Assistant Vice-President, Transportation and Maintenance, Montreal.

A. Ray Williams, formerly General Manager Customer Relations, Montreal, has

been appointed Manager, Toronto Area.

CONCEPT UNVEILED FOR TORONTO REDEVELOPMENT

The wraps were removed recently from a conceptual model of a \$70-million transportation terminal complex which would stretch from Yonge to York Streets south of Front Street in Toronto's downtown core.

The complex would house passenger terminal facilities for railways, airlines and bus lines, and would be built in a number of stages with a completion date some time after 1980. At least four apartment or office towers could be constructed above the squat eight- to ten-storey transportation structure. Also envisioned were a huge indoor shopping mall and a network of

It was denied that the new \$50-million postal terminal in this area, recently announced by the federal government, would impede construction of the transportation facility, although it was conceded that a relocation of the postal facility would be desirable.

CPR IS NOT BILINGUAL SAYS CRUMP

CPR Chairman N. R. Crump said recently that there is no law or rule that obliges CPR employees to speak French.

He was asked for his comments following an incident in which a Montreal lawyer was removed from a CPR commuter train after he refused to give his ticket to a conductor who asked him for it only in English.

CPR explained that many of the crews on the commuter trains come from Smiths Falls, Ontario, and that French-speaking conductors were not always available.

DORION BUS - TRAIN CRASH RULED ACCIDENTAL

A Coroner's jury has found that the October 7th bus-train collision at Dorion, Quebec which claimed 20 lives was accidental.

The crossing protection was operating at the time of the mishap, yet the bus was able to proceed into the path of the speeding freight train. The investigation attempted to show that the gates had been tampered with, and testimony revealed that several juveniles had been seen by the gates immediately prior to the accident. However, proof of

underground concourses linking the terminal with the rest of the downtown core.

The bus terminal, at the Yonge Street end of the structure, would be built first to replace the aged present structure, while the rail terminal could be completed by 1975 with air facilities following at a later date.

It was suggested that Union Station and the present Customs Building could be incorporated into the new complex, but no details were given as to how this would be accomplished. The new complex would, it was expected, stimulate redevelopment of the land west of the present station, which is now occupied by rail yards and engine terminals.

deliberate interference with the gates was not forthcoming.

In a later development, the Quebec Justice Minister requested that the inquest be reopened so that new information might be examined; the same jury will reconvene February 7th to consider the new developments.

PIGGYBACK TRAFFIC DECLINING

Improvements in inter-city super-highways and the introduction of modern, standard-sized cargo containers by the railways are being blamed for a halt in the traditional annual increases in piggyback volume. Since the end of last January, piggyback traffic has declined about 18.2%, as compared with annual increases ranging from four to ten per cent.

Truckers are now able to make a full round trip daily between Toronto and Montreal, doubling their equipment utilization over that available with piggyback.

Both railways maintain that containerization will supplement, not supplant, piggyback, but it is evident that the former concept is expected to assume increasing importance in coming years.

CN APPLIES TO DROP WINNIPEG - PORT ARTHUR TRAIN

Canadian National has made application to the BTC to drop its tri-weekly trains 192/193 between Winnipeg and Port Arthur. The railway claims that the service

is losing \$354,000 annually.

According to CN, a 1961 economic study showed that complete discontinuance of the trains was the best course to follow. However, the railway decided to maintain the trains until a highway between Fort Frances and Atikokan was completed. The road was finished in June, 1965 and the resulting improved bus service cut the rail passenger volume sharply.

WORTH NOTING

- If a Canadian motion picture company has its way, passengers on Canadian trains will soon be able to watch feature films in a special theatre car. A spokesman for Seven Arts Productions said that both railways are interested in the plan but that neither have signed for anything.

- CPR is surveying traffic potential in Nova Scotia to determine the feasibility of an additional ship in the Digby - Saint John service, primarily to handle roll-on and roll-off trailers. Meanwhile, CN's N.B. - P.E.I. ferries established new records in traffic volume in 1966.

- To boost its tax revenues, the city of Moncton wants to extend its boundaries

- CN has installed Servo hotbox detectors on its main line between Biggar, Saskatchewan, and Jasper, Alberta, and on the Great Slave Lake Railway. Fifteen detectors are in service, with four more to be installed in 1967 between Kamloops and Port Mann, B.C.

Installations are planned for the Toronto - Montreal line as well.

- A wildcat strike over a wage dispute left 10,000 London (England) commuters stranded recently.

EQUIPMENT NOTES

CANADIAN PACIFIC

* CP is currently taking delivery of 300 insulated boxcars from National Steel Car Corporation, of Hamilton, Ontario. The cars are all equipped with moveable bulkheads to prevent load shifting, and 200 of them are fitted with cushioned underframes. A unique feature of the cars is "foamed-in-place" insulation, which is injected into the car

westward to include CN's hump yard. Once CN begins paying full taxes under provisions of the transportation bill, the yard would represent annual tax revenue of \$115,000.

- Fredericton (N.B.) mayor William Walker has asked the CPR to restore a direct sleeping car service between Fredericton and Montreal; he thinks the run would be profitable and that perhaps the provincial government and Fredericton businessmen could be persuaded to support the service. Fredericton now has no passenger service.

- A \$2-million automated freight terminal was opened in early January on industrial land near CPR's Lambton Yard.

- An ICC examiner has recommended that N & W be ordered to take over the Erie-Lackawanna and that N & W form a holding company to assume the Delaware & Hudson Railways; it was suggested huge debt of the two roads.

- The Pennsylvania Railroad will introduce 110-m.p.h. passenger services between New York and Washington in October.

Fifty new electric cars will cut travel time by 40 minutes, to two hours 55 minutes.

wall structure, filling every void and bonding itself to the body surfaces. The exterior post construction results in simpler, more uniform insulation application.

Photo: The cars are finished in a striking orange and black scheme, with red and black lettering. Photo courtesy of C.P.R. [0252-002.jpg](#)
CANADIAN NATIONAL

* Seven MLW units have been retired by CN as trade-ins on new C-424's, as follows:

3001 - November 18th, 1966.

9429 - November 18th, 1966.

3036 - November 25th, 1966.

3075 - November 25th, 1966.

9417 - November 25th, 1966.

3080 - November 29th, 1966

3076 - December 9th, 1966.

* CN's 380 h.p. GE unit No. 1 was sold to the City of Winnipeg Waterworks Department in December.

* U-1-f 4-8-2 6077 has apparently

replaced 0-8-0 No. 8447 (November, NL, page 162) as the candidate for display at Capreol, Ontario. Town councillors are in disagreement as to where the locomotive should be situated; the mayor favours the town square.

* Booster unit B-15 (ex-8451) was outshopped December 12th, and assigned to Winnipeg (Symington).

* CN's C-630's, Nos. 2000/01, should be in service by May, and will be assigned to Moncton.

PRESSURIZED HOPPER CARS FINDING FAVOUR

Fifty-two 100-ton capacity pressure unloading cylindrical hopper cars have been put into service recently by the two major railways. CPR has purchased 20 of the covered cars from National Steel Car, while CN constructed two in its own shops and leased another 30 from North American Car Corporation.

Like conventional covered hoppers, the new cars are loaded through roof hatches. However, unloading is accomplished through the use of compressed air at relatively low pressure, which agitates or 'fluidizes' the cargo and forces it through outlets in the bottom of the car into pipes, thence direct to trucks, silos or any other type of container. The cargo need never be exposed to weather.

The railways are experimenting with the cars in order to determine their efficiency in handling different types of powdered or granular cargoes that are shipped in bulk. CPR is using its cars in cement

The following morning at ten, the Confederation Train departed Ottawa, running as the second section of the *Panorama* as far as Winnipeg. Canadian Pacific handled the remainder of the uneventful trip to the West Coast, including a sea journey to Vancouver Island on the "*Princess of Vancouver*".

Then on January 9th in Victoria, State Secretary Judy LaMarsh officially declared open the Confederation Train, calling on Canadians to draw faith from the past to meet

service, supplying the huge Arrow Dam project on the Columbia River.

Cement under pressure can be unloaded at about 4,000 pounds a minute as compared with an average of 1,500 pounds a minute for conventional gravity unloading.

Photo: C.P.R. Pressure Unloading Car # 381700. Photo courtesy of C.P.R. [0252-003.jpg](#)

Photo: It's here! The first locomotive to be completed for GO Transit, No. 600, was officially accepted by Premier John Robarts in December. The extra-long, blue and white unit will be used for demonstrations and training prior to inauguration of the Hamilton - Pickering commuter service this spring. GO Transit photo. [0252-004.jpg](#)

CONFEDERATION TRAIN

An Auspicious Beginning

Logo and Photo: Centennial Logo & Close-Up Photo of locked train. [0252-005.jpg](#)
[0252-006.jpg](#)

The days of anticipation are over -- Canada's year-long 100th-birthday party is moving into high gear. And, fittingly, January 1st marked the dedication of the most ambitious Centennial Project of them all -- the \$1.5-million Confederation Train.

At 3.00 p.m. on New Year's Day, the gleaming 13-car purple and grey special train was given its official sendoff from the Nation's Capital by Madame Georges Vanier, wife of Canada's Governor-General. Its doors were ceremoniously sealed, to be officially opened in Victoria, B.C., nine days later.

the challenges of the future.

Miss LaMarsh said in part, "Within the imaginatively designed confines of this train, Canadians from sea to sea will find a graphic summary not only of the first hundred years of Confederation but indeed of the years, yes centuries, which came before our union.

"The story this train has to tell is not one of perfection. Our past is not free of error and injustice -- I am certain our future will not be either."

As the echoes of the Train's ceremonial 'O Canada' whistle died away, the exhibit cars were opened for the first time, to the 1,500 who gathered for the opening ceremonies.

The Train's exhibits have been termed a series of design impressions on major themes -- exploration, settlement, Confederation, and later the people and events that shaped Canada; the logical but dull chronological method of telling the country's story was avoided. Great care has been taken to preserve the dual-language concept (Commentary in English or French is available at the push of a red or blue button; the colours persist as English - French identification throughout the display.).

Public enthusiasm for the Train has been overwhelming. During its first two weeks of display, over 100,000 persons filed through the six exhibit cars! News media have acclaimed it as a "brilliant creation". There would certainly seem to be little doubt that the Confederation Train will be remembered longer, by more Canadians, than virtually any other Centennial Year activity.

There have been some problems in the housekeeping department, and some of the displays already show signs of use. But the Centennial Commission expects this; said an official, "I guess it's human nature for people to want to pick at things. But most of the displays have been designed with this in mind. People are supposed to touch them."

* * * *

The sinister hand of bureaucracy reached out and strangled the Confederation Train's distinctive voice on the eve of its departure from the Nation's Capital.

The Board of Transport Commissioners announced December 30th that it had nixed the use of the distinctive 'O Canada' horn designed by Vancouver's Robert Swanson (December NL, page 176) when the train is in motion. The horn may be used only on special occasions when the train is stationary. The ruling forced the scuttling of plans to use the special horn in place of the conventional '14L' at grade crossings.

Chief Commissioner Rod Kerr said that both railways supported the BTC's decision and that there would be no appeal.

Inventor Swanson suggested that perhaps the government could pass an order-in-council allowing the special horn to be sounded after the regular signal. "It is intended to be used at all crossings," said Mr. Swanson. "It's a train symbolizing Confederation, but without the special horn it will pass unnoticed through small towns in the night. People will think it's just another train."

And even stationary tooting may be in trouble. The city of London, Ontario, has discovered that its anti-noise bylaw forbids the use of the 'O Canada' horn. The problem has been passed on to city council by London's Centennial committee.

Photo: Second No. 5, the two-tone purple and grey Confederation Train, streaks along CN rails near Pembroke, Ontario, on January 2nd. James A. Brown. [0252-007.jpg](#)

Train Order: Copy of train order for Centennial Train from Ottawa to Brent. [0252-008.jpg](#)

During the course of its marathon coast-to-coast tour, the Confederation Train will be open for public exhibition a total of 316 days. A further eight days are devoted to travel, while seven additional days are allowed for train maintenance and relaxation of its staff. In general, the train will be open from 9:00 a.m. to 11:00 p.m. local time, and much of its travelling between adjacent exhibition sites will be done at night. So that our readers may have the maximum opportunity of viewing this superb Centennial project, both 'on the road' and on exhibition, the complete itinerary is reproduced here:

Jan. 9 th - 16 th :	Exhibition; Victoria, B.C. (CN)	
Jan. 17 th - 19 th :	Exhibition; Nanaimo, B.C. (E&N)	
Jan. 20 th :	Travel;	via CP C
Jan. 21 st - 26 th :	Exhibition; Vancouver, B.C. (CP)	
Jan. 27 th - Feb 1 st :	Exhibition;	Vancouver
Feb. 2 nd - 3 rd :	Exhibition; Chilliwack, B.C. (CN)	
Feb. 4 th - 6 th :	Exhibition; Kamloops, B.C. (CN)	
Feb. 7 th - 8 th :	Exhibition; Kelowna, B.C. (CN)	
Feb. 9 th :	Travel;	via CN K
Feb. 10 th - 11 th :	Exhibition; Castlegar, B.C. (CP)	

Feb. 12 th - 13 th : Exhibition; Cranbrook, B.C. (CP)	Feb. 14 th - 15 th : Travel; via CP Kamloops, CN	
Feb. 16 th - 17 th : Exhibition; Prince Rupert, B.C. (CN)	Sept. 4 th - 6 th : Exhibition; Montreal: Cote Vertu (CN)	
Feb. 18 th - 21 st : Exhibition;	Sept. 7th - 8th: Exhibition; Montreal: Park Ave. (CP)	
Feb. 22 nd : Exhibition; Jasper, Alta. (CN)	Sept. 9 th - 11 th : Exhibition; Montreal: Papineau (CP)	
Feb. 23 rd - Mar 6 th : Exhibition; Edmonton, Alta. (CN)	Sept. 12 th - 14 th : Exhibition;	Montreal
Mar. 7 th - 8 th : Exhibition; Red Deer, Alta. (CP)	Sept. 15 th - 19 th : Exhibition;	Trois Ri
Mar. 9 th - 18 th : Exhibition; Calgary, Alta. (CP)	Sept. 20 th - 23 rd : Exhibition;	Chicouti
Mar. 19 th - 22 nd : Exhibition; Lethbridge, Alta. (CP)	Sept. 24 th - 28 th : Exhibition;	Quebec:
Mar. 23 rd : Exhibition; Medicine Hat, Alta. (CP)	Sept. 29 th - 30 th : Exhibition;	Quebec:
Mar 24 th : Train Closed.	Oct. 1 st : Travel;	via CN
Mar. 25 th : Exhibition; Medicine Hat, Alta. (CP)	Oct. 2 nd - 4 th : Exhibition; Truro, N.S. (CN)	
Mar. 26 th : Travel; via CP -- Train Closed.	Oct. 5 th - 7 th : Exhibition; Sydney, N.S. (CN)	
Mar. 27 th - 28 th : Exhibition; Swift Current, Sask. (CP)	Oct. 8 th - 13 th : Exhibition; Halifax, N.S. (CN)	
Mar. 29 th - 31 st : Exhibition; Moose Jaw, Sask. (CP)	Oct. 14 th - 15 th : Exhibition; Yarmouth, N.S. (DAR)	
Apr. 1 st - 7 th : Exhibition; Saskatoon, Sask. (CN)	Oct. 16 th - 17 th : Exhibition; Kentville, N.S. (DAR)	
Apr. 8 th - 9 th : Exhibition; N. Battleford, Sask. (CN)	Oct. 18 th - 19 th : Exhibition; Amherst, N.S. (CN)	
Apr. 10 th - 13 th : Exhibition; Pr. Albert, Sask. (CN)	Oct. 20 th - 23 rd : Exhibition; Charlottetown, P.E.I. (CN)	
Apr. 14 th - 21 st : Exhibition; Regina, Sask. (CP)	Oct. 24 th : Exhibition;	Summers i
Apr. 22 nd - 25 th : Exhibition; Brandon, Man. (CP)	Oct. 25 th : Train Closed.	
Apr. 26 th - 27 th : Exhibition; Neepawa, Man. (CN)	Oct. 26 th - 29 th : Exhibition; Moncton, N.B. (CN)	
Apr. 27 th - 28 th : Exhibition; Dauphin, Man. (CN)	Oct. 30 th - Nov. 3 rd : Exhibition;	Saint Jo
Apr. 29 th - May 1 st : Exhibition;	Nov. 4th - 6th: Exhibition; Fredericton, N.B. (CP)	
May 2 nd - May 6 th : Exhibition;	Nov. 7th - 9th: Exhibition; Moncton, N.B. (CN)	Chatham,
May 7 th - May 10 th : Exhibition;	Nov. 8 th - 9 th : Exhibition; Campbellton, N.B. (CN)	
May 11 th - 13 th : Exhibition; St. Boniface, Man. (CN)	Nov. 10 th - 11 th : Exhibition; Rimouski, Que. (CN)	
May 14 th - 16 th : Exhibition; Kenora, Ont. (CP)	Nov. 12 th : Train Closed.	
May 17 th : Travel; Train Servicing.	Nov. 13 th - 15 th : Exhibition; Thetford Mines, Que. (QCR)	
May 18 th - 20 th : Exhibition; Fort William, Ont. (CP)	Nov. 16 th - 19 th : Exhibition; Sherbrooke, Que. (CP)	
May 21 st - 24 th : Exhibition; Port Arthur, Ont. (CP)	Nov. 20 th - 23 rd : Exhibition; St. Johns, Que. (CP)	
May 25 th : Travel; via CP Franz, ACR.	Nov. 24 th - 27 th : Exhibition; Montreal: Lachine (CN)	
May 26 th - 29 th : Exhibition; S.S. Marie, Ont. (ACR)	Nov. 28 th - 29 th : Exhibition; Montreal: Central Stn.	
May 30 th - June 3 rd : Exhibition; Sudbury, Ont. (CP)	Nov. 30 th - Dec. 5 th : Exhibition; Montreal: Windsor Stn.	
June 4 th - 6 th : Exhibition; North Bay, Ont. (CP)	Dec. 6 th : TOUR ENDS.	
June 7 th : Travel;	TIMING THE FAST ONES	
June 8 th - 15 th : Exhibition; London, Ont. (CN)	Just a year ago this month, Canadian	
June 16 th - 23 rd : Exhibition; Windsor, Ont. (CN)	Pacific retired from the Toronto - Montreal	
June 24 th - 27 th : Exhibition; Kitchener, Ont. (CN)	passenger picture, when it discontinued its	
June 28 th - 29 th : Train Closed; Servicing at Toronto.	stainless-steel-and-domes Chateau	
June 30 th : Travel; via CN	Champlain/Royal York. For a few months,	
July 1 st - 6 th : Exhibition; Ottawa, Ont. (CN)	though, the rails of both CN and CP sang to	
July 7 th - 12 th : Exhibition; Ottawa West, Ont. (CP)	the passage of crack trains on schedules	
July 13 th - 17 th : Exhibition; Peterborough, Ont. (CN)	unheard of even in the speed-conscious early	
July 18 th - 25 th : Exhibition; Hamilton, Ont. (CN)	'30's. Today, of course, CN's <u>Rapido</u> is going	
July 26 th - 28 th : Exhibition; Niagara Falls, Ont. (CN)	stronger than ever, and <u>Turbotrains</u> will lop	
July 29 th - Aug 2 nd : Exhibition; Toronto: CNE Grounds (CN)	a full hour from the Toronto - Montreal	
Aug. 3 rd - 6 th : Exhibition; Toronto: Downsview (CN)	timetables beginning in June. On the next	
Aug. 7 th - 11 th : Exhibition; Toronto: Danforth (CN)	two pages, we take a close look at typical	
Aug. 12 th - 16 th : Exhibition; Toronto: Leaside (CP)	runs of the two trains which figured most	
Aug. 17 th - 21 st : Exhibition; Toronto: John Street (CN)	prominently in the Toronto - Montreal	
Aug. 22 nd - 26 th : Exhibition; Kingston, Ont. (CN)	passenger service.	
Aug. 26 th - 30 th : Exhibition; Montreal: Dorval (CN)	CN RAPIDO	
Aug. 31 st - Sept 1 st : Exhibition;		
Sept. 2 nd - 3 rd : Exhibition; Montreal: Westmount (CP)		

CNR TRAIN 29 -- WESTBOUND -- DECEMBER 29, 1965
CONSIST

Engines: 6541-6623-6539

During its first year of operation, Rapido chalked up a 95% on-time record, and our log suggests why. With diesels geared for 92 m.p.h. and a fine, twin-tracked roadbed, Rapido has a problem getting ahead of time; note, for example, the relatively slow running approaching Napanee and Newcastle. Our fireman recalled one trip where No. 29 made up 14 minutes between Oshawa and Toronto! Meets on this route are made at phenomenal speeds, the most impressive being near Findley where the Rapidos pass at a relative speed of nearly 180 m.p.h.! While these nine cars were comfortably filled, Rapido's popularity has now boomed to the point where 13 cars are now required to handle weekend travel. Harlan Creighton.

Timetable: Timetable for CN's Rapido from Montreal to Toronto. [0252-009.jpg](#)

CPR'S LE CHATEAU CHAMPLAIN

CPR TRAIN 22 -- EASTBOUND -- JANUARY 22, 1966
CONSIST

Engines:	1415-1903
Baggage-Dormitory:	3013
Deluxe Coaches:	100
	116
	105
Skyline Dome Coach:	506
Dining Car:	York
Parlour Cars:	6622
	6624

Observation Car: Waterton Park

The Chateau Champlain faced more arduous conditions than the competing Rapido, what with four passenger stops en route, single track for two thirds of the distance, and a tortuous run through the Rideau Lakes area. Nevertheless, on the day of our trip -- the train's second last -- it managed a commendable overall average of 59.3 m.p.h., which could have been increased to 60.9 m.p.h. by the elimination of nine unnecessary minutes at Smiths Falls. With the exception of permanent slow orders (not shown because of space limitations) and bulletined

Train: 3 Coaches, 1 Coach Lounge, 3
Parlour Cars, 1 Dinette, 1
Dining Car.

restrictions, No. 22 was allowed a top speed of 89 m.p.h. which was maintained almost continually on the Winchester Subdivision.

Chateau's stainless steel equipment was in immaculate condition and, although their train had but one more day to run, the entire crew was pleasant and attentive. Sadly, less than 60 persons were aboard to enjoy it.

John Freyseng, James A. Brown.

Timetable: Timetable for CN's Rapido from Montreal to Toronto. [0252-010.jpg](#)

TRACTION TOPICS

Edited by John F. Bromley

* As of December 15th, a new Rotation list was issued by the TTC Equipment Department. The 85 cars previously on the list were unchanged, although cars 4211, 4239 and 4247 will likely never run again. The big change was the addition of fourteen cars to the list, these being 4010, 4015, 4021, 4044, 4047, 4050, 4055, 4060, 4067, 4089, 4109, 4175, 4180 and 4206. All of the other air-electric cars, totalling 211 including those already shipped, have been sold to Alexandria. Of the fourteen additions, 4015 is still buried on track 20 at St. Clair, although it is shown as being usable, while 4044, 4047, 4050, 4055 and 4175 are on the soccer field at Hillcrest and will not be moved until they are sorted out from Egypt's cars.

4060 was moved to Danforth from St. Clair in December, as was 4021 which was at Hillcrest. 4021 received new vestibule steps and a paint job on the front end and entire right side. Cars 4180, 4206, 4021, 4109, 4089, 4010 and 4060 are on track 21 at Danforth in the above order and will eventually be rotated into service, probably beginning in February.

Twenty-five stored cars were towed from Danforth to Hillcrest between December 12th and December 16th. The cars were 4023, 4029, 4032, 4037, 4046, 4059, 4070, 4076, 4086, 4088, 4092 4096, 4100, 4108, 4110, 4111, 4119, 4120, 4130, 4186, 4190, 4204, 4214, 4217

and 4292. These cars are stored on both the soccer field (facing east) and on the west side of the property beside the two L & PS cars. JFB

* An accident in the storage yard at Davisville December 29th has resulted in cars 5009 and 5350 being removed from service for major repairs. Car 5065 originally replaced 5009 in train with 5208-5209-5008, then by January 4th, 5064 replaced 5008. Car 5442 was paired with 5351. Couplers in the other cars of the light-weight train were damaged but not seriously. Both trains were southbound on different yard tracks; no one was injured.

JFB

4009, 4020, 4031, 4045, 4061, 4072, 4093, 4097, 4104, 4107, 4117, 4121, 4131, 4154, 4158, 4171, 4173, 4177, 4184, 4191, 4194, 4197, 4207, 4208, 4215, 4219, 4243, 4248.

PCC CARS -- DEAD STORAGE AT ST. CLAIR 51

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

PCC CARS -- DEAD STORAGE AT HILLCREST 86

4000, 4003, 4006, 4007, 4011, 4012, 4014, 4016, 4017, 4022, 4023, 4024, 4029, 4030, 4032, 4033, 4037, 4038, 4039, 4042, 4043, 4046, 4048, 4054, 4057, 4058, 4059, 4064, 4065, 4066, 4070, 4076, 4079, 4080, 4081, 4086, 4088, 4092, 4096, 4100, 4102, 4106, 4108, 4110, 4111, 4112, 4113, 4118, 4119, 4120, 4129, 4130, 4132, 4136, 4153, 4156, 4160, 4165, 4166, 4168, 4169, 4170, 4176, 4178, 4182, 4186, 4187, 4188, 4189, 4190, 4204, 4214, 4217, 4233, 4259, 4269, 4271, 4272, 4281, 4282, 4284, 4285, 4289, 4292, 4295, 4296.

PCC ROTATION CARS -- STORED AT ST. CLAIR 1
4015.

PCC ROTATION CARS -- STORED

AT DANFORTH 8

Trackage in Parliament Loop was removed by December 7th, but overhead is still

* Following is a complete summary of present locations or use of air-electric cars, effective January 15th:

PCC CARS SCRAPPED (Air-electric) 7

4052, 4063, 4123, 4159, 4179, 4216, 4227.

PCC CARS TO ALEXANDRIA 46

4002, 4026, 4034, 4036, 4049, 4056, 4069, 4071, 4082, 4087, 4094, 4103, 4114, 4116, 4134, 4155, 4157, 4162, 4164, 4167, 4172, 4174, 4181, 4183, 4185, 4192, 4193, 4195, 4196, 4209, 4240, 4244, 4256, 4260, 4262, 4263, 4264, 4265, 4266, 4273, 4276, 4283, 4287, 4288, 4297, 4298.

PCC CARS -- DEAD STORAGE AT DANFORTH 28

4010, 4021, 4060, 4067, 4089, 4109, 4180, 4206.

PCC ROTATION CARS -- STORED AT HILLCREST 8

4044, 4047, 4050, 4055, 4175, 4211, 4239, 4247.

PCC ROTATION CARS -- AVAILABLE FOR SERVICE 82

4199, 4200, 4201, 4202, 4203, 4205, 4210, 4212, 4213, 4218, 4220, 4221, 4222, 4223, 4224, 4225, 4226, 4228, 4229, 4230, 4231, 4232, 4234, 4235, 4236, 4237, 4238, 4241, 4242, 4245, 4246, 4249, 4250, 4251, 4252, 4253, 4254, 4255, 4257, 4258, 4261, 4267, 4268, 4270, 4374, 4275, 4277, 4278, 4279, 4280, 4290, 4291, 4293, 4294, 4299, plus all of 4575 - 4601 inclusive.

SUMMARY

PCC CARS SCRAPPED (Air-electric) 7

PCC CARS TO ALEXANDRIA 46

PCC CARS STORED FOR ALEXANDRIA 165

PCC CARS IN ROTATION 82

PCC CARS FOR ROTATION BUT STORED 17

TOTAL AIR-ELECTRIC PCC

CARS OWNED 317

Photo: In bygone days, this weed killer car was used to

subdue brush on the Lake Simcoe line. In rear is TTC locomotive No. 1, later LM-1:

Hillcrest, June 26th, 1928. Photo by TTC. [0252-011.jpg](#)

SHORT TURN

in place Coxwell Loop was rebuilt during the week of December 12th, however the loop

was not reconnected an Coxwell PCC 4270 now sports a chime signal for alighting passengers --very musical odd assignments during the month included 4231 on 31x run LONG BRANCH on December 17th, with 4343 on 1x run DANFORTH December 24th. St. Clair car 4566 was changed off to Roncesvalles December 11th for 4400, which was replaced December 15th by 4702 after an accident with the coupler on a close clearance at Keele Loop. Car 4557 went to Roncesvalles on December 17th and was replaced by 4399 Class A1 PCC 4138 was given a new MG set at St. Clair recently PCC cars at Danforth that had been prepared for shipment to Egypt regained their poles and retrievers shortly after shipment of the last ten cars for the winter PCC 4159, shown in previous TT columns as stored was in fact scrapped during September, 1965. The body and trucks of 4159 are all that remain at Hillcrest, in company with scrapped cars 4123, 4216 and 4743 the Commissioners have ordered a report into the amount of service provided on the KINGSTON ROAD routes. The Commissioners noted there are fewer cars serving the south-west of Scarboro than on QUEEN which dead-ends with no connecting bus at Neville the TTC declared a surplus of \$163,513 in November, the first month without a loss since the B.-D. subway was opened. Since segregation of the subway lines, the deficit decreased during September and October. Despite this, fares will likely be increased within a very short time unless the Provincial and Metro governments step in and help out. All three major Toronto newspapers have been carrying an editorial barrage in favour of assistance and lower fares. The TTC is required to operate on a break-even or profit basis PCC 4494 is out of service due to collision damage. Other cars out of service with mechanical problems are 4246 and 4582, as is (still) 4721 Look for the subway extensions opening to be delayed until 1968, probably during February Sweeper S-34 and Plough W-6 have been scrapped Crane Car C-1 is actually in dead storage, although

it will be scrapped soon Metro Chairman Allen warned January 10th that the TTC must either increase fares or receive subsidies from Metro, and suggested that "obsolete and inequitable" municipal taxation on carhouses and garages be ended. Why not end gasoline and snow removal taxes as well? LATE NEWS ITEMS: — Air electric PCC's 4600 and 4601 are both at St. Clair "Shop". While 4600 will receive a fair amount of touch-up paint, 4601, according to its shop tag, will receive major overhaul and complete painting. This will be the first air car in more than two years to obtain this treatment and could mean that additional air cars will be painted. There are many cars that need painting more than 4601 PCC's 4399 and 4702 were returned to Roncesvalles January 13th in exchange for 4557 and 4566 still more repairs have been made to 4138 (see above). JFB, AG, TW, RM
BULL SESSION

Again this year, the Toronto Train Trip Association is arranging a steam excursion to the Barrie Winter Carnival; this year, the excursion is planned to coincide with the UCRS winter excursion, offering a full weekend of steam activity!

The schedule provides a four-hour layover at the Carnival, during which the train will be taken to Orillia for turning. Runpasts will be held on the Toronto - Barrie and Orillia - Barrie segments of the trip. The special departs Toronto at 9:30 a.m., Saturday, February 18th, returning at 6:30 p.m. Toronto - Barrie fares for adults are \$6.00, children \$3.00; Toronto - Orillia fares are \$7.50 and \$4.00; Tickets will also be available for Barrie - Orillia passengers.

Further information and tickets may be had from TTTA at Box 594, Terminal "A", Toronto, or from CN ticket offices at Union Station or King and Yonge Streets.

Carl Ehrke points out that the Long Island used Fairbanks-Morse diesels with a B-A1A wheel arrangement on many of its non-electrified commuter services some years ago, contrary to our claims in last month's issue, page 178. Unlike CN's 6700-05, the

LIRR units boasted 2,000- and 2,400 h.p., according to Carl. Does anyone else know of further examples of these odd locomotives?

As far as we have been able to determine, CP hasn't made a practice of painting its steam locomotive cab doors red -- and so we said in a photo caption on page 167 of the November issue. We've since heard from George M. Hart, who owns and operates a number of CP steamers at York, Pennsylvania, and he is concerned about the authenticity of the paint schemes on his engines. G-5's 1286 and 1238 bore red doors when they were delivered to York, and now no one is quite sure. Could someone knowledgeable in these matters set us straight?

Just had a note from Bruce Chapman who reports that CP's Montreal - Hudson, Quebec, train 243 ran on December 24th with ten RDC's! Is this some kind of record?