

**September, 1967 - Number 260**

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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: Canadian National's steep climb out of Hamilton on the Hagersville Subdivision has often experienced steam operation in the past few years, most recently on the UCRS excursion of October 1<sup>st</sup>, with 4-8-4 6218. However, a decade ago, when regular passenger service was provided from Hamilton to Simcoe, Port Rowan and Port Dover, diminutive Moguls were the order of the day. Photo by W. H. N. Rossiter.

[0260-001.jpg](#)

*Contributors to this Issue:* Percy Booth, John Bromley, Reg Button, Dave Haire, John Knowles, Omer Lavallee, Ian MacDonald, Bob McMann, Dave More, Steve Munro, Alf Nanders, Jim Sandilands, Newt Rossiter, Dave Stalford, Dave Thompson, Ted Wickson.

*Production:* The Jordans.

*Distribution:* Bryce Lee, George Meek, Rex Rundle, John Thompson, Terry Thompson, Ted Wickson.

F. NELSON BLOUNT

The rail amateur world has learned, with regret, of the accidental death of Mr. F. Nelson Blount, the well-known originator of "Steamtown", a railway museum near Bellows Falls, Vermont, in a crash in his private

aircraft on August 30<sup>th</sup>, 1967.

Mr. Blount was very much of an individualist; a "self-made" man, he used the proceeds of his business success to accumulate an extensive collection of prototype railway locomotives and cars, a collection whose scope embraced not only the United States, but Canada and Europe as well. Not surprisingly, Mr. Blount concerned himself with every detail of his collection, and though he earned something of a reputation for arbitrary visual treatment of some of his possessions, which was not always in accord with historical fact — (a matter which admittedly grates more on the conscience of a historian than on the average visitor to Steamtown) — the real reward for his labour and expenditure is that the collection exists, and is a source of interest to all who have viewed it.

Since his unfortunate passing, persons more closely acquainted with the late Mr. Blount and his associates have expressed grave doubts for the future of Steamtown, raising, in turn, the question of a possible dispersal or scrapping of all or part of the collection. We earnestly hope that such rumours are without foundation. No churchyard monument would ever do justice to the hobby effort both physical and financial, which Mr. Blount expended on Steamtown -- an effort which obviously ran counter to his instincts as a shrewd businessman.

The Upper Canada Railway Society expresses its sympathy to the widow, family and associates of F. Nelson Blount.

"My valves are now thrown open wide,

My flanges all refuse to guide,

No more I feel each urging breath,

My steam is now condens'd in

Death.

*READERS' EXCHANGE*

**WANTED:** Locomotive rosters of the Credit Valley Railway and the Midland Railway of Canada. Also wish to contact person with

an interest in and information concerning the Great Western Railway. Ted McQuinn, 204 Fairfax Road, Riverview Heights, N.B.

**PUBLICATIONS FOR SALE!** 35 UCRS Bulletins (Nos. 21-57); \$8.75: 196 UCRS NEWSLETTERS from April 1941 to October 1966; \$40.00: 42 copies of CANADIAN RAIL from January 1964 to September 1967; \$9.00. Earl P. Allen, 178 Britannia Road West, Goderich,

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.

October 20<sup>th</sup>; (Friday) - Regular meeting. Mr. William H. Coe, Equipment Planning Officer for Canadian National, will give a profusely illustrated talk on the modern — and not so modern — aspects of the railways of Europe.

October 27<sup>th</sup>; (Friday) - UCRS Hamilton Chapter regular meeting. Board Room, CNR James Street Station, Hamilton, Ontario. 8:00 p.m.

November 17<sup>th</sup>; (Friday) - Sort out your surplus railroadians now for the UCRS Auction, which will be presided over this year by Mr. Omer Lavallee.

#### **AN EDITORIAL ON THE FORTUNES OF NO. 6218**

Passengers on this fall's slate of excursions with 4-8-4 No. 6218 have reason to be extremely grateful to local Canadian National officers for their prompt action in ordering repairs to damage which otherwise would have sidelined the locomotive permanently.

During the course of a routine hydrostatic test in August, it was discovered that the centre arch tube — which, in addition to carrying full boiler pressure, also supports the brick arch — had failed.

Since welding of boiler components is prohibited, the only recourse was to install a new tube — in an age when tubing of the particular metallurgy required was as scarce as a three-dollar bill! The railway's purchasing department finally located some of the precious tube in the southern United States, and had it Air-expressed to Spadina

Ontario.

**BACK ISSUES** of Trains, Railroad, Model Railroader, Railroad Model Craftsman, etc., for sale. Lists and prices for stamped, self-addressed envelope. Collections bought. Write Arnold B. Joseph, 2512 Tratman Avenue, Bronx, New York, 10461, U.S.A.

#### **COMING EVENTS**

shop where 6218 was waiting.

Installation of the tube — once it had been bent to the correct shape — was almost as formidable a task as the acquisition itself, involving access to the bottom of the firebox through openings created by the partial disassembly of the trailing truck.

Alumni of Stratford Shop agree that this operation was difficult even under the best of conditions in the back shop, with the crane and heavy jacks available. Yet, to their very great credit, the Spadina forces managed the job over a roundhouse pit with the help of diesel-era tools.

On the Tuesday before the September 30<sup>th</sup> UCRS excursion, 6218 had another hydrostatic test, and passed with flying colours, much to everyone's relief. And her fine performance on that weekend's trips is now history.

All of this, of course, is indicative of the difficulties in operating a large steam locomotive in Canada in 1967. While the engine is now in good condition, potentially capable of operation until the expiration of its boiler certification in the fall of 1969, another similar incident could well spell the end of steam excursions in this country. Replacement parts for such vital components as the water pump, air compressor and stoker engine are just not to be had; extensive boiler work, though possible, could just not be justified economically. It must be remembered that CN has a railroad to operate.

And so to Canadian National, we'd like to extend a vote of deep appreciation on behalf of 6218's many friends for the behind-the-scenes efforts which have assured us of at least a few more opportunities to

savour the Age of Steam. When, inevitably, 6218's retirement day approaches, we will look to it with a natural regret, coupled with an immense gratitude that her past fortunes have been determined by men who believed that there is a time when sentiment and nostalgia have a place amid the bustle of today's hard business world.

Photo: Roster photo of 6218. [0260-002.jpg](#)

**RAILWAY - News and Comment**

### **CN TRAINS PINCH HIT FOR MTC**

There can be little doubt that the September strike of employees of the Montreal Transportation Commission created a crisis for Expo 67 and the thousands who would normally have used MTC services — including Metro — to get there.

A large measure of relief was provided by the public-spirited Canadian National,

Canadian Pacific's president, Ian D. Sinclair, recently said that operation of the *Expo Limited* has demonstrated beyond all doubt that there is no requirement for a second (CP) transcontinental passenger train. Except during July and August, he said, the train ran half-empty and showed a significant loss.

The *Expo Limited* will operate as agreed for the duration of Expo 67 in Montreal, but there is no chance that the *Dominion*, cancelled in the fall of 1965, would be reinstated.

On the same subject, Mr. Sinclair doubted if CN's TurboTrains to be introduced between Toronto and Montreal in 1968 would turn out to be economic.

### **MINOR DAMAGE IN SPADINA ROUNDHOUSE FIRE**

A portion of the roof over several stalls of CN's Spadina roundhouse was destroyed by fire on September 13<sup>th</sup>. Although the blaze was quickly controlled, the substantial column of black smoke attracted a swarm of radio traffic helicopters which duly reported the situation to their rush-hour listeners. Steam locomotive 6218 was housed in the fire area, but suffered no damage. The last serious blaze at Spadina occurred in September, 1964, when eight of the building's 36 stalls were gutted.

Photo: Where there's smoke, there's fire, in

which immediately established an Expo shuttle service from Central Station to Bridge Street, adjacent to Expo's main gate at Place d'Accueil. Fare: just 25¢ per trip.

Two trains comprised the service, each consisting of a 1300-series road switcher, a battery- charging car (15202 or 15204) and 12 commuter coaches. They operated with the locomotives on the Bridge Street end of the trains, with an employee at the other end handling the brakes on inbound moves.

Half-hourly departures from each 'terminal' were provided from 0930 to midnight. Daily carryings averaged about 26,000, but on the peak day, September 23<sup>rd</sup>, 38,648 persons rode the Expo Shuttle!

### **'EXPO LIMITED' RUNNING AT A LOSS**

this case at CN's Spadina roundhouse.

Fortunately, the damage was slight. Dave More Photo. [0260-003.jpg](#)

### **SEPARATISTS BESIEGE CONFEDERATION TRAIN**

Fanatical Quebec separatists further reduced their status in the eyes of Canadians as a result of their shameful attack on the Confederation Train at CP's Park Avenue Station in Montreal on September 7<sup>th</sup>.

Chanting that the train was a "\$3-million lie", the hoodlums smashed some of the exterior lighting and splashed yellow paint on the intricate designs of the display cars.

A nationally-syndicated wirephoto depicted two of the separatists knocking down a member of the RCMP guard assigned to the train.

Workers restored the train to its original condition during the night so that its exhibit tour could continue uninterrupted. Probably the fact that much of the design work on the display cars is actually printed on pressure sensitive tape saved the designs from damage when paint remover was applied to clean off the yellow stains. A guard of Montreal police augmented the RCMP force for the duration of the train's Montreal stay.

Separatism again clouded the scene at Quebec City on September 24<sup>th</sup> and 25<sup>th</sup>, when

agitators burned Manpower Minister Jean Marchand in effigy and harangued the train's visitors. Police were called in to quell a minor disturbance; the train emerged unscathed.

#### **NEW MUSEUM ACTIVITY IN THE MONTREAL AREA**

The Vaudreuil-Soulanges Historical Society of Dorion, Quebec has acquired a steam locomotive and official car from the former private collection of Mr. H. J. O'Connell, Dorval, Quebec. The locomotive is Canadian National No. 46, a 4-6-4 Forney type engine built in 1913 for the Grand Trunk Railway.

The official car is CN No. 48, at one time the "Roleen" of Canadian Government Railways.

#### **'SCOTIAN' HEIST YIELDS \$80,000**

With somewhat less drama than the Great British Train Robbery of a few years ago, two armed bandits overpowered a baggage car attendant on Canadian National's *Scotian* near Montreal on August 31<sup>st</sup>, and escaped with an estimated \$80,000. Entering the car from the body of the train, they handcuffed and bound the employee in expert fashion, not allowing him to see their features.

Bound from Halifax to Montreal, the *Scotian* had stopped at St. Hyacinthe a short time before the robbery. Investigators theorized that the robbers left the train at St. Lambert, a regular stop just across the St. Lawrence River from Montreal.

Mr. Pickersgill's job as Transport Minister has been taken over former Defense Minister Paul Hellyer, architect of the controversial armed forces unification bill.

Possibly we'll see a CN-CP merger after all!

#### **RUNNING TRADES STALL ONTARIO NORTHLAND**

A 'book sick' epidemic by 160 trainmen, enginemen and fireman tied up freight traffic on the Ontario Northland Railway September 13<sup>th</sup>. The men were protesting layovers and other undisclosed matters.

#### **WORTH NOTING ....**

\* A three-year contract providing wage increases of 28% for locomotive engineers in yard and transfer service and 22% for those in road service was formally signed in

The theft was not discovered until the train arrived in Montreal, where baggage handlers discovered the trussed-up car attendant. None of the passengers or other employees on the train were aware that the robbery had been committed.

#### **PICKERSGILL HEADS NEW TRANSPORT COMMISSION**

J. W. Pickersgill, former Transport Minister in the federal cabinet, has resigned to accept the \$40,000-plus presidency of the Canadian Transport Commission — a position he was instrumental in creating. In addition, four members have been named to the CTC, all of them familiar with transport and/or labour matters: John Magee, 47, of Ottawa, executive director of the Canadian Trucking Association; David H. Jones, 42, of Winnipeg, a lawyer specializing in transportation work; Laval Fortier, 63, of Ottawa, former chief commissioner of the Unemployment Insurance Commission; Alan Campbell, 55, of Vancouver, deputy regional shipping director for Canadian Transport Company. Montreal lawyer Pierre Taschereau had previously been named to a vice presidency of the Commission.

There has been no announcement as to when the CTC will take over its duties as the central regulatory body for all modes of transportation under federal jurisdiction.

Montreal August 22<sup>nd</sup> by Canadian National and representatives of 2,700 engineers.

\* A new harbour bridge and throughway at St. John, N.B., will mean the relocation of the CPR station in that city. A site off Dever Road has been proposed.

\* Two of the largest pieces of steel ever to be moved by rail from Montreal's Dominion Bridge plant were transported by CN to Oxford, N.S. in late August. Each girder measured 152 feet long by 10 feet high and weighed 52 tons; in transit, each spanned three flatcars. The girders will form part of a new bridge.

\* Extolling the virtues of Ontario's Georgian Bay - Muskoka "vacation belt" in a vote-soliciting speech, provincial Liberal leader Robert Nixon recently advocated a

"Vacation Rapido train which would run from Metro as far as North Bay".

\* In an unusual move, the BTC has tentatively revoked its decision to allow CN to discontinue trains 942, 943, 944 and 945 between Montreal and Montreal North (August NL, page 123), to enable residents of the areas affected to lodge protests if they wish. (Metro now serves the area in question.)

\* To enable its new Budd-built cars to undergo performance and reliability tests, PRR is deferring the inauguration of its new high-speed Washington - New York service, originally scheduled to begin on October 29<sup>th</sup>. Regular revenue service will begin when the road has received and tested 28 of the 50 cars on order.

#### *EQUIPMENT NOTES*

##### **CN ORDERS MORE INSULATED BOX CARS**

\* Canadian National has awarded a contract to National Steel Car Corporation for the construction of 300 70-ton insulated and heated box cars. To be built at Hamilton, Ontario, the cars will be delivered commencing early in January at the rate of eight to ten cars per day.

##### **STEADMAN CONTAINERS GO CONTINENTAL**

\* The Steadman 'Railtainer' container system, used extensively by CN, CP and by REA Express in the U.S., will be manufactured and marketed in Europe by a new company, Klockner-Steadman Container GmbH, a joint venture of Steadman Industries of Toronto and Klockner-Werke AG of Germany. Corporate headquarters will be in Duisburg, Germany.

Steadman is currently building 500 containers for Canadian National at a cost

It was really no surprise, then, when Santa Fe announced that it would soon be receiving 15 modified road switchers from two builders for high speed freight/passenger service. Nine will be 3,600 h.p. EMD FP-45's, while the remaining six will be GE's model U-30CG, at 3,000 h.p. The FP-45 has been added to EMD's catalog of standard production models.

While both models retain the blunt snout reminiscent of the road switchers from

of \$1.5-million; this will boost CN's container fleet to 1,000 units.

##### **MODERNIZED CABOOSES FOR CANADIAN PACIFIC**

\* The first of 25 rebuilt cabooses, which will soon be in use on the Prairie and Pacific regions of Canadian Pacific, is now undergoing renovations at Weston shops in Winnipeg. As with the new vans now being introduced on CN (July NL, page 102), the CP cabooses will have safety glass in all windows, a cushion under-frame and electrical generating equipment. Interior improvements include a combination stove and refrigerator and electric wall heaters, two oil heaters and a chemical toilet.

The railway has indicated that it plans to rebuild 50 cabooses each year during the next five years.

##### **DOUBLE-DECKERS FOR MONTREAL COMMUTERS?**

\* We have it on good authority that the long-awaited CP order for new Montreal commuter stock will comprise eight double-deck, stainless steel cars for push-pull service. No further details are available.

##### **DIESEL STYLINGS: THE FULL CIRCLE**

\* It had to happen. Once the road switcher's short hood was chopped down as a concession to improved visibility, it was almost inevitable that someone would discover the advantages of enclosing the side walkways and generally streamlining the unit: the reduction of wind resistance; convenient access to the engine, both from a maintenance standpoint and during operation; ability to be washed by conventional mechanical rotary-brush washing facilities, and so on. which they were derived (the FP-45 is essentially an SD-45, lengthened to 72' - 6"), their carodies hint strongly of the E's and PA's, so popular in the 1950's. Could be that the road switcher's versatility, two-way visibility, etc., isn't all that important any more.

Photo: Santa Fe # 400 - Railway Age.0260-004.jpg

##### **CANADIAN PACIFIC MOTIVE POWER NOTES**

\* CP has called for tenders from Canadian manufacturers for new railway equipment worth

\$30-million; however, details of the equipment will not be available until the actual orders have been placed.

The railway has indicated that the orders will include a number of 'new design' 3,000 h.p. freight locomotives and a large quantity of both specialized and general purpose freight cars.

\* It is reported that SD-40 unit 5557 is presently being fitted with 'Locotrol' equipment to permit its operation in mid-train, while receiving its control impulses from the train's leading locomotive.

It is understood that initial testing of 5557 will take place on Toronto - Montreal runs.

Mid-train power, of course, permits the operation of heavier trains than are possible when power is concentrated at the head end, because of draft gear limitations.

\* Despite the new lease on life for unit 4054 (July NL, page 102), CP's CLC units are apparently headed for the same fate as befell their CN sisters. Five CLC road switchers are stored serviceable at Alyth and 21 at Nelson, B.C., while 17 of the 21 'Trainmasters' are laid up at Winnipeg.

\* CP removed its five leased B&LE units from service during the summer, and is storing them at St. Luc diesel shop; not required by owner B&LE, the units will thus be readily available should CP have further use for them.

#### **CANADIAN NATIONAL MOTIVE POWER NOTES**

\* U-2-g 6167, the favourite excursion locomotive of many enthusiasts, has been sold to the city of Guelph, Ontario, for display on a site by CN's Guelph Subdivision, just east of the CN station. Its new paint gleaming, 6167 made the trip from Toronto Yard to Guelph on September 23<sup>rd</sup>. The 4-8-4 will be officially presented to the city in a ceremony on October 12<sup>th</sup>.

\* Leased Precision Engineering Company units 5960 and 5962 were returned to their owner on September 11<sup>th</sup>.

\* MS-7 switcher 8455 was leased to Dominion Sugar at Chatham, Ontario, on October 2<sup>nd</sup>, for a two-month period.

\* CN continues to operate leased SD-9's

and SD-18's from the Duluth, Missabe & Iron Range on the Prairie Region. DM&IR units on hand during August included Nos. 139, 143, 149, 152, 154, 155, 156, 157, 158, 163, 171.

\* The first eight of CN's current orders for 76 SD-40 locomotives from GMD have been delivered. Classified GR-30c, their delivery dates are as follows:

5000	- September 13 <sup>th</sup>
5001	- September 13 <sup>th</sup>
5002	- September 18 <sup>th</sup>
5003	- September 18 <sup>th</sup>
5004	- September 22 <sup>nd</sup>
5005	- September 22 <sup>nd</sup>
5006	- October 1 <sup>st</sup>
5007	- October 1 <sup>st</sup>

Following a single break-in run from London to Montreal, the units are worked west to Edmonton (Calder) where they will be assigned. They are currently seeing duty on potash trains to the west coast.

When they are delivered in the spring of 1968, units 5058-5075 will be assigned to Toronto Yard.

Photo: At Toronto Yard on September 18<sup>th</sup>, one of CN's first SD-40's, No. 5001, awaits dispatch to western Canada. J. A. Brown Photo.

[0260-005.jpg](#)

#### **ONR TRAINS FILL GO'S BILL**

\* On September 5<sup>th</sup>, GO Transit introduced the final trains of its phasing-in programme, providing 50 week-day trains with rush-hour service at 20 minute intervals and hourly trains in off-peak hours. To fulfil these schedules, GO's fleet of nine self-propelled cars were necessary; however, late in August it became apparent that they would not be ready in time.

Hurried arrangements were completed to lease four locomotives (Nos. 1505, 1507, 1518 and 1520) and ten cars — sufficient for two four-car trains and two spare cars — from the Ontario Northland Railway. The problem was — how to fit the standard railway equipment into the push-pull GO Transit operation.

Several methods were tested. Two locomotives at the front of the train worked well but there was insufficient time at the end of the run to reverse the engines for the return trip. A working engine pulling the four-car train with the other unit idling at the rear for the return trip was discarded because the single unit had insufficient power to meet the schedule. A crew on each engine was ruled out because the lack of controlled synchronization presented a slight safety hazard. Finally, with four days remaining, the decision was made to install multiple-unit cables through the trains, so that the two units operate just as any m-u consist, despite their train-length separation. Control at any time is from the leading cab.

As long as the equipment is required, it will remain as two unitized trains with all servicing and maintenance being performed at the special facility which has been constructed at Spadina coach yard for TurboTrains.

Photo: Four of GO Transit's self-propelled cars underwent their first commuter zone testing on September 13. After a weekend of service in regular schedules, they were temporarily withdrawn for pre-service adjustments.

Photo by J. A. Brown. [0260-006.jpg](#)  
**NYC - BURLINGTON POWER POOLS REACH CANADA**

\* The power-pooling arrangement for through freight from the midwest to eastern U.S. points recently worked out between the NYC and CB&Q is becoming evident in southern Ontario. Burlington GP-20's, GP-30's, GP-40's and U-28B's (to name a few) regularly operate as trailing units on Central's westbound LS-3, a Suspension Bridge - Detroit merchandiser which originates in Boston; LS-3 departs Suspension Bridge at about 10:30 a.m., EDT.

Photo: MLW RS-2d No. 108 of Spruce Falls Power &

Paper Company poses at Coteau, Quebec in July, on delivery from the builder. Photo courtesy of Jim Sandilands. [0260-007.jpg](#)

Photo: With an FP-7 at each end, a four-car

train set of ONR equipment pauses at the Danforth GO station during the evening rush.  
J. A. Brown. [0260-008.jpg](#)

*THE SEVENTY-FIFTH ANNIVERSARY  
OF THE FIRST ELECTRIC STREET CAR  
IN THE CITY OF MONTREAL*  
By Omer Lavallee

**FIRST ELECTRIC CARS RUN OVER THE BELT LINE**

Yesterday morning, the model electric motor car, *Rocket*, was sent over the Belt Line route, having on board Messrs. L. J. Forget, one of the directors of the Montreal Street Railway, H. A. Everett, Managing Director, E. Lusher, Manager & Secretary, Senator Thibaudeau, President Royal Electric Light Company, Mr. William Mackenzie, President Toronto Street Railway, Alderman Villeneuve and a number of reporters.

The trip was not so successful as was expected inasmuch as the car went off the track at each of the curves, although it ran fairly well on the straight streets. It is said that the curves are too sharp for the *Rocket's* trucks which are 7½ feet apart, and that the other cars, which have trucks only 7 feet apart, will not experience the same difficulty. At all events, five electric cars will be on the route today. Of course there was a large crowd to witness the novel spectacle and the car was much admired. Contrary to general expectation, the horses seemed but little disturbed by it, and doubtless will soon become accustomed to the presence of electric cars.

Each of the cars is beautifully upholstered and lit by five incandescent lamps, and when they are once running, will be a great improvement upon the Company's present rolling stock.

\*\*\_\*\*\_\*\*

This extract from page 3 of the Montreal "Gazette" for Thursday, September 22<sup>nd</sup>, 1892, gives an account of the operation of the first electric street railway car in Montreal, an event whose seventy-fifth anniversary will occur on September 21<sup>st</sup>, 1967.

The "*Rocket*", the car referred to in

the text, was a single-truck closed electric passenger car built by the Brownell Car Manufacturing Company of St. Louis, Missouri, for the Royal Electric Company of Montreal which had accepted the contract to electrify Montreal's extensive horse-car system. Nearly sixty-seven years later, on August 30<sup>th</sup>, 1959, the same car participated, under its own power, in a procession marking the end of surface rail transit in Montreal. It is now at the Canadian Railway Museum at Delson, Quebec.

The car, which had been put on its truck

The car was of a Brownell design known as the "Accelerator", patented on November 3<sup>rd</sup>, 1891. It was the only Brownell car ever to be used in Montreal. Eventually, it was turned over to the Montreal Street Railway and numbered 350 in the MSR series, a designation which it carried until retirement in 1912. The car was subsequently preserved, but was restored to operating condition in 1956.

Other electric cars were added to the Belt Line in succeeding days; by October 1<sup>st</sup>, 1892, electric cars were running on St. Catherine Street west of Bleury, each motor pulling an open-bench horse car as a trailer.

The first accident involving an electric car was reported in the press on October 5<sup>th</sup> when a man was knocked off his wagon in a collision with an "electric". The "Gazette" took the occasion to comment about careless wagon drivers (Montreal had a reputation even then!) to state that "butchers who formerly drove over people at will now have good opponents with electric cars."

A further incident occurred on October 8<sup>th</sup>, when a car ran away down Amherst Street hill when the motorman's brake chain broke.

Fortunately, the conductor was able to stop the car with the rear platform brake. The first derailment happened on October 17<sup>th</sup> and involved car #302, a new unit just received from the Briggs Carriage Company in Amesbury, Massachusetts. According to the "Gazette", the car "Ran off the track at the switch in front of Greenshields' Block on Craig Street,

and had had its wiring installed at the Royal Electric Company's shop in downtown Montreal, was put on the rails on Cote Street, off Craig and the now-famous inaugural run around the "Belt Line" took it west on Craig, north on Bleury and Park Avenue, east on Mount Royal, south on St. Denis, east on Rachel, south on Amherst and west on Craig. Only one circuit of the Belt Line was made, the car having a crew of five: motorman, brakeman, conductor, electrician and a young apprentice whose duty it was to hold on to the trolley rope.

blocking car traffic nearly one half hour.

Many spectators congregated to watch proceedings. Somehow, a dog connected the positive and negative poles and a flash of flame shot into the air. No one would have connected the dog with the phenomenon but he mentioned the fact himself. His howls could be heard for a considerable distance as he left the scene."

One of the advantages of electrification was the fact that the rail system would now function all year 'round. It had previously been the practice to discontinue the rail cars in winter and replace them with passenger sleighs, allowing the snow to cover the rails, but sleighs were not used after the winter of 1892-93. Electrification continued apace; in October 1894, scarcely two years after the historic first run of the "*Rocket*", the last horse car pulled into the barns.

Sketch: "*The Rocket*"; Montreal's first electric car, as it appeared three-quarters of a century ago at the inauguration of electric rail service in that city. From the author's collection. [0260-009.jpg](#)

Photo: What privately-owned official car was seen touring the Toronto area on September 8<sup>th</sup> in company of a lone CN road switcher? The answer: "*Nova Scotia*", which had been chartered for the day for the filming of a TV commercial at Unionville. J. A. Brown. [0260-010.jpg](#)  
Photo: One of the most recent locomotive preservations in Canada is that of CNR U-1-f No. 6077, at Capreol, Ontario. For display



purposes, the 4-8-2 acquired the vanderbilt tender of 4-8-4 6138, replacing the slab-sided tender from a retired 2-10-2 with which it was equipped in latter years. Photo by Percy Booth. [0260-011.jpg](#)

### THE WORLD'S FIRST DOME CAR

This month, we reproduce photographs and a diagram from the collection of Omer Lavallee depicting one of Canadian Pacific's wooden "dome" cars built between 1902 and 1906. The cars, claimed to have been the first "dome" cars in the world, operated between Laggan (Lake Louise), Alberta, and Vancouver, B.C. on transcontinental trains.

The first car, No. 517, made its appearance in 1902. It was similar to the car in the illustration except that it did not have a glass roof in the centre section, nor did it have a clerestory in the same area.

Moreover, the letter board extended the full length of the car. So successful was No. 517 that in 1906, CP introduced three further cars, Nos. 84-86 inclusive, which incorporated these additional features. The 84-series cars had a coupled length of 64' - 4", and the exteriors were finished in

Preparations for this event continued during late August and September with Humber Loop Passing Track being installed August 28<sup>th</sup> to September 8<sup>th</sup>. Nine additional electric switches were converted for MU operation: Queen & McCaul, W. to N.; Humber Loop, S. to E.; Queensway at Sunnyside Loop, W. to N.; Queensway at South Gate of Roncesvalles Carhouse, W. to N. (3 switches); Queen & Roncesvalles, S. to W. and E. to N.; Roncesvalles at North Gate of Carhouse, N. to W. The last seven of these were tested on Sunday, September 10<sup>th</sup> with a multiple unit train of cars 4430 and 4414. Six switches remain to be converted to MU operation and these will probably be operated manually for a few months until parts to convert them are obtained. Safety islands on the Queensway are being lengthened for two-car loading. However, no changes have yet been made at the South Kingsway Underpass where the islands barely accommodate one car each way.

naturally-varnished mahogany, with gold leaf lettering. There were swivel chairs in the two cupolas, while the normal-level centre section had swivel chairs and longitudinal reversible seats which faced outward toward the sides of the car.

These interesting cars survived until 1913 when they were converted to boarding cars following the appearance of the more conventional roofless mountain observation cars.

Photo: Roster shot of CPR 86. [0260-012.jpg](#)

Photo: Interior of car. [0260-013.jpg](#)

Diagram: CPR Observation Car. [0260-014.jpg](#)

Article, photos and diagram courtesy of Omer S. A. Lavallee.

### TRACTION TOPICS

Edited by Steve Munro

\* Multiple Unit service on QUEEN begins at 6:30 a.m., Monday, October 2<sup>nd</sup>, when runs 69 and 13 will leave Russell Carhouse eastbound as the first train. Shortly later, at 6:56 a.m., runs 3 and 50 will couple at Humber and set out as the first train on the Queensway private right-of-way.

While the trains will bring a new look to Queen Street as well as a welcome return of sights once familiar on the BLOOR and DANFORTH routes, the service on QUEEN will be virtually unchanged. The 1½ minute headway now provided between Neville and Sunnyside (with a 2 minute service to Humber) will be replaced by a 3 minute headway of trains from Neville to Humber. Scheduled running times remain the same except in the a.m. rush hour, when an extra 2 minutes in each direction is added, making the trip time equal to the p.m. rush hour's 60 minutes. However, once operators, inspectors, passengers and motorists become familiar with the trains, their advantage will undoubtedly be seen in reduced actual running time and the improved service this brings. Below is a summary of MU operation on Queen effective October 2:

<u>HUMBER</u>	<u>NEVILLE</u>	<u>RUSSELL</u>	
<u>LOOP</u>		<u>LOOP</u>	<u>CARHOUSE</u>
<i>First train</i>			

Morning	6:56 EB	6:42 WB	6:30 EB
Rush			
<i>Last train</i>			
Morning	8:43 EB	8:45 WB	-----
Rush	9:44 WB*	8:45 EB**	
<i>First train</i>			
After-noon	3:46 EB	4:46 WB	3:58 WB
Rush			
<i>Last train</i>			
After-noon	5:52 EB	5:51 WB	-----
Rush	6:51 WB*	5:51 EB**	

\* Arriving WB at Humber. Train uncoupled for eastbound trip.

\*\* Eastbound trains arriving at Neville after time shown are uncoupled at Russell Carhouse enroute to Neville.S.M., D.H.

\* In connection with the start of MU service on QUEEN, the UCRS is running a five-hour MU fantrip on Sunday, October 22<sup>nd</sup>. The trip begins at Russell Carhouse at 10:00 a.m., returning at 3:00 p.m. Runpasts and photostops with the train will be held not only on the QUEEN route, but also on KINGSTON ROAD with a runpast from Bingham Loop to Woodbine Loop and return. Another of the unusual runpasts will be from McCaul Loop to the Church short-turn Loop -- Church, Richmond and Victoria Streets. After the half-hour lunch stop, the train will be uncoupled for 1 hour and 20 minutes of running on other parts of the system. Fare for the trip is \$4.50 in advance, \$5.00 on the cars. A ticket order form is provided at the back of this issue of the NEWSLETTER.

\* The on-again, off-again abandonment of the WATERTOWN line in Boston has once again

The ITRR owns two short freight-only interurban lines which are not physically connected — the former Charles City Western Railway and the Mason City & Clear Lake Railroad. The lines use traction power at 1200 and 600 volts DC respectively.

Other electric locomotives of the above type, LE&N 333, 335 and GRR 230, are now Cornwall (Ontario) Street Railway Light & Power Company, Nos. 15, 16 and 17. J.K.

\* Travellers passing TTC's Hillcrest Shops recently have probably noticed that the southbound carstop pole has a serious lean.

been delayed. MBTA originally planned to drop the line September 9<sup>th</sup> due to an extremely acute equipment shortage. The service would be provided by buses for half a year while MBTA gave its cars much needed repair work.

However, a citizens' group has brought about a court injunction preventing the abandonment of the line. MBTA had hoped to purchase cars from Toronto or Pittsburgh to relieve their car shortage, but, for various reasons, neither system's cars were acceptable. In late October, a demonstrator articulated car from Germany will arrive in Boston for examination by both MBTA and representatives from other systems, including the TTC. Whether or not MBTA orders some of these cars will decide the fate of the Boston trolley system which, without more equipment, cannot last much longer at its present size.

D.T., R.McM.

\* The former Grand River Railway - Lake Erie & Northern trolley locomotives sold to the Iowa Terminal Railroad are now allocated and numbered as follows:

<u>Former Number</u>	<u>ITRR</u>	<u>Division</u>
GRR 222	70	Charles City
GRR 224	62	Charles City
GRR 226	80	Mason City
GRR 228	--	Stored on Mason City
		Division in GRR
		colours.
LE&N 337	81	Mason City.

ITRR locomotive number series are indicative of approximate weights of the locomotives, grouped in ten-ton increments.

Car 4529 collided with both the pole and the TTC Personnel Building when it de-railed at 11:55 p.m., August 23<sup>rd</sup>. Although it was northbound at the time it entered the open switch at the entrance to Hillcrest Yard, it came to rest facing southwest completely off the tracks. Eventually it was re-railed and towed into the yard at 1:35 a.m. No work has yet been done on the car which has probably joined the growing list of permanent residents of Hillcrest. S.M.

\* Elsewhere, the TTC has had problems with its overhead. On August 30<sup>th</sup>, a.m. rush

service was delayed 24 minutes at St.Clair and Spadina when 500 feet of westbound wire fell. Buses snatched from nearby routes filled in for the streetcars until the delay cleared. On August 31<sup>st</sup>, at 9:45 p.m., the overhead came down at Queen & DeGrassi, short circuiting to the track. Traction power was off from Broadview to Carlaw on Queen for 35 minutes resulting in numerous diversions. Eastbound QUEEN and KING Exhibition cars went north on Parliament, east on Gerrard and south on Coxwell. Westbound cars used the same diversion in reverse. Eastbound KING cars diverted up Parliament and along Dundas, while the westbound service went west on Dundas to Church and then south to King. Both overhead breaks were probably the result of the sudden cold snap which hit Toronto at the end of August. S.M.

\* The last run 01 DUNDAS Exhibition to Runnymede Loop occurred on September 4<sup>th</sup> with 4570 making the trip in 16 minutes — 1:05 from the EX, 1:21 at Runnymede — with a lone rail fan aboard. Earlier that day, the last chance to catch DUNDAS-EX cars on their Labour Day Parade Diversion (east on King, north on Bathurst and west on Dundas) while sporting “Runnymede” destination signs escaped the notice of most of Toronto’s trolley fans. While the DUNDAS—EX cars will continue to run from time to time for special events at the CNE grounds before the track to Runnymede is abandoned, they will only go to Dundas West Station. I.A.N., S.M.

#### SHORT TURN

For those interested in old tickets, tokens and transfers, a display of these as well as photos from the TTC collection will be presented at the Central YMCA, 40 College Street, 10:00 a.m. to 10:00 p.m. on Saturday, November 4<sup>th</sup>. .... Rail-grinder W-28 is currently grinding in new carstop rail on the Queensway private right-of-way. .... Car 4528 left Hillcrest Shops for St. Clair Division September 8<sup>th</sup> with red painted wheels. .... RED??? .... Air cars have reappeared, albeit infrequently, on DUNDAS with 4597 seen on DUNDAS/Broadview Station and 4600 on

DUNDAS-Exhibition during August. .... The last remnant of the TRC’s Scarborough Beach Park disappeared recently when a short piece of track on MacLean Avenue, formerly access to the park, was paved over. .... Car 4257, extensively damaged in a head-on collision with 4414 at Queen & Church, July 18<sup>th</sup>, is being scrapped. .... Track on Dundas from University to Bay will be replaced and relayed starting September 11<sup>th</sup>. R.McM., D.H., A.N., S.M., T.W., J.B.

Photo: A flock of gulls takes flight as CN 3703 rumbles across a low trestle into Portland, Maine, with CN’s summer-only Saturday special from Montreal. Photo by Jim Sandilands. 0260-015.jpg