

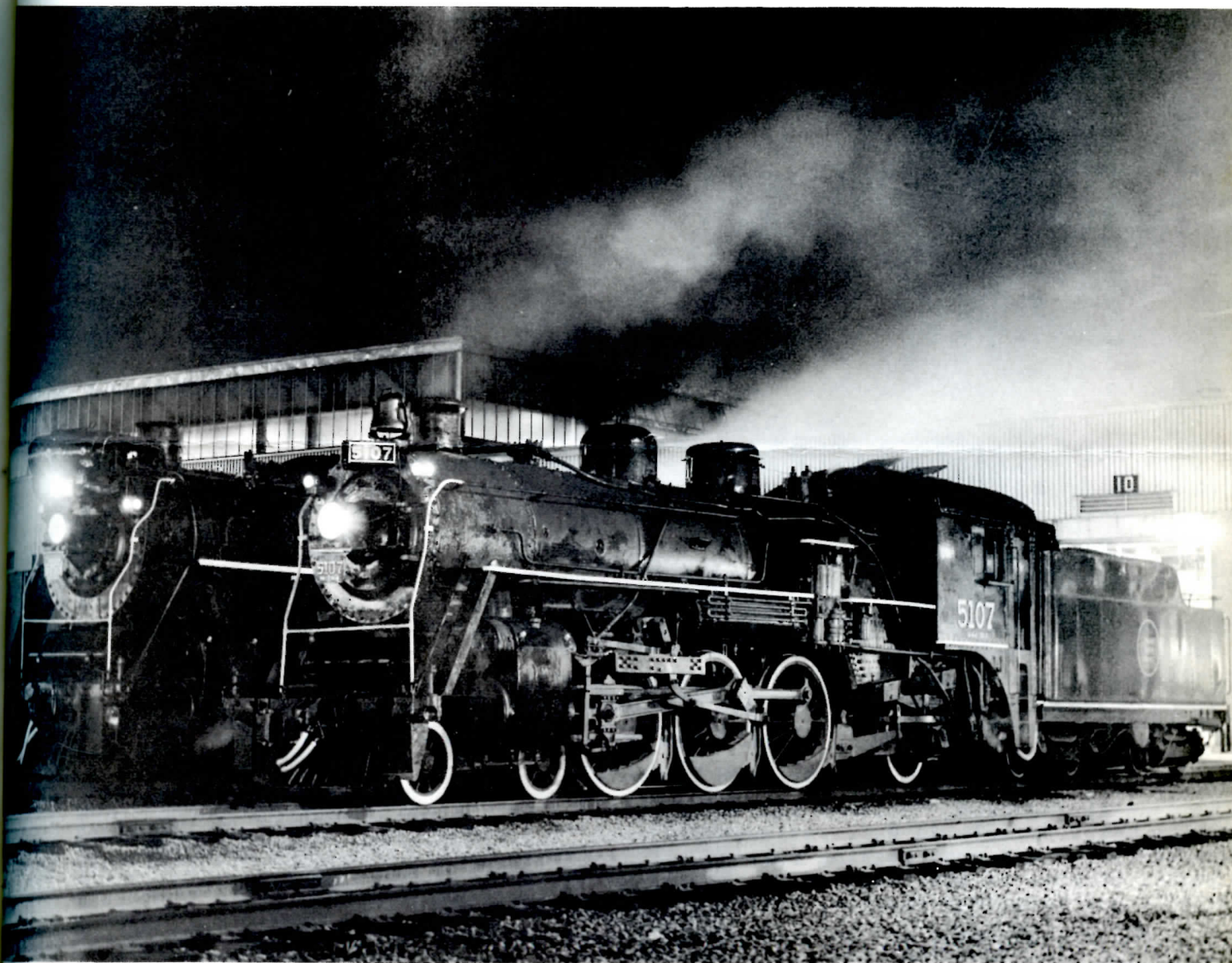


Newsletter

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Over 30 U.C.R.S. members journeyed to Montreal on the June 24th week-end to see these two engines perform on a double headed excursion train to Garneau Junction, Quebec. In this photo by Jim Brown we see 6153 and 5107 standing outside the diesel shop at Montreal Yard after their hard day's work.

UPPER CANADA RAILWAY SOCIETY
BOX 122 TERMINAL "A" TORONTO, ONTARIO



On Tuesday, June 26th, the Montreal Gazette published this photo over the caption "SUBWAY CARS INSPECTED: Twenty-five members of the Upper Canada Railway Society visited the Montreal Locomotive Works in the east end recently to take a look at the new subway cars being built for use in Toronto. Left to right in the foreground are E.A. Jordon, Society president; I. I. Sylvester, MLW manager of transportation products; and K. D. Landell, MLW commercial vice-president." Besides seeing car 5302 in its nearly completed state, those present inspected one of the order of five 1800 horsepower road-switchers under construction for the Pacific Great Eastern.

Our sincere thanks to those at MLW and MacLaren Advertising who made our visit so enjoyable. Photo by David Bier Studios, Montreal.

NEWS FROM VANCOUVER

Keith Anderson, another Vancouver railway enthusiast, adds his comments to Peter Cox's article on B.C. railways that was featured in last month's Newsletter. He mentions that most logging railways close down completely from mid-July to mid-August because of the high fire hazard in the forest areas. Pacific Coast Terminals and Vancouver Wharves, however, operate continuously.

PGE gas-electric and an ex-diner have been sold for scrap and the last steamer on the line, no. 160, was cut up about a month ago, much to the disappointment of the local fans. However, another engine may be put on display; this time it will be Comox Logging no. 12 at Ladysmith.

The West Coast Railfan Association is planning an excursion over the lines of the BCER from New Westminster to Sumas using one of the PCT's 0-6-0 steam switchers as motive power. Stiff grades on the line guarantee a lively performance from the engine, reports Keith.

Newsletter

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West Coast Rail Tour - Part Two

Because of space limitations last month, it was not possible to include all the photos on hand for the article "West Coast Rail Tour". For your interest, however, we have included them this month.

Below we see Canadian Forest Products no. 301, a modified G.M.D. type SW-1200 road switcher similar to the Canadian National's 1200 to 1397 class. The odd-looking protuberance just ahead of the cab is a resistance grid and blower assembly associated with the dynamic braking system installed on the engine. Other modifications to adapt these engines to the rugged mountain topography of Vancouver Island include enlarged fuel tanks and relocated and enlarged air reservoirs for greater braking capability. Note too the home-made oil-can and tool holders mounted on the trucks. Given a few more years use, these engines will probably see as many home-fitted modifications as any steamer ever had.



Although C.N.R. no. 2 earns its keep on Prince Edward Island on Canada's east coast, no. 4 is to be found at the other end of the country, on Vancouver Island at Victoria. This engine is one of three in the ER-4b class. These are 400 horsepower units, built by General Electric in 1956 and exert a maximum tractive effort of 17,000 pounds for their 44 tons weight.



Here we see Canadian Pacific no. 13, a class HS-5b diesel-hydraulic locomotive built by the Canadian Locomotive Company in Kingston, Ontario. This engine, serial number 2991, was built in 1958 and develops a maximum tractive effort of 18,000 pounds at a speed of 7 m.p.h. Like the Canadian National's ER-4 class, these engines have a top speed of 35 m.p.h. although they weigh 1000 pounds more.



6167 and train crossing the swing bridge over the picturesque Trent Canal, north of Washago, on the northbound trip.

Our South Parry Trip

Photos by William Hood.

Here the special blasts through
a narrow rock cut
at Gordon Bay.





Consolidation 282 (Baldwin, 1921) leaving San Lázaro Station with train 110, daily passenger to Puebla.

Long Day's (narrow-gauge) Journey into Night....

N de M's Mexico City-Puebla line

observed by Bas. Headford and Jack Knowles

One of the last remnants of a considerable 3' gauge rail empire still meanders 310 kilometers from Mexico City to Puebla. Not from the brand-new glass and terrazzo Buena Vista Station in the north-central part of the city, but a couple of miles to the north-east, in the teeming, dusty outskirts on the way to the airport. In fact, it is the narrow-gauge, the "via angosta", that the incoming air traveller first sees on entering town, passing alongside the high corrugated tin fence of the "patio" and seeing assorted plumes of smoke and steam that unmistakably spell "locomotive". After crossing the airport road, the unpretentious main line curves round behind the clutter of buildings for 2 or 3 blocks, finally fanning out into a modest station layout. San Lázaro! What a place this must have been 40 years ago, before the shrubbery in the walled front patio rose up rank to smother the graceful arches and, indeed, hide the entire building from the street. Even the grubby aspect of the interior couldn't completely dull the feeling of past grandure about the place, with its beautiful wrought iron gates and window grills.

We lined up with the throngs early in the morning to buy one-way tickets at \$11.70 (Pesos, that is, or the grand sum of 93¢) for a second class fare. There was, we were told, no longer any first class accommodation offered (to which, 14 hours later, we would heartily agree). Shortly thereafter, the platform warning bell tolled, and our 7-car train eased out with a series of gentle lurches. Down past the backs of the cantinas and through the yard, past the oil-soaked round-house area, along the median strip of the new super-highway (and there's an anachronism for you) and we were suddenly in the country, catching our first glimpse of Ixtaccihuatl and Popocatepetl, towering, snowcapped landmarks which we would see from 3 sides as the day progressed. A few miles out, we stopped at Los Reyes, where we first experienced that phenomenon of the Latin-American railroad scene, the station vendors. Literally scores of women ambushed the train even before the wheels had stopped turning, rushing through the cars and hawking all sorts of poisonous-looking messes in their shrill voices. Little did we reckon that this assault upon the senses was to be repeated many times that day.

As the map shows, most of the business of the narrow-gauge concerns skirting around the base of the aforementioned mountains, and servicing a goodly number of towns in the process. Actually, many more stops are made than are shown on the



We meet a 2 engine train at Pastor. Note the lower-quadrant signal (common in Mexico) visible above the first gondola.

timetable. While there is no terrain that could be called spectacular by Colorado standards, nevertheless hairpin turns and multi-level ascents through the hills on grades approaching 4% made hard going for the engine. Behind the head-end cars, the passenger accommodation consisted of home-made open platform coaches with 26' bodies and Andrews freight trucks. We found the seat spacing to be somewhat spare for out lanky "turista" frames, and elected to sit on a battery box at the end of the coach. Windows were small and grimy, but there was always the open platform, where the air was cool, if dusty, and the view unrestricted. Through a series of mixups which saw us embark on this journey sans our usual box lunch, coupled with our aversion to the enchiladas and other "treats" thrust at us through train windows hunger soon set in, and we even mustered enough courage to edge through the crush of soldiers surrounding the "newsy" and pay 2¼¢ (it would have been a bargain at \$5!) for a bottle of lukewarm Pepsi-Cola. Pepsi! Surely, when the Conquistadores swept across this vast land, claiming its riches for Mother Spain and its people for the Church, the Pepsi-Cola salesman could not have been far behind. We

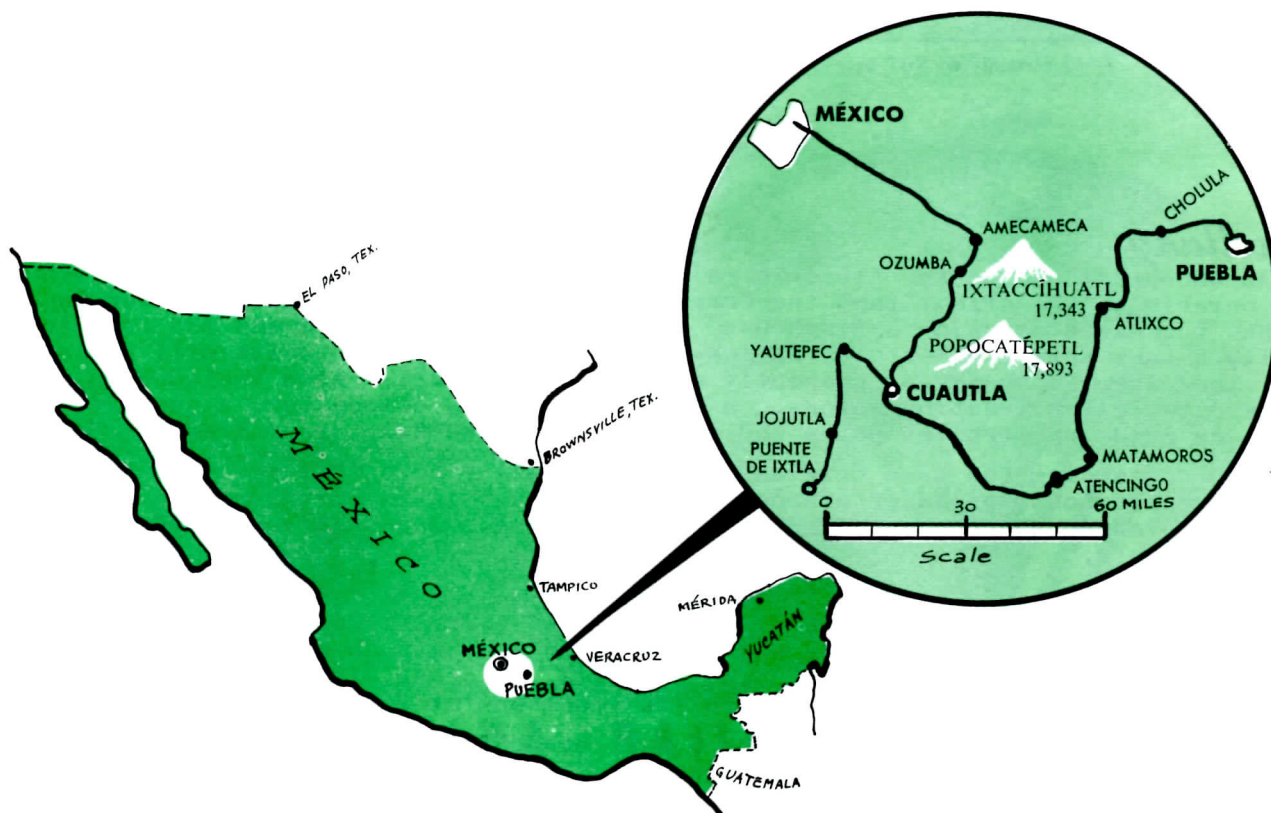


This is the Puente de Ixtla connection at Cuautla, headed by a diminutive 2-8-0 outshopped by Kerr-Stuart in 1904.

found it everywhere. At this point we met Enrique, the train's Auditor. Because of heavy patronage of Mexican trains, the crew concerns itself only with operation, leaving the ticket-taking duties to a non-operating Auditor. The fact that train and engine crews work right through to Puebla (on this day it was over 14 hours!) may explain why Enrique was more than a little aflame with the grape. Cornering us time and again, he would launch into thundering oratory, of which I could decipher odds and ends of an impassioned appeal to the foreign dominators (us!) to give Mexicans their liberty. "Onward...Upward! We Mexicans don't want to fight! We want shoes!" How happy we were to concur on that fighting bit, especially since he was beginning to attract the attention of the soldiers, who came to peer at us through the end door of the coach. As for the shoes; after three days of tramping the streets of Mexico City, we would have given up ours, and the feet in them. Enrique was, however, anxious to be friendly, and wound up each sermon with handshakes all round and protestations of undying friendship.

Cuatla is a busy division point and branch line junction, and here our engine was serviced, while we photographed the other locomotives working in the yard or preparing to depart with the branch line connection. From Cuatla the branch goes to Puente de Ixtla, 81 Kilometers. During the trip we met numerous freights, mostly with 2 engines and about 8 to 12 cars. A good part of the line's business seems to be the transportation of gypsum to several large plants near Mexico City. But the short trains, light rail and general state of disrepair are sure signs that track widening, promised for many years, cannot be far off. Indeed, all tie replacements over the past 15 years or more have been made to accommodate standard gauge rails.

The second half of the line dropped down sharply into sugar cane country, and extensive cane-carrying trackage of various gauges paralleled the line for miles. Hours later, after nightfall, we trundled along under a veritable blaze of stars, the huge headlight bathing the right-of-way in a pretty feeble glow (due, no doubt, to the fact that the glass was of the factory-window variety, the kind that has chicken wire embedded in it) and the oil fire giving out explosive bursts of light which did as much to illuminate the proceedings, as we approached, inevitably, the end of the line. We joined the standard-gauge railway from the City at an important junction outside the town, and finished the trip on heavy 3-rail track, complete with block signals.



CN Montreal-Garneau Excursion Weekend. . .

Nostalgia



.. "I certainly do NOT have a cinder in my eye ... she's just so beautiful I can't help crying!"

.. as seen by the Montreal Star

Miscellany

* An encouraging note for electric railway enthusiasts is a report from Cornwall, Ontario to the effect that the Cornwall Street Railway, Light and Power Company has purchased Baldwin-Westinghouse trolley locomotives 333 and 335 from the dieselised Lake Erie and Northern Railway. Presumably, these units will replace two of the older locomotives presently on hand in Cornwall. Also included in the sale were two extra traction motors, a spare blower and compressor, a quantity of resistance grids and trolley poles and several wheel and axle assemblies.

* Also concerning the Lake Erie and Northern is the news that the overhead has been removed to south of Waterford now and the track between Simcoe and Port Dover will be removed at the same time as the line gang removes the overhead between those two points.

ERRATA

The June issue of the Newsletter contained two errors which should be corrected: TTC car 4742, rather than 4732 was involved in the head-on collision with 4227 at Bloor and Dundas Streets on May 25th. No. 4742, a former Birmingham car, is at present nearing completion of repairs to its front end at Hillcrest Shops.

Also, the Manitoba terminal of the C.P.R. branch line which was the subject of the article on Page 71 is Reston, not Preston.