newsletter

1867 1967

July 1967 • 75c

THIS ISSUE ONLY

Upper Canada Railway Society

UPPER CANADA RAILWAY SOCIETY 1941

CANADIAN PACIFIC MOTIVE POWER NOTES

* To facilitate repairs to its damaged CLC cab unit 4054, CP recently purchased the carbody of retired CN unit 9344, a locomotive that was removed from CN records on February 15th, 1966. Apparently the innards of 4054 are to be installed in the carbody of 9344 and the resultant unit will assume the identity of CP 4054. The work will be done at CP's Ogden Shops in Calgary.

* Canadian Pacific returned all of its leased Boston & Maine units to the B&M at the end of May.

BELOW: Minus handrails and looking somewhat the worse for wear, CP's SD-40 5519 was photographed at Alyth shops on June 10th, after an affair with a mud slide.
/Doug Wingfield

CP BUSINESS CAR GETS A NEW NAME

* A new name appeared in the ranks of Canadian Pacific business cars during May, 1967. It is "Shaughnessy", a name recently applied to the former car "Thorold", currently assigned to the Freight Traffic Manager at Vancouver. It honours Thomas G. Shaughnessy, later Baron Shaughnessy, G.C.V.O., who was Canadian Pacific's third president (1899-1909), first chairman and president (1910-1918) and second chairman (1918-1923). The car had once been used by Sir Edward W. Beatty, G.B.E., the Company's fourth president, and was named after his birthplace, Thorold, Ontario.

The newly-named "Shaughnessy" joins three other CP business cars already carrying names of individuals now legendary in the history of the Company -- "Strathcona", "Mount Stephen" and "Van Horne".

/OSAL

The first unit of a fleet of 150 cabooses to be put in CN service this summer has been making a get-acquainted tour of the road's eastern lines. The new vans boast axle-driven generators, roller bearings and cushion underframes. In Truro (LEFT/J.A. Brown), the caboose was inspected by an official party which included Maritime Area manager J.G. Davis, at left. The interiors (ABOVE/CNR) are finished in bright, contemporary colours.

Confederation Train

It's mid-year, and by now Canada's Confederation Train has passed the halfway mark in its coast-to-coast itinerary. When the train closes its doors for the last time on December 5th, in Montreal, it will have completed a total of 83 exhibit stops at 63 cities in nine provinces. The largest city visited by the train is Montreal, with a population of over two million, while Jasper, Alta., with 3,000 inhabitants, is the smallest.

The Confederation Train was conceived to bring to the people of Canada a vivid recreation of the country's history as well as a unique conception of what its future may hold. The train provides a living experience for visitors as it makes use of sound, light, odour and multi-dimensional visual exhibits to tell the story beginning one million years ago when Canada was a tropical land.

Just what is the Confederation Train? Let's take a closer look:

Fifteen pieces of equipment comprise the Confederation train, all of it supplied by the two national railways. The six air conditioned display cars, of course, are the raison d'etre of the Confederation Train, while seven service cars provide sleeping, dining, luggage and power facilities for the permanent train staff and railway personnel accompanying it. Motive power is provided by two GMD units.

The train is permanently staffed by 22 men. Under the supervision of the Train Manager and his assistant, they include exhibit superintendents, electricians, mechanics and other specialists qualified to deal with problems which might develop in the display cars. Railroad personnel from the region in which the train is operating also accompany it, to oversee the handling of the train and to keep close watch on its mechanical and electrical equipment. Train security is the responsibility of a seven-man RCMP contingent.

Display sites for the train have been established by the federal Centennial Commission, working in conjunction with the railways and local Centennial committees. Population was the deciding factor in determining the duration of exhibition in any given community or region; for example, 98 days are scheduled for the Ontario portion of the tour, while Prince Edward Island will play host for just five days.

LEFT: During the British Columbia portion of its tour, the Confederation Train's lead unit acquired a pair of standard CN ditch lights, for improved night visibility.
/Canadian Kodak

ABOVE: Crowds like this have greeted the Confederation Train all along its route. This was the scene at Victoria, B.C., on opening day, January 9th, 1967.

LEFT: Secretary of State Judy LaMarsh removes the seal which had been placed there eight days before in Ottawa by Madame Vanier. This act officially opened the Confederation Train to Canada's public.

LOWER LEFT: After the official opening, dignitaries inspected the exhibits. This is a portion of the railway display.

LOWER RIGHT: Imagination played a large part in the establishment of the displays aboard the Confederation Train. Here, for example, a section of a coal mine tunnel has been created as a setting for a display on the uses of metals found in Canada.

/All photos courtesy of The Centennial Commission

The designers and technicians, artists and craftsmen who had a part in the creation of the Confederation Train have done a superb job. Externally, the train is finished in two-tone purple with grey roof and black underbody and trim. On a basic white ground, the display cars carry an abstract geometric representation of the train's story line; inside, the exhibit themes are arranged as we briefly describe here:

CAR ONE:

Here the land is born. The visitor experiences Canada of the ice age and the early Indian civilizations which followed it. He is reminded that the very discovery of the new world was brought about by a European desire for the riches of the Orient, and he realizes that this new land which lay in the path of the explorers had bountiful riches of its own.

CAR TWO:

The visitor becomes an explorer, as he stands on the deck of a Viking ship and listens to the sounds of a wild sea. Courses of the adventurers Cabot, Cartier and Champlain and others are traced -- by map and artifact -- to Canada's first settlements. A disturbingly realistic diorama portrays steerage conditions on an early sailing ship, experienced by early immigrants to Canada.

CAR THREE:

Ancient and modern tools and machines -- the means of settlement -- contrast the life of early 19th century French Canada with that of the present. The confused state of pre-Confederation colonies moves toward stability in the Confederation Chamber, 1867.

CAR FOUR:

The visitor travels through the final years of the 19th century as more provinces join Confederation. Photographs and artifacts recall the North West Mounted Police, the Riel Rebellion, the Klondike gold rush....and the completion of the Canadian Pacific Railway.

CAR FIVE:

Canadian troops go to war for the first time for her allies, first in the Boer War, then in the Great War which is brought home with terrible reality by a replica of a sandbagged trench. Then on to the roaring twenties, the sad thirties and finally, in 1939, war again.

CAR SIX:

World War II wages abroad while at home, Canada's industry turns out equipment needed for the war effort. The atomic bomb terminates the fighting and casts a question mark on the world's future. Canada's peacetime contributions in science, politics, medicine, industry, the arts and international affairs blend with images of the future to suggest that even greater things are in store for Canada.

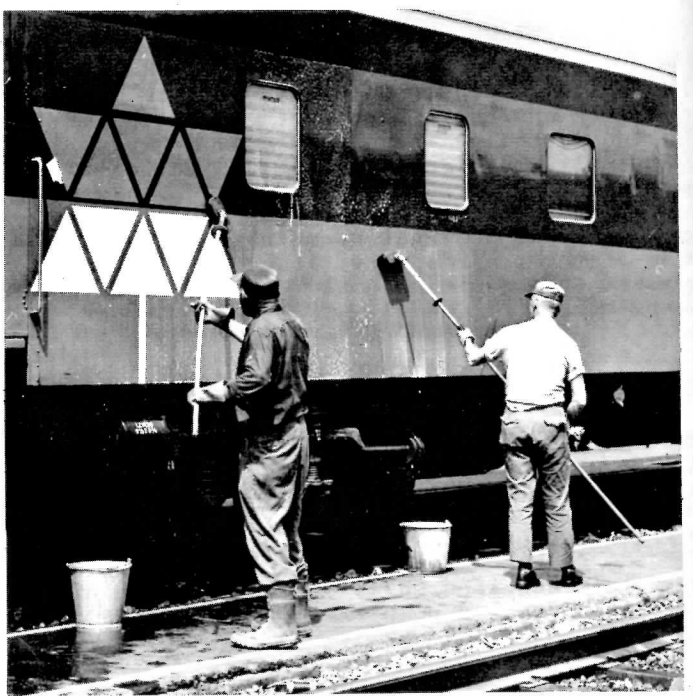
CONSIST OF THE CONFEDERATION TRAIN

Locomotive 1867	CPR 1411
Locomotive 1967	CNR 6509
Steam Generator Unit	CNR 15463
Baggage Car	CPR 4224
Sleeping Car	CPR Oak Grove
Dining Car	CNR 1303
Sleeping Car	CPR Ash Grove
Sleeping Car	CPR Fir Grove
Electrical Generator Car	CPR 4731
Display Car No. 1*	ex-CPR 2298
Display Car No. 2*	ex-CPR 2285
Display Car No. 3*	ex-CPR 2266
Display Car No. 4*	ex-CPR 2258
Display Car No. 5*	ex-CPR 2240
Display Car No. 6*	ex-CPR 2236

* Display cars are owned by the Government of Canada.

LEFT: In the first half of its tour, the Confederation Train enjoyed just one extended pause for servicing -- at Toronto, at the end of June. Here, the two units idle side by side in CN's Spadina roundhouse.

/J.A. Brown



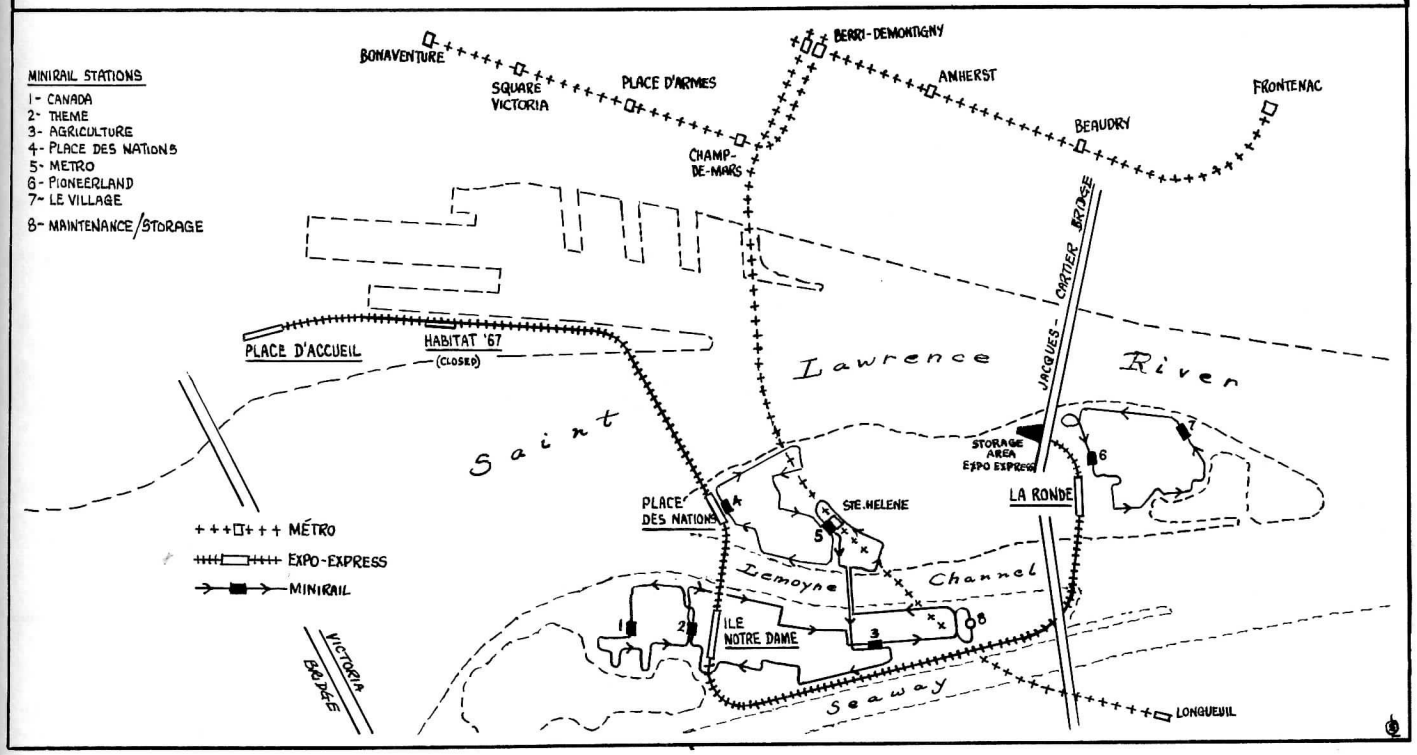
RIGHT: The June servicing stop was a time to restore the train to like-new condition. Scrubbing and polishing was the order of the day. /J.A. Brown

BELOW: On its way to exhibitions in London and Windsor, the Confederation Train climbs toward Guelph Jct on Canadian Pacific rails. This location is also shown on this month's cover.

/J.A. Brown

Man and His Trains

by Omer Lavallee
all photos by James Sandilands



Considering that the theme of Expo 67 at Montreal is 'Man and His World' -- a portrayal of man's accomplishments and his aspirations both in a terrestrial environment as well as in outer space -- comparatively little room is given over to show progress in transportation, more particularly the subject which interests railway hobbyists. Contrary, nonetheless, to a statement attributed to the writer which appeared recently in a United States periodical, Expo 67 is not, by any means, totally devoid of rail exhibits, for those who wish to seek them out, though it should be said that followers of the marine industry will find rather more to interest them, than those whose hobby is railways or trains.

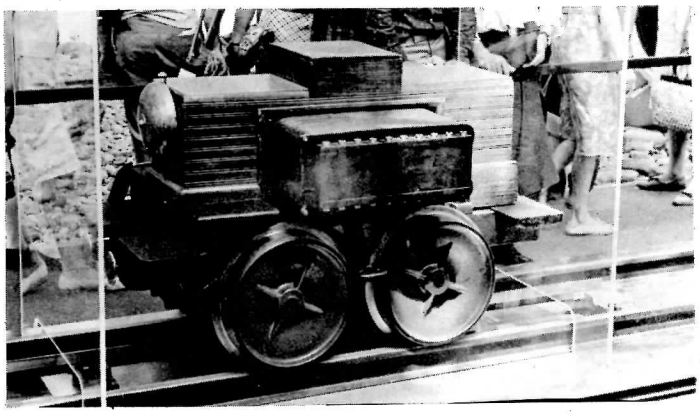
Reference to rail transportation at Expo may be found in several ways: (a) as three-dimensional exhibits; (b) in the visual media such as films and slides; (c) in practical use as part of the primary and secondary transit systems. We will consider them in this order.

THREE DIMENSIONAL EXHIBITS

The Canadian pavilion gives a nod of acknowledgement to the part which the railways have played in the evolution of Canada by incorporating certain recognizable artifacts into a highly stylized setting in the transportation and communications wing of that pavilion. A transport mobile at the centre of the display includes a pair of 69" or 70" driving wheels from an actual locomotive; the wheels themselves are stationary. Adjacent to the wheels and arranged in a geometric pattern are main and side rods; on a nearby panel appear valve gear parts. A cursory examination suggests that at least some of these objects come from a Canadian Pacific locomotive -- one of the rods bears markings which look like '2659'. Positive identification of some of these pieces would form an interesting project for anyone who wishes to spend some time examining the whole exhibit minutely.

Canadian National's TurboTrain forms the subject of a wall illustration and another exhibit portraying piggyback transportation incorporates about two-fifths of a full-sized flatcar lettered C.R. (for 'Canadian Railways' perhaps?) and numbered 101967. A display of heavy rail mounted vertically is intended to symbolize the building of the transcontinental between Montreal and Port Moody; individual rails are inscribed with the year in which various sections were opened; several of the dates are inaccurate, incidentally.

The only full-sized complete piece of railway motive power of a historical nature at Expo is a feature of the pavilion of the German Federal Republic. From the point of view of size, this exhibit is not particularly imposing, but it possesses great historical significance. It is a small, perhaps 60-cm gauge, electric locomotive, which was used to haul passengers beginning May 31, 1879 on an intramural railway at the Berlin Exposition in that year. Collecting current from a centre third rail, this unit is claimed to be the first practical application of electricity to transport the public by rail. Elsewhere, on an upper level, the German pavilion features a whimsical HO model railway, evidently intended as a 'spoof' on German technology.



Another complete, full-sized railway object is a standard-gauge ingot car as used in a steel mill; this unit is placed in front of the steel industries' exhibit on Ile Notre Dame. Nearby, the pavilion of the U.S.S.R. exhibits a number of models of industrial plants incorporating railway models, some in quite large scale, which illustrate contemporary Russian diesel-electric locomotives and cars; several trains operate on a multi-track oval.

The pavilion of India gives a fair amount of space to railways, considering the part that this mode of surface transportation plays in that nation. Statistics point to the fact that India, possessing only one-fortieth of the world's land area, supports nearly one-seventh of its population; to service this mass of humanity, Indian railways operate daily some 100,000 trains, hauling six million passengers and some 600,000 tons of goods. At the pavilion, there is a model of the first electric locomotive built in India, in about ½" scale, situated next to an alabaster model of the Taj Mahal; thus do the constructional skills of modern India stand in stark contrast to those of her storied past!

In another section of the pavilion, there are five more scale models (these in about 1" scale) showing another electric locomotive, a diesel-electric locomotive and three passenger cars, the latter with roofs open showing fully detailed interiors including both European and 'native' toilets! The railway theme is continued on the exterior of the pavilion with a pair of broad-gauge wheels mounted on a short section of steel-tied track, an automatic coupler adapted for use with hook-and-screw equipment, and -- of all things! -- a cylinder saddle for a steam locomotive built in India.

In the Congo exhibit, at Africa Place, there are models of a steam locomotive and of a diesel-electric. Great Britain's pavilion offers token recognition to that nation as the birthplace of the steam locomotive with a 1" scale model of Stephenson's "Rocket". And the list goes on.

ABOVE: A minirail train passes a switch, whose position can be changed by rotating the curved segment (below the car) into operating position.

LEFT: This tiny, wood-jacketed German "B_o" electric locomotive thrilled another generation of exposition-goers eighty-eight years ago in Berlin.

VISUAL MEDIA

Graphic references to railways are to be found in many of the films and slide programs featured at the different exhibits.

Contrary to what one might expect, the films shown at the Canadian National and Canadian Pacific--Cominco pavilions are not basically related to transportation. Canadian National's film theme is 'Motion' and the rail-minded viewer is rewarded by glimpses, here and there, of CN's distinctively-painted locomotives and cars. Canadian Pacific's film is entitled "We Are Young" and relates to youth ; it contains no corporate identification whatsoever, but there is a brief sequence taken of the Fraser Canyon from a gasoline track car.

It has not been possible, to date, to monitor all film and slide presentation at Expo, but references to this medium are found at many of the pavilions. The French pavilion for example features scenes taken along the route of French express trains, while the film at the Swiss pavilion includes a memorable sequence of a metre-gauge Rhätische-Bahn train curving across the oft-photographed stone viaduct near Filisur, in the Grisons.

LEFT: An Expo Express train at La Ronde station, showing the 'pod' in which the control cab is situated, blazoned with the device of "Man and His World".

TRANSIT SYSTEMS

If exhibit references to railways are rather sparse, the transit enthusiast will be more than compensated by the primary and secondary transit systems at Expo.

The selection of a mid-river site for the Montreal exhibition automatically eliminated, at the outset, any prospect of allowing direct access by the public by private automobile. In view of expected attendances exceeding half a million visitors per day, the designers did not hesitate to have recourse to rapid transit principles to transport the public between the exhibition site and the adjoining mainland areas.

Expo Express

The primary transit system is a 3½-mile, standard-gauge, 550-volt, double track route drawing current from a third rail, and employing eight six-car rapid transit trains constructed by Hawker Siddeley at Fort William, Ontario. The accompanying map will show the route of this system, which begins at Place d'Accueil near the Montreal end of the Victoria railway/highway bridge, and extends to a terminal at the La Ronde amusement area in the shadow of the Jacques Cartier Bridge, with intermediate stations at Place des Nations and Ile Notre Dame. A fifth station, installed for trains in the outward direction only at Habitat 67 near Place d'Accueil, was closed a few days after the opening of Expo, so that the rail system could concentrate on the heavy demand for transportation between the mainland and the island stations. The Habitat area is now serviced by an auxiliary MTC autobus service which it was found necessary to instal, to supplement the rapid transit system, between Place d'Accueil and Ile Notre Dame.

The rapid transit system is known as "Expo Express" and is a fully-automated rail service controlled from a centre at Place d'Accueil, which is on view to the public. The trains operate according to coded circuits, and though there is an operator in the control cab of each train, his sole duty is the operation of the doors. There is voice communication between both ends of each of the eight trains and the control centre. It is possible for an operator to take over control of a train and operate it manually by controller, if necessary. All operating and maintenance personnel are on loan from the Montreal Transportation Commission. Train and platform staff wear MTC uniforms.

The sheds and maintenance depot for the Expo Express are situated under the Jacques-Cartier Bridge at the La Ronde end of the line beyond the terminal station at that point. The line is laid throughout with heavy rail and power switches, but in view of its temporary nature, the ties are not creosoted and the superstructures of the stations at Habitat 67, Place des Nations, Ile Notre Dame and La Ronde are made up of brightly-coloured awnings, guyed with steel rods and cable.

The equipment was originally marshalled in eight trains, as follows:

Train	Car Numbers
1	A01/B02/C03/D04/E05/F06
2	A07/B08/C09/D10/E11/F12
3	A13/B14/C15/D16/E17/F18
4	A19/B20/C21/D22/E23/F24
5	A25/B26/C27/D28/E29/F30
6	A31/B32/C33/D34/E35/F36
7	A37/B38/C39/D40/E41/F42
8	A43/B44/C45/D46/E47/F48

As minor repairs have become necessary on individual units, some of these arrangements are periodically disrupted. All cars are motored, though only the 'A' and 'F' series cars have control cabs. These cabs are mounted in a wedge-shaped "pod" at the non-train end of each control car. All cars are air-conditioned and feature rather larger windows than are usually found in transit equipment, as a concession to the tourist aspects of the system.

A number of the Expo Express cars have been 'sponsored' by individual Canadian cities and towns, and are named and numbered as follows:

Car No.	Name	Province
A13	St. Michel	Que.
B14	Pointe Claire	"
C15	St. Lambert	"
D16	Anjou	"
A31	Town of Mount Royal	"
B32	Burnaby	B.C.
C33	Cornwall	Ont.
D34	Metropolitan Toronto	"
E35	Pointe-aux-Trembles	Que.
F36	Richmond	B.C.

Expo Express charges no fare; it is free to all visitors to Expo who may embark on it and ride it at will, as often as they wish and for as long a journey as desired.

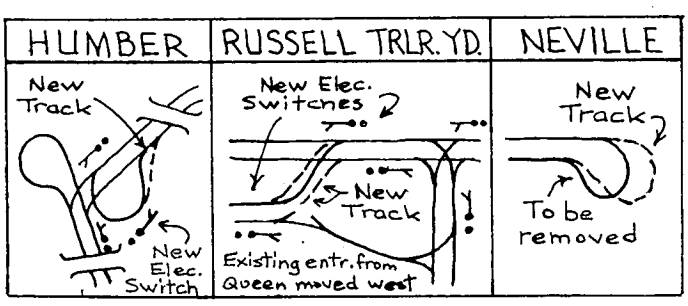
Metro

Visitors may also travel direct to the heart of Expo 67 by means of Line No. 4 of the Montreal Metro, whose station is situated on Ile Saint Helene near the pavilion of the United States. The normal Montreal transit fare of 30¢ cash, or four tickets for $1.00, is payable.

SHORT TURN

The TTC recently announced that subway stations on the BLOOR-DANFORTH extensions will be of different design than existing stations and that the "bathroom" design of station on YONGE and BLOOR is on the way out. New facilities will be spacious and eye-pleasing. The golf club pro shop in Victoria Park Station is already open.....Two interesting rumours have been monitered in Toronto. One is that the Expo-Express cars will be purchased for use in the Mount Royal Tunnel in Montreal, and the second is that the TTC has an option to purchase fifty trolley buses from an operator in Western Canada. If this is true it will justify all the extra overhead installed at Lansdowne earlier this year.....Car 4490 has been rebuilt with a 4625 - type rubber - mounted windshield, and was the car used on the annual UCRS night fantrip.....car stops on Queen at Brookmount and Caroline, both eastbound, will be rebuilt in the near future, judging from recent activities of TTC crews in removing asphalt at both stops and replacing it with cobblestones. .....KING-EXHIBITION for 1967 will operate over the 1966 route to Woodbine Loop, contrary to a rumour that it would run to Main Station..... Car 4600 rear-ended 4643 at Queen and Brookmount on June 2, and 4595 rear-ended 4703 at Gerrard and Woodbine on June 20. All except 4595, which suffered extensive damage, are undergoing repair and 4643 is already back in service.....QUEEN car 4381 was recently spotted at Broadview Station.....BATHURST runs 12 and 17, cars 4536 and 4509 respectively, operated to Main Station on July 7 during evening rush, signed BATHURST in both directions.....W-26 and C-1 were removed from the far corner of Hillcrest on June 27, the former for scrapping and the latter for storage for the OERHA, who wish to purchase the car... ....unused rail from the former Frederick Loop was removed by city crews between June 6-11... ....overhead was finally removed from Parliament Loop on June 15.....Recent air cars receiving paint jobs are 4275 and 4290, while 4212 and 4227 received touch-ups.....Grinder W-28 is currently working Queen Street east of Russell. W-27 is still in the subway, but has not been used since last year..... /JFB, SM, TW, RM

* Preparations for multiple-unit service on the QUEEN route are proceeding rapidly. Trackwork required for the rebuilding of Neville Loop and Russell Trailer Yard is now assembled, and installation may begin at any time. New rail for the new tangent track at Humber Loop is now being assembled, while overhead for this installation was put up on June 19-20. Diagrams of the new trackage arrangements are below.



Work commenced in July on conversion of electric switches for MU trains, as follows; Queen and Church, both ways, on July 3; Woodbine Loop and Kingston Road & Queen on July 4; all three entrances to Russell Carhouse on July 4 (but not the exit on Connought Avenue); Queen and Parliament, both ways, on July 5; Queen and Coxwell, east to north, on July 6 and Don Bridge on July 6-7. The second half of the diamonds at Queen and Victoria were replaced during the week of July 3. /SM, JFB

* Coxwell Avenue, from Upper Gerrard to Danforth, was closed to street car traffic at 7.36 p.m. on June 15. Overhead was immediately removed from Danforth Loop and from the Danforth Avenue exit, north to west only. The switch at Gerrard and Coxwell was welded for the curve and the electric (SR) switch disconnected. Access to Danforth Division is now via Gerrard, Main and Danforth. Short turn CARLTON cars now operate to Coxwell-Queen Loop, sometimes delaying COXWELL buses.

Paving tenders were recently called for the abandoned section of Coxwell, and for Spadina (College to Bloor) and Weston Road (Keele to Northland). Paving work will begin soon on Lansdowne Avenue, and some track is being removed by TTC crews in the vicinity of Lansdowne Division.

When the overhead from the abandoned section of Coxwell is removed, it will be re-strung on Dundas for the JUNCTION trolley bus (#40); overhead for the trolley buses is already in place at Runnymede Loop, and steel poles are being installed at various points on Dundas to support the extra load. /SM, TW, RM, JFB

* Diversions of street car service were many and varied during the latter part of June and the first week of July. Between June 19-22, QUEEN Night cars were operated via Church and King to Sunnyside, both ways, to permit the city to perform sewer work. It was shortly discovered that the city was not doing the work, and as a result QUEEN cars were diverted on June 25-26, eastbound only, via King and Shaw between 2.00-3.47 a.m. and via Spadina, Adelaide and York from 3.47 to 3.00 a.m. Monday. Cars were then diverted both ways for another 2½ hours via Spadina, King and Parliament.

During Centennial celebrations on July 1, QUEEN cars were diverted three times. The eastbound routing in all cases was via Spadina, Adelaide and Victoria. The first westbound diversion was via Church, King and Spadina, with the remaining two using Victoria, Richmond and York. A few CARLTON cars were wyed at McCaul during the parade, and at least one car was stored on Church at Carlton the same day for a rock show at Maple Leaf Gardens.

During the rebuilding of the south to east curve at Parliament and Gerrard on June 5, CARLTON Night car 4717 derailed at 3.20 a.m., blocking service for 2½ hours. Cars were wyed at the intersection while buses handled the eastern end of the route. At 6.35 a.m., car 4635 derailed on the same curve blocking service for 45 minutes. As the day service was coming out in full force, cars were diverted both ways via Broadview, Queen, King and Church Streets.

On June 11, CARLTON cars were diverted westbound via Broadview, Dundas and Parliament due to sewer work. /SM, RM