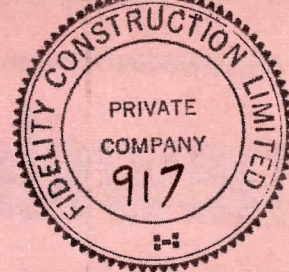
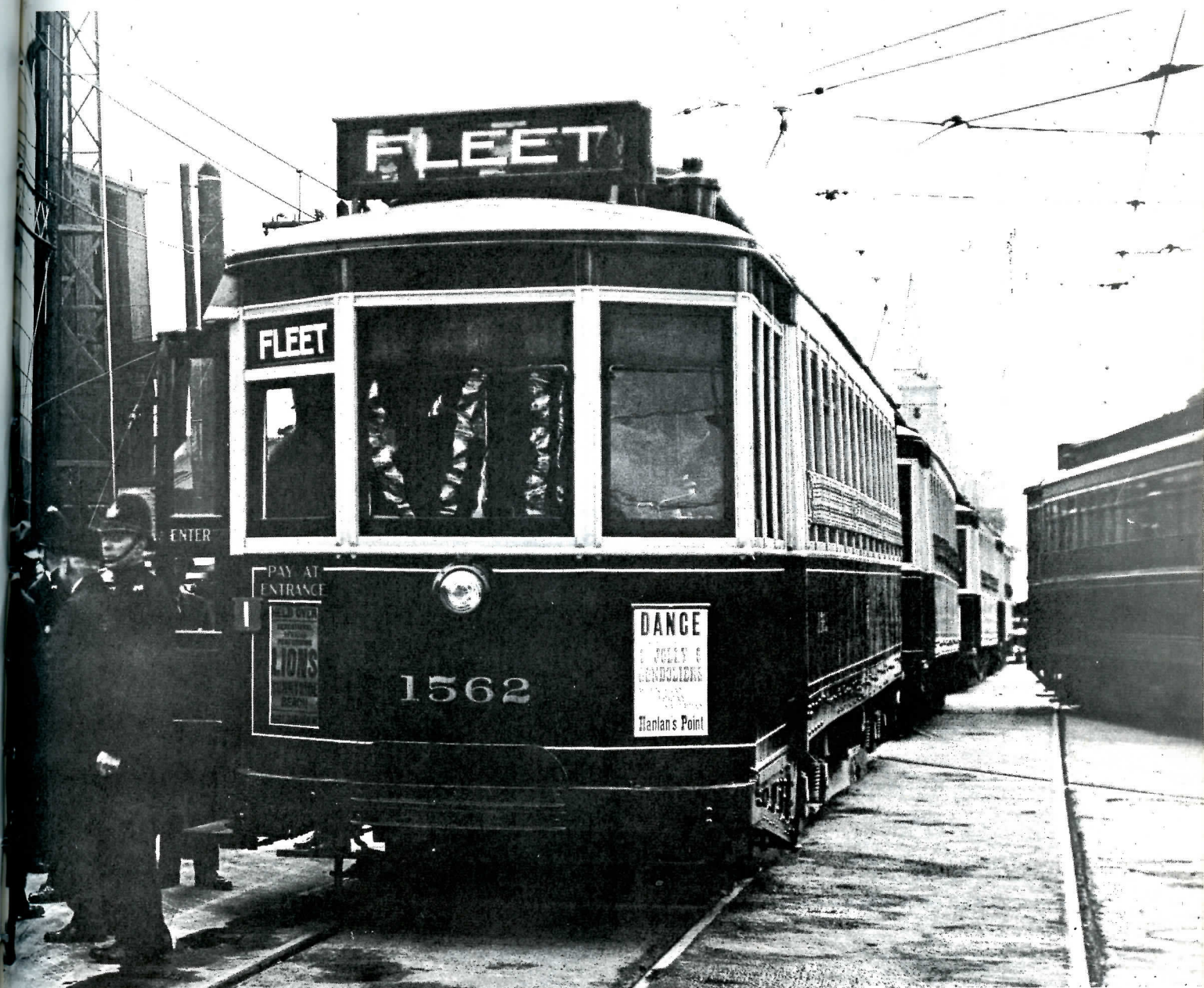


newsletter



August 1967 • 50c



Upper Canada Railway Society



BRITAIN

Comes to the Rail Museums

By Omer Lavallee

The month of April saw the port of Montreal play host to two consignments of British railway equipment -- comprising no less than three locomotives and a passenger car -- bound for North American museums.

One locomotive, British Railways No. 60010, an A4 4-6-2 named 'Dominion of Canada', arrived aboard the Canadian Pacific steamer 'Beaverok' on April 24th, bound for the Canadian Railway Museum at Delson, Quebec. Stowed in one of the ship's holds, it was not off-loaded until Wednesday, April 26th.

The A4, newly painted at Crewe Works in BR's standard green livery, was accompanied by a foreign corridor tender, that of another A4 -- 'Miles Beevor' -- recently withdrawn; this substitution of tenders was made during the exterior restoration and painting of the past winter. The original name plates of the locomotive had apparently been disposed of, since new nameplates of wood were mounted on the engine. While it is usual for a locomotive's main rods to be removed for dead movement, curiously, all of 60010's side rods had been taken down as well, the rods and motion being crated and stored separately aboard ship.

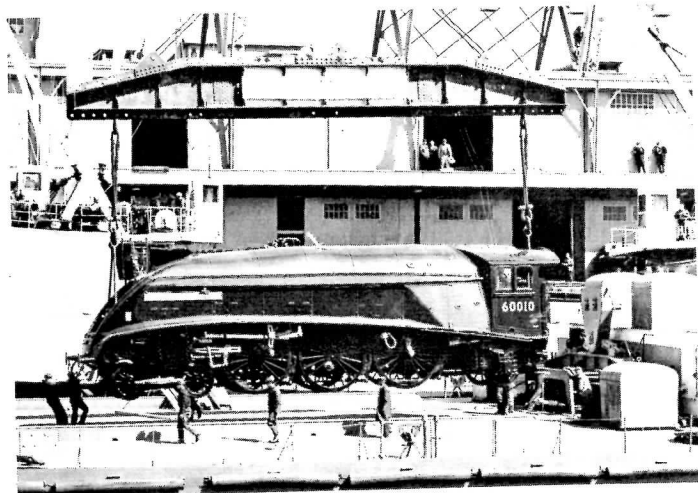
The locomotive was moved from the foot of McGill Street (where it was unloaded) to CP's Hochelaga Yard on April 26th, and from there to St. Luc the following day. Still free-wheeled, it was transferred from St. Luc to Delson on the morning of April 28th.

No. 60010 was built at Doncaster Works in 1937, to the design of Sir Nigel Gresley. One of 35 streamlined engines of the A4 class of the former London & North Eastern Railway, its original number was 4489, and when outshopped it bore the name 'Woodcock'. In the summer of 1937, the LNER introduced a new non-stop express service running the 400 miles between London and Edinburgh in six hours, and in keeping with the spirit of the Coronation Year of King George VI, named the train Coronation and the locomotives assigned to it after major constituents of the British Commonwealth. Accordingly, 'Woodcock' was taken back into the shops and refinished in the now-famous garter blue livery adopted for this train. The new nameplates, bearing the inscription "Dominion of Canada", were unveiled at Kings Cross station in London by the Hon. Vincent Massey (then High Commissioner for Canada in London, and later Canada's first native-born Governor General) on June 15th, 1937. No. 4489 was also fitted with a Canadian locomotive bell and whistle, and bore the coat of arms of Canada on the cab side below the engine number.

The A4 class attained a measure of distinction when one of its class, No. 4468 'Mallard', attained a speed of 126 m.p.h. on July 3rd, 1938. This is the highest officially-authenticated speed ever attained by a steam locomotive. Fittingly, 'Mallard' itself is preserved in the Clapham Museum in London. Several other A4's are also preserved, including another on this continent, at Green Bay, Wisconsin.

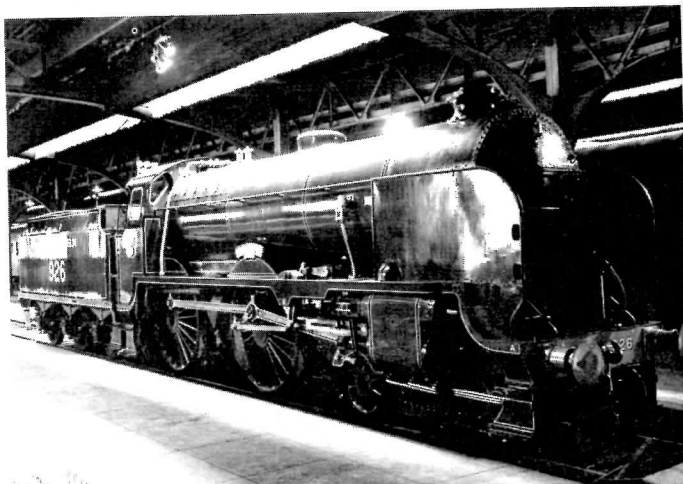
BELOW: 'Dominion of Canada' being lowered onto the deck of NHB crane from CPSS 'Beaverok' on April 26th.

/Jim Sandilands



BELOW: 'Repton', as it appeared on display at Track 10, Windsor Station, on May 10th, 1967.

/Canadian Pacific



In 1946, LNER underwent a major renumbering and No. 4489 emerged as No. 10, to become the now-familiar 60010 two years later when, after nationalization, 60000 was added to the numbers of all ex-LNER motive power. The locomotive was retired several years ago and was stored at Darlington prior to removal to Crewe.

The second consignment of British equipment arrived as deck cargo on board the Ulster Steamship Company's 'Roonagh Head' -- chartered to Canadian Pacific Steamships -- on April 28th. Destined for Nelson Blount's Steamtown museum at Bellows Falls, Vermont, were British Railways No. 30926 'Repton' -- a Schools class 4-4-0 -- and M7 0-4-4T No. 30053, accompanied by first-third-brake-corridor passenger car No. 6705.

The subject of the Southern Railway's famous three-cylinder Schools class 4-4-0's was treated in detail by Mr. R.F. Corley in the September, 1963 NEWSLETTER. These compact and well-balanced locomotives were designed by R.E.L. Maunsell, and built between 1930 and 1935 at Eastleigh Works; forty were built in all, each named after a British public school. No. 926, 'Repton', was outshopped in 1934. Built particularly to accommodate the tight clearances of the Hastings line of the former South Eastern & Chatham Railway, these engines -- Southern Railway class 'V' -- were reputed to be the most powerful 4-4-0's in Europe.

The advent of nationalization saw 30000 added to the numbers of former SR engines, and 'Repton' became No. 30926 of British Railways. Attempts to bring it to North America began about 1963 when Mr. Edgar Meade of New York obtained an option on it; it was finally acquired by Mr. Nelson Blount for the Steamtown Museum at Bellows Falls, Vermont, along with the second locomotive and car. 'Repton' was fully restored to Southern Railway livery prior to shipment from Liverpool on April 18th and is accompanied by the tender of SR No. 726, a Maunsell 2-6-0. Two other Schools class locomotives have been preserved, both in Britain.

BELOW: 'Repton', GWR coach and No. 30053, coupled into a special CPR transfer, climb Hochelaga Hill, just above the Sherbrooke Street overpass, Montreal, on April 29th.

/Jim Sandilands

The 0-4-4T, No. 30053, is one of a series of 55 such engines designed by Dugald Drummond for the London & South Western Railway in 1897. These locomotives, class M7 of the Southern Railway after that system absorbed the LSWR in 1923, were used primarily in London suburban service, but were gradually displaced as the LSWR lines in the vicinity of the capital were electrified. They eventually ended up on rural branch lines or in shunting duties. The Steamtown 0-4-4T was SR No. 53 until nationalization in 1948. No. 30053 remains in British Railways lined black livery and is reportedly in operating condition.

The third component of this shipment, Great Western Railway first-third-brake-corridor No. 6705, was also fully restored -- in pre-war Great Western chocolate-and-cream livery with GWR monograms -- prior to shipment to North America.

The Steamtown-bound equipment was unloaded on April 28th. The next day, a special transfer headed by 1000 h.p. National Harbours Board switcher D-4 pulled the two engines and car, headed and trailed by two specially-equipped Canadian Pacific flatcars, along the Montreal waterfront to the CPR interchange under the Jacques Cartier Bridge. Here, a Canadian Pacific transfer, including road switcher No. 8030 and a number of empty boxcars for brake ballast, coupled on and pulled 'Repton' and its companions in a special move around to Glen Yard, where they were stored in the former roundhouse for safekeeping.

Mr. Blount had previously asked Canadian Pacific to exhibit 'Repton' for one day at Windsor Station to publicize Steamtown and its new acquisitions, and this request was acceded to. Thus it was that on Wednesday, May 10th, 'Repton' was stationed on Track 10 and played host to about four thousand visitors.

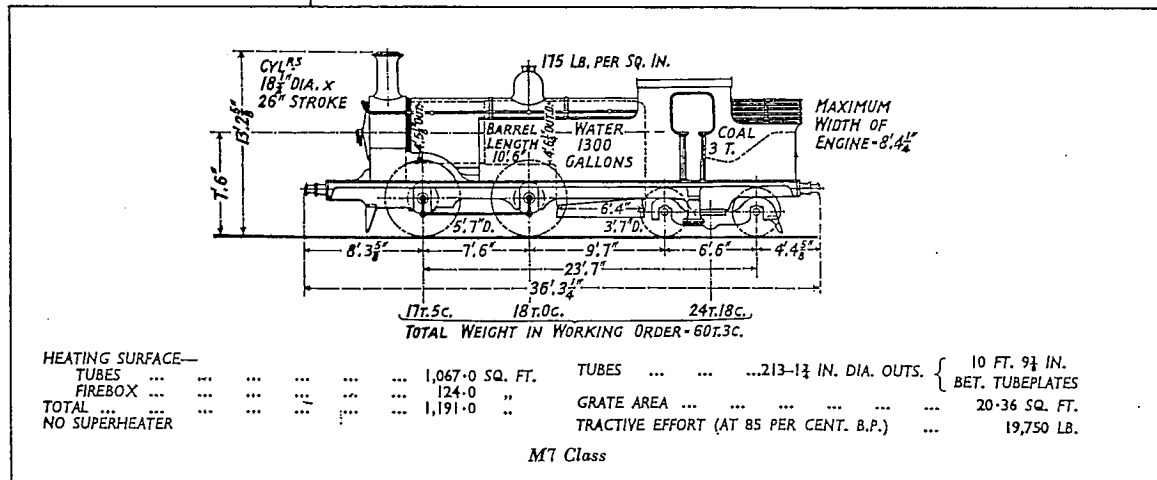
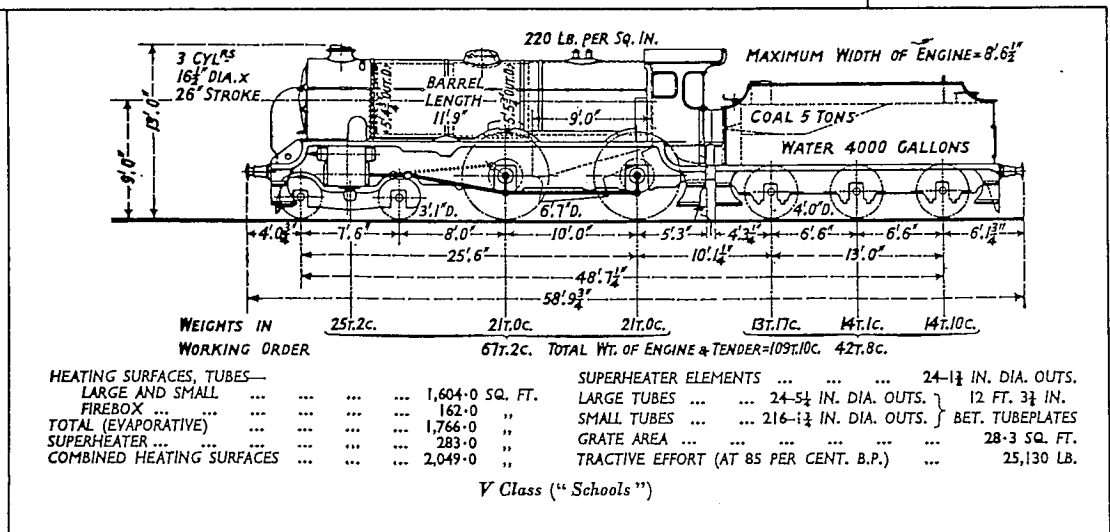
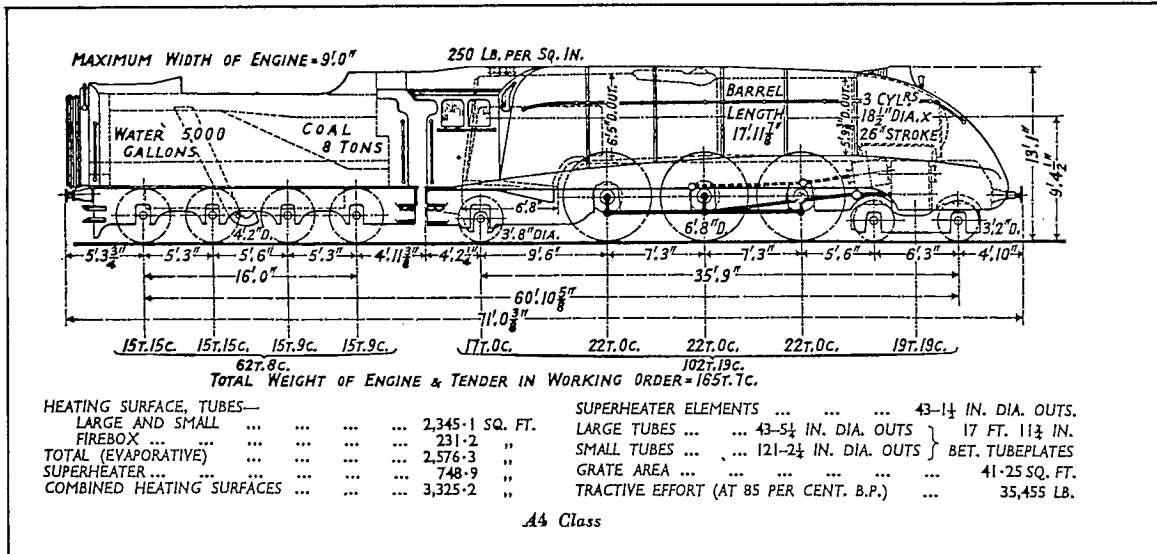
Following the Windsor Station display, the Steamtown-bound rolling stock was sent to Bellows Falls on its own wheels in two batches. For this rail journey, Mr. Blount had acquired two extra sets of buffers and hook couplings and Canadian Pacific applied these to the flat cars in place of the wooden blocks used when the equipment arrived.

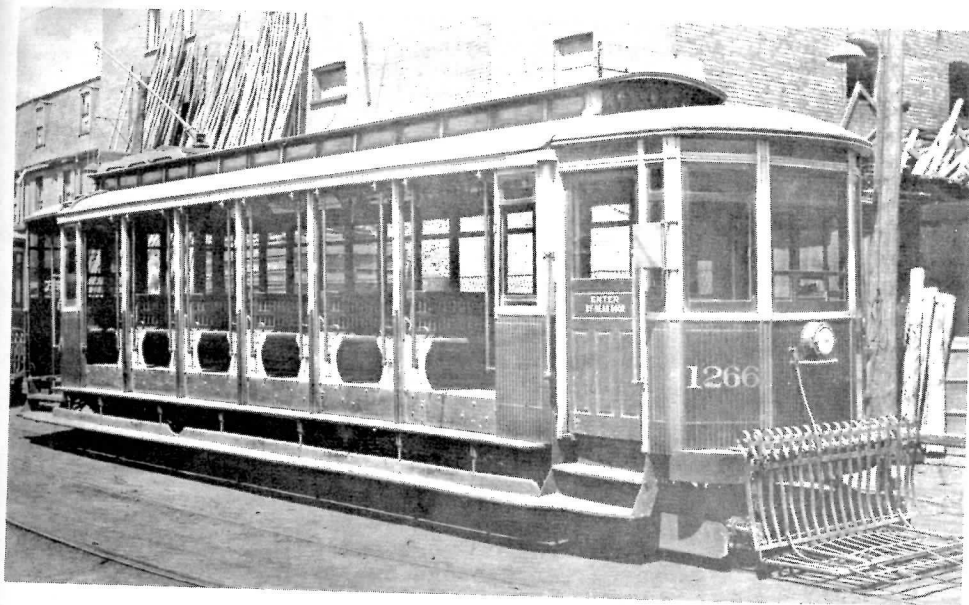


The O-4-4T and the coach left Montreal first. They travelled to Farnham on May 11th; to Newport on the 12th and to Wells River on the 13th, arriving at Steamtown on May 15th. The flatcars were returned to Montreal that week, and 'Repton' left on May 23rd, arriving in Bellows Falls on May 27th. (It is interesting to note that the wayfreight in which the M7

and coach travelled over the Lyndonville Sub-division on May 13th was CP's veteran DRS-15a No. 8400, the first road diesel ever to be used in the Montreal area, back in 1949.)

Physical dimensions of the three British locomotives covered in these notes are given in the diagrams reproduced below:

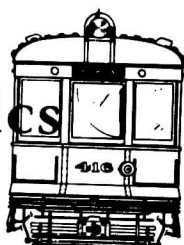




LEFT: TRC convertible car 1266 is shown at Front St. yard in 1915, the year operation of this type of car was banned on Toronto streets. For winter operation, the open right side was enclosed and the seating rearranged in longitudinal fashion.

Traction Topics

Edited by John F. Bromley



* In the absence of your editor, who will be vacationing in Europe, Bob McMann and Steve Munro will contribute the Traction Topics columns for September and October.

* During the height of the evening rush hour on July 18th, westbound QUEEN car 4414 entered an open switch at Queen and Church and struck eastbound KINGSTON ROAD car 4257. The latter was heavily damaged and repairs are unlikely, in view of impending equipment surpluses in 1968. The mishap occurred at 4.55 p.m., delaying service for about forty-five minutes. Eastbound cars were diverted via Church, King and Parliament, and westbound cars ran via Parliament, King, Church, Richmond and Victoria.

In another mishap, about which no details are available, ex-Cincinnati car 4595 received extensive front end damage and may become the first of its class to be scrapped.

Car 4661, westbound as a QUEEN Night Car, derailed at the Don Bridge at 4.45 a.m. July 17th. The car left the rails completely, but came to rest in such a position at the intersection of Queen and King that no tracks were blocked. The car was re-railed facing west on the eastbound King Street track and towed backwards to Russell.

Finally, a large truck struck the trolley bus overhead on Weston Road at the McCormack underpass July 21st, cutting off power on the west end of the ST. CLAIR route and stranding four cars at Keele Loop. Two other cars were short-turned at Townsley during the 24-minute delay in service.

* Street car services to the Canadian National Exhibition are unchanged from 1966 (see map in August, 1966 NL, page 128). KING-EXHIBITION requires 18 cars, of which runs 1, 3, 4, 6, 7, 9, 11 and 13 originate at Russell Division. The balance of the service is made up from scheduled trippers from other routes, as follows:

RUN	ORIGINALLY	LEAVING
2	83 QUEEN from Sunnyside	8.11 AM
5	36 KING from Dundas West St'n	8.14 AM
8	25 KINGSTON ROAD from McCaul	8.52 AM
10	29 KINGSTON ROAD from McCaul	7.50 AM
12	9 DANFORTH from Luttrell	9.10 AM
14	74 QUEEN from Sunnyside	7.47 AM
15	64 KINGSTON ROAD from Roncesv's	7.50 AM
16	65 KINGSTON ROAD from Roncesv's	7.55 AM
17	53 KING from Dundas West St'n	9.01 AM
18	66 KINGSTON ROAD from Roncesv's	8.00 AM

In 1966, 9-DANFORTH changed signs for service on KING-EXHIBITION before leaving Luttrell Loop, providing interesting photographs between that point and Coxwell & Queen. Similar situations are likely in 1967.

Additional Saturday and Labour Day service will operate on KING between Exhibition and Church Street, and air cars will be on many KING runs to the CNE on weekdays as well.

Most DUNDAS-EXHIBITION cars enter service from the regular DUNDAS routes, although run 4 comes from 24-KING at Dundas West Station at 9.22 a.m. and operates to Runnymede. Destination signs for the latter point may be carried from Broadview Station. D-E run #4 later becomes DUNDAS run #55 during the p.m. rush hour, and #4 is replaced after the rush period by run 59-KING at Dundas West Station at 6.34 p.m. Operation is similar to the morning route change. Twelve cars will handle DUNDAS-EXHIBITION, although evening service will include runs 13 and 14 in place of 2 and 11, which become DUNDAS regulars during the p.m. rush hour.

BATHURST-EXHIBITION service will operate over the normal route, with extra cars.

As in past years, BATHURST and KING cars will undoubtedly be interchanged on such occasions as service delays, resulting in 4500 cars to Woodbine Loop and a virtual "hodge-podge" of car types to Bathurst Station.