

newsletter

STRATFORD DIVISION.

March 1969 • 50c



Upper Canada Railway Society



newsletter

Number 278

March, 1969

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James A. Brown, Editor

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

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

All other Society business, including membership inquiries, should be addressed to UCRS, Box 122, Terminal A, Toronto, Ontario.

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The Cover

Steam power on Canadian National's Stratford Division was to remain in the saddle but two months after this photo -- of Pacific 5601 at St. Marys, Ont., with train 29 -- was taken in February 1959. Our recollections of these bygone days begin on page 29.

-- Robert F. Buck Collection

Coming Events



Regular meetings of the Society are held on the third Friday of each month (except July and August) at 589 Mt. Pleasant Road, Toronto, Ontario. 8.00 p.m.

Apr 18: Regular meeting. John Walker will discuss the air-electric PCC's of the TTC. (Fri)

Apr 25: UCRS Hamilton Chapter regular meeting. Board Room, CNR James Street Station, Hamilton, Ont. 8.00 p.m. (Fri)

May 16: Regular meeting, with a discussion on railway rolling stock, by Andrew Merrilees. (Fri)

May 17: Ontario Northland steam excursion, with 2-8-0 No. 137; leaving North Bay 0845 EDT for Englehart with diesels, returning by 2100 with the steam locomotive. Tickets (including a box lunch): \$13.50 each. Special sleeping cars will be available from Toronto Friday evening at 2000 EDT, returning Sunday morning at 0740. (Sat)

May 23: UCRS Hamilton Chapter regular meeting. Board Room, CNR James Street Station, Hamilton, Ont. 8.00 p.m. (Fri)

June 20: Regular meeting. (Fri)

June 21: Steam excursion to South Parry, Ont., with CN 6218, and -- for the first time -- the UCRS private car 'Cape Race'. Leaves Toronto 0820 EDT, returns at 2130. Fares: \$12 Adult; \$6 Child; \$1 Infant. (Sat)

Readers' Exchange

HELP! On the January 26th steam excursion I lost a UCRS envelope containing two Newsletters, a UCRS Calendar, a photo of CN 6200, and a 7" LP of CN steam sounds. These are valued items, and their return would be greatly appreciated. Robert Gibson, R.R.#1, Salford, Ont.

TIMETABLES WANTED: 1948-1958 Northern Ontario and St. Lawrence regions. Please send prices and data to Peter Bowers, 482 11th St. 'B' West, Owen Sound, Ontario.

INFORMATION PLEASE: Photos and data are needed on the interurban lines of the Hamilton area for use by Canadian Traction Publications in a book on electric lines of the area. Material will be returned on request. John M. Mills, 1501 Woodbine Ave., Apt 905, Toronto 13.

WANTED: Any size b&w negs of TTC equipment prior to 1954, and large Witts up to 1961; also negs of other Canadian or U.S. operations. Please send details and prices to John F. Bromley, 32 North Dr., Scarborough, Ontario.

I NEED steam and diesel rosters of Canadian railways, especially east of Manitoba; steam pix of Q&LStJ, Nat'l Transcontinental; steam negs of C>, R&S, A&J, T&NV, D&H, RUT, QCR; negs and/or slides of Canadian SD&P passenger equipment. Have steam, diesel and electric pix for sale or trade for above. Gerry Burrige, 65 Cremazie West, Quebec 60, P.Q.

ILLUSTRATED HISTORY AND FLEET LIST NOW AVAILABLE OF CP SHIPS (1883-1968)

An illustrated history and fleet list of ships operated by Canadian Pacific from 1883 to 1968 is now available at 7/6, or \$1.00, from Canadian Pacific, Public Relations Department, Trafalgar Square, London, W.C.2, England. The author is George Musk, A.M.Inst.T., who has been with the company since 1925 and is widely renowned as its historical 'expert' on matters nautical.

The 112-page book is in two parts, the first concerned with an outline of services over the years with an indication of ports served and cargoes carried. The second section gives details of official number, tonnage, dimensions, and engine and speed particulars for each vessel, set out in chronological order. It is supplemented by an index of ships by name. All marine services of the company are included, embracing not only the ocean services of Canadian Pacific and Canadian Pacific (Bermuda) Limited, but also the Great Lakes steamers, coastal vessels, and even the sternwheelers and tugs of the British Columbia Lake & River Service.

Cheques or money orders should be sent to the London address, payable to 'Canadian Pacific'.

RAILWAY NEWS AND COMMENT

HERE'S A NEW APPROACH TO AUTO TRANSPORTING

With sub-compact automobiles already here or soon to hit the market, auto makers are getting their first look at a revolutionary rail car -- the 89-foot Vert-a-Pak, a closed car which will carry 30 automobiles in a vertical position, front bumper down.

The sides of the Vert-a-Pak are in five sections, hinged at the bottom. For loading, automobiles are driven onto the lowered sides (three to each panel), and are locked in place. The sides are then swung into an upright position and locked. The car was developed by a 'major western road'.

FIRE HITS THE METRO

An underbody electrical fault was considered to be the cause of a March 7th subway car blaze at the Jarry Station of Montreal's Metro. Dense smoke -- generated in part by the flaming rubber tires of the unfortunate car -- filled the station and adjoining tunnels, engulfing a second train between Jarry and Jean Talon Stations, which had stopped when third rail power was cut. A minor panic ensued, and at least 32 persons were reported taken to hospital for treatment for smoke inhalation.

The incident was the first serious trouble experienced by the Metro since its inception two and a half years ago.

LATE SUMMER RETURN FOR TURBOS -- UNITED AIRCRAFT

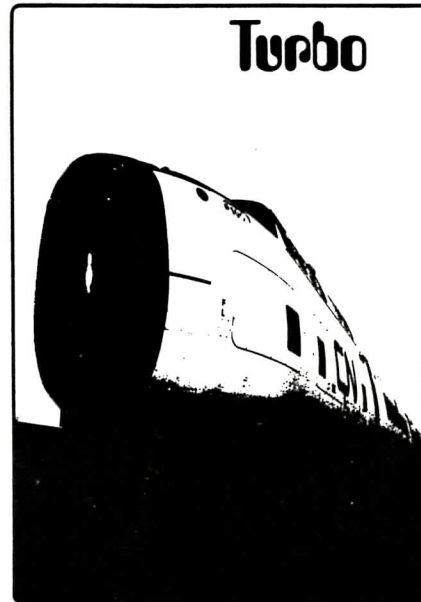
Canadian National's Turbos may be back in service by the end of the summer, according to United Aircraft, the trains' designers. A spokesman for UAC said engineers will need four to five months more to correct the many technical problems which emerged after the trains had been in regular service for three weeks late last year.

The most pressing task was to repair elements which broke down in extreme cold weather; the freeze-up problems materialized almost as soon as the trains went into service in mid-December. With modifications, one of the trains was tested recently in northern Ontario where temperatures were still about -20 degrees; the tests were successful, according to UAC.

Also under way is a redesign of the electrical systems toward a more robust and less complicated arrangement. Air conditioning controls also gave trouble, as trains became either too hot or too cold as snow clogged air intakes. Compressors and door control devices also were failure-prone.

Canadian National neither confirms nor denies the United Aircraft time schedule.

Meanwhile, the U.S. Department of Transportation Turbo-trains -- two three-car sets -- began Boston-New York service on April 8th, on Penn Central rails. Some problems have been encountered here too, and one failure was attributed to seized bearings in a gearbox, caused by a broken oil line.



WORTH NOTING...

- * CP Express discontinued issuing Canadian Pacific traveller's cheques, effective April 1st. Many factors, including increased operational costs and the current trend toward credit cards influenced the decision.
- * The Canadian Transport Commission has ruled that CN must continue to allow the Toronto, Hamilton & Buffalo Railway to operate over CN lines between Welland and Port Colborne, Ont. The two companies, however, remain at odds on what compensation should be paid.
- * Canadian Pacific has made application to the Canadian Transport Commission to establish customer service centres at Nelson, B.C. and London, Ont. The proposals would permit the closing of numerous on-line stations in the Kootenays and in southern Ontario.
- * CN's Toronto-Markham commuter train (Jan NL, page 6) has been declared a passenger service by the CTC, and thus continues to operate, pending hearings and a ruling on the railway's proposal to drop it.
- * CN will begin directing the administration of its main shops -- at Transcona (Man.), Pt. St. Charles (Que.) and Moncton (N.B.) -- from Montreal on June 1st. The change is part of a company plan to centralize the jurisdiction of the shops 'in the interest of maintaining uniform standards across the system.'
- * Effective April 28th, the administration offices of GO Transit will be relocated from the downtown Arcade Building to the Department of Highways Administration Building, Keele Street and Hwy 401, Downsview, Ont.
- * CN's stations at New Hamburg, Baden, Waterloo and St. Jacobs, Ont. were closed during March.
- * The Northern Alberta Railways plans to adopt a centralized agency service similar to those now used in many locations by its two co-owners, CN and CP Rail. The NAR's application to the CTC provides for the removal of agents from 34 stations on its lines north of Edmonton.
- * Ontario Highways Minister George Gomme has ruled out additional GO Transit service for Hamilton and Burlington patrons for at least another year, pointing out that new rolling stock would be required to operate additional trains west of Oakville.

SUBWAY PROPOSED AS KEY TO CALGARY RAPID TRANSIT

A mile-long subway, costing about \$17-million and running under 8th Avenue, the city's main thoroughfare, has been recommended as the 'anchor' for Calgary's proposed \$110-million rapid transit system.

In a newly-completed second-phase report to city commissioners, the Philadelphia-based consulting firm of Simpson Curtin & Associates opposes utilization of CP Rail's right-of-way, which cuts through the city between 9th and 10th Avenues, as even a temporary measure in the city's rapid transit planning. Its reasoning: the arrangement could become 'permanent' -- or at least force a compromise which would undermine efforts to create a permanent system.

In addition to the five-stop subway along 8th Avenue, the report envisions two surface-level electric railway lines, one leading to southwest Calgary's burgeoning residential district and the other to the University of Calgary campus in the northwestern part of the city.



N&W -- THE EAST'S NEW RAIL GIANT ?

The Eastern railroads in the United States -- made up of a score of systems in the early 1960s -- would be reduced to two giant companies and a scattering of small independents in the early 1970s if the Interstate Commerce Commission decides to allow the Norfolk & Western to merge with Chesapeake & Ohio. An ICC examiner has recommended the merger.

If his recommendation is followed, the new N&W would be fully as large as rival Penn Central, formed last year from a marriage of the New York Central and PRR. The new N&W system would boast 27,000 miles of track, assets of more than \$6.1-billion, and annual revenues of some \$1.9-billion.

The examiner contends that the merger is needed 'to create competitive balance in the Eastern railroad structure.' Upon ICC approval, the new N&W-C&O management would be ordered to take direct control of the Baltimore & Ohio, and indirect control of B&M and Reading, subject to their approval of financial arrangements.

EQUIPMENT NOTES...

CANADIAN NATIONAL MOTIVE POWER NOTES

* GMD-1 units 1908, 1909 and 1910 have been reclassified from GRG-12 to GR-12, with the decommissioning of their steam generators. These units have been regearred to 65 m.p.h. for transfer service.

* Units 3811 and 9421 were retired on January 31st, 1969.

* SD-40s 5076-5079 have been temporarily assigned to the Grand Trunk Western at Battle Creek, Mich., joining six similar units already there (Nos. 5047-5052). It is reported that GTW will soon be acquiring a dozen SD-40s of its own, enabling the CN units to return north of the border.

* Six more SD-40s, class GF-30e, have been received from the Diesel Division of General Motors of Canada:

5080 -- Mar 6/69	5083 -- Mar 27/69
5081 -- Mar 6/69	5084 -- Apr 11/69
5082 -- Mar 27/69	5085 -- Apr 11/69

* C424s 3226-3229 have been transferred from Toronto Yard to Montreal, following Nos. 3222-3225 (Feb NL, page 20);

Seven MS-10 switchers have been transferred to the Great Lakes Region from the Atlantic Region, Nos. 8214-8215 to London, 8216-8219 to Toronto Yard and No. 8220 to Windsor;

MR-10 units 1717 and 1718 have been shifted to Montreal from Toronto Yard.

CP RAIL MOTIVE POWER NOTES

* Two more CLC Trainmasters have been scrapped at Ogden shop, Nos. 8902 and 8920, on November 28/68 and February 24/69 respectively.

* Add to CP Rail's fleet of leased locomotives:

QNS&L 200 and 205 -- March 14/69 (these units were originally slated to go to CN but, in light of deliveries of that road's own SD-40's, were not required.)

Bangor & Aroostook 75 -- March 20/69

* Subtract from CP Rail's leased locomotive fleet:

INCO 4, returned on March 17th;
B&LE 722B, returned in mid-March;
All DM&IR units (Jan NL, page 7), returned on April 1st.

WHITE PASS & YUKON MOTIVE POWER NOTES

* On June 24th, 1965, WP&Y's GE units 95 and 93 were wrecked in a derailment 8.2 miles from Skagway, in which the locomotives were pitched down a canyon. The units were recovered in the fall of 1966, and given to CPR a year later for rebuilding at Ogden shops.

Now, almost four years later, No. 95 is again ready for service, having been outshopped from Ogden on April 8th. Sister 93 is expected back in service imminently.

* Late last year, Alco Products received an order from WP&Y for seven 1,200 h.p. locomotives, model DL-535. It is now understood that these locomotives will be built in Canada by MLW-Worthington under an arrangement with Alco in view of the retirement of the latter firm from the locomotive field.

PGE'S NEW C-630s TO HAVE MID-TRAIN POWER FEATURE

* PGE's Century 630s now on order with MLW-Worthington will be equipped with Locotrol apparatus for the control of mid-train slave units. A control car -- to receive signals from the command locomotive for the operation of the slave units -- will be constructed by PGE from the carbody of SP&S 210, an Alco 1600 h.p. road 'B' unit, model FB-2.

The new PGE units will be numbered 701-704, and are scheduled for mid-summer delivery.

CP RAIL ROLLING STOCK NEWS

* CP Rail has placed a \$6-million order for 348 steel gondola cars designed for use in one of the most advanced unit train operations in North America -- hauling more than three million tons of export coal annually from the Crowsnest area in southwestern B.C. to the Roberts Bank superport south of Vancouver.

The cars will be built by Hawker Siddeley Canada Limited at Trenton, N.S., with delivery scheduled for this fall.

The 105-ton capacity cars feature tapered sides and ends and a rounded bottom that is just one foot above the rails between the trucks. They will be joined by rotary couplers which will permit rotary car dumping without breaking the train. They will be of all-welded construction with an inside length of 48 feet.

* All passenger equipment regularly assigned to the Canadian is presently undergoing a crash program of repainting to the CP Rail 'new look' -- an action red letterboard with the CP multicolor at one end. The company hopes to have the trains completely done in time for this summer's service, and has turned over a portion of the Glen Yard roundhouse in Montreal for the work.

Steam's Final Years

on the Stratford Division



The Spring of 1959 -- just ten years ago -- marked the final operation of steam power on the Stratford Division of Canadian National Railways, that network of CN track which knits together the northern part of southwestern Ontario. Here we recall in pictures the last few years that steam was king on the Stratford Division.

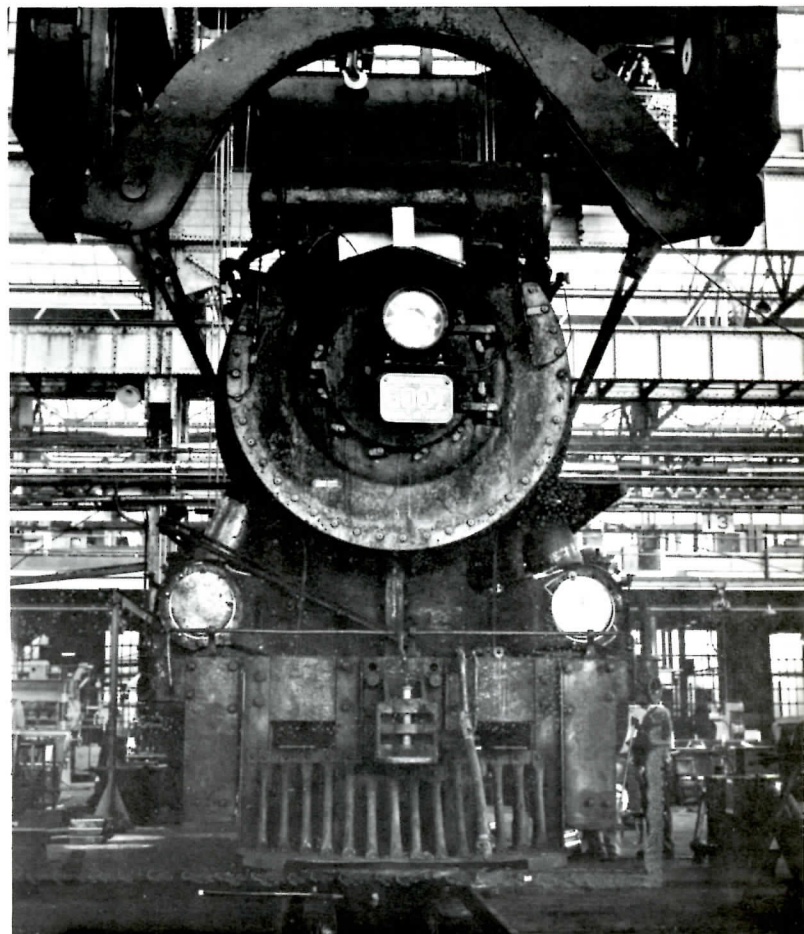
The Division was (and is) primarily rural railroading. Granted, it possesses a main line through such urban areas as Guelph, Kitchener and Stratford, which once found themselves on the main stem of the Grand Trunk Railway of Canada. The main line supported frequent passenger service, and originated a modest amount of freight revenue; yet the heavy tonnage and crack trains eschewed the Stratford Division in favour of the signalled double track of the London Division, through Hamilton, Brantford and Woodstock.

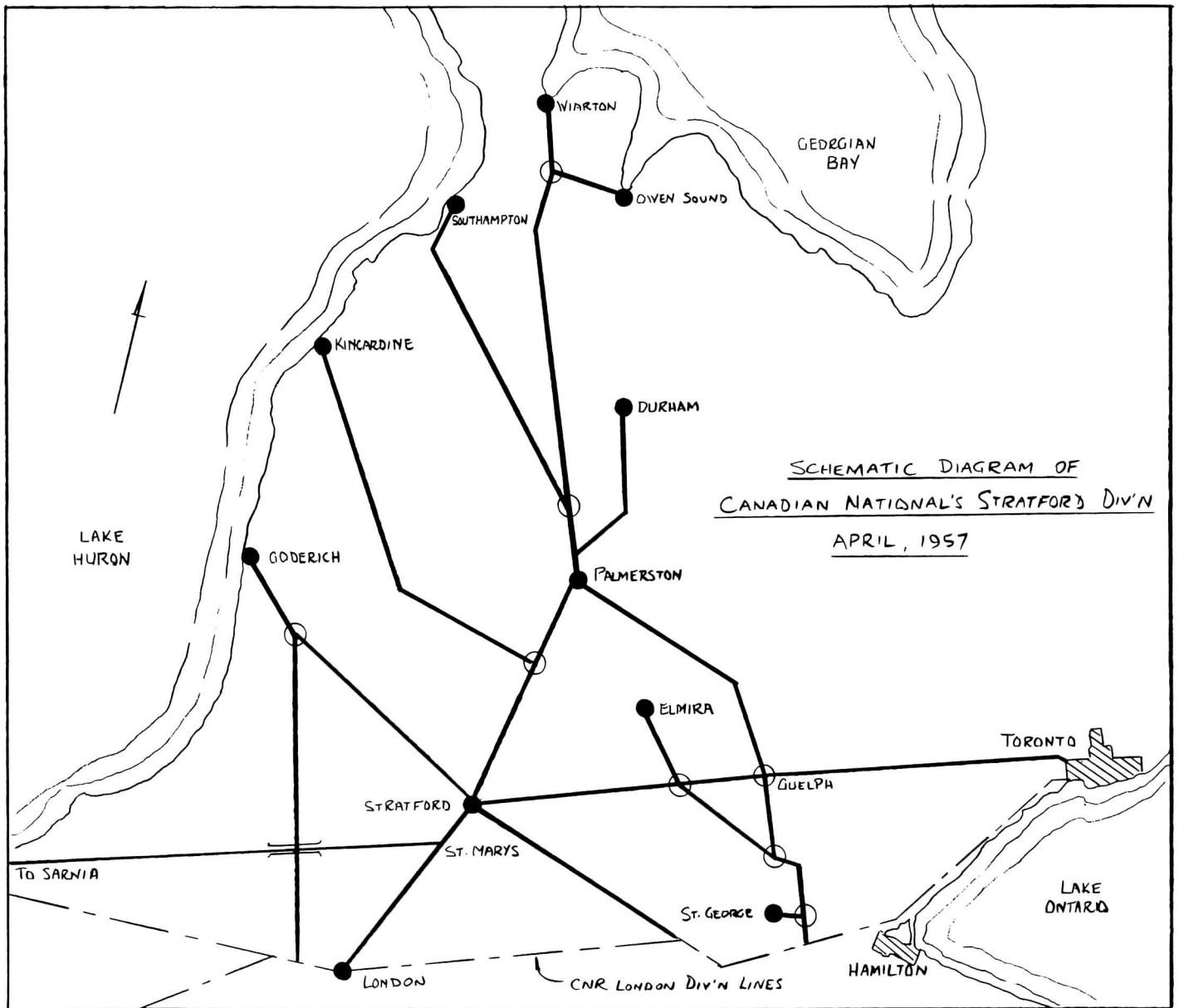
Much of the Stratford Division's appeal could be found in its branch lines -- rustic tracks wending their way to such places as Dublin and Bright's Grove and Park Head, and supporting a wide range of diminutive 2-6-0s and 4-6-0s, an assortment of light Pacifics, and an occasional 2-8-2 for variety. Small wonder that the Division became a Mecca for steam enthusiasts from all parts of Canada and the United States seeking to experience for one last time the atmosphere of branch line railroading in steam, in an area where bucolic scenes of country roads, elm trees and tenwheelers were dime-a-dozen.

The motive power parade was not confined to little engines, however. To the end, passenger trains on the main line boasted 4-8-2s and 4-8-4s, and even the odd 6400-class streamlined Northern. Canadian National maintained a backshop for steam locomotives at Stratford, which as late as 1959 was outshopping gleaming engines with moderate regularity (the view at the right, for example, was taken on December 29th, 1958).

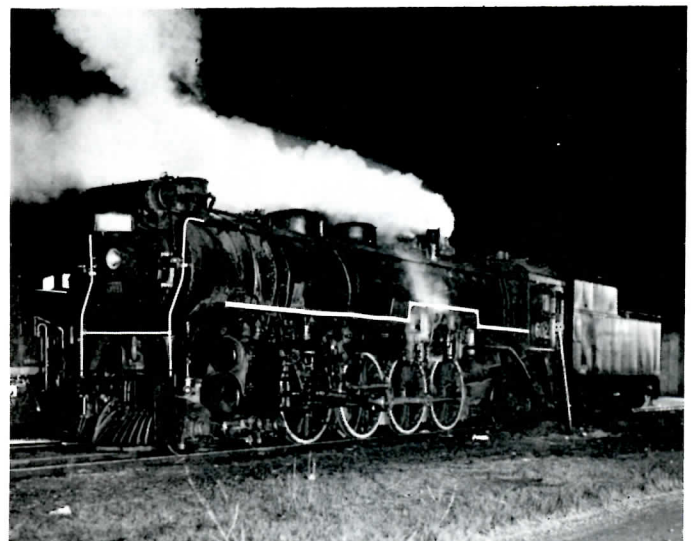
When the end came, it came quickly and with little warning. Seemingly overnight, around Easter of 1959, the diesels arrived en masse, and the steamers large and small alike, were herded together on sidings at Stratford and St. Mary's, Bright and Granton, awaiting the last slow journey, in a wayfreight, dead, to the scrapper.

Little remains now of the Stratford Division's steam days; even the division name has disappeared. Granted, the branch line trains still run, with branch line diesels, and telegraphy still dispatches some of the lines. But one essential ingredient is missing, and somehow things aren't quite the same without it.





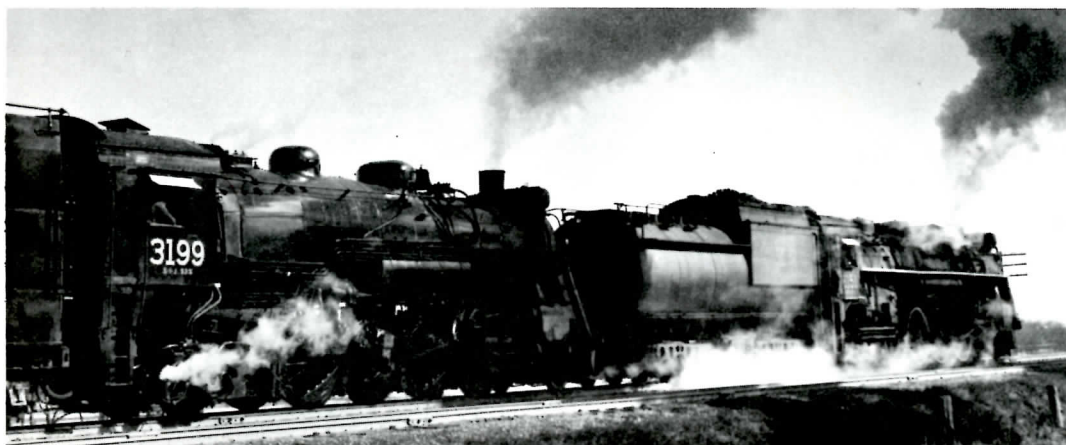
LOCAL FOR HAMILTON: Light Pacific 5110 drifts away from Hanover with the four cars of train 174. -- John Krave Coll'n



MOUNTAIN AFTER DARK: 4-8-2 No. 6021 simmers away a summer's evening at Stratford, awaiting its next duty. -- Tom Miller



NORTHERN ON MANIFEST: U-2-g 6217 hustles an extra west across the Highway 7 crossing between Brampton and Norval, July 19, 1958. — Bob Sandusky



SHIFTING POWER: Freshly-shopped 2-8-2 3199 and Northern 6151 team up on freight No. 400, eastbound out of Stratford. — W.H.N. Rossiter



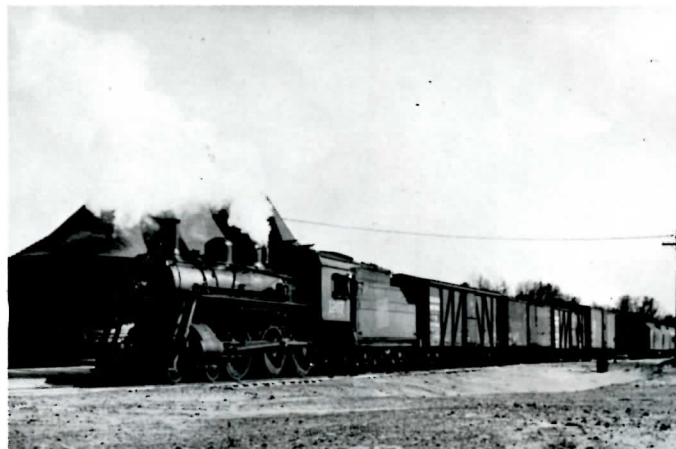
DOWNGRADE AT LIMEHOUSE: Mountain 6036 drifts down the hill toward Georgetown with train 28. June 22, 1957. — Bob Sandusky



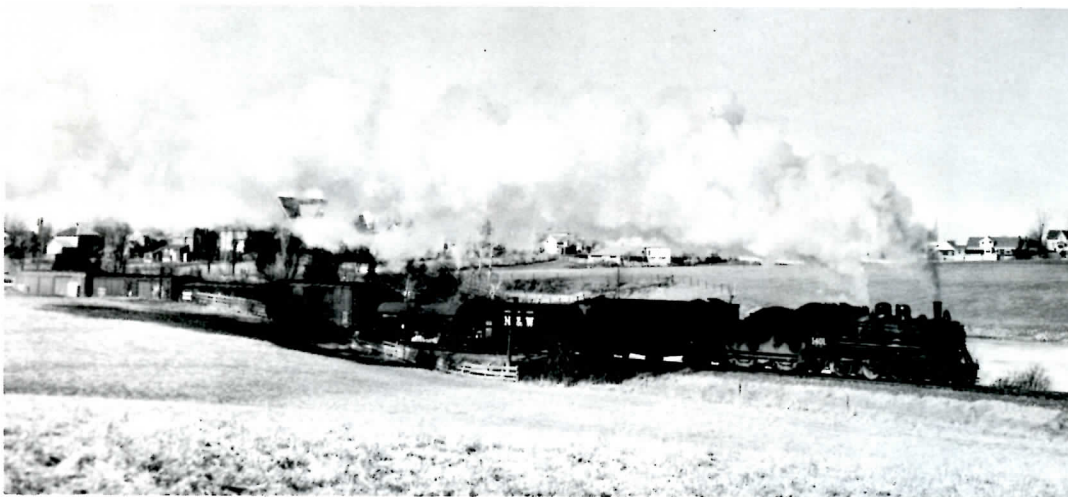
BULLET NOSE: Streamstyled Mountain 6068 is seven miles out of Stratford as it passes Shakespeare at 70 per. — J.A. Brown Coll'n



PACIFIC ON PASSENGER: The day is hot and dusty and the cab curtains are flapping as 5588 hustles No. 173 toward Owen Sound.
-- James A. Brown



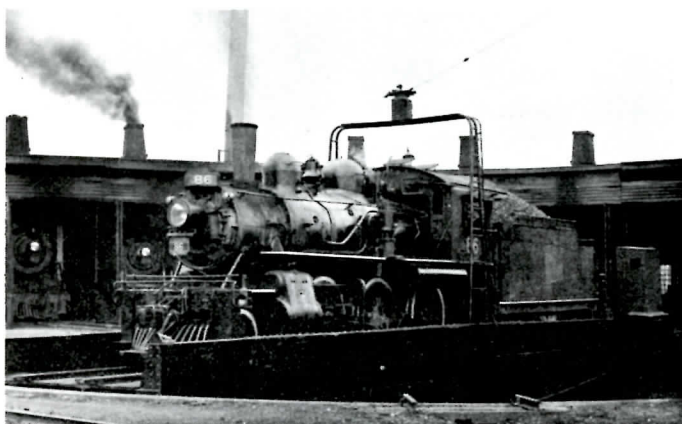
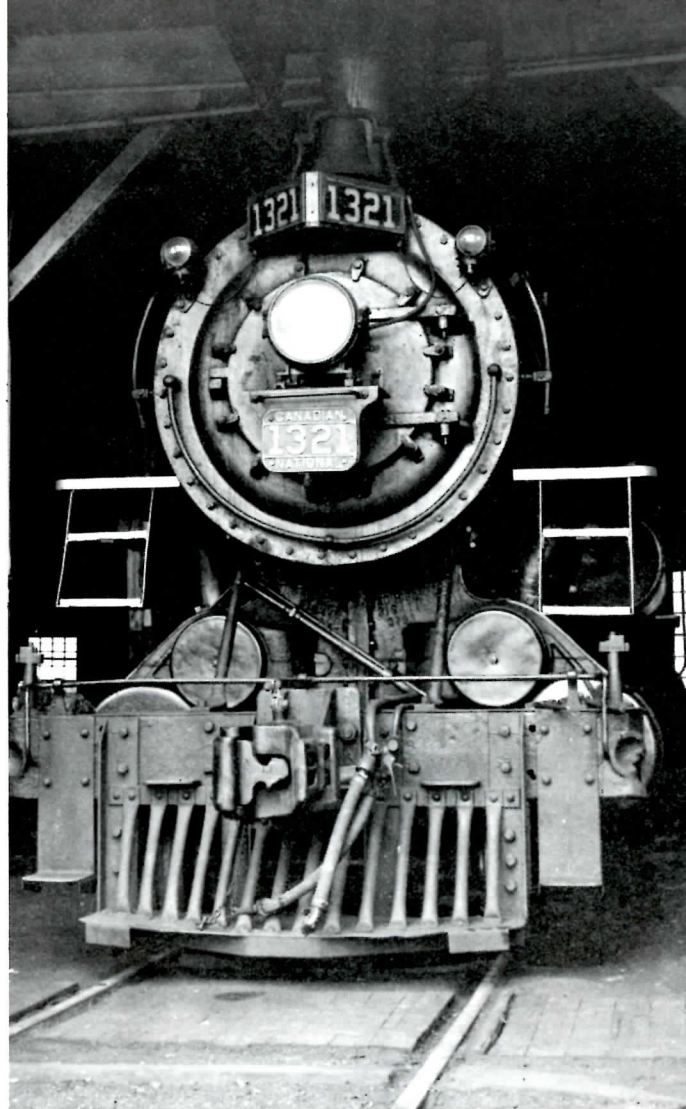
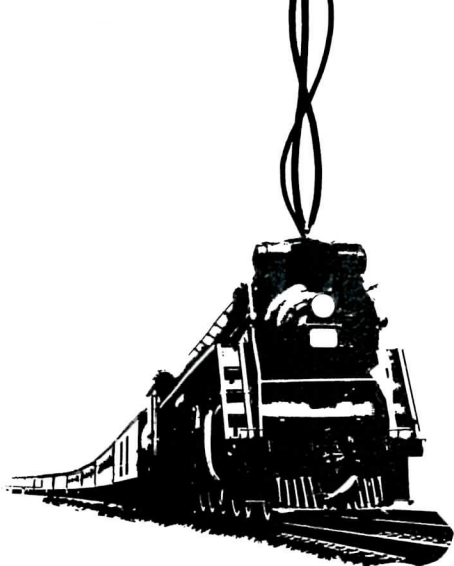
KNOCK-KNEED: Inside-valve Tenwheeler 1207 shuffles cars of mixed 331 at Kincardine, on Lake Huron.
-- Al Paterson



PASSAGE OF THE MIXED: The town of Mildmay lies in the background as Tenwheeler 1401 meanders past with Mixed train 330, bound for Palmerston from Southampton.
-- Bob Sandusky

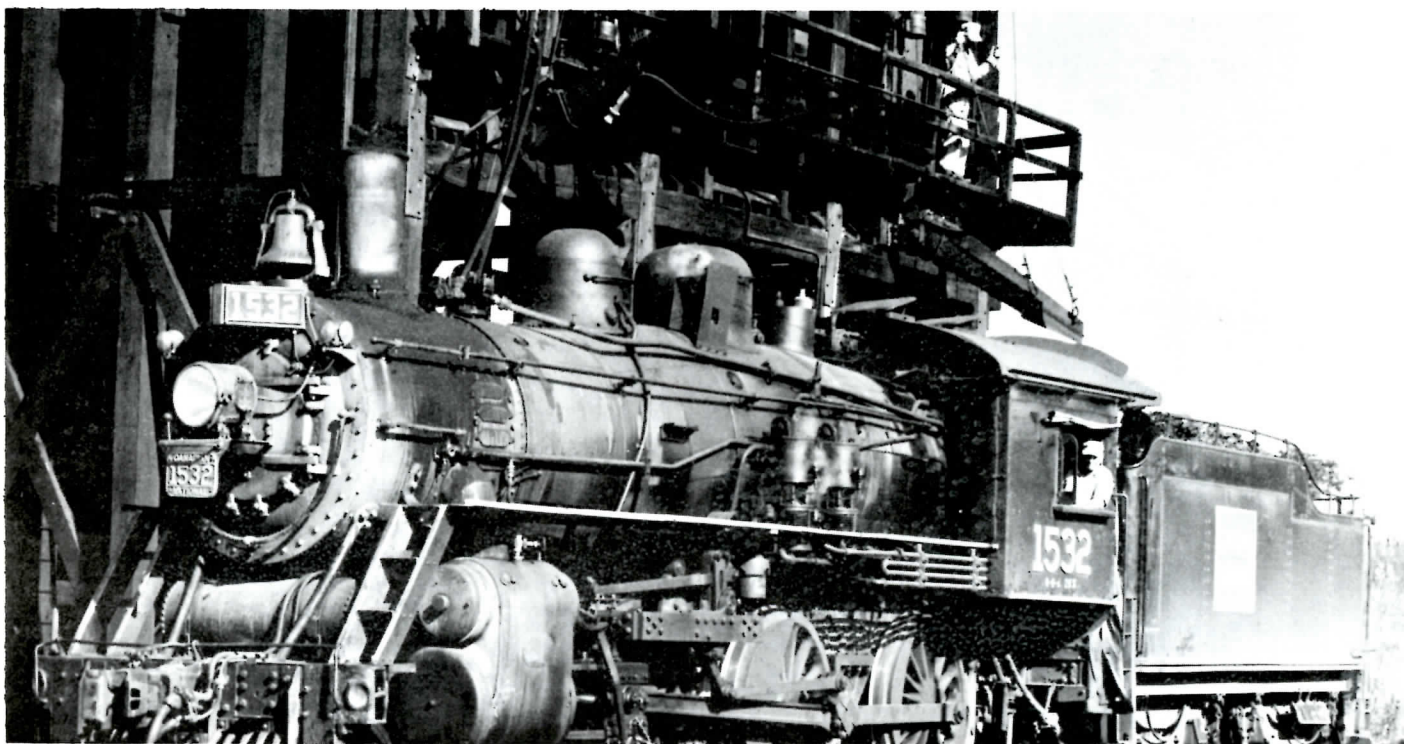


BRANCH LINE SHUTTLE: Diminutive Mogul 86 hustles north toward Wiarton, in the Bruce Peninsula, on one of its several daily trips between that town and Park Head.
-- Bob Sandusky



CENTRE OF ATTRACTION: Mogul 86 spins on the Palmerston turntable as a pair of sisters look on. — Bob Sandusky

HERE'S LOOKING AT YOU: 4-6-0 No. 1321 peers out of the gloom of the roundhouse at Palmerston. — Bob Sandusky



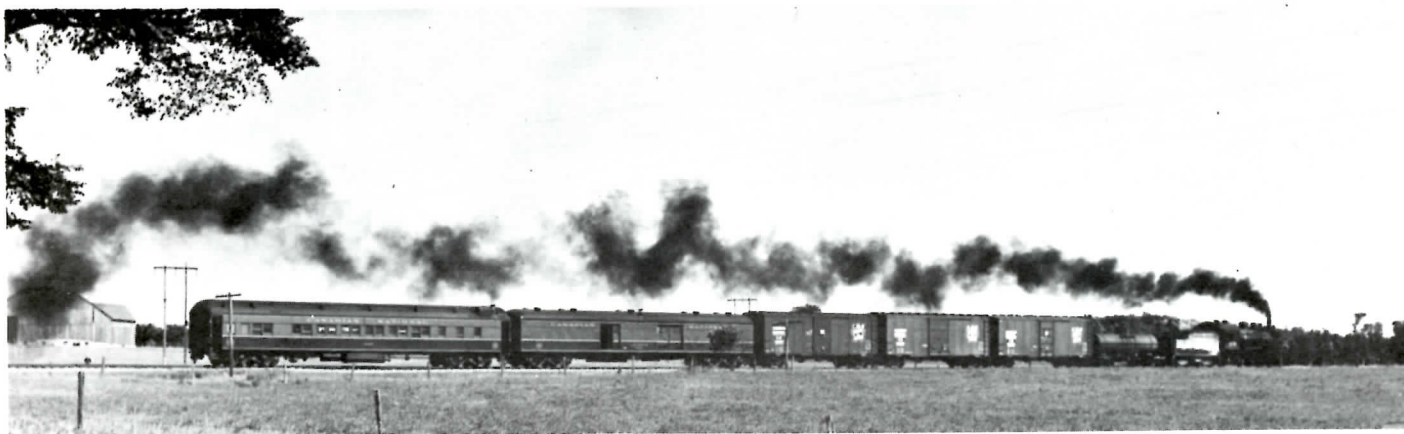
COALING UP: A picturesque wooden coaling tower provides the necessities of life for 4-6-0 1532. — James Walder



TRAIN TIME AT ST. MARYS: The dew is still fresh on the grass as Pacific 5594 rolls into the station at St. Marys for the 6.43 a.m. stop of train 168.
-- Don Wood



RARE BEAST: Belpaire-boilered 3547 does yard work at Stratford after a run from Fort Erie.
-- James A. Brown



UNHURRIED: What more leisurely way to travel than by mixed train? Here's M330 near Harriston.
-- James A. Brown



THEIR LAST WINTER: It's snowing, as Pacific 5267 starts No. 172 out of Palmerston, Toronto-bound. November 28, 1958. -- Tom Miller



THE LINE-UP: The early winter morning at Stratford finds 5600 and 6024 bound for Palmerston and Toronto. -- James A. Brown



London, Ontario -- southernmost point on the Stratford Division, and site of Canadian National's Central Region Reclaim Yard. It was here, in the late 1950s and early 1960s, that the gallant steamers were reduced to so much scrap metal at the rate of two a day. Their memory will not be as easily erased !



FLASH NEWS

IT'S OURS !!! Meet the Upper Canada Railway Society's new private car, formerly Canadian Pacific business car 13 !

Car 13 was purchased in March to replace the familiar 'Nova Scotia', which has served us well for five years as an excursion car. Unfortunately, 'Nova Scotia's' all-wood construction, while being a point of historical significance, is the prime reason for its demise. The car has always had to be handled at the rear of trains because of its lack of a steel centre sill, and its general structural condition is now somewhat poorer than when the car came to UCRS in 1964. Furthermore, the

numerous small rooms into which 'Nova Scotia's' interior is divided are hardly conducive to gatherings of club members -- one of the intended uses of a UCRS car.

And thus, not without some sentimental reluctance, 'Nova Scotia' has been retired by UCRS and sold to the London & Middlesex Historical Society for stationary preservation at London, Ontario.

Car 13 is the former Buffet Compartment Lounge car 'Cape Race', built in 1929 by Canadian Pacific at Angus Shops. It measures 84 feet over couplers (compared with 'Nova Scotia's' 68-foot-length), and is of all-steel construction. The lounge and solarium (with large rear-facing windows for all-weather observation) taken together create an area nine feet wide by 31 feet long, excellent as a meeting place. Car 13 is air conditioned, and weighs 96 tons 'on the hoof'.

At present, the car is stored at CN's Spadina coach yard, and is not conveniently accessible to members. However, once 'Nova Scotia' is moved to London and certain periodic work is completed on Car 13, it will be shifted to the familiar location, back of the roundhouse, for long-term parking. Its first excursion duty will be on our mid-June steam excursion to South Parry.

The foregoing is by way of introduction only to our new car. We'll have more details, plus photos of Car 13 and its kin in earlier stages of their development, in an upcoming issue of the NEWSLETTER.

