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CLOSURE OF COTTRECK-
WOODVILLE

newsletter

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Upper Canada Railway Society



newsletter

Number 246

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Please address NEWSLETTER contributions to the Editor at 3 Bromley Cres., 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.

The Cover

A news item suggests our cover this month. In a June 4th ceremony at Gananoque, Ont., diminutive Thousand Islands Railway diesel 500 was presented to the town by CN's Rideau Area manager, H.J. Fast. After being "called in" by the MP for Leeds, J.R. Matheson, using a train radio, the locomotive was pushed to its final display site by one of CN's brand new GP-40's. The cover montage depicts earlier TIRy days, when 500 was a common sight meeting its big brothers at Gananoque Jct.

/Photos from J. Norman Lowe

Contributors to this Issue

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Our Rulebook feature takes a holiday this month to allow time for the preparation of the colour separations for signal indication diagrams. Watch for Rulebook again next month!

It is said that gremlins are a part of every publishing activity; certainly the NEWSLETTER has had its share of little ones. However, late one night last month, the granddaddy of them all paid us a visit. Yet in spite of the fact that every other page number in the last NL accompanied the date "June, 1965", the contents were, we hope, up to date and reasonably accurate. At least the masthead showed the correct year!

* * *

This month, we're beginning a more or less regular feature for the benefit of the railfan-photographer who enjoys getting out in the country, perhaps away from the beaten path, in search of picturesque action railphotos. Do you have a particularly choice trainwatching spot that you'd like to share with our readers? We'd like to hear about it; and while we'll probably concentrate on Ontario locations, any spot in Canada is a potential subject. /JAB



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.

July 15th; Summer TTC outing, departing from Richmond and Victoria Sts. at 7.45 p.m. See the June NL for further details. Trip is free if your membership card is shown, \$2 to others.

Aug 19th; Social and Film Night, to be held at 587 Mt. Pleasant Road, 8.00 p.m. Members are invited to bring wives and friends for an informal film night. Refreshments will be served.

Sept 2nd; A train-watching session will be convened at CN's Burlington Station, junction point for the busy Oakville Subdivision and the Toronto Yard Access Lines. Plenty of rail service between Toronto and Burlington, including commuter trains at 5.20 and 6.20 p.m., EDT.

Sept 24th; Fall STEAM excursion to Haliburton (diesels from Lindsay); schedules and fares will be announced soon.

Sept 25th; Another STEAM excursion, this time to Niagara Falls, and featuring the Beach Subdivision and meanderings in the Merritton-Thorold-Pt. Robinson area. More news later...

Coming Up; A Photo Contest is on tap for the fall, date to be announced.

The Annual UCRS Banquet, this year celebrating the Society's 25th Anniversary, is slated for October.

RAILWAY

News and Comment

ABANDONMENTS PROPOSED, APPROVED, REJECTED

Canadian National will apply to the BTC for permission to close the London Area stations at Dorchester, Thorndale, Ilderton, Centralia, Hyde Park, Kerwood, Mount Brydges, Newbury and Bothwell, Ont. If the Board approves, the service formerly provided by station agents will be centralized at London, as has been done experimentally for the past eight months.

At the same time, CN concluded that it would be best to retain agents at Exeter, Hensall, Watford and Petrolia, stations which were also included in the experiment.

When no dissention was voiced, BTC chief commissioner Rod Kerr granted immediate permission to CNR to abandon two Lindsay area lines, at a hearing in Lindsay on June 15th. (June NL, page 93) Effective August 1st, CN will abandon 22.2 miles of its Midland Subdivision from Lindsay to Beaverton East, and 1.33 miles of the Coboconk Subdivision from Lorneville to Woodville, including removal of the station at Woodville; the Woodville-Cannington portion of the line will remain.

The BTC has rejected Canadian Pacific's request to reduce its Montreal-Ottawa Dayliner service via Lachute, Que. In its conclusions, the Board said it was not satisfied with the financial estimates provided by the railway, and made adjustments in some areas.

The Canadian Press reported on July 7th that CNR would discontinue all passenger service between Montreal and New York City on July 11th, as a result of the withdrawal of the Boston and Maine portion of the run between Windsor, Vt., and Springfield, Mass. No further details are available at present.

CP'S 'DOMINION': OFF IN 1966, ON IN 1967?

CPR chieftan Ian Sinclair has convinced the Commons Transportation Committee that the "Dominion" should be kept out of the road's 1966 summer timetable. However, the Committee has recommended in an interim report that the transcontinental be reinstated for the Centennial year with proper equipment and an extensive advertising campaign.

The Committee emphasized that its decision not to recommend immediate reinstatement of the train was influenced by CP's contention that there was insufficient time to prepare the equipment, crews and promotion for the current season; it rejected CP's stand that there are not enough potential travellers to justify the train's existence.

Earlier, Mr. Sinclair had campaigned for the train's permanent withdrawal on the grounds that CPR couldn't furnish the 25 engines required without depleting its freight pool; another passenger train would greatly interfere with grain train cycles, particularly west of Calgary; loading figures of 68.8% first class and 39.8% coach class on the "Canadian" demonstrated that one CP transcontinental was sufficient.

GORDON OUTLINES CN PASSENGER POLICY

CN president Donald Gordon recently told the Commons Transport Committee that the railway expects to break even on its passenger service in the early 1970's. Mr. Gordon reiterated CN's policy of "the elimination of the rail passenger deficit, not the elimination of the rail passenger service", but warned that steps would be taken to seek withdrawal from, or obtain subsidies for unprofitable services.

CN's 1958 passenger deficit was determined by the MacPherson Commission as about \$50-million; the combination of new fares, new equipment and improved scheduling and service produced an increase in passenger revenue in 1965 alone of 12.5% over the previous year, reducing the passenger loss to \$46.5-million. CN predicts the travel boom in 1966 will further reduce its loss to an estimated \$39.5-million.

The 1965 deficit was composed of \$9.2-million in short-term expenses, with the remainder long-term. Thus, Mr. Gordon pointed out, the immediate saving if passenger service were to be dropped would be only \$9.2-million. He concluded, "Our projection and objective is that by 1967 we will overtake the short-term expenses... and in the early 1970's produce a complete break-even position."

Mr. Gordon explained CN's immediate passenger plans, which include an improved reservations system, expanded use of railiner equipment, further fare experimentation, possible reduction of unnecessary and expensive free baggage privileges, and exploration of crew changes and other labour adjustments.

BELOW: Basking in the low sun of an April afternoon is CN's depot at Woodville, Ont., typical of the small country station which was the economic (and sometimes social) hub of the community not so many years ago. Those days are over now, and sometime after August 1st, Woodville's depot will disappear, a victim of the times.

/J.A. Brown



RAIL STRIKE POSSIBLE AGAINST CNR, ONR, NAR

"Railway workers need a big wage increase and are determined to resist any agency...including the government, if necessary...that would deny them that objective." This was the tenor of an editorial in CANADIAN TRANSPORT, the organ of the Canadian Brotherhood of Railway, Transport and General Workers forecasting a strike of its 21,000 CN members along with another 1,000 members on the Ontario Northland and Northern Alberta Railways. The union membership has already given overwhelming approval to a strike vote held recently.

The dispute between CN and its biggest union went to conciliation on June 23rd, but little hope is held for a settlement of the issues there, since the union expects that the board's recommendation will be below what the membership feel is acceptable. CN estimates that the union's 90¢ per hour demands would cost \$250-million. Union officials say that a mid-July strike is a distinct possibility.

B.C. FIRM WOULD EXPORT COAL VIA U.S. LINES

A B.C. mining concern has "threatened" to build a 77-mile railway spur from Natal, B.C. to Eureka, Mont. if it fails to obtain "favourable rates" from Canadian Pacific on movement to the west coast of its Japan-bound coal. Following a partial breakdown of talks between Crows Nest Industries Ltd. and the CPR, the former company made application for a charter for the proposed line. This move prompted quick comment from CPR vice president J.M. Roberts, who said that the scheme would be more expensive than the proposed CPR rates; he also pointed out that CP would be required to make considerable investment in plant and equipment to handle the 8-million-ton export, and would require certain guarantees before going ahead.

Commercial Transport Minister Bonner, concerned over the possible loss of the coal shipments to B.C.'s export industry, suggested a solids-handling pipeline as an alternative means of transport.

NEW OTTAWA STATION OPENING CONFUSED

The official opening of Ottawa's new Union Station at Alta Vista in the city's east end has reportedly been set back to July 24th -- a week behind schedule -- after assurances that it would open on time. Even then, the new depot will be barely complete; access roads will be incomplete; restaurants, offices, parking areas and landscaping will be unfinished.

A proposal to use the old Union Station as a Centennial reception centre has been rejected by Ottawa city council, and the National Capital Commission is going ahead with plans for its demolition after the new station opens. Work will begin immediately on removal of track in preparation for the construction of a new parkway over the old right-of-way along the east bank of the Rideau Canal.

BRIDGE BURNED, REBUILT IN SEVEN DAYS

Even while CN's transcontinental mainline bridge over the Kapuskasing River at Elsas (183 miles west of Capreol) was burning to the waterline on Thursday, May 26th, machinery was set in motion at Capreol and Hornepayne to replace it. Machinery and materials were dispatched from as far away as Delson, Que., to tackle the work from both ends of the 273-foot gap. Debris was cleared from the channel on Friday with actual reconstruction work commencing on Saturday. Crews worked around the clock, at night using portable generators on rafts on the river for light. The river was at flood level throughout the period. By 7.15 a.m., June 2nd, the bridge was reopened for service.

During the intervening week, CN's transcontinental traffic operated via CN from Capreol to Coniston (near Sudbury), via CP from Coniston to Franz, and thence via Algoma Central to Oba and the CN main line. CN crews changed at the CP town of Chapleau instead of their usual Foleyet.



LEFT: Minutes after Elsas bridge was OK'd for traffic after the fire, the first train picked its way across at five miles an hour. This is the view from the rear of that train, looking west. /CNR

WORTH NOTING

- An Ottawa Alderman has proposed to council that a subway system be studied for the capital as a less expensive alternate to a \$435-million road system unveiled last year.
- Canadian Pacific recently unveiled plans for a \$200-million commercial and residential development on Vancouver's waterfront; the development will extend over an area equivalent to eight city blocks above CPR tracks.
- Canadian Pacific is investigating the possibility of constructing a new line north from Prince Albert, Sask., to tap the forest and mineral resources of that part of the province. The existing road connection requires extensive upgrading to accommodate the truck tonnage now moving south to Prince Albert. Canadian National is also looking into the situation.
- The \$75,000 CN presidency is due to become vacant late this year when Donald Gordon reaches the normal retirement age of 65. Although Mr. Gordon may be asked to stay on, as indeed he is likely to wish in this critical period, speculation is already running high as to who his possible successor might be. Best choice is N.J. MacMillan, CN's executive vice president and top legal expert since 1945.
- At about the same time CN was awarding contracts for its tunnel approaches to the proposed new Second Narrows Bridge in Vancouver, the Port of Vancouver Development Committee urged the National Harbours Board to undertake an intensive study of rail facilities and service to the North Shore, including a check of possible alternate routes and additional facilities to those being provided by CN.
- The combined operating revenues of all railways in Canada in 1965 were the highest ever. However, 4.1% greater operating expenses contributed to a 3.2% drop in net revenues, to \$80.5-million. Canadian railways employed 133,214 in 1965.
- One man was killed and four others injured when two CN freight trains backed into each other at Oshawa, Ont., June 25th. A wayfreight switching apparently collided with a west-bound freight which is reported to have been backing to take a run at a grade east of the Oshawa station. Parallel CP lines were used as a detour route while the four derailed cars were cleared away.
- Transfer deeds were signed in London May 27th, turning the London and Port Stanley Railway over to Canadian National in return for CN's Carshops and certain railway lands in London. CN assumed operation of the L&PS in January. Final CN work in the Carshop was completed on May 31st.
- Meanwhile, complaints are already being heard in London's council chambers over the volume of the horns on CN locomotives using the former L&PS tracks; the L&PS had evidently used only a bell, "or perhaps a muted horn".
- Dosco's Sydney steel mill began rolling a \$9.8-million order of steel rails and track accessories in June, for export to Mexico.
- Claiming annual losses of \$1.8-million, Erie-Lackawanna plans to ask the ICC for permission to drop its Hoboken-Chicago "Phoebe Snow".
- To trim duplication and waste in transportation regulation, Transport Minister Pickersgill has proposed a single regulatory board for all modes of transportation in Canada.

NEW CN SHIP IN NEWFOUNDLAND SERVICE

Canadian National placed the 361-foot M.V. Leif Eiriksson in the North Sydney-Port aux Basques service in early June, to supplement the overtaxed M.V. William Carson. Built in West Germany in 1964 for a Swedish concern, the ship, then named Prins Bertil, operated between Sweden and Denmark across the Baltic. With two departures daily from both ports, CN now has capacity to move more than 2,000 passengers and 400 vehicles across Cabot Strait each day.

Her first month in service was marred by a mishap at Port aux Basques on June 21st, when she suddenly drove astern, striking a pier and the coastal vessel Elise Marie. Both ships were damaged, although there were no injuries.

PGE HAS RECORD REVENUES

In spite of record \$19.5-million revenues in 1965, Pacific Great Eastern suffered a \$1.7-million loss for the year, more than triple the 1964 deficit; blamed for the loss were two general work stoppages and unusually heavy snow conditions.

PGE's expansion plans continue in 1966, with two extensions scheduled for completion this year. Track laying is well under way on the first 78-mile leg of the Takla Lake extension from Summit Lake to Fort St. James, with surveying in progress to Takla Lake; rail is being placed on the 23-mile Mackenzie spur from Kennedy to Morfee Lake near the Peace River reservoir; surveying is in progress on the proposed extension from Fort St. John to Beatton River.

World Railway News

...Edited by Peter Meldrum

* Some news has become available on the rumored visit of "Flying Scotsman" to North America. It was originally intended that the engine would be brought to Canada in 1967 for exhibit in B.C., following which it would go on tour in the U.S. A refusal on the part of British Rail to operate the locomotive after the end of this year prompted the proposal.

Now, however, the engine's owner, Alan Pegler, reports he has been able to negotiate a five-year pact with BR to continue excursion operations. On this basis, Mr. Pegler is understandably wary of jeopardizing the agreement by taking 4472 out of the country, although his U.S. associates are most anxious to have the engine on American soil.

Ultimately, Pegler assures us, "Flying Scotsman" will cross the ocean, and when it does, a cross-Canada tour under steam is contemplated. Worth waiting for!

* In the Annual Speed Survey recently published in TRAINS magazine, Canada scores three times in the top ten of North America's speedsters. According to the survey, our fastest train is CN's Brockville-Toronto RDC which sprints from Belleville to Cobourg in 33 minutes, for an average of 78.7 m.p.h., and a standing of seventh in the listing.

CP's Calgary-Edmonton Dayliner chalks up a 74.0 m.p.h. average on its Ponoka-Wetaskiwin segment, while "Rapido" maintains a 73.0 m.p.h. level between Toronto and Belleville; these runs stand eighth and ninth, respectively.

These efforts are indeed commendable, in view of Canada's inauspicious showing of the past few years. As to the future, CN's Turbotrains should help the speed stakes considerably; in fact, with the present survey schedules, a non-stop Turbotrain struggling from Toronto to Montreal in four hours and four minutes would become North America's fastest point-to-point train, at an average velocity of 82.5 m.p.h. ●

EQUIPMENT Notes



ABOVE: First of the Canadian-built ex-Wabash engines to appear in CN blue, No. 3657 (ex-Wabash 657) awaits an assignment at Windsor. Repainting and overhaul on these units is done at CN's Fort Erie diesel shop.

/J.A. Brown

CANADIAN PACIFIC MOTIVE POWER NOTES

Delivery of CP's order for 32 SD-40's from GMD will begin in July with the receipt of Nos. 5100/01. Deliveries continue in August with eight units, September with eight, October and November with three each and December with eight. The units will work Windsor-Montreal freights until due for the first 1,000-mile inspection, following which they will be assigned to Calgary (Alyth) for service between that point and Vancouver.

Two B&LE units, Nos. 713B and 716A, have returned to the CP from the DM&IR who had borrowed them from sister road Bessemer and Lake Erie.

CANADIAN NATIONAL MOTIVE POWER NOTES

CNR has turned the following locomotives over to Montreal Locomotive Works as trade-ins on C-424 units 3206-21. Contrary to CPR practice, CN considers these units retired, and not rebuilt to a specific 3200:

*3060 - Feb 10th	9412 - May 6th
*3079 - Feb 10th	9436 - May 6th
*3087 - Feb 10th	9422 - May 9th
*3807 - Feb 10th	9405 - May 25th
**3029 - Mar 15th	9427 - May 25th
9403 - Mar 15th	9401 - June 10th
3003 - Mar 28th	9424 - June 10th
3058 - May 2nd	9430 - June 10th

Unit 8450 was retired May 2nd, for rebuilding to hump booster unit B-14.

CLC unit 2213** was retired May 6th.

* Units 3060/79/87, 3807 were wrecked at Nauwigewauk, N.B., December 28/65.

**Units 3029, 2213 were wrecked at Stewiacke, N.S., February 1st, 1966.

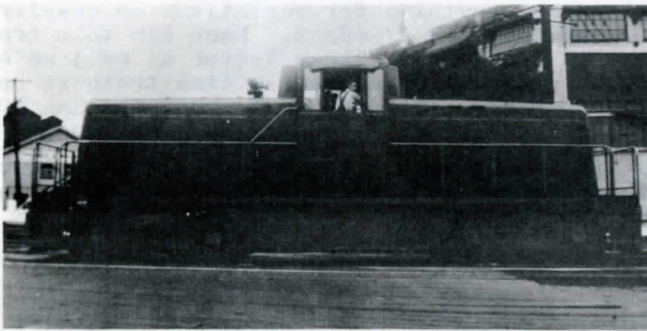
More data is available on CN's latest RDC additions;

CN D-118, ex-B&M 6106, serial #6101, Mar/55
CN D-206, ex-B&M 6200, serial #6002, Jan/55
Car 118 is assigned to Spadina, 206 to Halifax. For the summer months, the cars are being used as non-powered coaches until their equipment can be brought up to CN standard.

As of the first week in July, just four MLW Century 424's remained to be delivered of CN's current order, Nos. 3202-17 being already in service. CN's order for ten GP-40's from GMD was completed with the recent delivery of No. 4011.

ANOTHER CHAPTER IN THE LIFE OF GE 28688

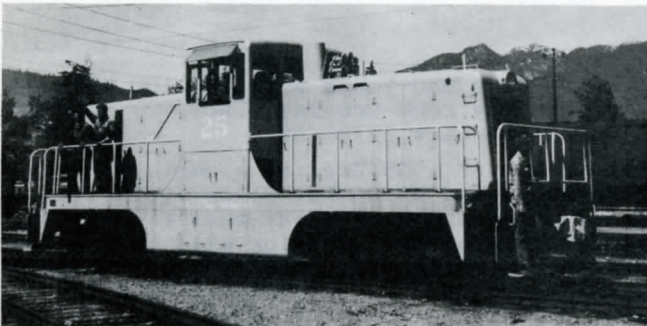
Canadian National's master numbering plan for locomotives includes the section 1 to 999 which has been designated "Newfoundland and Miscellaneous". NFLD engines are not too often observed by railway-fans-at-large, but occasionally we are confronted by one of the Miscellaneous group, which are scattered from one end of the system to the other. A member of this latter group, CN 74, could in recent years be found working at one of the western outposts, Victoria. But CN was actually the second owner of this unique locomotive...



NHB number 1 on Vancouver's waterfront, July 29, 1951.



In CN service, at Vancouver in 1959 as road number 74.



Vancouver Wharves mechanics seem happy with the performance of No. 25, on its first service test for the new owner, June 15, 1966. /All photos from Peter Cox

General Electric outshopped the engine in March, 1947 (serial #28688) for the National Harbours Board, where it took road number 1. Although the unit resembled a 44-tonner, it was actually much larger in size and weight, approaching 80 tons.

No. 1 was assigned to NHB's Vancouver operations, handling cars of grain and lumber from CN's yards, along the Great Northern "BI Line" to the waterfront NHB trackage which served elevators and deep-sea piers on both sides of Burrard Inlet.

Six years later when CN assumed the operations of NHB at Vancouver, No. 1 was sent to the Fort Rouge backshop in Winnipeg (Transcona was shopping steam locomotives only at the time), and emerged as No. 74, class ES-5a. (The NHB steam engines 202 and 204 became CN 7542 and 7543, class 0-19-b.) No. 74 was assigned to Kamloops Jct., but after a few months service it became apparent the unit was too light for the job, and in late 1953 it was reassigned to Ogden Point in Victoria, an isolated section connected to the mainland by car barge from Port Mann. Until early 1966, the grain elevator at Ogden Point was switched by 74 except for periodic intervals when the unit visited Vancouver for repairs. In February, 74's Cummins diesel needed new injectors and fuel system parts, which were no longer obtainable; consequently, it was barged to Vancouver for the last time, and replaced on the Island by GS-8 switcher 7154. No. 74 was officially retired on February 15th, and orders were issued to dismantle it at Vancouver Diesel Shop in April.

Vancouver Wharves, of North Vancouver, altered these plans by offering to purchase 74, and on May 27th the transfer was made official. In early June, the locomotive went to work as No. 25, freshly painted in the light blue colour of VW's smooth pair of diesel-hydraulics. The new acquisition assists rather than replaces the two Pacific Coast Shay engines also on the property. But we're still wondering how the mechanical difficulties were overcome...

/Peter Cox

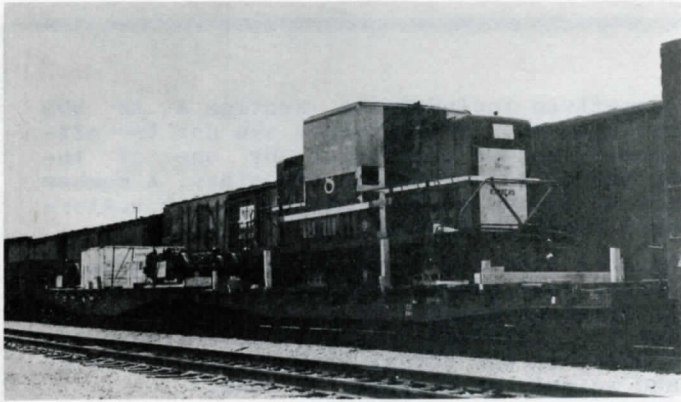
CANADIAN PACIFIC LEASES COACHES TO CN

Memories of Pool days come flooding back these days as CP Tuscan Red cars continue to find their way into Canadian National passenger trains. At present, CN has arranged to lease 23 cars for a two-year period. The following equipment is involved:

2110/13/30/33/35/36/40/41/42/46/50,
2153/54/58/61/72/76,
2217/20/27/33/54/68.

ONR BUYS CANADIAN PACIFIC COACHES

Ontario Northland is in the process of buying a number, as yet unknown, of air conditioned coaches from Canadian Pacific. At least two cars are now in service, No. 820 (ex-CP 2281) and No. 821 (ex-CP 2287). For the present, only road name and numbers have been repainted, the CP Tuscan Red providing interesting contrast with ONR's usual green or green and white.



FIRST EXPO CARS DISPLAYED IN MONTREAL

The first six-car train set for Expo Express was officially unveiled in Montreal's Windsor Station on June 28th. Built by Hawker Siddeley, the cars structurally resemble Toronto's H-1 subway cars, except that the end units have stylized noses.

The train was delivered to CP's Glen Yard by June 23rd, on its own wheels, with an idler flat car providing for variations in coupler design from AAR standard. Each car in a train set is designated with a letter as well as a number; for example, the initial train is composed of cars A01, B02, C03, D04, E05 and F06. The second set will include A07, B08 and so on.

It is reported that the second set will tour through Ontario when it is received from the builder.

ABOVE: CLC in Kingston isn't out of the locomotive business yet! It presently has an order for 13 124-ton diesel-hydraulics for the Port of Calcutta. Meanwhile, this little B-B, at CN's Toronto Yard, is destined for "Warrens - Singapore"; who has further details?

/J.A. Brown

RIGHT: The largest GM locomotives in Canada to date are brand new SDP-40's of the Great Northern. GN's huge 3,000 h.p. 320 is shown here at Vancouver, after bringing in the noon "International" from Seattle.

/Peter Cox



CN PLACES LARGE CAR ORDER

Canadian National has placed orders with three Canadian car builders for 650 freight cars at a total cost of \$10.5-million.

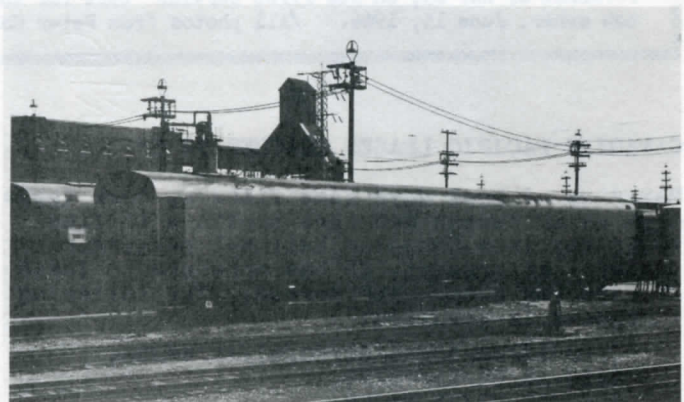
Hawker Siddeley Canada Ltd. will build 350 90-ton gondolas for the steel industry; delivery is to begin in October.

Vancouver Iron and Engineering Works is to construct 100 70-ton covered hoppers for bulk materials. Delivery of the cars, to be used primarily in western Canada, is slated to begin in August.

Also scheduled for August delivery are 200 70-ton steel flat cars with wraparound bulkheads, from Marine Industries Ltd., Sorel. These cars will be used for lumber shipment.

* White Pass and Yukon units 98-100 were shipped in May from General Electric; they bear serial numbers 35790-92.

* A mockup of a GO-Transit commuter car will be completed by Hawker Siddeley in time for this year's Canadian National Exhibition. Only half of the interior will be finished, with a strategically placed mirror completing the illusion.



RIGHT: To create a mobile, air-conditioned display hall, take one deluxe passenger coach, strip the interior and blank out the windows. And this is exactly what happened to CP coach 2285, destined to become Display Car #2 of the Centennial Train. It's shown here in red lead primer ready for final painting.

/J.A. Brown

A FEW HINTS ON THE FINE ART OF RAILROAD PHOTOGRAPHY

In April, 1959 in virtually an overnight move, Canadian National eliminated all but a trace of steam operation in southern Ontario; by the end of that same year, CP's steam activity had all but disappeared as well. And so the pattern went, from one coast to the other until by mid-1960 regular steam locomotive operation in Canada had to all intents and purposes ceased altogether.

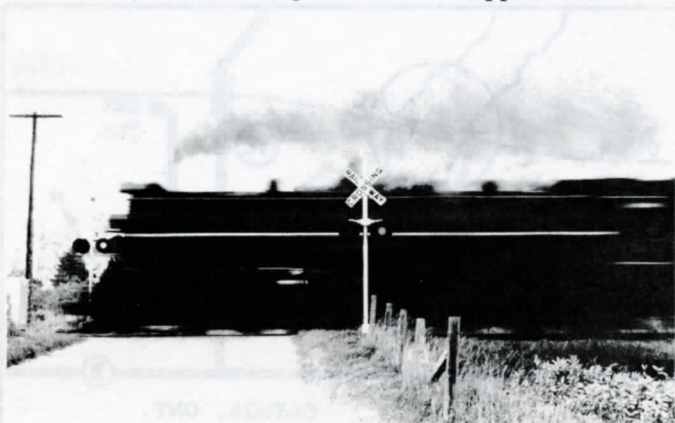
To the average rail enthusiast, the disappearance of steam was a severe wrench indeed. Yet in 1966, most of these same enthusiasts have come to the realization that dieselized railroading can be fully as fascinating as the steam days that went before.

Photography affords an excellent excuse for first-hand railroad observation, and can be intense or leisurely as your mood dictates. With the arrival of summer weather, most of us who possess cameras will be stimulated to try our luck down by the tracks. The general hints on railroad photography which follow will, we hope, help you to achieve consistently satisfying results with your railroad picture-taking -- and if you're still a dyed-in-the-wool steam fan, why not get out and see what the railways are doing these days? You'll probably be pleasantly surprised!

* * *

Step one in any photograph is the camera itself. There's no need to apologize if your camera is not the most expensive in the world. Your equipment may not be as versatile or your lens as critical as the next fellow's; yet as long as you know how to use your camera and are aware of its shortcomings, you are well on the way towards good rail photographs.

Little need be said here on the selection of film, since this subject is handled thoroughly in photography publications. Suffice it to say that you would be well advised to get to know two or three types of film well and stay with them, to avoid possible disappointment.



6167 at speed.

/Peter Cox

All too often, rail photos fall into the usual three-quarter still or action format, so that one's album takes on a suggestion of "sameness!" You can avoid this pitfall by using imagination when planning your shot. Here are a few suggestions:

- Broadside 'pan' shots at a low shutter speed (say 1/125 for a 60 m.p.h. train until you get used to it) blur the background and suggest motion. Similarly, you can freeze the surroundings and blur the train. These techniques are helpful under poor lighting conditions.
- Night photography is surprisingly easy. All that's needed is a tripod and a cable release that will hold your shutter in the open position. You'll probably find your best results will be with still subjects. Where a reasonable amount of light is present, try a simple time exposure for, say, 15 seconds at f8, then bracket this exposure by shorter and longer ones so that you will develop a 'feel' for the exposure required under various conditions. Again, with your camera on a tripod, you might 'paint' the subject with light from one or more flash bulbs; with locomotives, you may find it necessary to open your lens one stop over that indicated by the guide number, to compensate for the darkness of the subject.
- Action railroad scenes often take on added impact when they are taken from high or low viewpoints; this sort of vertical adjustment is also useful in eliminating cluttered surroundings, for example the telegraph pole which all too often can be seen growing out of a cab roof.
- Don't confine your shooting to locomotives, or the head end of trains. Try looking for the 'feel' of railroading in people, structures (old stations, perhaps), closeups of particular details, trackwork, and so on.
- In general, you will likely want to avoid shooting between the hours of 11 a.m. and 3 p.m. on sunny summer's days because of the heavy shadows cast by the almost vertical sun. Overhead or distant photos will probably fare not too badly during this period.

Where to go? If you're not too familiar with the railways in your chosen area (and even if you think you are), a session with maps and timetables will prove helpful. You'll find railway lines marked on Canadian Imperial Oil road maps; this company also issues at least two large scale tourist maps which show all secondary roads as well as main thoroughfares and railways -- these are the "Central Ontario Holiday Map and Cruising Guide" and "Canada's Mountain Playgrounds"; further, Imperial's maps of major Canadian cities (purchased for a nominal sum from local service stations) include a map of the area surrounding the city, showing secondary roads. The province of Ontario issues county maps at a 4 miles to the inch scale, available at nominal cost from the Parliament Buildings or D.H.O. Headquarters on Keele St. at Hwy. 401. Topographic maps of smaller areas at a 1:50,000 scale may be had from the Department of Mines and Technical Surveys, Ottawa, or from local stationery stores. An excellent aerial photograph of Metropolitan Toronto (about 30" x 50") can be obtained for \$1.05 from the Toronto Real Estate Board at 1883 Yonge St., Toronto.

Public timetables will supply you with almost all predictable advance information on train movements; both major railways operate their through freights on regular schedules, but the scanty information that is given, even in employees' timetables, is not likely to be as accurate as passenger schedules. CP likes to operate its freights ahead of time, often as extras, while CN omits timetable schedules altogether for its redball freights. However, you might find employees' timetables useful in tracing out freight-only lines, determining the location of open train order offices and the type of signalling used, and locating speed restrictions and other unusual operating conditions that might affect your choice of site. Expired timetables are fine for this purpose, and they can often be located through advertisements in Readers' Exchange or at UCRS auctions.

By now, you'll have selected a few likely spots and will be anxious to get out with your camera. Obviously a car is an asset, but public transport will convey you to an amazing number of choice locations. Then too, if you enjoy company, you might persuade a car-equipped friend to come along.

Once at the scene, there are a number of ways of determining the likely activity. Perhaps the best is to inquire at a nearby train order office, explaining what you want to do and the information you're seeking; keep your queries

to a minimum, though, and avoid disturbing the operator if he is busy. On CTC-equipped lines train order offices are few and far between, and you would be best advised to watch signal indications at controlled points (i.e., siding switches); when a signal clears at one of these locations, it's an indication that the dispatcher is lining up a route for an approaching train. Don't confuse automatic block signals with CTC; in CTC, ABS occurs between controlled locations, and signals may indicate green when in fact there is no train near. Perhaps the best indication of CTC is the presence of electric switch machines at siding switches. A pair of field glasses might be handy for checking mileposts, switch positions, etc.

A final word on etiquette: Be sure to obtain permission before visiting major railroad facilities. Railway public relations departments are sympathetic to your request and will be glad to supply the necessary release forms. And regardless of where you go, don't give our hobby a black eye by trespassing indiscriminately, interfering with railroad personnel or equipment, dropping film boxes or other refuse, flaunting safety rules, etc. A sensible mature approach to the hobby will ensure a continuation of the friendly relations which we now enjoy with the railways. ●

Good Hunting!

The Itinerant Railfan: 1

CN'S GRAND RIVER BRIDGE -- CAYUGA, ONT.
MILE 49, CAYUGA SUBDIVISION



View 1

/J.A. Brown



View 2

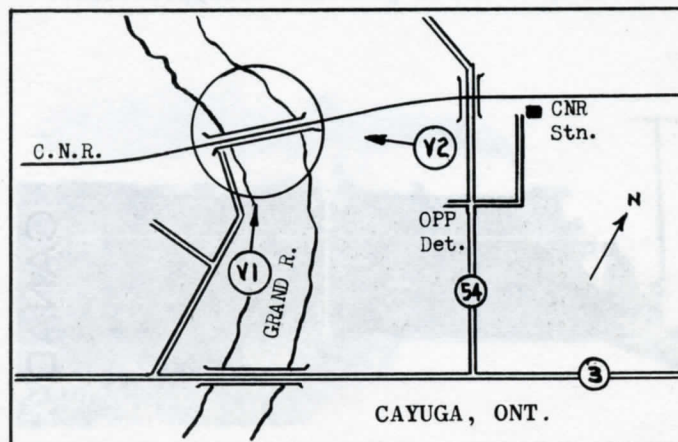
/J.A. Brown

GENERAL LOCATION: About 25 miles south of Hamilton, Ont.

HOW TO GET THERE: By car, close to junction of Hwys. 3 and 54.

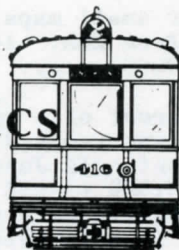
RAIL TRAFFIC: Norfolk and Western provides the main tonnage on this line, by trackage right, although CN has a daily wayfreight in each direction. N&W freights may often be seen in mid-morning (eastward) and late afternoon (westward).

REMARKS: In view of the light traffic on this line, check with operator at Cayuga station (8 a.m. to 4 p.m.) for line-up. This subdivision is dispatched by train order. ●



Traction Topics

Edited by John F. Bromley



* After four months of operation of new street car schedules and assignments, the latter can now be outlined with a large degree of accuracy. Following, then, is a listing of all TTC street car routes and assigned equipment.

ROUTE NAME	BASE SERVICE	RUSH HOUR ADDITIONS
KINGSTON ROAD-McCaul KINGSTON ROAD TRIPPER	A11, A12, A6, A7 None	Air* Air*, A7, A6, A9, A11, A12, A13.
QUEEN	A7, A11, A12, A6, A9, A13	Air*
KING	A6, A13, A7**	Same classes
DUNDAS (Both routes)	A6, A13	A7**
LONG BRANCH	A7, A6, A9, A13	Same classes
BLOOR SHUTTLE	A7**	Same class
DANFORTH SHUTTLE	A11***	Same class
CARLTON	A7, A11, A12, A6, A9, A13	Air*
BATHURST	A8, A9	Same classes
EARLSCOURT	A14, A8, A9	Same classes
ST. CLAIR	A14#, A8, A9	Same classes
ROGERS	A9+	A8, A9

* Air cars consist of various A2, A3, A4, A5 and all A10 class cars.
 ** Refers to 4460-4489 only.
 *** Refers to 4650-4674 only.
 # Class A14 cars do not operate weekends or holidays.
 + Refers to 4551-4553 equipped with automatic transfer machines.

For car numbers involved in each class, see February NEWSLETTER, pages 34-35

A few air cars can also be seen regularly in base service, such as run #4 on KINGSTON ROAD and run #21 on QUEEN, among others. Any other type of car in use other than those shown in the list can be classed as "rare". /JFB

* Repaving of Danforth Avenue and Bloor Street began in May, and so far the street car tracks have been paved over between Coxwell Avenue and Sherbourne Street. In addition, the Transferway at Yonge has been completely demolished, rail removed and the street repaved in the immediate area. The only exception to repaving at the time of writing was the intersection at Broadview, as curves and the diamond here are being removed. As of June 26th, the south half of the intersection was gone.

Pape Avenue repaving should be complete as this is read. Tracks north of Danforth were paved over, as was the intersection, while tracks from Danforth south to Riverdale Avenue were removed. The diamonds and curves on Bay Street at King and Wellington are still in place as of June 26th. Bay was paved, Front to Queen, on one evening in early June.

Trackwork on King Street is nearing completion in late June as crews press eastward at Sherbourne Street. None of the unused curves at Church Street were disconnected.

Some of the trackage in the old Vincent Loop has been removed, but track remains at the old Erindale Loop and part of Lipton Loop. /JFB

* The Toronto STAR recently took up the editorial cudgel, coming out strongly in favour of the retention of the subway wye, and blasting TTC management for allegedly promoting the wye abandonment for the convenience of the Commission and not the travelling public.

As former Metro Chairman Fred Gardiner put it, "A lot of damned mathematical computation designed to show why it won't work...they should pay attention, try to make it work instead of conniving to find reasons why they can't."

The TTC proposes, effective September 4th, to completely separate the BLOOR-DANFORTH and YONGE-UNIVERSITY lines for a six-month trial period to enable a comparison to be made with the fully-integrated operation now under way.

The STAR supports the recommendation of TTC Commissioner Ford Brand that the trial separation be carried out in non-rush periods, but that during the weekday peak hours, integrated trains continue to run through the wye. Says the STAR:

"That way fairly accurate notions of how effectively the other system can work will be possible without overwhelming the YONGE line with transfer passengers, and without risking chaos at the too-small Bloor exchange platforms....."

"Such a modified trial would also be a financial test. It's the complete runs over the two systems with long trains half-empty in non-rush hours that appear the most uneconomic."

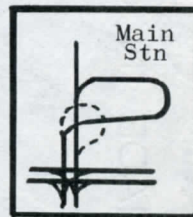
The STAR and Mr. Brand present a convincing argument. During non-rush periods, it would be virtually impossible to justify continuance of the fully-integrated operation; it would be similarly difficult to deny the advantages of integrated operation during rush hours.

The problem of subway interconnections has been successfully met before. The New York City Transit Authority will soon open its Chrystie Street connection, which will result in a large rerouting programme for many NYCTA lines; a similar interchange now in operation is the Queensborough Plaza junction in Queens.

At the TTC meeting of June 7th, Commissioner Brand raised his proposal for joint-separate operation of the YONGE and BLOOR lines. The proposal is now being studied and, if approved could be placed in operation by August. /JFB

* The TTC has rejected a request to replace street cars on the BLOOR route with buses before the opening of the subway extension. The TTC said the plan would be too expensive, requiring as many as 25 new buses at a cost of about \$842,500 (see June NL, page 103). /JFB

* The new Main Station Loop was opened with the first day car on Monday, June 13th. Street cars now operate around the new enlarged loop in a clock-wise direction, rather than counter-clock-wise as before. The new on-street tail track is approximately 150 feet north of the old tail track. With the opening of the new loop, no more CARLTON cars will operate to Luttrell Loop, except during emergencies. /JFB



S W27 and W28 are once again in use, working
H various parts of CARLTON, DUNDAS, KINGSTON
O ROAD, KING, QUEEN and the remaining portion
R of PARLIAMENT.....the NA switch at Coll-
T ege and Lansdowne, west to north, has been
removed.....an NA switch has been instal-
T led on the exit ladder at Russell Division,
U but like the NA switch on Queen at Connou-
R ght, east to south, it has not yet been
N connected.....4559, 4560 and 4565, and
4554, 4557 and 4558 were returned to St.
Clair Division on June 17th and 22nd, re-
placing the A7 and A6 cars respectively.....
W26, the Sand Car, has not been used for many
months and will probably be retired.....2766
and 2778 remain in storage on the system, 2766
at Hillcrest in the yard and 2778 inside on
track 10 at St. Clair.....track 12 at St.
Clair was filled in and paved in late April,
as buses are expected before the end of summer
to relieve overcrowding at Davenport. Track 12
is the St. Clair washtrack....."Exhibition"
and "Wychwood" are now the only side signs in
use on BATHURST cars, while DUNDAS and KING
cars continue to use regular route signs on
the side roller, pending completion of instal-
lation of new destination signs for these two
routes.....the A9 (4550) series cars at Ron-
cesvalles are being fitted with all new desti-
nation signs brought into use during the last
year.....no more has as yet been heard on
MU service for QUEEN.....unused rail was
lifted from Scott Street June 22-24 in connec-
tion with redevelopment in the area.....no
further announcements have been made with re-
gard to the YONGE subway extension.....odd
assignments during the month included 4254 and
4599 on LONG BRANCH June 17th, 4584 in base
service on KING June 15th and 4316 on DANFORTH
June 25th.....both 4672 and 4721, the latter
out of service for over six months, are now
being repaired at Hillcrest.....the April,
1966 issue of ERA HEADLIGHTS devotes its
entire 20 pages, the largest issue in years,
to the TTC, containing articles on the new
Subway, Greenwood, TTC Witt Cars and the sur-
face system, plus two large maps separate from
the issue as well. Illustrated with 48 photos

and four small maps, copies are available at
US 50¢ from ERA, 145 Greenwich St., New York,
N.Y., 10006..... /JFB

* The threat of a strike by TTC operating per-
sonnel was removed after the vote on a wage
settlement held June 15th-16th. TTC operators
voted 3,522 to 925 to accept the contract
offer negotiated between the TTC and the Amal-
gamated Transit Union, Local 113. Passengers
were inconvenienced by a slowdown of operation
between May 26th and June 16th, with the ex-
ception of Saturday, June 11th, when employees
accepted some overtime runs. Service had re-
turned to normal on Friday, June 17th.

The contract settlement will cost the TTC some
\$13 million over the 27-month life of the con-
tract, which is retroactive to March 1st, and
will lead to a fare increase next year. The
settlement provides for increases ranging from
43 to 54 cents an hour added to the old rate
of \$2.48 an hour. New operators will have to
wait only two years instead of three to attain
the top wage group. Their rate of \$2.16 an
hour will be boosted over the contract period
to \$2.59, with an immediate increase of 15¢.
The maximum shift spread of 14 hours to com-
plete 8½ hours work is reduced to 12½ hours,
beginning next July 24th, start of the next
selection.

Other improvements include an extra paid stat-
utory holiday (Boxing Day), an increase in
extra benefits and amendments to holiday per-
iods. /JFB

* The number of "Rotation" cars in service ap-
pears to have levelled off at 62. Below is the
list of air cars in service as at June 27th.

4199, 4200, 4201, 4210, 4212, 4218, 4223, 4225
4226, 4228, 4229, 4231, 4235, 4236, 4237, 4241
4242, 4246, 4249, 4250, 4251, 4252, 4254, 4255
4257, 4258, 4261, 4267, 4268, 4270, 4277, 4278
4279, 4290, 4293 plus all Class A10 cars.

To obtain the list of other cars in service in
the last month, simply remove from the June NL
list all cars not shown above.● /JFB



LEFT: Within the past few weeks,
streetcar tracks disappeared for-
ever from the Danforth-Coxwell
area. This was the scene on Sept.
29th, 1936, when these very rails
were being laid on Danforth.

/J. F. Bromley Coll'n

Bull Session



Some long overdue items:

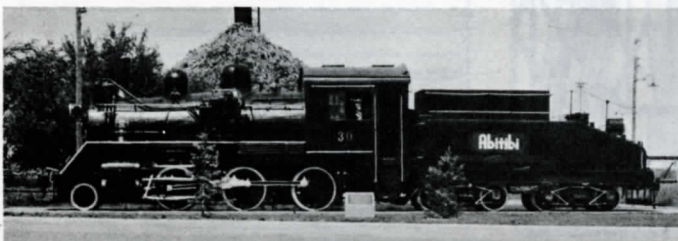
Bruce Chapman has a couple of corrections for our December, 1965 issue. He notes that the snowy switchman on the cover is employed by CN, and not Canadian Pacific as we said -- we should have known that! On page 208 of the same issue, Bruce objects to our comments on the scarcity of CP specials to the Grey Cup Festival, pointing out that a 9-car special loaded with 450 happy fans operated non-stop (more or less, what with cord-pulling and all) from Ottawa to Toronto prior to the big event.

A clipping describing a January visit of the Ontario Northland Transportation Commission to Cochrane was sent to us by David Rudyk. The clipping notes that ONR plans a considerable improvement in service to Moosonee this summer, and mentions that sleeping car service was discussed. Interesting speculation was generated by the statement "it was indicated that if at all possible the suggestion of the Cochrane Centennial Committee that a steam locomotive visit communities on the ONR lines in the Centennial year would be carried out."

Jack Beatty writes from Montreal that CP's G-3-c 4-6-2 No. 2317 was sold to Nelson Blount, of Steamtown, U.S.A. Says Jack, "It came down on wayfreights from Winnipeg, arriving at St. Luc January 7th, and left the following week via NJ-D&H to Rutland, thence via Green Mountain Railroad."

Don McQueen reports that ex-CN 0-6-0 7470, now owned by Canada and Dominion Sugar Co. spent the winter outside C&D's Wallaceburg plant, awaiting a buyer. Does anyone know her present status?

The accompanying photograph was obtained by Bill Blaine from the Manitoba Paper Company, Ltd., of Pine Falls, Man., in response to Bill's request for data on the little 2-6-0. The Mill Manager writes, "No. 30...was built by the Montreal Locomotive Works in 1922 for the Chinese Government. It was purchased in 1924 by Abitibi Power & Paper Co. Limited, our parent company, and was in service at our Iroquois Falls division until 1955 when it was transferred to Pine Falls. It was in daily use at our plant for yard switching until July, 1963 when it was retired from service and is now on display at Pine Falls."



It seems the train is still the safest way to travel. The latest statistics published by (of all people) the Aviation Safety Center of Cornell University showed the automobile with a death rate of 2.3 per 100 million passenger-miles, as compared with .29 for airlines, .17 for buses and a microscopic .10 for trains. In Canada, for example, CN had its last fatality involving passengers in a Montreal collision in 1960, and even here, only a single life was lost.

The Reeve of Verulam Township suggested to the roads board of Victoria County on June 24th that CP's abandoned right-of-way between Lindsay and Dunsford be taken over as the main route for a highway between the two points, replacing the tortuous highway 36. Ray Corley looked into the matter of road traffic using the abandoned portion of the Bobcaygeon Sub-division almost three years ago, in the September, 1963 NEWSLETTER!

Our news items concerning the shipment of TTC 4114 caught the attention of Denis Latour, who points out that another Canadian 4114 is bound for the African continent. This one is MTC trolley coach 4114, which apparently is headed for the Congo.

Denis adds that a farewell tour of Montreal's trolley coach routes on June 19th marked the end of the era of the electric-powered surface transit vehicle in Montreal, the first time since September 21st, 1892 that Montreal was without some form of surface electric traction.

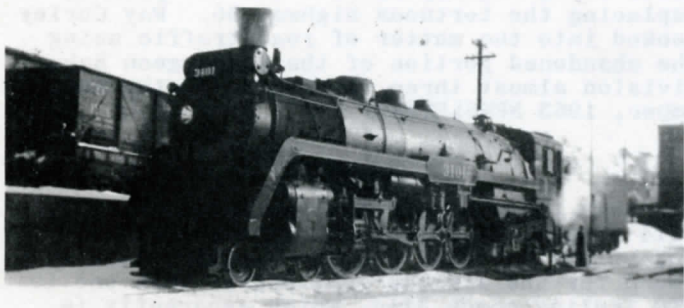
Keith Anderson is curious to know the circumstances surrounding this wreck on the Grand Trunk involving engines 300 and 542. Can anyone help? The print, incidentally, belongs to the Bayview Railroad Museum Society, the Sarnia group that has custody of CN U-1-f 6069. We understand that as a Centennial Project, the city of Sarnia will relocate 6069 and other display items to a permanent site in the city (rather than Pt. Edward, where the loco is now).



Our B.C. buddy, Peter Cox, visited Toronto around the end of May and as usual he left a few choice anecdotes behind.

This one concerns one of the student trips Peter made over CN's Yale Subdivision some time ago; Peter's train left Vancouver in dense fog, and after they had proceeded some twenty miles up the Fraser delta, he began to wonder if the fog was ever going to lift. On being questioned to this effect, the engineer, without a moment's hesitation replied, "It usually peters out at Cox."

And for those unfamiliar with the geography, Cox is a siding at mile 83, Yale Sub.



The Vancouver SUN's Norris continues his merciless but humorous attack on the policies of Canadian Pacific.



"Would it help if you could visualize me as a crate of peaches and him as a load of poles?"

The article on 4-8-4's in our April issue provoked some interesting comment.

The article implied that no GTW 6300's ran north from Toronto to Capreol. George Horner agrees, recalling that there was an order in effect at the time which expressly forbade this practice. However, on at least four occasions, 6300's operated south from Capreol to Toronto, having reached the northern division point by way of Montreal:

- 6300 - October 2, 1954
- 6302 - April 16, 1955
- 6307 - September 23, 1955
- 6308 - September 25, 1955

Clayton Storr takes exception to our statement that CP's two 3100's were hauled dead to the west. "'Tain't so," he says, adding that his father was a foreman at Schreiber, Ont., when the K-1's came through under steam. The accompanying photo proves his point admirably.

Reaction to our cover engine-that-never-was varied from "dandy effort!" to "boy, I didn't know CP had more of those 4-8-4's" to "poor taste...unworthy of the NEWSLETTER". Ah well, you can't please all of the people all of the time; your editor had fun with it, all the same. (For those who are interested, "3122" was a blending of a photo of CP 2822 at Montreal with one of CP 3101 at Winnipeg.)●

Bygone Pool Train days are recalled by this train order sent along by Norm Lowe. This particular order authorized CN passenger trains to enter and run over CP trackage from Dorval to Montreal's Windsor Station, and was issued at Brockville to avoid having to stop the flyers at Dorval.

CANADIAN PACIFIC RAILWAY COMPANY					
FORM 21	TRAIN ORDER NO. 228				Feb 21 1960
TO: CNR Eng 5700		AT: Brockville			
CNR Eng 6402					
CNR Engs 5700 and 6402					
run as First and					
Second No 6 Dorval					
to Montreal					
S.S.H.					
Conductor and Engineer must each have a copy of this order.					
REPEATED AT: 7:27 P.M.					
CONDUCTOR	ENGINEER	TRAIN	DATE	TIME	OPERATOR
J.H.S.		1/6	Com	7:50 P.M.	Box