

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

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16 SONORA TERRACE, TORONTO 13

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SOCIETY ACTIVITIES

The Society meets on the first and third Fridays of every month. The May general meeting will be held on the 16th at 8:30 p.m. in Room 486, Toronto Union Station. The program will consist of two interesting films produced for Canadian National Railways on the subject of safety in railway maintenance.

The June outdoor meeting will be held on the evening of Friday the 6th at the C.N.R. Port Credit station commencing at 7.30 p.m. This of course will be an evening of train observation on the main line.

PAST MEETINGS: April 18th--about 30 members in attendance at a regular meeting in Room 486; an excellent program of professional films including a recent one on the subject of Toronto's aluminum subway cars, showing them under construction and in operation; also shown was ROAD OF IRON, dealing with the construction and opening of the Quebec, North Shore & Labrador Railway.

May 2nd--Another successful activity, this consisting of a visit to the John St. Tower of the Toronto Terminals Railway Company, including a prior visit to the railway's track and signal maintenance shop in Union Station. Twenty three members spent an interesting evening examining the intricacies of operation of the tower, and in observing passing train movements not only "in the flesh", but also portrayed on the illuminated track diagram in the tower.

COMING EXCURSIONS

Sunday, May 18th: The Buffalo Chapter of the National Railway Historical Society will operate the Annual Spring "Iron Horse Gallop", also advertised as a farewell to the steam powered passenger train out of Buffalo. This will be a return trip by special train on the Nickel Plate Road to Cleveland, leaving Buffalo at 9:00 A.M., E.D.T., and having three hours in Cleveland between 1:45 and 4:45 P.M. Arrival in Buffalo on the return trip is scheduled for 9:00 P.M. On the westbound trip there will be a one hour stop at Conneaut, Ohio to visit the railway's roundhouse and shops at this point. From East Cleveland to Cleveland the Cleveland Transit System rapid transit line will be ridden, and a side fantrip on the Shaker Heights Rapid Transit System is planned. The fare is \$10.00 return from Buffalo, with tickets available from the Chapter's Trip Secretary, at 29 Alden Ave., Buffalo, 23, N.Y.

Saturday, June 14th: The 12th Annual Excursion of the Toronto Train Trip Committee, featuring a steam hauled special train from Toronto to Stratford and return, and a tour in Stratford of the C.N.R.'s locomotive backshop. There will be also, for those who may be interested, a side trip to the Shakespearean Festival Theatre in Stratford (to see the theatre only). Supper will be had at the Stratford Y.M.C.A.

the Timetable is as follows:

WESTBOUND (Down)		STATION	EASTBOUND (Up)	
Lv	10:00 a.m.	Toronto	Arr	9:20 p.m.
Lv	10:11 a.m.	Sunnyside	Arr	9:10 p.m.
Arr	11:00 a.m.	Hamilton	Lv	8:18 p.m.
Lv	11:05 a.m.	Hamilton	Arr	8:13 p.m.
Lv	11:45 a.m.	Brantford	Arr	7:30 p.m.
Arr	1:01 p.m.	Stratford	Lv	6:30 p.m.

Times quoted above are
Eastern DAYLIGHT.

Fares have been cut sharply over those of previous trips:

	From Toronto	From Hamilton
Adult	\$5.50	\$4.70
Children 5 to 11	4.15	3.75
" under 5	1.70	1.70

Tickets are available from Mr. A.S. Olver, 91 Mona Drive, Toronto 12 or Mr. S.J. Buckett, 36 Parkview Hill Cres., Toronto 16.

DEATH OF ROBERT R. BROWN

The May issue of the Canadian Railroad Historical Association's New Report carries the news of the passing, during April, of Robert R. Brown, known to railfans throughout this country and beyond as the father of railway historical research in Canada. He was for many years the Canadian Representative of the Railway and Locomotive Historical Society of Boston, the oldest railfan group on the continent; he was also a charter member of the Canadian Railroad Historical Association and active in the group until very recently.

While the Upper Canada Railway Society was never fortunate enough to count Mr. Brown among its members, nor has the Society ever published any of his work, Toronto fans, and those of other groups beyond those in which he was active, have cause to mourn his passing as his original work on so many Canadian railway topics provided the great part of the knowledge available to fans on these subjects today. All Canadian rail enthusiasts would do well to emulate his dedication to his chosen interest, his energy for research and his attention to detail.

It is to be hoped that Mr. Brown will have a worthy successor not necessarily in any one individual, but in a strong body of Canadian railfans inspired by his example.

- The Canadian Pacific Railway has extended the common carrier truckers' piggyback service between Montreal and Saint John, N.B., after inaugurating such service on the Montreal-Toronto line last October.

- The C.P.R. has applied for permission to abandon the portion of the Dominion Atlantic Railway between Weston and Centreville, N.S.

- The C.N.R. has withdrawn passenger service on the recently built branch line between Terrace and Kitimat, B.C., effective with the new timetables on April 27th.

TRIP REPORT = MONTREAL-QUEBEC CITY-ST. JOACHIM

by Clayton Morgan and Ian Macdonald

We left at 11.30 p.m. on Monday, April 7th aboard C.N.R. pool train 16, scheduled to arrive at 7.30 a.m., Tuesday, April 8th. Owing to a lengthy delay at Cornwall we did not arrive until 8.05 at Central Station. At Montreal, C.N.R. electric motor 182 coupled onto the train and hauled us into the station, as we witnessed enroute C.N.R. 4-6-4-T 49, numerous diesels, and motors 181, 185 and 200, which were sitting in the gloom of Central Station.

We went immediately over to Windsor Station, checked our bags and proceeded to peer through the glass doors of the station at the locomotives to be seen there. To our surprise we observed C.P.R. 4-4-4 2929 about to leave with a local passenger train. Moving hurriedly to the tracks at the rear of the station (by running about four blocks in a blinding snowstorm), we managed to get a fair photograph of the Jubilee amid the snow. Also seen at Windsor Station were C.P.R. 4-6-2's 2472, 2408, 2471, 2402, 2467 and 1229. Two RDC's arrived, one being C.P.R. 9112 and the other a Boston & Maine RDC-2 of unknown number.

Next observation point was the intersection of Ontario and Bleury to note M.T.C. operations. Street car traffic was very heavy as it was the morning rush hour. We boarded M.T.C. 3502 on the Outremont line and rode it to the Garland Terminus. The trackage in Montreal is terrible and the cars even worse. We then boarded car 1687 and rode same to the Cartierville Terminus. It seems to be a very long ride from the middle of town to Cartierville to require only one fare.

At Cartierville we took a few pictures and then rode back to Val Royal, where the Cartierville line, running on private right-of-way, passes underneath the electrified trackage of the C.N.R. At Val Royal we photographed C.N.R. gas-electric car 15824, which has also a pantograph and is used as a line car. Behind 15824 was trailer 15708, greatly reminiscent of an L.&P.S. interurban car, except that the windows were boarded up. We observed also a C.N.R. electric M.U. train, composed of two non-powered cars, a powered car, two more non-powered cars, and one more powered car. Front ends are painted bright yellow with a red door, and the sides standard C.N.R. green, the whole train striking us as resembling a cut of streamlined passenger coaches. The non-powered cars on these trains have controls and an engineer's cab.

At 4.50 p.m. we left for Quebec City aboard C.P.R. train 152, composed of three RDC's. We rocked and rolled over the line and after an uneventful journey arrived right on time at 9.00 p.m. The following morning, April 9th, found us photographing the equipment in the yard of the C.N.R. Montmorency Subdivision, formerly the interurban line of the Quebec Railway Light & Power Company. Much equipment was to be seen here, including passenger motors 401, 405 and 451-455, passenger trailers 404, 407, 408, 409 and 411, and two ancient passenger-baggage trailers, 105 and 113. The latter have ancient wood beam trucks built by Jackson & Sharp and patented in 1881, together with open vestibules and clerestory roofs; these cars are very short. In the yard also was an odd looking crane car, no. 8, C.N.R. line car 69457 (ex M.&S.C. - Toronto Suburban) originally an express motor

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and freight locomotives 229 and 230. Later motors 225 and 227 rolled in.

The Q.R.L. & P. is unusual for an interurban line in that the cars are single end and rely on wyes for reversing; however, at Quebec City is a turntable which performs the job nicely. Also unusual for a C.N.R. subsidiary is the maroon paint job, carried over from the previous ownership. After each run the cars head into the terminal, drop their trailers, are reversed by the turntable and backed into a spur track, where they are swept out and washed. All freight motors are black, carrying the C.N.R. diamond herald.

At 11.30 a.m. we boarded car 453, hauling trailer 113. At Limoilou we saw no. 6, a plow converted from a freight motor. The train normally stops at Ste. Anne de Beaupre only momentarily, but we desired to get a picture of the basilica. The conductor was most amicable when we asked him if we could stop long enough for pictures, so we jumped out, took a few pictures and boarded the car again. Ian then realized that he was wearing only one rubber, the other having been left at Ste. Anne.

At 12.10 the train met 454 at Chateau Richer on the fly, and arrived at St. Joachim at 12.35. The train laid over here until 2.00 p.m., so there was plenty of time to explore a French village. On the wye at St. Joachim we saw 12 old passenger trailers with open vestibules and 1881 style trucks. These were nos. 102, 104, 109, 111, 115, 117, 118, 120, 124, 127, 128 and 130, of which 102, 104, 109 and 111 have railroad roofs, and the remainder round roofs. These cars resemble coaches of the American Civil War era.

Also present were eight old Q.R.L. & P. hopper cars numbered 801, 803, 804, 806, 807, 850 and 351. C.N.R. 4-6-2 5071 brought in a way freight, chopped its train just before the station, wyeed on the electric railway wye, picked up a flat car loaded with McCormick harvesters and departed.

On departure at 2.00 p.m. we had the car to ourselves, but a few more passengers were picked up as we went along. Ian asked the conductor for a few minutes at Ste. Anne to recover his rubber, and upon stopping, he found it between the two tracks where it had remained from the photographic venture of two hours previous. En route to Montmorency Falls we saw 226 with a small freight at Ste. Anne and 235 switching at Chateau Richer. We left the train at Montmorency Falls to await the next train bound for Quebec City. In the wye at Montmorency Falls was 227 with a two car freight plus caboose. While we were waiting, C.N.R. 5061 roared through enroute to Murray Bay.

We then took 454 to Quebec City. After arriving at the terminal, we walked over the bridge to Limoilou, location of the shops, where three more open platform coaches were observed.

On April 10th we left Quebec City for Montreal aboard C.P.R. train 149, composed of an RDC-1 and an RDC-2. After arrival in Montreal, our next destination was the M.T.C. Lachine line, the only drawback to which is the fact that one has to ride buses to reach it. Two man cars are still used on this route, and the track is in reasonable condition, much better than that of the Cartierville line.

At 3.30 p.m. we boarded pool train 15 at Windsor Station and enjoyed a ride home in C.N.R. coach 5401 (which has six wheel trucks and is truly a luxurious car), arriving in Toronto at 9.45 p.m.

A RAILFAN'S REPORT ON THE MARITIME PROVINCES - PART 4

LOCOMOTIVES LARGE AND SMALL

by Forster A. Kemp

Cumberland Railway train no. 3 connects with train no. 3 of the C.N.R. at Springhill Junction, and while the 1½ hour connection provides sufficient time to eat in Springhill, the traveller will find that the town's nondescript eating places provide nothing more than sandwiches or ham and eggs. The "Maritime Express" provided a comfortable journey to Moncton, and the following morning, train no. 43 conveyed me to the valley town of Norton. Both these trains were diesel-powered, but a steam-hauled freight train was seen near Amherst, heading eastward. However, such trains are now few and far apart. Passenger trains between Moncton and Cape Tormentine, and Edmundston are still steam-hauled, while Moncton-Saint John trains are being changed over to diesels.

So we came to Norton, terminal of a railway line which has been called "the shrine of the true faith" for such it is to all who are interested in railways and motive power. The portion of the Minto Subdivision of the Woodstock Division of the Canadian Pacific Railway extending between Norton and Chipman, N.B. is the home of Canada's last operating 4-4-0 type locomotives.

As the overhanging roof of C.N.R. Business car no. 74 vanished into the cold dawn of early morning, the only sign of life was the wisp of steam which rose from the end of C.P.R. combination car 3363. The register book in the waiting room disclosed that the steam was being provided by engine 144, outshopped originally by the C.P.R. Delorimier Ave. Shops in 1886. All three of the diminutive A Class engines were in use during December.

The coach is heated during the night by steam from the engine, which is connected to it by a long rubber hose which passes under the enginehouse door.

The enginehouse itself is unusual. It stands in the middle of a wye, one leg of which runs parallel with the C.N.R. main line, while the other two slope down sharply and are joined at a switch located on the end of a two-span truss bridge across the Kennebecasis River. There is a short siding containing a van, used as a bunk house by non-resident members of the crew. A snowplow stands at the west end of the wye. The east end divides into two spurs which end in stop blocks at the end of the massively-timbered freight shed. They are separated by a short, high-level platform. There is also a crossover to the C.N.R., which is seldom used. A water tank is built into the enginehouse, and the only other C.P.R. building is the pumphouse, located on the bank of the river, near the bridge.

Shortly after the departure of C.N.R. no. 43, the wisp of smoke from the enginehouse began to thicken, and to rise higher into the cold morning air as the engine's blower was started to build up boiler pressure. Presently the chargeman uncoupled the steam hose, opened the enginehouse doors and engine 144 emerged into the light of the morning. The train crew began appearing shortly after. Of the five-man crew, three are regular members who have had this run for a number of years. They are Engineman John Myers, to whom the three little engines are often an occupation for off-duty as well as working hours;

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Conductor Percy Lister and Trainman Irving Swift. All three have homes in or near Norton, and are naturally personally interested in the continuance of trains 559 and 560. After some preliminary examination and oiling around, the engine and coach were backed down to the station, a boxcar was taken from the adjoining spur, and the express and mail received from C.N.R. 43 was loaded.

Train 559 left Norton on time at 9.05 a.m., paused briefly to close switches, then proceeded briskly up the grade past Peek-a-boo Corner to Case Station, across the hillside to Pascobac School and over Pascobac Creek to Belleisle, a loading point for pulpwood and Christmas trees in season, where the box car was left on the siding. From the "new" station of Belleisle (recently moved from Minto, where it was a bunk house) the train follows the scenic valleys of Jolly Creek and Northrup Brook and soon is passing through forestlands which are broken only by the sideroads which connect the stations of Scotch Steelemment, Annidale, Thorne, Perry and Thompson with their respective small hamlets. At Perry is located the line's only intermediate water tank, from which the crew and passengers, as well as the engine, usually partake of the clear spring water. It also provides an opportunity to photograph the train and for Mr. Myers to lubricate vital points on the machinery of no. 144, an opportunity of which he always avails himself.

Cody is the next stop, a small village on the shore of Washademoak Lake. A considerable portion of the mail and express traffic is transferred to two small trucks which meet the train here to distribute it through this and adjoining villages.

After leaving Cody, the train passed over a combination plate girder and through truss bridge, which is responsible for one of the weight restrictions of 136,000 pounds which keep the A Class engines in operation. This bridge includes a swing draw span, formerly used for the passage of small steamers and coal barges, but now seldom used. Up grade again, the train passed Washademoak station and moved into the bush, emerging near the group of old boxcars which serves as the station of Young's Cove Road. The main Sussex-Fredericton highway is crossed at this station, and mail is detrained for the nearby post office. This is also a loading point for saw logs and pulpwood, but no freight was handled, as it was Saturday.

The train continued on through the swampy bushland, emerged on a hill side at Granville, where the station was recently removed, eased down the grade to the bridge at Cumberland Creek, and stopped briefly at Cumberland Bay station, another shipping point which offered no freight that morning. The main task of the morning's trip was performed at the Avon Coal Company siding, a short distance east of Pennlyn. The coach was left at a point at the top of the grade east of the sidings, and no. 144 continued to the opposite side of the Coal Creek bridge, where engine 5108 waited with five empty hopper cars. These were handed over from the large engine to the small one. No. 144 then hurried them across the bridge, making a good run for the hill. As the last of the cars passed the switch, they were eased to a stop and shoved into the siding. In the meantime, trainman Swift had opened the west switch of the siding, released the brakes on four loaded cars and ridden them out onto the main line. No. 144 was recoupled to the coach, then coupled to the loaded cars. After the air was put through the cars, the strange-looking train moved quickly down the "sag" and, more slowly, up a short grade to the bridge, which was

still under construction. Engine 5108 waited on the other side, and our train was coupled carefully to it. Then the train started off again, with its Mikado in the lead, four cars of coal, the diminutive 4-4-0 and then the coach. They wended their way through the last few miles of rolling bushland to Chipman. At the east end of the yard, the small engine was set out, to get a caboose from the yard to go to Fredericton. No. 5108 coupled up to the coach and drew up to the modern Chipman station, followed closely by no. 144, with combination car 3361 and a van, which was placed behind car 3363 to complete train no. 173 to Fredericton. Then the engine was placed on the shop track for servicing, next to no. 3750, the regular Minto switcher. Engines 29 and 136 were inside the shop, which has room for four engines.

Train 173 left for Fredericton on time at 12.25 p.m. behind engine 5108. After lunch, engine 144 had its fire cleaned and ash pans dumped, then was turned on the wye and picked up an empty boxcar. The train (560) left Chipman at 1.35 p.m., and had an uneventful trip. The boxcar was left at Cumberland Bay, but stops at Young's Cove Road, Cody and Belleisle were only a formality. Water was taken at Perry as usual. The train backed down to the end of the spur at Norton at 4.00 p.m., five minutes ahead of time!

C.N.R. train no. 13 was due at 5.41 p.m., but was delayed, and arrived at 6.30 p.m. behind engine 6146. Some fast running along the curving valley of the Kennebecasis River made up fifteen minutes on the 33-mile trip to Saint John, arriving at 7.35 p.m.

About two hours remained before the departure of C.P.R. train no. 41 for Montreal, so there was time for a visit to the Bay Shore roundhouse in Lancaster. This is reached by the Beaconsfield bus, but after 7.00 p.m. it is necessary to take the West Saint John bus and change at Tilton Corner. Upon reaching Sea St., which slopes steeply down to the tracks, a characteristic but almost-forgotten sound was heard, - a soft chuffing, with the slow clank of side rods that could only come from one class of locomotive. Sure enough, behind the roundhouse, in slow, typical plodding fashion, came no. 5755 (class R2c 2-10-0) pushing a long string of cars. During the next few minutes, three other engines passed by as they switched the inclined Bay Shore yard. These included another 2-10-0, 5754, and also 6933 and 3692. Outside the roundhouse stood 5425 and Maine Central E7 unit 710. Inside were two D4 class 4-6-0's, 453 and 490, a number of N2 class 2-8-0's, Pacific 2397, and a couple of 2-8-2's. (It was too cold to write these down, so numbers cannot be given).

A similar inspection was made at Mc Adam during the 25-minute stop there, and disclosed an interesting selection of motive power. Engine 6961, last of the V5 class 0-8-0's in eastern Canada, was switching in the yard, accompanied by 6928, 3660 and 3633. In the roundhouse were 2503, 2504, 5108, 5208, 2928, 802, 816 and several other P1, P2, G2 and M4 engines whose numbers I could not get. Mc Adam is still one of the most interesting C.P.R. points in Canada. There is a hotel in the station building, and patrons can be lulled to sleep by the shuttling switchers which plod up and down the yard. It is a good place to set up a tape-recorder. Not many hotels have such an interesting locale!

As no. 41 wound its way across Maine during the night, I thought over the preceding four days, that they would always be remembered in the future, when we would no longer be able to turn back Time's pages by going 500 miles to the east, and big wheels would roll no more in those present-day strongholds of steam, in Canada's Atlantic Provinces.

T.T.C. NOTES

- One way street operation went into effect on Monday, May 5th on Richmond and Adelaide Sts., east of York St. in downtown Toronto. The Bathurst carline was accordingly rerouted to loop via Adelaide, Church, Richmond and York. Preliminary to this change, the eastbound track on Adelaide Street from Victoria St. to Church St. was rebuilt, this having been Toronto Railway Co. trackage laid in 1911, and was in poor condition. It was a last remnant of the original trackage laid on Adelaide Street, all of which was installed by the T.R.C. in 1910 and 1911.

- Peter Witts no longer are operated from Roncesvalles Carhouse, which is the first all-P.C.C. division on the system (Lansdowne has no Witts, but has trolley coaches). The last Witts operated out of Roncesvalles on April 18th, when only two such cars were in service from that division. The previous Monday there had been seven cars, and about thirteen had operated out of Roncesvalles in weekday rush hours over the past winter.

- Current political discussions in Toronto centre about monorail versus subway in the debates on the subject of the Bloor rapid transit line. This resulted primarily from a recent visit by three suburban members of the Metropolitan Council to Texas, where they saw an experimental monorail line in operation. The T.T.C. Chairman has discussed monorail for Toronto, holding that the system will cost far more than its promoters claim. (He is no doubt thinking of such matters as air rights for a monorail line, etc., which would not be included in a pure engineering cost summary for such a system). There is also serious doubt that it would be wise for any transit system which has already invested heavily in rapid transit facilities of one type to expand the system using a completely different and non-interchangeable form of rapid transit.

- U.C.R.S.-B.E.R.A. member John R. Stevens reports that shelter has been provided for all three Canadian cars in the Branford museum's collection at Short Beach, Connecticut, with barns for T.R.C. 1706 (ex T.T.C. W-24, ex T.R.C. 1706) and Montreal & Southern Counties 9 having been completed in October, 1957. Toronto car 11, the single truck open trailer built in Hillcrest Shops, is not being retained in the paint scheme which it originally possessed, but is being repainted to match 1706. This car is considered (and reportedly has been used) as a horse car at Branford, although it was never so used in Toronto; however, the predecessor car 11, after which it was modelled, was a Toronto Street Railway Co. open horse car.

MOTIVE POWER NOTES

- A Whitcomb diesel locomotive, bearing serial number 60081 passed through Toronto on March 6th enroute to the Dominion Bridge Company at Dominion, P.Q.

- Canada Crushed and Cut Stone Co. four-wheel Plymouth diesel no. 7 has lost its original cab and distinctive sand dome. A new cab was built after the original cab was crushed a few months ago. No. 7 now works along with four electric dump cars on the high-level trolley road at the company's quarry operation on the hill above the Town of Dundas. No. 7 formerly worked on the non-electrified low-level switching tracks from the C.N.R., but this work is now handled by the company's other diesel, G.E. 150-H.P. no. 12, built in 1952.

- C.N.R. Deliveries:

1800 H.P. M.L.W. Road-Switchers

3673, 3674	Jan. 7
3675, 3676	Jan. 9
3677, 3678	Jan. 14
3679, 3680	Jan. 20
3681, 3682	Jan. 23
3683, 3684	Jan. 29
3685, 3686	Feb. 6
3687, 3688	Feb. 10
3689, 3690	Feb. 14
3691, 3692	Feb. 19
3693, 3694	Feb. 24
3695, 3696	Feb. 27

900 H.P. G.M.D. Switchers

7251	Mar. 14
7252	Mar. 19
7253	Mar. 21
7254	Mar. 25
7255	Apr. 21

1200 H.P. G.M.D. Road-Switchers

1304	Mar. 3
1294, 1295	Mar. 7
1296	Mar. 12
1297, 1298	Apr. 15
1299	Apr. 17

1750 H.P. G.M.D. Road-Switchers

4238, 4239	Mar. 25
4240, 4242	Mar. 27
4241	Mar. 28
4243, 4244	Mar. 31
4245, 4246	Apr. 3
4247, 4248	Apr. 9
4249, 4250	Apr. 11
4251, 4252	Apr. 16
4253, 4254	Apr. 18

G.M.D. 1200 H.P. Narrow Gauge Road-Switchers

935-937	Apr. 1
(loaded on flat cars)	

- Canadian Pacific engines observed being hauled east out of Toronto dead in recent months, mostly on the morning Port Hope way freight, include the following:

888	March 31	2407	May 5	3722	May 2
2236	April 25	2840	May 7	5142	March 10
2333	April 23	3004	March 21	5164	April 18
2405	April 28	3427	May 9	6295	April 18

OSHAWA RAILWAY NOTES

The Oshawa Railway, like the N.S. & T., is now painting its equipment C.N.R. green. Sweeper 46 and locomotives 326, 400, 401, 402 and 403 have been repainted thus far, while construction flat motor 44 and locomotives 300, 325 and 327 still have the black, aluminum and red colour scheme. Line car 45 is still red.

Two C.N.R. 660-H.P. Alco diesels are still kept at the Oshawa Railway's North Barn. One works at the C.N.R. Depot, while the other works at the new General Motors south plant, where there is no overhead. Most of the maintenance on the diesels is done at Toronto, so that locomotives spend only three weeks in Oshawa and are then replaced by other ones.

The overhead was removed from the long-disused roadside line to Oshawa-on-the-Lake last year. The line was used mostly by passenger trolleys, which were replaced by buses in 1940. Its last known use was about ten years ago when it was re-opened briefly to permit the shipping of some gasoline from the tank farm at Oshawa harbour. The track is now buried in numerous places by driveways of recently-constructed homes.

end.