

# newsletter

April 1967 • 50c



Upper Canada Railway Society



# newsletter

Number 255

April, 1967

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Editor \_\_\_\_\_ James A. Brown

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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

In a classic action study, Canadian Pacific's Royal Hudson 2838 assaults the stiff climb to Dundas, Ont., west out of Bayview on CN's main line. The unusual routing for this troop special was occasioned by a derailment on CP's own rails. See pages 54 and 56.

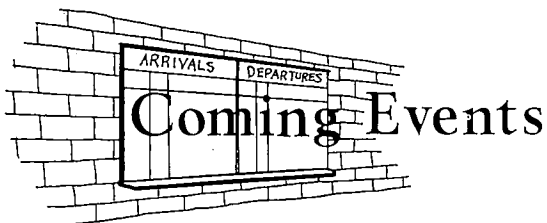
/W.H.N. Rossiter

## Contributors to this Issue

Jim Allen, Dwight Beattie, Chas. Bowman, John Bromley, Bruce Chapman, Ray Corley, Peter Cox, Tom Henry, George Horner, Ed Jordan, Omer Lavallee, Bryce Lee, Bill Linley, Ian MacDonald, Bob Mann, Frank McNairn, Alf Nanders, Newt Rossiter, David Rudyk, David Stalford.

Production; John Bromley.

Distribution; Steve Munro, George Pearce, John Thompson, Bill Weighill, Ted Wickson.



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.

May 5th; A farewell visit to CN's Sunnyside Station, just prior to its closing. (Fri) 8.00 p.m.

May 13th; The Spring Steam Excursion, to Gravenhurst, Ont. Departs Toronto at (Sat) 10.00 a.m. Tickets and full details from Box 122, Terminal A, Toronto.

May 14th; A five-hour TTC fantrip will be operated, leaving Russell Carhouse at (Sun) 10:30 a.m. Ten photostops have been planned, plus one runpast and a 15-minute stop at St. Clair Carhouse at 1:30 p.m. The fare will be \$3.00 and is payable on the car. Please indicate on your Steam Excursion ticket order form if you plan to attend. A renovated air car will be used.

May 19th; Regular Meeting. Canadian National representative J. Norman Lowe will (Fri) discuss "Getting There Is Half the Fun".

May 26th; UCRS Hamilton Chapter regular meeting. Board room, CNR James Street (Fri) Station, Hamilton, Ont. 8.00 p.m.

June 2nd; A tour of a TTC property is being (Fri) arranged. More details next month or at the May meeting.

June 16th; Regular meeting, featuring a talk (Fri) on the British Columbia Electric Railway.

June 23rd; UCRS Hamilton Chapter regular meeting. Board room, CNR James Street (Fri) Station, Hamilton, Ont. 8.00 p.m.

July 7th; This is the tentative date for the (Fri) annual evening TTC excursion.

July 21st; If sufficient interest is indicated (Fri) an informal 8 mm. movie night will be arranged. Contact the Entertainment Committee for details.

Oct 6-9; A weekend of steam excursions in Pennsylvania and New York, featuring a day's outing behind CPR 4-6-0 No. 972. Fare -- including bus and all trips -- \$50.00 per person. Full details will be released soon. Trip will be limited to 82 persons, so plan now to attend.





## READERS' EXCHANGE

WANTED: Suitable photos for 1968 UCRS Calendar. Photos may be steam, diesel or electric and must be Canadian. Please do not send fantrip scenes. Photos cannot be returned to contributors for some time. Please submit your contribution no later than August 1st to Brian E. West, 382 Vine St., Apt 605, St. Catharines, Ont.

IF YOU HAVE a spare colour slide or two of TH&B, AC&HB, QNS&L, GO Transit or ONR power, will trade for equal quality CP or CN western power, or Northern Alberta Rlys. Carl Gay, 8-10172 119th Street, Edmonton, Alta.

WANTED: Information, good photos or negatives of the now-abandoned GTR line from Whitby to Port Perry and Manilla Jct., prior to 1940. George Pearce, 432 Roselawn Ave., Toronto 12..

## RAILWAY

### *News and Comment*

#### CN, CP ANNOUNCE MAMMOTH COMPLEX FOR TORONTO

In a joint announcement on April 12th, Canadian National and Canadian Pacific announced that they have commissioned detailed plans for the redevelopment of 170 acres of prime railway land in downtown Toronto. Total cost could exceed one billion dollars over the 25-year construction period.

The property in question is a block of railway land extending from Yonge Street to Bathurst, and from Front Street to the Gardiner Express-

way. Buildings constructed over the tracks in this area would include a transportation and communications centre, hotel and convention facilities, office towers, a post office and other government buildings, residential towers and commercial and cultural facilities.

The existing Union Station will probably disappear in favour of a new terminal which could be located west of York Street. Trackage in the 'core' area would be drastically cut back, when a number of major facilities are relocated to outlying sites.

Community Development Consultants Ltd., of Toronto, will coordinate the planning, which is expected to be complete in 1968; first construction could possibly begin in 1969.



AERIAL VIEW OF REDEVELOPMENT AREA

/THE TORONTO TELEGRAM

## BAD MONTH FOR CENTRAL STATION

Three times during the past month, the normal routines of CN's Montreal Central Station were disrupted -- twice by fire and once by a bomb threat.

A stubborn five-alarm blaze in the ceiling, offices and storerooms lining the east corridor between Central Station and the Place Ville Marie shopping mall on March 29th failed to disrupt rail traffic, but was successful in thoroughly snarling CN's Montreal Reservation Bureau. A total of 24 firemen succumbed to the choking smoke which forced stores in the mall to close down temporarily; the station concourse, however, remained relatively smoke-free.

The fire is believed to have started in a stationery storeroom, and spread quickly to the reservation bureau, destroying many of CN's sleeping car diagrams, which recorded reservations for sleeper space well on into the summer. The bureau has since been relocated to temporary quarters elsewhere in the station. Newspaper advertisements have appeared requesting passengers holding reservations out of



Montreal to reconfirm with the railway, and extra cars have been operated on the Ocean, Scotian, Super Continental and Panorama as protection against any space disputes.

Less than two weeks later, on April 8th, a fire which started in an unoccupied coach and later spread to the adjacent platform, sent clouds of black smoke through the station and disrupted rail traffic for half an hour. The blazing coach was hauled clear of the trainshed and extinguished, while other firefighters attended to the platform fire.

And then, on Friday, April 14th, an anonymous bomb threat forced the cancellation of afternoon commuter service on CN's Mount Royal Tunnel line, stranding an estimated 14,000 passengers who normally use the tunnel route between 4.00 and 6.00 p.m. No bomb was found.

## RECENT DERAILMENTS FORCE TRAIN REROUTINGS

A log placed on the track was blamed for the April 9th derailment of CN train 841 at Hamilton Junction, which saw engines 1212, 1394 and 1214 plus two cars leave the rails. While Toronto Yard wrecking crews cleared the line, CN's Toronto-Niagara Falls trains (plus some freight service) detoured via Burlington Beach.

The derailment of 21 cars of southbound CN freight 453 south of North Bay in the early morning of April 8th forced the cancellation of RDC runs 674/675 because the equipment was trapped in North Bay. Southbound trains 674 and 88 were consolidated into a single train the following morning.

LEFT: A log on the track derailed CN 1212 at Hamilton Jct, very nearly pitching it down a bank.

/Bryce Lee

## EQUIPMENT *Notes*

### CANADIAN NATIONAL MOTIVE POWER NOTES

-N&W 3671 has replaced 3666 in CN lease service. Units 3658 and 3671 are regularly used in Fort Erie-Toronto freight cycles.

-Eight Bessemer and Lake Erie F7's appeared on CN lines on March 28th, for service out of Calder (Edmonton). The following units are now working in company with CN units of the same type:

B&LE 712A, 713A, 714A, 719A,  
B&LE 712B, 714B, 716B, 718B.

-CN's MR-24c locomotives now being delivered, Nos. 3222-3240, and GR-30b units expected soon, Nos. 4012-4017, will be assigned to Toronto Yard.

-The six MR-18 class engines being rebuilt for two-way operation in conjunction with the new Hawker Siddeley passenger equipment for southwestern Ontario will be renumbered and reclassified as follows:

Old number & class	New number & class
3850 -- MR-18g	3150 -- MRE-18g
3853 "	3151 "
3856 "	3152 "
3860 "	3153 "
3884 "	3154 "
3887 "	3155 "

These units will be regeared for 92 m.p.h. operation and will be fitted with electric generating equipment for supplying train power requirements.



## CANADIAN PACIFIC MOTIVE POWER NOTES

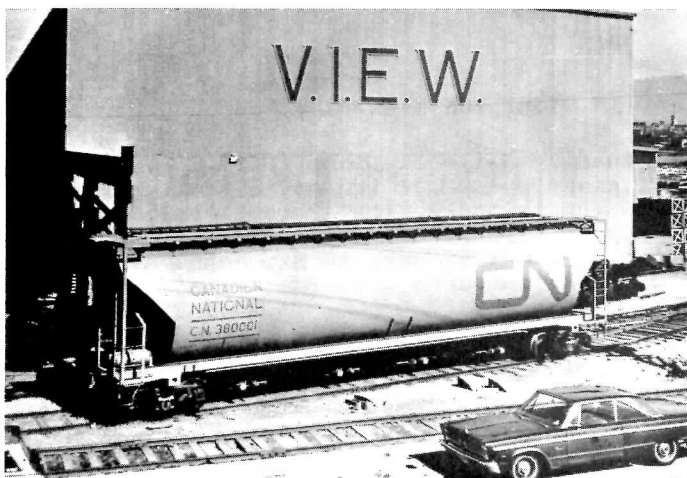
-Nine further SD-40's have been added to CP's fleet, as follows:

5551 - Mar 29th	5559 - Apr 13th
5555 - "	5560 - "
5556 - "	5561 - Apr 20th
5557 - Apr 6th	5562 - "
5558 - "	

The final two locomotives of this order should be delivered by the end of April.

-To evaluate wheel wear in long-haul service, CP is running SD-40's 5523/32/46/47 in Calgary-Toronto/Montreal cycles. The remaining 5500's are confined to lines west of Calgary.

-CP's sole RSD-17, No. 8921 (MLW 2400 h.p.), is now in full-time transfer service in Toronto while its Montreal duties have been taken over by Trainmaster 8915. The Trainmasters formerly operating in Toronto have returned to western Canada.



ABOVE: A brand new CN 70-ton covered hopper poses outside Vancouver Iron and Engineering Works.

/Peter Cox

BELOW: Newly-leased B&LE 712, complete with mountain lights, idles at CN's Vancouver diesel shop.

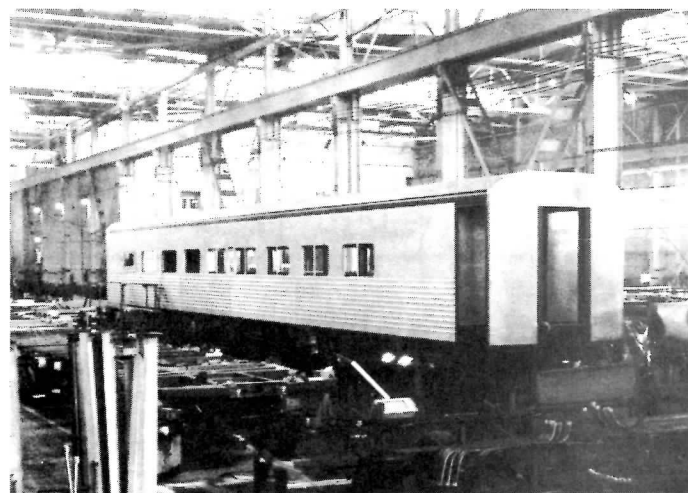
/Peter Cox



ABOVE: TH&B's bay-windowed caboose No. 62 was recently home-built on the frame of an old hack.

/Frank McNairn

BELOW: The first of CN's new South-western Ontario cars takes shape at Hawker Siddeley's Fort William Works.



## BRIEFLY...

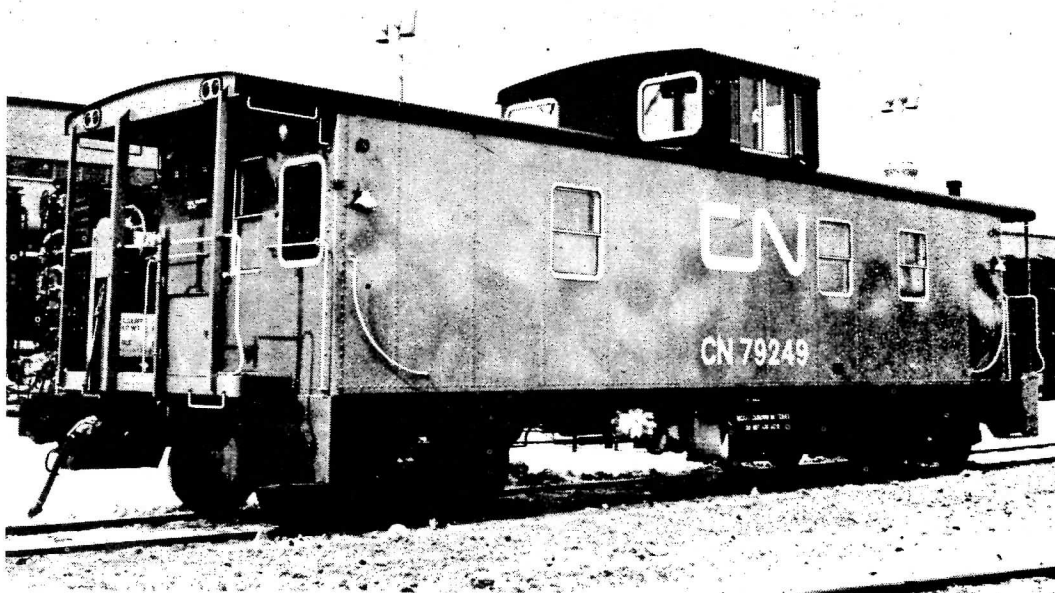
-Ontario Northland has placed an order with National Steel Car for 35 100-ton cylindrical covered hopper cars, for use in pelletized ore service between Temagami and Hamilton; the new cars will be just 35 feet in overall length. Delivery will begin in July.

-Great Northern is rumored to be considering a new livery -- blue with gray and white trim -- in anticipation of the creation of Great Northern Pacific and Burlington Lines. GN's Vancouver switcher, GMD No. 14, is presently at Seattle for painting, livery unknown.

-Government of Canada cars 1 and 2, usually assigned to the Governor General, have been repainted in a modified CN scheme, with navy blue replacing CN's customary black band.

RIGHT: All-steel cabooses like this pilot model from Hawker Siddeley, will soon be gracing the rear ends of CN trains.

/Canadian National



PASSENGER NOTEBOOK									
0042	0027	0012	0001	0000	0000	0000	0000	0000	0000
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0021	0022	0023	0024	0025	0026	0027	0028	0029	0030
0031	0032	0033	0034	0035	0036	0037	0038	0039	0040
0041	0042	0043	0044	0045	0046	0047	0048	0049	0050
0051	0052	0053	0054	0055	0056	0057	0058	0059	0060
0061	0062	0063	0064	0065	0066	0067	0068	0069	0070
0071	0072	0073	0074	0075	0076	0077	0078	0079	0080
0081	0082	0083	0084	0085	0086	0087	0088	0089	0090
0091	0092	0093	0094	0095	0096	0097	0098	0099	0100
0101	0102	0103	0104	0105	0106	0107	0108	0109	0110
0111	0112	0113	0114	0115	0116	0117	0118	0119	0120
0121	0122	0123	0124	0125	0126	0127	0128	0129	0130
0131	0132	0133	0134	0135	0136	0137	0138	0139	0140
0141	0142	0143	0144	0145	0146	0147	0148	0149	0150
0151	0152	0153	0154	0155	0156	0157	0158	0159	0160
0161	0162	0163	0164	0165	0166	0167	0168	0169	0170
0171	0172	0173	0174	0175	0176	0177	0178	0179	0180
0181	0182	0183	0184	0185	0186	0187	0188	0189	0190
0191	0192	0193	0194	0195	0196	0197	0198	0199	0200
0201	0202	0203	0204	0205	0206	0207	0208	0209	0210
0211	0212	0213	0214	0215	0216	0217	0218	0219	0220
0221	0222	0223	0224	0225	0226	0227	0228	0229	0230
0231	0232	0233	0234	0235	0236	0237	0238	0239	0240
0241	0242	0243	0244	0245	0246	0247	0248	0249	0250
0251	0252	0253	0254	0255	0256	0257	0258	0259	0260
0261	0262	0263	0264	0265	0266	0267	0268	0269	0270
0271	0272	0273	0274	0275	0276	0277	0278	0279	0280
0281	0282	0283	0284	0285	0286	0287	0288	0289	0290
0291	0292	0293	0294	0295	0296	0297	0298	0299	0300
0301	0302	0303	0304	0305	0306	0307	0308	0309	0310
0311	0312	0313	0314	0315	0316	0317	0318	0319	0320
0321	0322	0323	0324	0325	0326	0327	0328	0329	0330
0331	0332	0333	0334	0335	0336	0337	0338	0339	0340
0341	0342	0343	0344	0345	0346	0347	0348	0349	0350
0351	0352	0353	0354	0355	0356	0357	0358	0359	0360
0361	0362	0363	0364	0365	0366	0367	0368	0369	0370
0371	0372	0373	0374	0375	0376	0377	0378	0379	0380
0381	0382	0383	0384	0385	0386	0387	0388	0389	0390
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0641	0642	0643	0644	0645	0646	0647	0648	0649	0650
0651	0652	0653	0654	0655	0656	0657	0658	0659	0660
0661	0662	0663	0664	0665	0666	0667	0668	0669	0670
0671	0672	0673	0674	0675	0676	0677	0678	0679	0680
0681	0682	0683	0684	0685	0686	0687	0688	0689	0690
0691	0692	0693	0694	0695	0696	0697	0698	0699	0700
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0861	0862	0863	0864	0865	0866	0867	0868	0869	0870
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0991	0992	0993	0994	0995	0996	0997	0998	0999	1000

#### CN READY FOR CENTENNIAL CROWDS

\* After three years of preparation, Canadian National now feels capable of handling the expected 21 million passengers that will ride its trains in 1967. Through purchases and leases, CN has expanded its equipment fleet to the point where almost 2,000 passenger-carrying cars are available for service. This capacity will be further augmented when the Turbotrains and Hawker Siddeley trainsets are introduced later this summer.

#### 'CABOT' IS NAME OF NEW MONTREAL-SYDNEY TRAIN

\* CN's new Montreal-Sydney service, to begin operation June 1st, will be known as the Cabot, to commemorate the European explorer who discovered Canada's east coast in 1497.

The train, the first direct link between Sydney and Montreal, will become the first through passenger train to use CN's freight line via Edmunston.

CN authorities decided on Cabot as a name which reflects the interests of all the places served by the train. A name with Scottish flavour, such as Highlander, would be fine for Cape Breton but would have little significance elsewhere.

#### END IN SIGHT FOR N.G. PASSENGER TRAINS

\* Canadian National plans to replace its narrow gauge passenger trains in Newfoundland with the island's first through bus service early next year. CN estimates the bus trip from Port aux Basques to St. Johns will take 12 hours, compared with the train's 22 hours.

#### NEW SUBURBAN STATION IN EASTERN METRO

\* Trains running east of Toronto will begin making passenger stops at a new station adjacent to GO Transit's Guildwood Station, when the summer schedules take effect. It is hoped that this stop will prove popular with eastern Metro residents, as has Dorval with suburban Montrealers.

#### CPR PERMITTED TO RAISE MONTREAL COMMUTER FARES

\* The BTC has agreed to allow CPR to increase its Montreal commuter fares, but not to the extent originally sought by the railway. The new fares may be introduced on 30 days notice to commuters on the 40-mile Montreal-Rigaud area.

As an example, Dorval commuters now pay \$3.50 for a ten-ride ticket. CP wanted this hiked to \$4.50, while the BTC fixed it at \$4.35.

#### DAR MAY CUT ITS SERVICE

\* The Dominion Atlantic feels that it may have to cut back or abandon its passenger service if present downward trends continue. Patronage on DAR's Halifax-Yarmouth route is down 25% over last year.

#### NO MORE CPR TRAINS TO DETROIT

\* The Michigan Public Service Commission has agreed to allow Canadian Pacific to terminate its RDC service between Detroit and Windsor, which now uses NYC's Detroit River Tunnel. CP plans no alterations in its Toronto-Windsor trains.



# "Nova Scotia"

Stars on  
CBC

A little over two years ago, CBC's TELESCOPE carried a half-hour accounting of our Society's activities to television screens across the land. One of the bit players in this epic production was our own private car, "Nova Scotia". This experience was evidently valuable, for last month, the old car became a star in its own right.

For an episode of TELESCOPE '67 dealing with The Canadian Meal, host Pierre Berton required a period railway car as atmosphere in his discussion of the part played by Canadian railroads in Canada's culinary history.

These were the scenes as "Nova Scotia" played host to the cameramen and sound technicians, lighting men and makeup girls, directors and script assistants, that are so much a part of television.



LEFT: A little larger than the filters you'd use on your own camera, these sheets reduce sunlight intensity and correct balance for the cameramen's colour film.



ABOVE: Amid 'Nova Scotia's' finery, Pierre Berton muses about the eating habits of Sir William C. Van Horne. Roll 'em!



LEFT: Pierre says a few words as he boards the car. This episode of TELESCOPE '67 will probably appear in the fall.

/All photos, Tom Henry

# THE CANADIAN ARMED FORCES MILITARY TATTOO

One of the more interesting rail movements of Centennial Year is the transportation of personnel and equipment for the Canadian Armed Forces Military Tattoo. From mid-April to mid-May, two 26-car special trains will carry the military musicians from coast to coast, performing their spectacular show along the way.

CP and CN have each contributed one train to this movement and, were it not for the fact that the equipment will be required for regular services later in the summer, it is probable that the trains would have continued to operate for the entire tour.

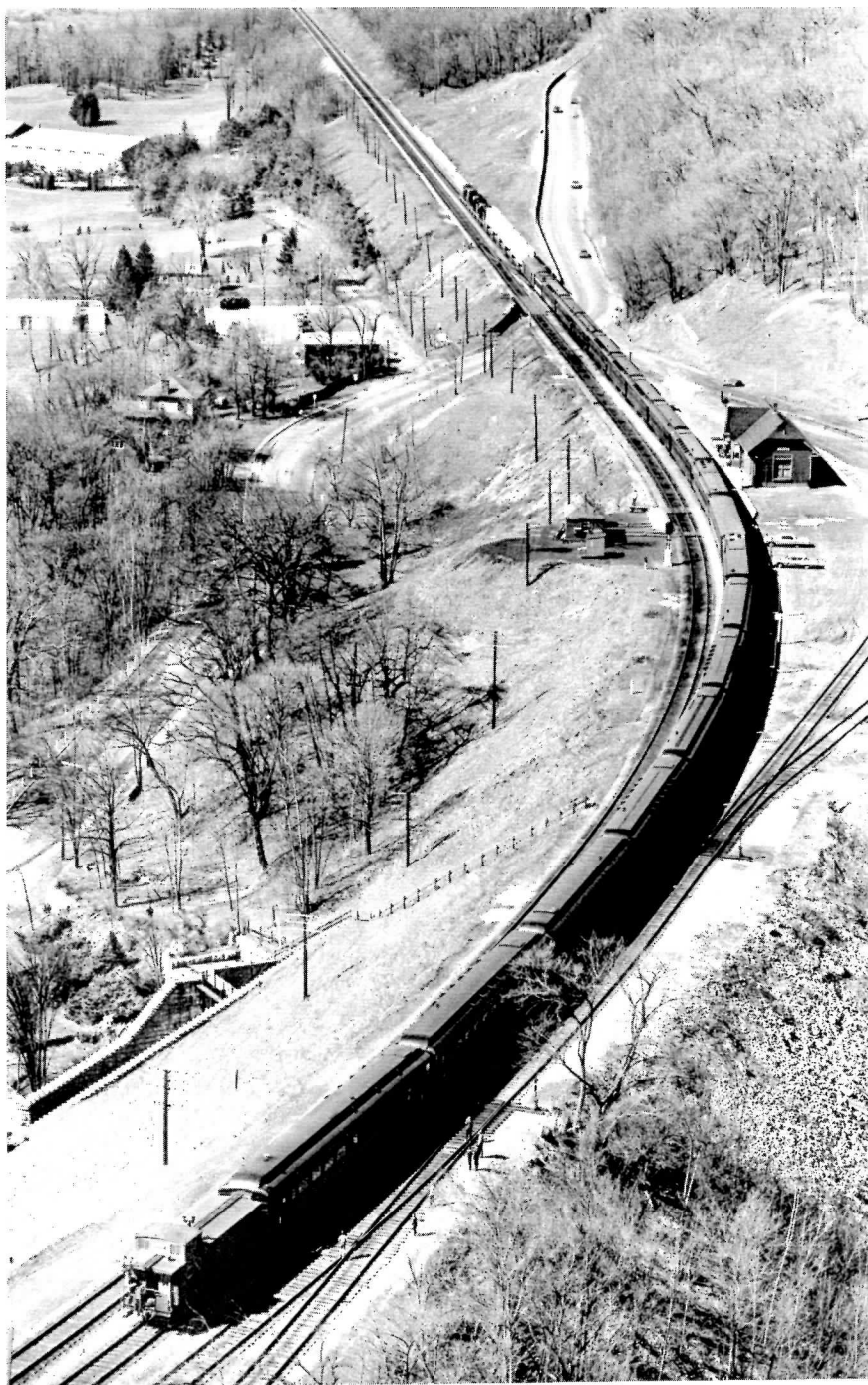
(From mid-May to October, the Tattoo will move by road, or as part of regular trains.)

The CN train began its tour on April 8th at Belleville, swinging east through the Maritimes before heading west to Vancouver, where it will be disbanded on May 17th. The CP special set out from Trenton on April 12th for a tour of southwestern Ontario, after which it too will head west, arriving in Vancouver on May 16th. Both trains will be handled on occasion by CN and CP, with additional movements on the Ontario Northland, Algoma Central and Pacific Great Eastern.

Included in each train's consist are six piggyback flats, carrying trailers filled with equipment; a steam generator car and power car in each train permits extended stopovers. Three of the cars in each train are lettered -- in French and English -- to identify the special to curious wayside spectators.

RIGHT: Tattoo Train 'B' winds through Dundas, Ont., on April 15th.

/Tom Henry





CONSISTS  
CANADIAN ARMED FORCES MILITARY TATTOO SPECIALS

TRAIN 'A'

CN 680257	Piggyback Flat
CN 680262	"
CN 680254	"
CN 680248	"
CN 680266	"
CN 680247	"

CN 15460	Baggage -- Generator
CN Fredericton	Steam Generator
CN Bracebridge	12-1 Sleeper
CN Dunnville	"
CN Owen Sound	"
CN The Pas	"
CN Verdun	"
CN Winnipeg	"

CN 1333	Dining Car
CN 15204	Battery Charging Car
CN 5172	Coach -- Canteen
CN 1334	Dining Car
CN Winona	12-1 Sleeper
CN Bowmanville	"
CN Borden	"
CN Canora	"
CN Chilliwack	"
CN Yale	"
CN Amherst	"
CP Lake Annis	Buffet-Lounge

Caboose of the hauling road is optional.

TRAIN 'B'

CP 506029
CP 506027
CP 506002
CP 506012
CP 506023
CP 506025
CP 4203
CN 15484
CP Travers
CP Telford
CP Thurso
CP Trump
CP Tenaga
CP Tring
CP Tilbury
CP Turner
CP Allington

CP 2128
CP Appleby
CP Thorne
CP Traynor
CP Tisdale
CP Trail
CP Teeswater
CP Torquay

CP Lake Erie
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## Progress Report

\* GO Transit's trackage and equipment got together for the first time on April 2nd, when a ten-car test train made two round trips between Oakville and Pickering. In charge was engine 602, marshalled at the west end of the train; in regular GO service, the locomotives will be on the east end.

A week later, on April 10th, government and rail officials sampled the new service as the ten-car train carried them to Oakville and back. The following day, in company with CN Dynamometer Car 69, the GO equipment headed for Fort Erie, for a week of performance testing on the Cayuga Subdivision, between Welland Jct and Canfield Jct.

\* All but two of GO Transit's eight locomotives have been fitted with their head-end power alternators and blue-and-white colour scheme; Nos. 606 and 607 will be outshopped imminently. Deliveries of coaches and cab cars are proceeding, while the self-propelled cars will appear later in the year.

\* New CTC consoles were delivered at the beginning of April, and work is now in progress around the clock to complete their installation.

\* Major overhaul of signal circuits is now in progress, and early in April all signalling and crossing protection from Danforth (Block F in the case of signals) was taken out of service. Block stations have been set up at Block F, Danforth, Scarboro, Port Union and Liverpool to maintain train spacing by means of train order signals; train dispatchers coordinate the movements, and surprisingly little delay is experienced. Flagmen have been stationed at all crossings now without protection, and approaching trains sound their whistles.

The end of April should see similar activities west of Toronto, with block stations functioning at such places as Mimico East, Port Credit, Oakville, Park Royal and Clarkson.

\* Complete schedules for GO Transit appear on the following page.

GO TRANSIT  
TEST TRAIN,  
WESTBOUND....



/Tom Henry

# WESTBOUND - MONDAY THROUGH FRIDAY, EXCEPT HOLIDAYS - WESTBOUND

Train No.	PICKERING	ROUGE HILL	GUILDFORD	ESKINTON	SCAR. RICHMOND	DANFORTH	TORONTO UNION	MIMICO	LONG BRANCH	PORT CREDIT	CLARESON	OAKVILLE	BRONTE	BURLINGTON	HAMILTON	Train No.	See Notes on Page 10		
903	0600	0606	0612	0617	0622	0628	0637	0643	0656	0702	0708	0713	0720	.....	.....	903	***		
949	0640	0646	0652	0657	0702	0708	0717	0723	0736	0742	0748	0753	0800	.....	.....	949	***		
905	0700	0706	0712	0717	0722	0728	0737	0743	0756	0802	0808	0813	0820	.....	.....	905	***		
955	0720	0726	0732	0737	0742	0748	0757	0803	0816	.....	.....	.....	.....	.....	.....	955	***		
955	0740	0746	0752	0757	0802	0808	0817	0823	0836	.....	.....	.....	.....	.....	.....	955	***		
907	0800	0806	0812	0817	0822	0828	0837	0843	0856	0902	0908	0913	0920	.....	.....	907	***		
909	0900	0906	0912	0917	0922	0928	0937	0943	0956	1002	1008	1013	1020	.....	.....	909	***		
911	1000	1006	1012	1017	1022	1028	1037	1043	1056	1102	1108	1113	1120	.....	.....	911	***		
913	1100	1106	1112	1117	1122	1128	1137	1143	1156	1202	1208	1213	1220	.....	.....	913	***		
915	1200	1206	1212	1217	1222	1228	1237	1243	1256	1302	1308	1313	1320	.....	.....	915	***		
917	1300	1306	1312	1317	1322	1328	1337	1343	1356	1402	1408	1413	1420	.....	.....	917	***		
919	1400	1406	1412	1417	1422	1428	1437	1443	1456	1502	1508	1513	1520	.....	.....	919	***		
921	1500	1506	1512	1517	1522	1528	1537	1543	1556	1602	1608	1613	1620	.....	.....	921	***		
923	1600	1606	1612	1617	1622	1628	1637	1643	1656	1702	1708	1713	1720	.....	.....	923	***		
967	.....	.....	.....	.....	.....	.....	.....	1703	1716	1722	1728	1733	1740	.....	.....	967	***		
969	.....	.....	.....	.....	.....	.....	.....	1723	1736	1742	1748	.....	.....	1800	1806	1814	1826	969	***
925	1700	1706	1712	1717	1722	1728	1737	1743	1756	1802	1808	1813	1820	.....	.....	925	***		
971	1720	1726	1732	1737	1742	1748	1757	1803	1816	1822	1828	1833	1840	.....	.....	971	***		
973	1740	1746	1752	1757	1802	1808	1817	1823	1836	1842	1848	1853	1900	1906	1914	1926	973	***	
927	1800	1806	1812	1817	1822	1828	1837	1843	1856	1902	1908	1913	1920	.....	.....	927	***		
929	1900	1906	1912	1917	1922	1928	1937	1943	1956	2002	2008	2013	2020	.....	.....	929	***		
931	2000	2006	2012	2017	2022	2028	2037	2043	2056	2102	2108	2113	2120	.....	.....	931	***		
933	2100	2106	2112	2117	2122	2128	2137	2143	2156	2202	2208	2213	2220	.....	.....	933	***		
935	2200	2206	2212	2217	2222	2228	2237	2243	2256	2302	2308	2313	2320	.....	.....	935	***		
937	2300	2306	2312	2317	2322	2328	2337	2343	2356	0002	0008	0013	0020	.....	.....	937	***		

NOTES: \* Effective May 23. \*\* Effective July 17. \*\*\* Effective Sept. 5. (1) No. 949 does not stop at Clarkson - Stops at Lorne Park at 1751. (2) Times shown in bold type become effective July 17.

# WESTBOUND - WEEKENDS AND HOLIDAYS - WESTBOUND

Service Commences June 26

Train No.	PICKERING	ROUGE HILL	GUILDFORD	ESKINTON	SCAR. RICHMOND	DANFORTH	TORONTO UNION	MIMICO	LONG BRANCH	PORT CREDIT	CLARESON	OAKVILLE	BRONTE	BURLINGTON	HAMILTON	Train No.
							Arr. Lv.									
903	0600	0606	0612	0617	0622	0628	0637	0643	0656	0702	0708	0713	0720			903
905	0700	0706	0712	0717	0722	0728	0737	0743	0756	0802	0808	0813	0820			905
907	0800	0806	0812	0817	0822	0828	0837	0843	0856	0902	0908	0913	0920			907
909	0900	0906	0912	0917	0922	0928	0937	0943	0956	1002	1008	1013	1020			909
911	1000	1006	1012	1017	1022	1028	1037	1043	1056	1102	1108	1113	1120			911
913	1100	1106	1112	1117	1122	1128	1137	1143	1156	1202	1208	1213	1220			913
915	1200	1206	1212	1217	1222	1228	1237	1243	1256	1302	1308	1313	1320			915
917	1300	1306	1312	1317	1322	1328	1337	1343	1356	1402	1408	1413	1420			917
919	1400	1406	1412	1417	1422	1428	1437	1443	1456	1502	1508	1513	1520			919
921	1500	1506	1512	1517	1522	1528	1537	1543	1556	1602	1608	1613	1620			921
923	1600	1606	1612	1617	1622	1628	1637	1643	1656	1702	1708	1713	1720			923
925	1700	1706	1712	1717	1722	1728	1737	1743	1756	1802	1808	1813	1820			925
927	1800	1806	1812	1817	1822	1828	1837	1843	1856	1902	1908	1913	1920			927
929	1900	1906	1912	1917	1922	1928	1937	1943	1956	2002	2008	2013	2020			929
931	2000	2006	2012	2017	2022	2028	2037	2043	2056	2102	2108	2113	2120			931
933	2100	2106	2112	2117	2122	2128	2137	2143	2156	2202	2208	2213	2220			933
935	2200	2206	2212	2217	2222	2228	2237	2243	2256	2302	2308	2313	2320			935
937	2300	2306	2312	2317	2322	2328	2337	2343	2356	0002	0008	0013	0020			937

# EASTBOUND - MONDAY THROUGH FRIDAY, EXCEPT HOLIDAYS - EASTBOUND

Train No.	HAMILTON	BURLINGTON	BRONTE	OAKVILLE	CLARESON	PORT CREDIT	LONG BRANCH	MIMICO	TORONTO UNION	DANFORTH	SCAR. RICHMOND	ESKINTON	GUILDFORD	ROUGE HILL	PICKERING	Train No.
									Arr. Lv.							
902								0555	0607	0613	0622	0628	0633	0638	0643	902
946				0550	0557	0602	0608	0615	0627	0633	0642	0648	0653	0658	0703	946
904				0630	0637	0642	0648	0655	0707	0713	0722	0728	0733	0738	0743	904
952	0643	0656	0703	0710	0717	0722	0728	0735	0747							952
906				0730	0737	0742	0748	0755	0807	0813	0822	0828	0833	0838	0843	906
954	0723	0736	0743	0750	0757	0802	0808	0815	0827							954
908				0810	0817	0822	0828	0835	0847							908
910				0830	0837	0842	0848	0855	0907	0913	0922	0928	0933	0938	0943	910
912				0930	0937	0942	0948	0955	1007	1013	1022	1028	1033	1038	1043	912
914				1030	1037	1042	1048	1055	1107	1113	1122	1128	1133	1138	1143	914
916				1130	1137	1142	1148	1155	1207	1213	1222	1228	1233	1238	1243	916
918				1230	1237	1242	1248	1255	1307	1313	1322	1328	1333	1338	1343	918
920				1330	1337	1342	1348	1355	1407	1413	1422	1428	1433	1438	1443	920
922				1430	1437	1442	1448	1455	1507	1513	1522	1528	1533	1538	1543	922
924				1530	1537	1542	1548	1555	1607	1613	1622	1628	1633	1638	1643	924
964								1615	1627	1633	1642	1648	1653	1658	1703	964
966								1635	1647	1653	1702	1708	1713	1718	1723	966
926				1630	1637	1642	1648	1655	1707	1713	1722	1728	1733	1738	1743	926
928				1730	1737	1742	1748	1755	1807	1813	1822	1828	1833	1838	1843	928
930				1830	1837	1842	1848	1855	1907	1913	1922	1928	1933	1938	1943	930
932				1930	1937	1942	1948	1955	2007	2013	2022	2028	2033	2038	2043	932
934				2030	2037	2042	2048	2055	2107	2113	2122	2128	2133	2138	2143	934
936				2130	2137	2142	2148	2155	2207	2213	2222	2228	2233	2238	2243	936
				2230	2237	2242	2248	2255	2307	2313	2322	2328	2333	2338	2343	936

NOTES: \* Effective May 23. \*\* Effective July 17. \*\*\* Effective Sept. 5. (1) No. 954 does not stop at Clarkson - Stops at Lorne Park at 0756. (2) Times shown in bold type become effective July 17. (3) Times shown in bold type become effective July 17. (4) Times shown in bold type become effective June 26.

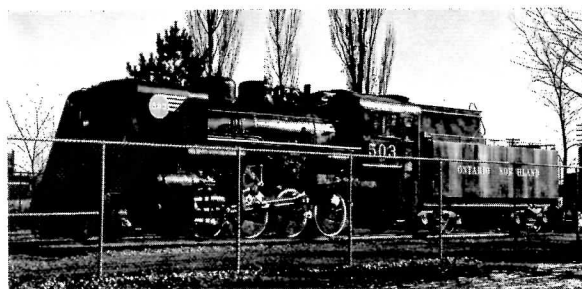
# EASTBOUND - WEEKENDS AND HOLIDAYS - EASTBOUND

Service Commences June 26

Train No.	HAMILTON	BURLINGTON	BRONTE	OAKVILLE	CLARESON	PORT CREDIT	LONG BRANCH	MIMICO	TORONTO UNION		DANFORTH	SCAR. RICHMOND	ESKINTON	GUILDFORD	ROUGE HILL	PICKERING	Train No.
									Arr.	Lv.							
902								0555	0607	0613	0622	0628	0633	0638	0643	0649	902
904				0630	0637	0642	0648	0655	0707	0713	0722	0728	0733	0738	0743	0749	904
906				0730	0737	0742	0748	0755	0807	0813	0822	0828	0833	0838	0843	0849	906
908				0830	0837	0842	0848	0855	0907	0913	0922	0928	0933	0938	0943	0949	908
910				0930	0937	0942	0948	0955	1007	1013	1022	1028	1033	1038	1043	1049	910
912				1030	1037	1042	1048	1055	1107	1113	1122	1128	1133	1138	1143	1149	912
914				1130	1137	1142	1148	1155	1207	1213	1222	1228	1233	1238	1243	1249	914
916				1230	1237	1242	1248	1255	1307	1313	1322	1328	1333	1338	1343	1349	916
918				1330	1337	1342	1348	1355	1407	1413	1422	1428	1433	1438	1443	1449	918
920				1430	1437	1442	1448	1455	1507	1513	1522	1528	1533	1538	1543	1549	920
922				1530	1537	1542	1548	1555	1607	1613	1622	1628	1633	1638	1643	1649	922
924				1630	1637	1642	1648	1655	1707	1713	1722	1728	1733	1738	1743	1749	924
926				1730	1737	1742	1748	1755	1807	1813	1822	1828	1833	1838	1843	1849	926
928				1830	1837	1842	1848	1855	1907	1913	1922	1928	1933	1938	1943	1949	928
930				1930	1937	1942	1948	1955	2007	2013	2022	2028	2033	2038	2043	2049	930
932				2030	2037	2042	2048	2055	2107	2113	2122	2128	2133	2138	2143	2149	932
934				2130	2137	2142	2148	2155	2207	2213	2222	2228	2233	2238	2243	2249	934
936				2230	2237	2242	2248	2255	2307	2313	2322	2328	2333	2338	2343	2349	936



# Preserved Locomotives Of Canada's "Other Railways"



COMPILED BY RAY CORLEY

ROAD NO.	TYPE	BLDR & DATE	LOCATION	OWNER	DATE ACQ'D	NOTES
<u>ESSEX TERMINAL RAILWAY</u>						
9	0-6-0	MLW, '23	Windsor, Ont.	Ont. Gov't.	1963?	Held by ETR
<u>GRAND TRUNK PACIFIC</u>						
1	0-4-OT	N.G.	Prince George, B.C. (CN St'n)	?	Prior to 1954	
(This locomotive is numbered and lettered incorrectly as G.T.P. No. 1; the operating owner, builder and serial number are yet to be determined.)						
<u>HUNTSVILLE &amp; LAKE OF BAYS</u>						
1st 1	0-4-OST	'88	Porter, Minden, Nebraska.	Pioneer Museum	1949	} Ex-E.B.Eddy Co. in 1905.
1st 2	0-4-OST	'88	Porter, Minden, Nebraska.	Pioneer Museum	1949	
2nd 1	0-4-OST	MLW, '26	One loco operating at Pinafore Pk, St. Thomas, Ont; other stored at London, Ont.	P. Broadbear, London, Ont.	2-63	} Ex-Can.Gypsum Nos. 5 & 7, 1948.
2nd 2	0-4-OST	MLW, '26		" "	2-63	
<u>MARITIME RAILWAY</u>						
5	4-6-0	Pittsburgh '95 or '96	Delson, Que.(C.R.H.A. Museum)	C.R.H.A.	11-61	} Ex-Fauquier (cont'r), Cochrane, Ont., 1920. Likely Fauquier F-5, thus ex-P&LE 9150, 78
<u>NORTHERN ALBERTA RAILWAYS</u>						
51	2-10-0	CLC, '26	Jasper Highway (20 mi. west of Edmonton, Alta.)	Pioneer Museum	7-62	Ex-A&GW 51
73	2-8-0	CLC, '27	Edmonton, Alta.(ETS Cromdale Carhouse)	C.R.H.A.	3-31-64	Ex-ED&BC 73
<u>ONTARIO NORTHLAND RAILWAY</u>						
503	2-8-0	CLC, '30	North Bay, Ont. (Lee Park)		1960	Ex-T&NO 503,544,144
701	4-6-2	CLC, '21	Englehart, Ont. (ONR St'n)	Ontario Northland Rly.	6-24-57	Ex-T&NO 701,758,158
<u>QUEBEC NORTH SHORE &amp; LABRADOR RLY</u>						
702	4-6-2	CLC, '21	Sept Iles, Que.(QNS&L St'n)	QNS&L	1960	} Ex-ONR 702, T&NO 702,759,159
1112	4-6-0	MLW, '12	Delson, Que.(C.R.H.A. Museum)	C.R.H.A.	1961	
<u>TORONTO HAMILTON &amp; BUFFALO RLY</u>						
103	2-8-0	MLW, '10	Hamilton, Ont. (Gage Park)	City of Hamilton	1956	Ex-TH&B 72, 52
<u>WHITE PASS &amp; YUKON RLY</u>						
"Duchess"	0-6-OST	BLW, '78	Carcross, Y.T. (near WP&Y)		1938	} Ex-Taku Tram "Duchess" in 1901, ex-Well'ton Collieries in 1899
2nd 4	2-6-2	BLW, '12	Waterford, Wis.*	Peppermint & N.W.R.R.	1955	
51	2-6-0	Brooks '81	Whitehorse, Y.T.	Chamber of Commerce	1956	} Ex-Klondike Mines #4 in 1942
52	2-6-0	Brooks '81	Skagway, Alaska.	BRT, BLF&E Unions	1957	
69	2-8-0	BLW, '08	Rapid City, S.D.*	Black Hills Central R.R.	1956	} Nos. 51 & 52 ex-WP&Y 1 & 2 in 1900, ex-PCRY in 1898.
190	2-8-2	BLW, '43	Blowing Rock, N.C.*	Tweetsie R.R.	1960	
192	2-8-2	BLW, '43	Pigeon Forge, Tenn.*	Goldrush, Pigeon Forge, Gatlinburg & Western R.R.	1962	} Nos. 190, 192, 195 originally built to metre gauge for U.S. Army Transp. Corps.
195	2-8-2	BLW, '43	Skagway, Alaska	Trail of '98 Museum	1961	
*WP&Y Nos. 4, 69, 190 and 192 are operating; No. 69 has been modified with a diamond stack and named 'Klondike Casey'.						

\*WP&Y Nos. 4, 69, 190 and 192 are operating; No. 69 has been modified with a diamond stack and named 'Klondike Casey'.

# THE END OF STEAM ON *Canadian Pacific*

BY O. S. A. LAVALLEE

Thirty years ago, in 1937, Canadian Pacific purchased its first diesel - electric locomotive, initiating a process of technological change which would, in time, obliterate the railway industry's traditional motive power -- steam. On Thursday, April 13th, the process witnessed its concluding phase, as CP released its last two steam locomotives, destined for a planned transportation exhibit sponsored by the National Museum of Canada. The retired machines, resplendent in new coats of paint befitting the era which they symbolized, were restored to pristine appearance at Canadian Pacific's Angus Shops in Montreal, and were moved dead to Ottawa on that day, on train 2/85, from St. Luc Yard to Ottawa West, via Lachute.

The two locomotives, Nos. 1201 and 2858, are representatives of the final development of their breed on Canadian Pacific lines; they were employed almost exclusively in passenger service in the Montreal area. At Ottawa, they joined a third CP engine, No. 3100, which was restored at Weston Shops in Winnipeg, arriving at Ottawa a week previously.

Some of the highlights in the thirty-year full transition from steam to diesel motive power on Canadian Pacific lines, the termination of which is symbolized by the disposal of these locomotives, include:

- 1937 - First experimental diesel-electric locomotive -- No. 7000, a yard switcher -- put into service.
- 1943 - Company begins dieselization of yard switching by purchase of locomotives beginning with No. 7010.
- 1948 - First new diesel-electric road switcher locomotives purchased, beginning with No. 8000.
- 1949 - Last new steam locomotive, No. 5935, purchased.
- 1949 - First new road A- and B-units purchased, beginning with Nos. 4000 and 4400.
- 1960 - Last run of a steam locomotive in train service -- Engine 29, November 6th, 1960.
- 1963 - First new diesel-electric road freight locomotives purchased, beginning with Nos. 8200 and 8300.
- 1967 - Final disposal of last three steam locomotives, Nos. 1201, 2858 and 3100.\*

\*Steam locomotive scrappings in 1966 included 6905 (March), 3611 (April) and 424, 2314, 2827 in June.

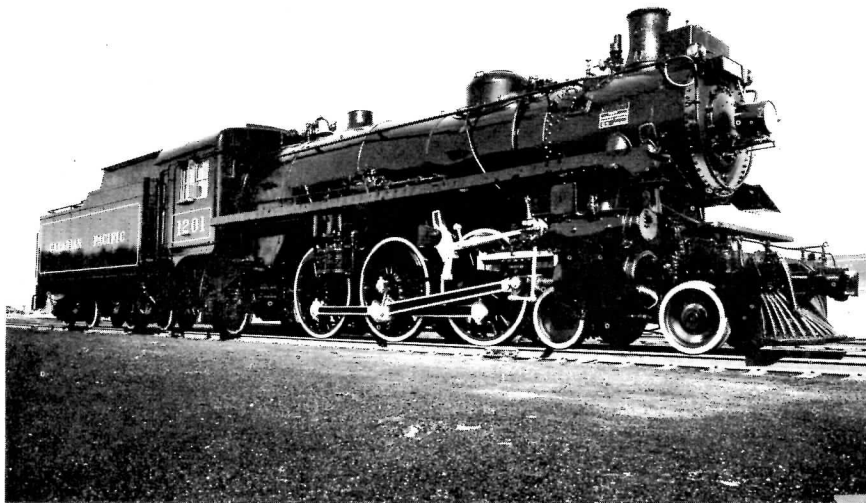


/W.R. Linley

No. 3100 is the oldest and largest of the three; built at Angus Shops in August 1928, it was one of only two K-1-a class locomotives owned by CP. An impressive locomotive visually, costing \$129,325 and weighing 728,000 pounds in working order, the K-1-a class machine was not exceptional in performance and only two were built, though a further order for 4-8-4's was considered and preliminary designs finished in the 1940's. Tractive effort was 60,800 pounds.

Among the few assignments requiring the consistent services of a large and fast steam locomotive were the Toronto-Montreal overnight trains 21 and 22, and the two K-1's remained in this duty for most of their working lives, from 1928 to 1953, when diesels took over. Subsequently No. 3100 and its sister (which is also preserved -- at Regina), worked on a variety of assignments, ending up in western Canada. No. 3100 accumulated a lifetime mileage of 2,682,109.





/Canadian Pacific

No. 1201 is a Pacific type 4-6-2 locomotive, class G-5-a, constructed at Angus Shops in June, 1944. It was the last of more than one thousand steam locomotives built by CP over a 61-year period in its own shop facilities in Montreal, located originally in buildings on DeLorimier Avenue but latterly situated at Angus Shops. During its career, 1201 accumulated a total of 1,019,483 miles in service, and was one of 102 locomotives of the same design; its original cost was \$88,310.

Engine 1201 is equipped with 70" driving wheels, was rated at 34,000 lbs. tractive effort, and weighed 417,500 pounds with its tender in working order, fully provided with 14 tons of coal and 8,000 gallons of water.

Unlike 1201, No. 2858, class H-1-d, was constructed to Canadian Pacific designs by Montreal Locomotive Works, and was outshopped in August, 1938. A far heavier locomotive weighing, in working order, some 648,500 pounds, this "Royal Hudson" 4-6-4 type locomotive was rated at 45,300 pounds tractive effort and has 75" drivers. The tender accommodates 21 tons of coal and 12,000 gallons of water. Its original cost was \$134,211.

There were sixty-five locomotives in this class; one of them -- 2850 -- achieved distinction as the locomotive which headed the Royal Train of 1939 over the lines of its owning company. For this duty No. 2850 was fitted with a royal crown ornament at the front of the running board on each side. Subsequently, 45 other locomotives of this class were so equipped, including No. 2858, whose service mileage is an impressive 2,297,192.



/Canadian Pacific

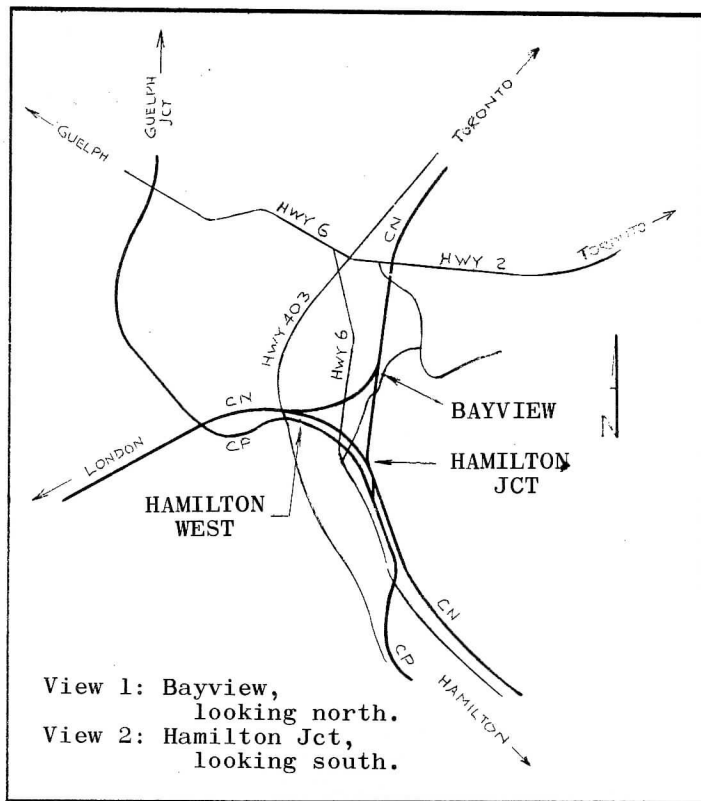
The transportation exhibit of the National Museum of Canada is approaching fruition. Its collection of railway equipment now on hand at Ottawa (at Canadian Pacific's Ottawa West roundhouse) includes CP locomotives 926, 1201, 2858 and 3100, all fully restored; as well, Canadian National's 6200 together with the celebrated Museum Train and its locomotives 713, 40 and 247 are on hand.

A new building at St. Laurent Blvd. and Russell Road in Ottawa has been leased by the National Capital Commission, and will become the new home for the railway collection. Hopes are that the museum will be opened by July 1st.

# The Itinerant Railfan: 3

BAYVIEW, ONT.

MILE 36.9, OAKVILLE SUBDIVISION -- CNR



The railway locale generally referred to as Bayview is far more than this connotation implies. As the map indicates, the area incorporates in fact three CN junctions -- Bayview itself, Hamilton West and Hamilton Jct -- plus a connection with Canadian Pacific. Just 37 miles southwest of Toronto, it can be reached easily and at minimal cost by car or public transport; Burlington Station is five miles northeast and Hamilton 2.4 miles southeast. Traffic on four subdivisions can be observed here: CN Oakville (Toronto-Hamilton), CN Dundas (Bayview-London), CP Hamilton (Hamilton-



VIEW 1

Hamilton Jct) and CP Goderich (Hamilton Jct-Goderich).

Passenger trains are prolific, and in summer between 0700 and 2000 no fewer than 18 pass -- 16 CN and two CP (the New York service). In winter, shorter daylight hours reduce the number to ten trains between 0730 and 1500.

Considerable freight traffic also traverses the Bayview area, although prediction of times is not a simple matter. Toronto-Sarnia and Toronto-Windsor freights follow the north side of the triangle, while those running between Niagara Falls/Fort Erie and Toronto take the east side; the latter trains include the bulk ore hauls from Northern Ontario to Pennsylvania, sometimes seen in the late forenoon or early afternoon. (ONR power is a strong possibility on these trains.) Sarnia-Niagara Falls trains take the south leg of the triangle, with early afternoon being a likely time for at least one train on this route. A late afternoon Hamilton-Toronto Yard service has been seen on several occasions hauled by four CN 1200-series diesels. Canadian Pacific freight is far from intensive during daylight hours; with luck, an early-morning northbound will appear on the Goderich Sub. CP Toronto-Hamilton freights use CN trackage from Hamilton Jct eastward.

The grounds of the Royal Botanical Gardens provide a fine vantage point of Hamilton Bay with the rail lines hugging the bank. The area must have more bridges per square mile than any other part of Ontario, or even Canada for that matter. Bayview is certainly one of the most fascinating observation points in the country.

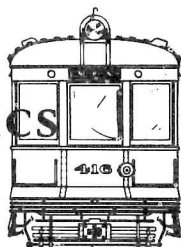
/C.W.R. Bowman



VIEW 2

# Traction Topics

Edited by John F. Bromley



ABOVE: No, TTC 4004 isn't that crowded. This is an advertising stunt promoting Greenwood Raceway, the only track in North America that can be reached by streetcar. "Take the Queen to the track!"

/Foster Advertising

S All MU cars are currently being shopped for  
H inspection of their equipment. Neville Loop  
O and Russell Trailer Yard will have some ad-  
R justments made to the track arrangement for  
T MU operation soon, and several intersections  
along Queen Street are to receive minor re-  
T pairs before train operation can begin. In  
U addition, MU contactors must be installed at  
R all electric switches along the route. As of  
N this time, no starting date of MU operation  
has been announced.....the KING route con-  
tinues to lead in odd assignments recently,  
including 4427 (twice), 4490, 4569 (destination  
"Bloor"), 4628 and 4677, and 4591 was on DAN-  
FORTH run 7 on April 7th.....out of service  
equipment includes 4392, 4395, 4710, 4712 and,  
as always, 4721. Air cars 4239 and 4247, both  
out of service at Hillcrest for fifteen months,  
are presently at St. Clair shops for overhaul  
and painting. Presumably 4211, unused for a si-  
milar period, is also returning to service, as  
it has been moved from its storage position at

Hillcrest. Also undergoing overhaul and paint-  
ing is 4593, and possibly 4250, which is having  
repairs for minor collision damage.....the  
BLOOR Saturday schedules were amended April 1st  
to add another car, run #6.....a new CARLTON  
schedule is now posted making minor adjustments  
effective April 24th. CARLTON cars continue to  
operate to Luttrell Loop.....Crane C-1 has  
been moved to a storage position beside the L&PS  
cars at the west side of Hillcrest.....March  
was an interesting month for several DUNDAS op-  
erators. On the 17th, a DUNDAS car was diverted  
over the CARLTON route to Luttrell Loop, while  
on the 31st, a tractor-trailer broke down just  
east of Broadview on Queen Street. This forced  
DUNDAS cars returning to Russell Carhouse after  
the evening rush to operate via Queen, Victoria  
Dundas, Broadview, Gerrard, Coxwell and Queen  
to Connought. Why they didn't use Parliament is  
a mystery. At least one DUNDAS car was seen in  
McCaul Loop this same day. Returning KING cars  
followed DUNDAS.....Unusual subway combina-  
tions now include 5028-5113-5112-5029 and 5030-  
5111-5114-5031, while 5110-5115 operate by them-  
selves.....the St. Clair track repair program  
began March 27th.....QUEEN cars were diverted  
on March 18th and 25th, operating both ways via  
Shaw, King and Dufferin, while others were sent  
to Dufferin Loop, as was at least one KING car  
.....the westerly abutment of the remains of  
the old T&YR bridge over the CNR at West Hill  
was removed recently in connection with work on  
the GO Transit station here.....Plow W-9 was  
not scrapped after all, but was in fact renum-  
bered W-3, which was renumbered to W-9 and then  
scrapped October 27th. Other scrapping dates for  
excess snow removal equipment were October 28th  
for W-6, October 31st for S-38 and November 1st  
for S-34. All were sold to Western Iron & Metal  
on November 1st.....W-28 was overhauled at  
Hillcrest in March, while W-27 remains at the  
Greenwood subway yard.....4407 and 4431 were  
undergoing repairs for collision damage during  
the last week of March.....all persons inter-  
ested in the TTC should obtain a copy of the  
April issue of Track & Traffic.....a contract  
for \$93,840 has been let to replace station  
ceilings in the University subway. Existing  
ceilings turned black with dirt soon after the  
UNIVERSITY line opened in 1963.....Kent State  
University of Ohio recently received a federal  
grant from Washington to finance a 30-month study  
of the TTC and ten other transit operators in  
an attempt to find ways of improving mass transit  
efficiency. Accounting and statistical proce-  
dures will be examined.....A subway fire on  
April 2nd caused \$20,000 damage to car 5080 on  
a northbound train at Jackes Ave. Vandals threw  
an iron bar in front of the train, which was  
then pressed against the third rail, causing a  
short circuit and setting 5080 on fire. Fifty  
passengers were led along the tracks to safety  
and service was delayed for an hour.

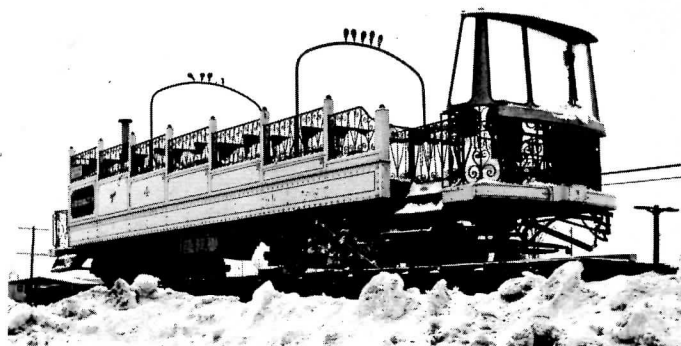
\* Just in time for the opening of Expo 67, the  
new 3.2-mile Line 4 of Montreal's Metro car-  
ried its first passengers in early April. The  
new subway extension links Berri-de Montigny  
Station with Longueuil, on the south shore of  
the St. Lawrence, with an intermediate stop at  
the St. Helen's Island Expo site.

/JAB



\* The accompanying photograph, taken on January 15th, 1967, shows Montreal Transportation Commission observation car No. 4 loaded on a CP flatcar at Dorval, Que., ready for shipment to the Connecticut Electric Railway Association's trolley museum at Warehouse Point, Conn. No. 4 had been purchased by the museum from Mr. H.J. O'Connell, who is currently liquidating part of his extensive collection of transportation vehicles which comprises, for the most part, vintage and classic automobiles. The car was bought by Mr. O'Connell about ten years ago and was the first of Montreal's four 'golden chariots' to be disposed of; the other three subsequently found their way to museums -- cars 1 and 3 to the Canadian Railway Museum at Delson, Que., and car 2 to the Seashore Electric Railway Museum in Maine.

No. 4 was somewhat the worse for wear as a result of outside storage for an undetermined period prior to its sale, but the work required is superficial, and well within the competence of a trolley museum such as Warehouse Point.



/Canadian Pacific

Other railway units in the O'Connell collection include Canadian National X-10-a 4-6-4T suburban engine No. 46, and a CN official car which was originally the Canadian Government Railways "Roleen".

/OSAL

## On the Shelf...

### OF RECORDS...

A SALUTE TO STEAM: S&G 106, released by S&G Recordings, Toronto. Available from W. Melhuish, 83 Berkshire Ave., Toronto 8, Ontario. \$4.95 (Ontario residents please add 5% tax.)

The whole gamut of steam excursion sounds is contained in S&G's latest recording. Taped exclusively on UCRS specials, the LP features both of CN's excursion 4-8-4's, Nos. 6167 and 6218 (though not doubleheaded) on the trips of June 20th, 1964, and June 5th and Sept 25th 1965.

Sequences include complete runpasts, on-train passages (with the microphones in various locations) and locomotive 'noises' taken at servicing stops. Imaginative editing has matched the band lengths to the type of sound-picture being presented; some sequences approach ten minutes in length. There are no abrupt fades. The recording is professionally made, of good technical quality. Some background hum -- certainly not objectionable -- can be detected in low-level passages.

A worthwhile addition to any enthusiast's record library, A Salute to Steam will find particular favour with the regular UCRS excursion goer.

/J.B. Allen

### ...AND BOOKS

ONE HUNDRED YEARS OF THE BERLIN TRAMS, by Peter J. Walker. 82 pages, illustrated. Published by the Light Railway Transport League, 2 Dalmally Rd., Addiscombe, Croydon, Surrey, England. Seven shillings, by International Money Order.

This interesting book on the history of Berlin streetcars is reprinted from the June to December, 1965 issues of Modern Tramway, the journal of the LRTL.

From a simple demonstration train trundling about a circular track at a Trade Fair, the traction system of the German capital and its surrounding municipalities grew to no less than 14 separate companies by 1914. Large scale abandonments in the years following the Great War culminated in the consolidation of all public transport in Berlin (except the railroads) into the city-owned Berlin Transport Company. Reconstruction of the system following the devastation of the Second War was disrupted by the division of the city into Eastern and Western sectors in the fifties. Streetcars still reign supreme in East Berlin, while West Berlin is swinging to bus and subway transport.

This is the story which is covered in meticulous detail in THE BERLIN TRAMS. As a former resident of Berlin and frequent visitor there, all I can add to Peter Walker's book are my compliments. This informative book provides excellent value for the traction enthusiast.

/J.A. Nanders