

# newsletter

July 1968 • 50c



Upper Canada Railway Society



# newsletter

Number 270

July, 1968

Published monthly by the  
Upper Canada Railway Society, Inc.,  
Box 122, Terminal A, Toronto, Ont.



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Authorized as Second Class Matter by the Post Office Department,  
Ottawa, Ont. and for payment of postage in cash.

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

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Please address NEWSLETTER contributions to the Editor at  
3 Bromley Crescent, Bramalea, Ontario. No responsibility is  
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## Announcing...

### THE SCOTIAN RAILROAD SOCIETY.

To the student of rail transportation, the Province of Nova Scotia ranks high in interest. Traces of a coal waggonway in Cape Breton dating back to 1740 probably give it the distinction of being the cradle of railways in the Western Hemisphere. Full-fledged animal-powered railways were in use around the Sydney mines by 1830, and in 1838, the Stellarton-New Glasgow area was the scene of Canada's second steam locomotive operation.

With such a wealth of interest around and about, it has been surprising that a full-fledged railway historical and hobby society has not been spawned hitherto. This lack has now been remedied: on March 11th, twenty-seven interested Haligonians gathered in Keith Hall, Hollis Street, Halifax, and voted THE SCOTIAN RAILROAD SOCIETY into being.

We are advised that the Society plans immediate action in all of its activity fields. A quarterly publication is evolving, to be edited by Mr. Yves Martel, and to be known as "The Maritime Express". Long-term plans include more frequent issues if sufficient material is forthcoming.

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## The Cover

The outlook's bleak for the future of passenger trains in Newfoundland, as our report on page 78 indicates. In a matter of months, buses will appear on the St. John's-Port aux Basques run, phasing out CN's narrow gauge varnish. Here's the eastbound Caribou waiting for its westbound counterpart at Cooke siding in June, 1967.

-- Tom Henry

## Coming Events



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

Aug 16: Summer meeting and social night at 589 Mt. Pleasant Road, featuring refreshments and professional films of rail interest.  
(Fri)

Sept 20: Regular Meeting.  
(Fri)



For the membership, monthly meetings with an entertainment programme will be held.

As to excursions, the Society will take over the successful rail trips organized hitherto by the Scotian Model Railroad Society, which have attracted some 300 passengers in the past, only a fraction of whom could be considered rail enthusiasts. A trip over Canadian National lines to Lunenburg, N.S., and return is planned for June. Another circle trip from Halifax to Truro, then via Oxford Jc., and Stellarton back to Truro and Halifax is being studied.

Its museum project is well under way with the gift by Canadian National Railways, of an ex-Intercolonial Railway baggage car, which once formed part of Canadian National's Museum Train. A tentative permanent location is under consideration, the car serving as the nucleus for a club collection by having its interior fitted out for display of small artifacts.

The mailing address is:

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- Omer Lavallee

# RAILWAY NEWS AND COMMENT

## CN Opens a New Station at Oshawa

The second in a series of new Canadian National passenger stations for medium-sized communities was opened in Oshawa on June 6th. The prototype of these functional bright new stations opened in Dorval last year.

Oshawa station is located at the foot of Thornton Road, and replaces the old Grand Trunk passenger terminal 1.7 miles further east on CN's main Toronto-Montreal line. A new marshalling yard serving General Motors and other local Oshawa industries is being built south of the new station, but well away from the passenger facilities.

Parts of the original station date back to 1856. It was on August 11 of that year that the first Grand Trunk woodburning locomotive passed through on the way to Belleville. On November 15, the same year, the Belleville-Brockville link was opened and the first through trains from Montreal and Toronto passed over the newly completed 335-mile line. Both trains stopped at Oshawa that day.

The new station measures 91 x 35 feet, and has a flat roof supported by pre-cast T-shaped modules 10 feet high. They frame huge eight-by-nine-foot windows.

Inside, the waiting room measures 40 x 35 feet, and can seat 50 passengers. The building is completely air conditioned. Also on the main floor are washrooms, a baggage room, ticket counter and office. Below, a 31-foot basement accommodates a CNT office, equipment and services.

The outer walls of the station are constructed of pre-cast concrete panels of exposed aggregate, alternating with full-height windows for visibility and light. There is a large parking lot.

## GO Transit Woos CNE Visitors

GO Transit has announced that during the period of the Canadian National Exhibition its commuter trains will stop hourly — except during rush hours at the CNE station, adjacent to the Dufferin Gates. Some 300,000 'Ex' visitors are expected to take advantage of the service.

Meanwhile, work continues on a new GO Transit station for the Exhibition, though the new facility won't be ready for this year's fair. The new station will be located midway between the CNE's east and west entrances, almost due north of the Grandstand. The accompanying photo depicts the installation of the pedestrian overpass to the westbound platform.



## How the Major Roads Fared in 1967

In 1967 both Canadian National Railways and CP rail scored gains in the number of passengers carried and passenger-miles logged.

At the same time, however, the amount of freight carried declined in volume and distance logged, and the ratio of operating expenses to operating revenues climbed more than two percent from the 1966 level.

In a comparison of operating statistics for 1967 and 1966, the Dominion Bureau of Statistics estimates CN operated 22,700 miles of road in 1967, compared with 16,641 by CP Rail.

CN logged 44,709,000,000 revenue freight ton-miles in 1967, compared with 45,494,000,000 a year earlier. CP Rail logged 35,381,000,000 last year, compared with 37,95 billion in 1966.

During 1967 CN carried 17,620,666 paying passengers, compared with 16,266,191 a year earlier; CP Rail carried 6,138,757 compared with 6,018,668.

CN logged 2,424,000,000 revenue passenger-miles in 1967 compared with 1,932,000,000 in 1966; CP Rail, 624 million, compared with 557 million.

At the same time operating profits suffered from mounting costs. CN operating expenses consumed 98.3 percent of operating revenues in 1967, compared with 96.06 percent in 1966; CP Rail expenses consumed 92.9 percent of revenue, compared with 90.91 percent.

CN railway operating revenues totalled \$781.38-million in 1967 compared with \$750.74-million a year earlier. CP Rail revenues totalled \$561.57 million, compared with \$554.61-million.



## Rails Weather Strike Threat

On July 3rd, Canada's major railways and representatives of the Brotherhood of Locomotive Firemen and Enginemen reached agreement on a new contract, narrowly averting a nationwide rail tieup.

Both the railways and the Brotherhood had accepted earlier conciliation board reports recommending a 24 percent increase in wages for firemen in passenger service and 15 percent for those in freight service. But the reports were ambiguous and were interpreted differently by the railways and the union; a strike was called against CN and CP Rail, to start June 27th.

At this point, the federal government stepped in and ordered a reconvening of the conciliation board. The amended contract terms reached in the final mediation raised the rate for yard firemen to 18 percent, an increase from the 15 percent previously recommended; increases for freight and passenger men remained the same.

A rail strike at this time could have doubly crippling effects, at least in eastern Canada, as freight trains were swelled by the cargoes of lake freighters, stalled by a prolonged walkout of seaway workers.

## More Mainland Cars on Newfoundland

Canadian National is purchasing 100 narrow gauge trucks to be used specifically for through movement of standard gauge mainland cars to Newfoundland points. The change of running gear at Port aux Basques ends the delay caused by having to tranship traffic from one car to another and eliminates the chance of loss, theft or damage of goods during the transfer operation.

Back in service on the North Sydney-Port aux Basques run is the car ferry Patrick Morris, recently modified for the service by the addition of rails and facilities for stern loading. This vessel can carry up to 36 freight cars on five tracks, while its sister ship, the Frederick Carter, handles a maximum of 39 cars on each 100-mile crossing.

## Tempo Services Are Extended

CN introduced Tempo service on Toronto-Windsor trains 141 and 146 on July 10th, increasing to six the number of southern Ontario trains so equipped. Tempo equipment now operates to Sarnia on train 151, leaving Toronto at 1625, and to Windsor on trains 141 and 147, leaving Toronto at 1715 and 1930 respectively. The returning movements, Nos. 150, 146 and 142, arrive at Toronto at 0949, 1600 and 1145 respectively.

Although the Tempos' locomotive-mounted power supplies are designed for the requirements of five-car trains, the less-than-normal electrical load of summer operation is enabling CN to run six and seven-car trainsets with a single unit. On at least one occasion, a GO Transit locomotive handled a Tempo train on a test basis; both GO and Tempo equipment utilize head-end power at 575 volts A.C.

During the summer, Tempo 141 on Fridays is augmented by an extra section consisting of three RDC's running from Toronto to London only. The Budds return to Toronto the same evening as a section of train 148.

## B.C. Hydro To Build Railway to Superport

The provincial government has given British Columbia Hydro and Power Authority the right to serve the proposed bulk-loading installations at Roberts Bank, about 20 miles south of Vancouver.

The project involves the construction of 27 miles of mainline track in the Fraser Valley and crossing of three major highways, including the fourlane freeway connecting Vancouver with the U.S. border. Work is to begin immediately and must be completed by late 1969, according to the present schedule. Cost is estimated at between \$8-million and \$10-million.

By the spring of 1970, the initial phase of the Roberts Bank superport must be ready to handle the first shipments of a \$650-million, 15-year contract to export coal from Fernie, B.C., to Japan. Kaiser Steel Corp. of Oakland, Calif., which will mine the coal, has been given the contract to build coal-handling installations at the port site.

CP Rail is committed to providing one unit train daily carrying 10,000 tons of coal by the time shipments begin. All major lines will have unrestricted access to the port railway and officials in Victoria said Hydro has reached agreement on the project with CP Rail and the Great Northern Railway, which will both have mainline connections. The unit trains, travelling by CP Rail's mainline, will cross the Fraser River at Mission, about 40 miles east of Vancouver, and using an existing branch line that runs to the U.S. border at Huntingdon, travel south before transferring to existing Hydro industrial track.

CN now has no contracts for hauling coal to Roberts Bank, but would obviously want to protect its position. Later, if traffic warranted, CN could consider tying into the port from its rail line on the south bank of the Fraser River. Most of the talks up to now have been with CP Rail although CN is being kept informed.



## CP Rail Plans for B.C. Construction

CP Rail announced July 16th the start of a two-year transportation study to devise a multi-million dollar program to streamline its rail operations in British Columbia.

The 20-man study team will work with B.C. Hydro to design and construct trackage to serve the planned superport at Roberts Bank, and will plan the terminal trackage needed by 1970 in the interior Sparwood area for the \$650 million Kaiser Coal deal with Japanese interests. The team will also look at the extensive relocation of track necessitated by the back-up of the Columbia River from the new Mica Dam and from the Libby Dam in Montana.

## EQUIPMENT NOTES...



**Strapping the Barrel Department:** When passenger traffic out of Chicago takes an unexpected jump, GTW occasionally dips into a pool of Monon coaches at Dearborn Station, explaining the presence at CN's Spadina Coach Yard of this car on June 22nd last.

-John Thompson

### Canadian National Motive Power Notes

**\* Deliveries:**

... from General Motors Diesel Ltd., 3,000 h.p. SD-40's, class GR-30d:

5050 — May 31-68	5055 — Jun 27-68
5051 — May 31-68	5056 — Jul 11-68
5052 — Jun 14-68	5057 — Jul 11-68
5053 — Jun 14-68	5058 — Jul 18-68
5054 — Jun 27-68	

Units 5035-5052 are assigned to Toronto Yard; the remaining locomotives of the current order, Nos. 5053-5075 will be assigned to Symington (Winnipeg) for Prairie Region duties.

... from MLW-Worthington Ltd., 3,000 h.p. Century 630's, class MR-30b:

2036 — May 14-68	2040 — Jun 3-68
2037 — May 24-68	2041 — Jun 13-68
2038 — May 30-68	2042 — Jun 18-68
2039 — Jun 3-68	2043 — Jun 21-68

These deliveries complete CN's current order from MLW.

... from MLW-Worthington Ltd., Turbotrains:

P102-P202 — May 22-68
P103-P203 — Jul 2-68

\* Unit 3238, damaged beyond economical repair in the Pepperlaw derailment of March 16th (March NL, page 27), was retired on June 6th. Its companion in that affair, 3212, will be returning to service imminently.

### Canadian National Passenger Car Notes

\* Oops! The pressure of the passenger business has obliged CN to return to service and repair a number of cars which had been approved for retirement (Feb NL, page 18; May NL, page 52). Back on the road are:

Cafeteria Cars; 487, 491

Cafe-Club Car; Tignish (724)

Sleeping Cars; Whitebear (1000), Ludlow (1513), Chilliwack (1527), St. Hyacinthe (1683)

Coaches; 5109, 5242.

\* Six cafe-lounge cars, featuring a new concept in on train catering for coach passengers, were introduced by CN on its two Montreal-Halifax trains June 8th. The six cars, converted from existing coach-lounges at Pt. St. Charles shops, combine the services of three types of cars now in operation — the coach lounge, the snack counter coach and the dinette.

Each car includes a 24-seat cocktail lounge, a 20-seat dining room, a five-stool dinette section and a take-out counter. With the exception of breakfast, when meats and eggs will be cooked to order, there will be no on train food preparation. Frozen, ready-cooked food is packaged separately in disposable foil pans, six portions per pan. The food is brought to serving temperature in minutes in infra-red ovens. Wrapped cold sandwiches, hot dogs, hamburgers and specialty items such as hot meat pies and omelets will be available at the take-out counter. These will be heated in microwave ovens in seconds. Hungry?

The cafe-lounge cars are numbered 750-755, and were converted from coach-lounges 3000/02/04/05/06/07 respectively.

\* CN has leased two twin-unit dining cars from the Baltimore & Ohio, for use on the Super Continental.

\* CN's new Tempo equipment, now in service in southern Ontario, is numbered as follows:

Club; 320-324
Cafe; 340-344
Coach; 360-374



**Horsepower Aplenty.** Six thousand horsepower in the form of SD-40 5042 and C-630 2018 moves empty auto racks out of Hamilton on Canadian National. Note the experimental cab roof extension on 5042.

-Reg Button

## WORTH NOTING...

\* Chicago Great Western's merger into the Chicago & North Western Railway has been reaffirmed by the ICC, which attached additional conditions for the protection of the objecting Soo Line.

\* The Ford Motor Company's "better idea" now extends to railway equipment. Ford engineers have come up with a new reflectorized bulb for grade crossing flashers which is said to be more than 400 percent brighter than conventional lamps.

\* B.C. premier Bennett, president of the Pacific Great Eastern, noted recently that lines for future development in the province will be extended to Tidewater at Stewart and north to Fort Nelson, making Prince George the hub of an extensive rail network. An 80-mile extension to Fort St. James will be officially opened on August 1st.

\* The Pavilion of Ferrovia — the railway display at Man and His World — officially opened its doors to the public on July 8th.

\* The Transport Department and CN are to study the possibility of constructing a rail link between the Yukon Territory and the transcontinental system. The survey could lead to a link of all northern railways, including the PGE and White Pass & Yukon.

\* Canadian National is launching a study of the long-term transportation needs of the Atlantic region to ensure that the company's services will keep abreast of the region's developing economy. The study will cover all aspects of transporting passengers, freight and express by rail, highway and air.

\* When SD-40 5042 derailed east of Walkley Yard (Ottawa) on July 9th, CN called in a 100-ton mobile highway crane to do the rerailing chores.

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## CN Gets Approval for Newfoundland Buses

The Canadian Transport Commission announced July 4th its approval of Canadian National's application to replace its main Newfoundland passenger train service with a fleet of modern, air conditioned buses if adequate service guarantees are met by next April 15th. The Commission said, "the institution of a highway bus service would, in our opinion, reduce the loss of over \$900,000 in the year 1966 by a considerable amount, while at the same time providing more convenient, faster schedules for the travelling public, and perhaps providing the railway with a means of regaining the patronage it has lost over the past years."

The quasi-judicial administrative board, which authorizes transportation service plans and rates, said it realizes the new bus service will cause difficulty for the 29 railway employees affected. But these difficulties would be eased by the contracts CN has with its workers' unions covering technological and organizational change.

The commission approved the CNR application, subject to conditions laid down by Chairman D. H. Jones of the commission's railway transport committee, in his written reasons for judgment. These conditions include:

... The commission must be satisfied with the terminals and shelters provided for passengers and the communication links between terminals.

... Train service must be maintained as it was in 1967 until the commission is satisfied that the bus service has been inaugurated and the passenger facilities provided.

... Train service will continue to be operated in emergencies, including extreme weather conditions, until full bus service is restored after any interruption. CN will have to maintain railway equipment for this until April 15th, 1969.

... Daily coach service in both directions will have to be provided by rail between Bishop's Falls and Corner Brook to provide residents of the area between Badger and Deer Lake with a link to the bus service.

The chairman also reserved the right to reopen the case and impose further conditions if CN fails or is unable to perform any of the conditions, "or if at any time before April 15th, 1969 the committee is not satisfied that the bus service is at least as good as the passenger train service."

While the Newfoundland Railway long enjoyed a virtual monopoly of transportation through the interior of the island province, its effectiveness in moving people dwindled with the establishment of a highway network — including the parallel Trans-Canada Highway between Port aux Basques and St. John's. Hampered by a twisting and hilly right of way, the 3'-6" gauge passenger train take 22 hours for the 548-mile trans-island journey; CN claims the buses will do it in twelve.

The proposal has met with strong opposition for a variety of reasons. The railway unions are against it because it will put 130 jobs in jeopardy. Sentimentalists oppose it because even people who have never travelled by train have inherited an affection for the Newfoundland Express. Realists welcome progress but wonder if buses can maintain a regular schedule and be operated with safety under winter conditions on our highways. They are concerned also with the movement of seriously ill persons in comfort by bus to the nearest hospital town.

The answer to the job question is that alternative employment will be offered to those who are displaced, although this may mean a change of location. The bus service itself will employ 57.

The reply to the sentimentalists is that there will still be a railway but that the cross-country passenger service has been made rapidly-obsolete by highway and air services and that more advanced forms of transport must be established.

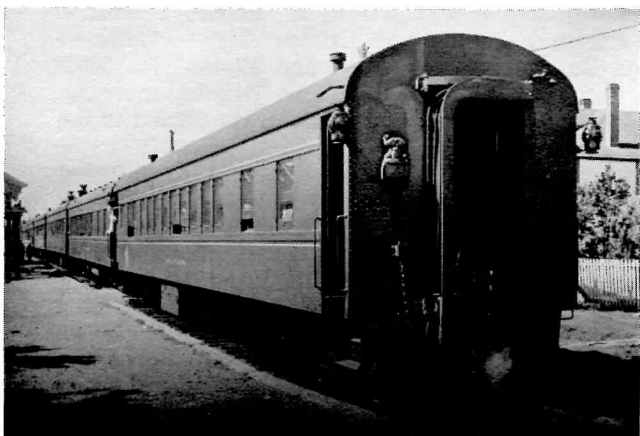
The reply to the problem of winter operation of buses has to be given by CN which must operate the vehicles throughout the coming winter to demonstrate that the case for abandoning the rail service can be justified by practical experience.

These answers fail to daunt the militant opposition to the CTC decision. Newfoundland's six newly-elected Progressive Conservative MP's have stated their

"unequivocal" opposition to withdrawal of passenger service, and are attempting to have the hearings reopened.

And what of the buses? Twelve of the 16 required were ordered in early July, and could be ready for an inauguration of service sometime in October. According to the CTC's conditions, train service must be maintained until the buses begin running; CN's only other obligation is to maintain sufficient standby equipment to provide a 1967-level rail service in the event that bus services are interrupted by weather this winter.

The conclusion? This fall could very well see the Caribou's final runs.



Though the Newfoundland Railway had disappeared into the Canadian National system three years earlier, much of its passenger equipment still carried the NR wafer and dark red livery in June, 1952. Here is the sleeper 'Buchans' (eight sections, one drawing room) at Gambo.

-Omer Lavallee



Although Newfoundland's principal passenger service may soon be a thing of the past, its branch line mixed trains seem to be on more solid ground, and their lone coaches will probably still be in operation long after the Caribou disappears from the timetables. On June 25th, 1952, a 500-series Pacific waited for the passage of the Caribou at Brigus Junction, with the mixed from Carbonear.

-Omer Lavallee



The days of steam in Newfoundland were numbered when the westbound Caribou paused at Whit-

bourne in June, 1956. Doubleheaded 2-8-2's were the order of the day.

-Omer Lavallee

# DERAILMENT!

Low-bed float trailers have proved in the past to be exceptionally lethal when involved in level crossing truck-train collisions. The most recent occurrence — on Canadian National just west of Stoney Creek on July 5th — ably demonstrated this fact.

The morning was sunny as westbound train 489 approached the Nash Road crossing at about 0700, when a low-bed machinery float apparently stalled across the tracks. The train struck the float and, because of the low deck height of the truck, the coupler rode up over it, causing the trailer to be rolled beneath the leading unit. When everything had come to rest, the four locomotives had pitched down a steep embankment and twelve freight cars were scattered over both main lines of the twin-tracked Grimsby Subdivision. Although the truck driver was unhurt, the three occupants of the locomotive suffered serious injuries.

While through traffic detoured over the Beach Subdivision, bypassing Hamilton, auxiliary cranes from Toronto Yard and Fort Erie toiled to remove the wrecked cars and open the lines. The roadbed was clear by late the following afternoon, and the lines open for traffic the next morning.

Removal of the locomotives posed a more difficult problem. The original cranes — 120-ton No. 50073 from

Toronto Yard and 100-ton No. 50107 from Fort Erie — lacked the dragging capacity to elevate the units to track level, and it was decided to import reinforcements from Belleville and London. These cranes — 200-ton No. 50014 from London and 250-ton No. 50008 from Belleville — went to work on Tuesday morning, July 9th, and the Beach Sub. rails again dipped to the weight of detouring trains.

The trailing unit of the consist, 4016, suffered superficial damage to its hood, and was rerailed in short order. The two intermediate units, 4578 and 4515, lay angled down the bank and were extricated with considerable difficulty, some additional damage being incurred in the process. The lead unit, 3641, had been virtually crushed by 4515 and was taken out in pieces. Finally, on July 12th, a week after the collision, conditions returned to normal on the Grimsby Subdivision.

A footnote: Bystanders and amateur wrecking foremen commented on the anachronism of a steam wrecker (from Belleville) working alongside a modern diesel crane. However, the Belleville crane was the youngster of the pair, having been built in 1946; its London counterpart dates back to 1928, and was converted to diesel operation some years ago.



Where Do We Begin? A jumbled mass of freight cars greeted the first auxiliary crewmen on the

scene of the Stoney Creek derailment. That's the Fort Erie crane in the background.

-Tom Henry



While the Toronto Auxiliary stands by, its crew ponders the fate of the ditched locomotives. Those identifiable are, from left, 4016, 4578, and 4515; the hapless 3641 lies beneath 4515 at the extreme right.

-Tom Henry

Detouring trains to and from the Niagara Peninsula polished the rails of CN's Beach Subdivision for nearly a week as the cleanup progressed at Stoney Creek. Here's train 466 crossing the lift bridge at Hargrove, on the Beach.

-Reg Button





The derailed units were reluctant to leave their precarious perch. The game was partly won here as 4578, somewhat the worse for wear, regains the embankment with the aid of cranes from London (left) and Belleville.

-Tom Henry



Once 4515 had been partially righted, it was possible to see just how mortally 3641 had been damaged. This locomotive finally came to rest facing in the direction from which it had come and, miraculously, three crewmen escaped from its cab.

-James A. Brown.

# TRACTION TOPICS

Edited by John F. Bromley

\* The possibility of a transit strike looms over Toronto in August. A conciliation board has been established to try to settle the dispute between the 5,100 members of the Amalgamated Transit Union and the TTC. The union, according to one report, is making 104 demands, including coffee break time and a 1/3rd increase in pay from the present \$3 per hour. The strike could well come during the Canadian National Exhibition, when TTC vehicles carry their heaviest volume outside of rush hours.

\* The TTC announced recently that they were considering elimination of the zone fare system in 1969. It is expected that a flat fare of 25¢ will come into effect, with a 5¢ surcharge for a transfer between the subway and surface systems. The TTC previously indicated that a single transit fare in Metro could mean a loss of \$4-6 million each year. At one time, the TTC offered to remove the zone fare if Metro would pick up the loss of revenue. Metro refused, and it now appears certain that many riders will pay 30¢ a journey!

**The View from the Bridge. With streetcars in the hold and on virtually every available square inch of deck surface, the Mare Tranquillo resembled nothing more than a floating carhouse as it cleared Toronto for the Mid-East.**

— TTC

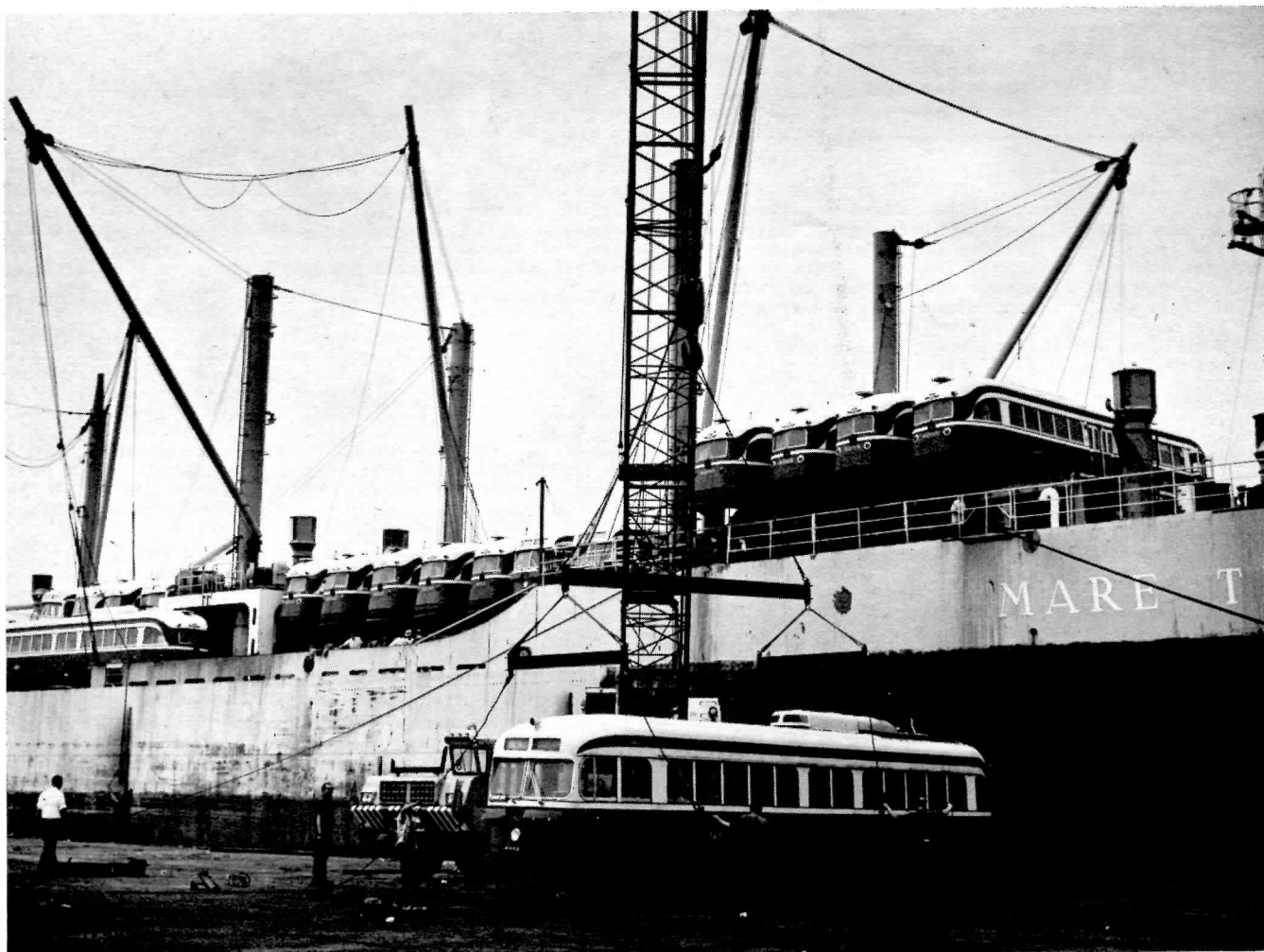
\* Commencing Wednesday, July 17, another group of PCC cars were moved to the south side of Pier 28, to begin the long journey to Alexandria, Egypt. A total of 76 cars were to be included, but as of July 21, only 66 had been transported to the pier, as it was thought that no more could be carried by the Mare Tranquillo (Quiet Sea), which is by far the largest ship yet employed for movement of street cars across the ocean. A total of 14 were mounted on deck, with the remaining cars being placed in the hold, on top of a load of corn, the principal cargo. Included in the shipment was car 4575, the 1939-built ex-Cincinnati demonstrator (the lone survivor of three cars built for the Cincinnati Street Railway in 1939).

The 66 cars moved to the pier were: 4006, 4011, 4022, 4023, 4043, 4111, 4113, 4118, 4156, 4160, 4170, 4188, 4190, 4217 and 4295, all from St. Clair Division; 4007, 4169, 4178, 4233, 4272, 4281 and 4282, all from Hillcrest; 4200, 4221, 4251, 4278, 4279, 4575, 4576, 4579, 4580 and 4587, all from Roncesvalles; 4202, 4205, 4211, 4212, 4213, 4218, 4222, 4223, 4224, 4225, 4229, 4231, 4235, 4236, 4238, 4239, 4242, 4249, 4250, 4254, 4255, 4258, 4267, 4268, 4270, 4277, 4280, 4293, 4577, 4581, 4582, 4584, 4590 and 4591, all from Russell. All cars were hoisted onto flatbed trailers from track 14 at the rear of Russell Division, travelling via Eastern, Leslie, Commissioners, Cherry and Polson Street to the pier.

In addition to the above, cars 4201, 4274, 4299 and 4588 were towed from Roncesvalles to Russell, where they are joined with 4210, 4232, 4583, 4585, 4592 and 4598, awaiting shipment. Despite the size of the Mare Tranquillo, some of the 66 cars shipped to the pier may not be taken aboard. As of July 21, about 30 remained to be loaded. Further details will follow in the September NEWSLETTER.

PCC cars 4046, 4075, 4077, 4083, 4119, 4136, 4216, 4219 and 4743 have been cut up at Hillcrest by the scrappers. All but 4046, 4216 and 4743 had been stored at Danforth Division until recently. The balance of the cars stored at Danforth (see May NL, p.60) are being scrapped on the spot, except for 4000 which has been removed to Hillcrest Shop for storage. All overhead in the yard and on Hillingdon Avenue has been taken down.





Up She Goes! Nearly all of the 76-car shipment was on board as dockworkers fitted the slings to 4251 (still signed 'Roncesvalles-Carlton'), raised it high over the quay and pigeon-holed it in one of the few remaining on-deck berths aboard the Mare Tranquillo.

— TTC

