



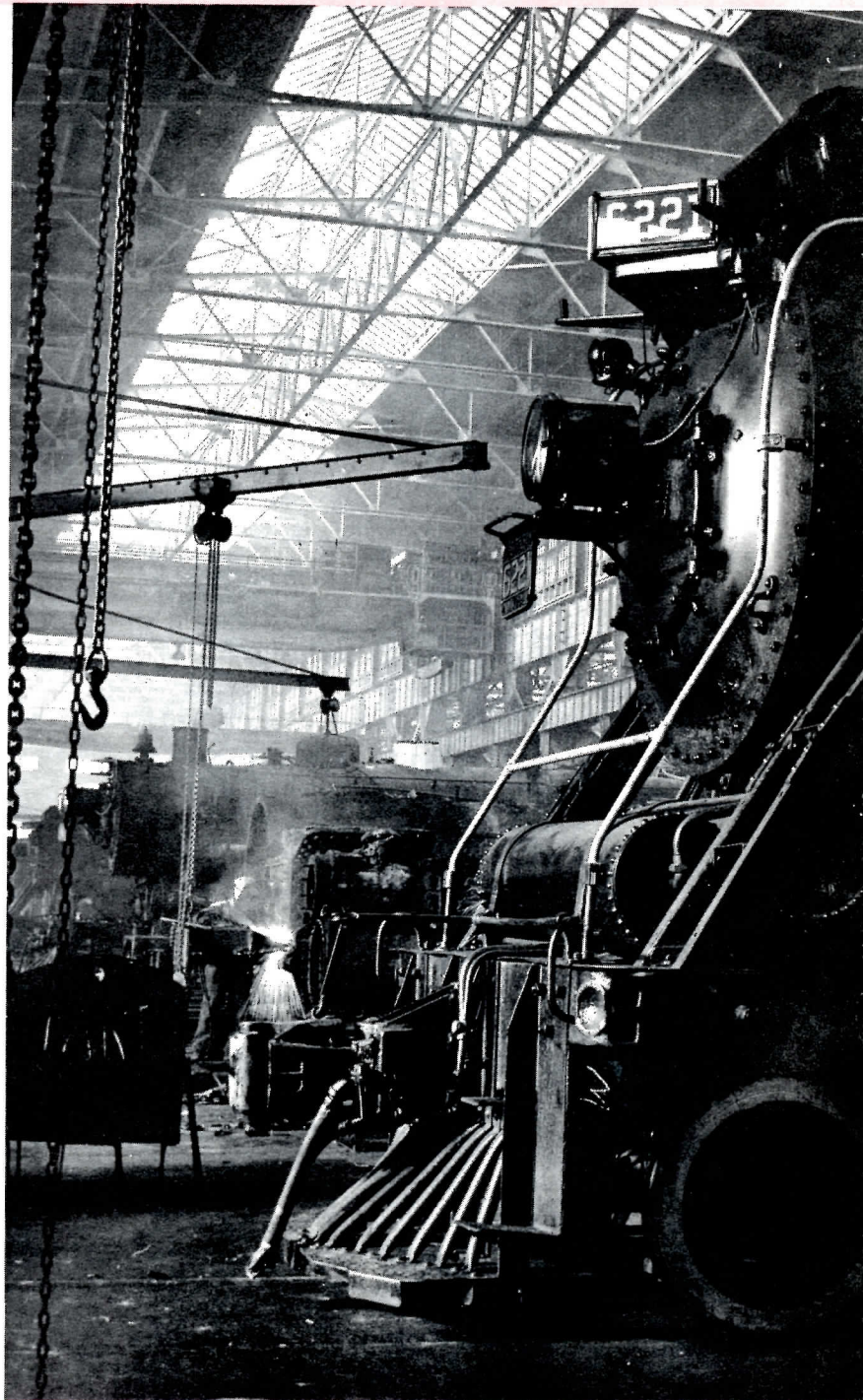
Newsletter

INCORPORATED 1952

NUMBER 218

MARCH 1964

Stratford Shop 1870 - 1964



UPPER CANADA RAILWAY SOCIETY
BOX 122 TERMINAL "A" TORONTO, ONTARIO



ABOVE:

Photo by J.A. Brown

This is the view from the top! From the rock outcropping high above Dundas station one can see almost to Copetown on a clear day. Here we see 6167 performing on the run-past at Dundas.

The morning of Saturday, February 15th, found the usual amount of activity at the west end of Toronto's Union Station. "Cherry-nosed" passenger diesels of the C.N.R. were chanting to themselves, and even the C.P.R. was spluttering away over on Track 12. But on the platform of Track 1, a knot of people patiently eyed a towering column of smoke and steam moving out from under the Spadina Avenue bridge. With the usual fanfare of clanking rods, humming generator and soft exhaust, 6167 backed slowly past the John Street interlocker and down onto its train standing on Track 1. The third annual U.C.R.S. winter excursion was about to get under way!

A little after 9:00 a.m., the train of eleven cars, including the ubiquitous car no. 9166, nine coaches, one cafeteria car, with buffet-parlour car "Amethyst" on the rear (under the care of the very capable and courteous C.N.R. porter, Don Lee), rolled out through the Bathurst Street yards and on to the C.N. Brampton Subdivision. After the usual stops at Parkdale and West Toronto, 6167 blasted out through Weston with usual gusto, in spite of the concern that was voiced about the condition of its superheater. The pace was severely checked between Malton and Brampton, where double tracking in preparation for C.N.'s new yard is well under

way. After passing the R.D.C.'s at Georgetown (train 672 Owen Sound - Guelph - Toronto), we proceeded on to our first run-past of the day at mile 40.8, just east of Rockwood, and then headed for a badly needed water stop at Guelph. With a good portion of the town's citizens witnessing our departure (Guelph's inhabitants have always proved to be faithful fans of 6167, turning out in good numbers whenever we roll through town), 6167 chuffed slowly out to Guelph Junction to swing south onto the Fergus Subdivision. With our departure from Guelph, the fans on board breathed a sigh of relief for, while taking on water, the engine was standing squarely in the sights of a large cannon (not loaded, we hope) on which reserve Army personnel were training at the Guelph Armouries, just south of the C.N. station.

Run-pasts were held at Glenchristie and mile 6.1 of the subdivision before reaching the Dundas Subdivision at Lynden. After a quick sprint to Copetown, we pulled into the passing siding there to let the Intercity Limited (train 6 Chicago - Montreal) rattle by behind its G.T.W. road-switchers. The next run-past was held at Dundas station, where an excellent view was obtained of the train rounding the great curve at the station. Some of the more enthusiastic and daring of the passengers pulled a human fly act and scaled the high bluff overlooking the curve for a panoramic view, while others were content to use the bluff as a back-ground.

The train dropped quickly down to Bayview, and then backed into Hamilton, the solarium lounge of Amethyst jammed with "back seat engineers". After a very lengthy stop for servicing, the special proceeded backwards to Stoney Creek, and

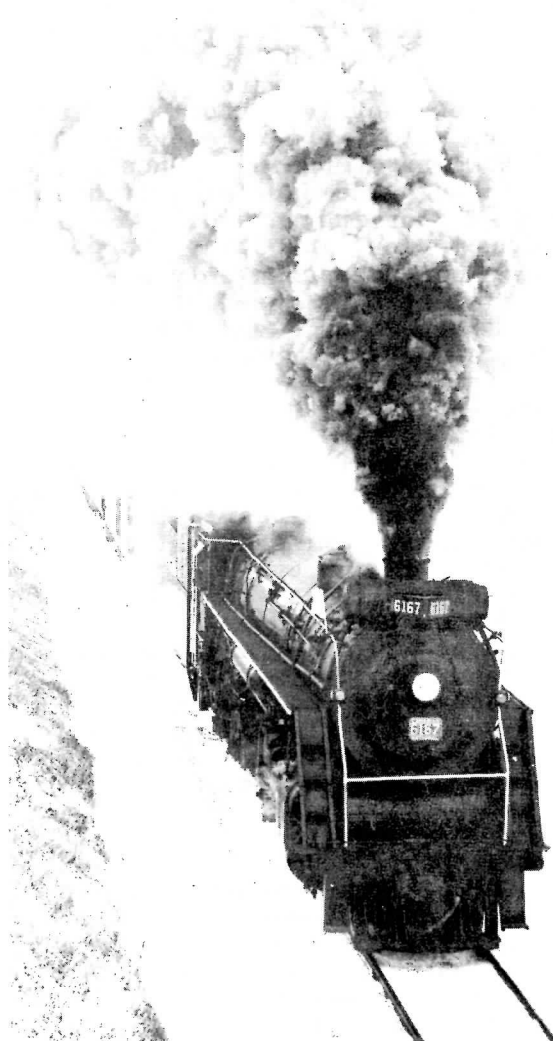


Photo by J.A. Brown

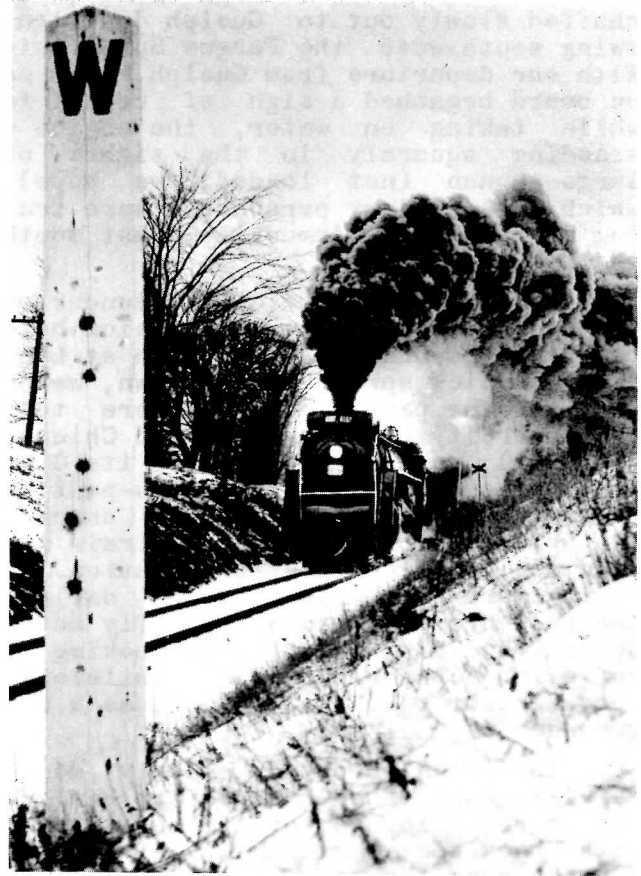
UPPER CANADA RAILWAY SOCIETY *Newsletter*
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 Scarborough, Ontario.
Production: J. Wm. Hood **Mailing:** J. R. Whatford

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then ran forward towards Burlington over the seldom used rails of the Beach Subdivision. Unfortunately, with the train much behind schedule, there was very little light in which to photograph 6167 clumping across the combined road and rail lift bridge over the entrance to Hamilton Bay. Despite this difficulty, the run-past was held, much to the amazement of the motorists on the paralleling highway. By this time darkness had fallen and the train was over an hour behind schedule. So, after a quick stop at Burlington station, 6167 proceeded to amble down the long passing siding towards the eastbound track of the Oakville Subdivision. To those who were worried about the steaming performance of the engine, the next thirty-five miles were to prove that 6167, although a bit "weary", was still capable of some hard running. Once it had lurched through the spring switch at the east end of Burlington siding, the muffled exhaust broke into that sharp, staccato roar which means only one thing - speed! With nothing ahead of us, some of the best "high iron" on this continent under us, and a fast runner at the throttle, the inevitable was to happen; those who listened and watched were not disappointed. By the time we swept past Bronte the engine was comfortably doing 80, and this was not let up until after passing Port Credit. Oakville was lost in a cloud of cinders and steam; green block signals marched past in an ever quickening pace as 6167 revived those memories of such speedsters as C.N. no. 75, the Forest City, and no. 20, the fast evening train from London, who racked up eighty-five miles an hour performances at the drop of a hat. Westbounds slammed by, lost in an instant of deafening noise and a swirl of smoke. And then the gentle tug of the brakes as we swept past Obico Tower to the honks of salutation from a westbound C.P.R. manifest. Around Mimico Yard, under the Queen Elizabeth Highway, we easily outpaced the automobiles on the parallel expressway until a heavy application of brakes indicated our arrival at Sunny-side. With quick acceleration, followed by a short lively run, the special rumbled hastily into Union station, marking the end of another enjoyable trip for the some 500 passengers aboard.



ABOVE:

The third run-past, between Glenchristie and Hespeler produced this photo for D.B. Miller.

Miscellany

* While only 500 passengers could be found for one steam powered special train, recently run from Toronto to Niagara Falls, the Michigan R.R. Club had to run two diesel powered specials from Windsor to the Falls to accommodate the over 1500 passengers who snapped up every last ticket for their sightseeing trains. After filling these, the C.N. Windsor agency ran yet another train a week later for the remaining 500 passengers who were disappointed the weeks previous.

Detroiters must be abandoning their automobiles in droves, for sixty of them journeyed to Toronto by C.N. charter coach to participate in the February 15th-16th steam excursions. Not all, however, were steam fans, as some chartered a T.T.C. Peter Witt for a six-hour tram tour of the city. Luckily they did, for their car discovered a large section of dead overhead along Adelaide Street on Sunday morning. T.T.C. overhead crews spent the day finding and correcting the fault prior to Monday's morning rush hour.



RAPID TRANSIT PROGRESS _____ by Stuart I. Westland

CONSTRUCTION -

With the start of construction by Taylor-Woodrow on contract B-1 of the Bloor Danforth subway line, extending from Huron Street to Markham Street, construction is now in progress, or is complete, on the entire length of line from Keele to Woodbine. Contract B-1 includes stations at Spadina Road and Bathurst Street and is to be completed in 18 months, with work to be concentrated on the stations at first, so that the finish work on them may be completed while the remainder of the subway tunnel is under construction.

SIGNALS AND CONTROLS -

The T.T.C. has awarded a \$2,250,000 contract to the General Railway Signal Company for signal and control equipment for the Bloor-Danforth subway. New control panels will be added to the existing G.R.S. master control centre at St. George station, and local panels will be added at five other locations. Facilities will include automatic operation of train destination signs on the station platforms, programmed automatic dispatching of trains, with provision for changing to manual control when required, and a separate control system for movements within the Greenwood Yard area.

GREENWOOD YARD -

Completion date for construction at the Bloor-Danforth subway's Greenwood Yard has now been set for the spring of 1965. The 40 acre layout will have storage accommodation for some 328 subway cars, and will have 250,000 square feet of floor space in six buildings. The smallest of these will be the steam plant and a materials storage building. Larger buildings will be the Way and Structures Shop and the Inspection Carhouse, where washing, wheelgrinding and general equipment inspection will be carried out.

A multi-level traffic office and signal tower will be located at the north end of the yard adjacent to the tunnel portal leading north to the main line. In the extreme north-east corner of the yard is the general repair shop where all types of heavy maintenance, including body and paint work, will be done. Situated next to higher land to the north and east of the yard site, the walls of the building will act as retaining walls. The supporting columns will extend through the roof deck of the shop building so that an additional storey or two may be added for commercial purposes at a future date. A 90-foot span has been allowed between the columns in the north bay of the repair shop in order to permit the swing and lateral movement of a subway car body.

Greenwood Yard will be needed well in advance of the date of opening of the Bloor-Danforth subway in order to store up to 300 cars required for the line as they are received from the builder. The City of Toronto is already considering the development of a high-rise apartment complex over the Greenwood wye area bounded by Caithness, Danforth, Greenwood and Strathmore.

NEW CARS -

The following car builders submitted bids for the supply of the cars for the Bloor-Danforth subway:

Hawker-Siddeley Canada Ltd. (Canadian Car),
Montreal Locomotive Works,
Marubini-Liba,
Deutsche Waggon & Maschinenfabriken (Duwag).

Tenders, which were opened on February 4th, were submitted on a sliding scale covering quantities of from 50 to 124 cars and had separate alternate prices for various types of seating, lighting and air conditioning.

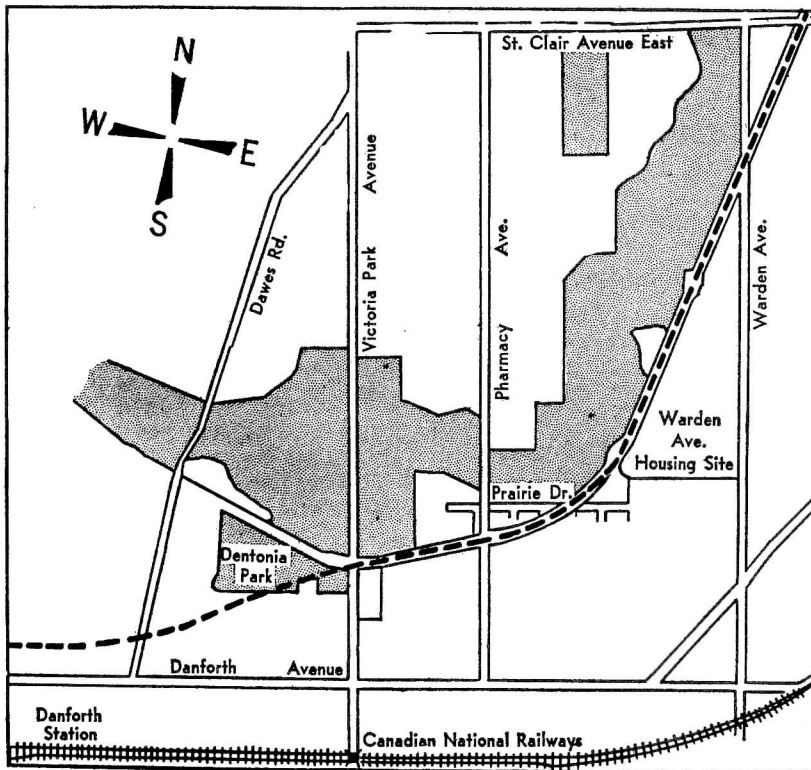
After some four weeks' consideration of the bids, the Commission finally awarded a contract for 164 to the Hawker-Siddeley Company for the cars to be constructed at the Fort William, Ontario plant of Canadian Car Company.

SUBWAY EXTENSIONS -

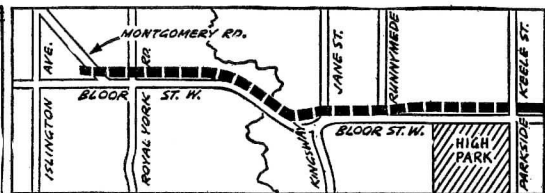
Late January and early February saw major developments with respect to the proposed extensions to the Bloor-Danforth subway beyond the originally planned Keele and Woodbine termini. On January 28th, the Metropolitan Toronto Council voted by an overwhelming 21 to 2 majority to devote the entire 1964 allotment from the Federal-Municipal loan fund, amounting to \$29,482,000 to land acquisition and construction of the extensions into the Townships of Scarborough and Etobicoke. These loans are made to municipalities as an incentive to commence at an early date projects which had been planned for future years. On the same date, the T.T.C. approved in principal a speed-up in the construction of the extensions so that they would be completed in 1967. The politicians, particularly the Metropolitan Chairman, would like to see the entire Bloor-Danforth line completed by July 1st of that year in order to coincide with Canada's Centennial, although T.T.C. Chairman Ralph Day believes that December, 1967 is a more realistic target date.

All of the above was conditional on the approval by the Ontario Municipal Board of the expenditure by Metropolitan Toronto of the \$77 million in costs involved in property acquisition and construction of the two 3-mile extensions, but O.M.B. approval of Metro's taking over of a \$61 million debt incurred by the T.T.C. on previous subway construction, also given on January 28th, indicated that the Board would probably be favourably disposed toward the extensions. Such approval was, in fact, given by the Board a few days later, clearing the way for Metro and the T.T.C. to proceed with land acquisition.

On February 11th, the Metropolitan Council approved the expenditure necessary to acquire a total of 452 properties lying on the routes of the extensions, including one 92-suite apartment block, 51 houses and several municipal parking lots. While the precise alignment of the extensions has not been disclosed, the general routing will be as shown by the two diagrams here reproduced. The west ex-



Courtesy The Globe and Mail.



Courtesy Toronto Daily Star.

Above, route of western extension of Bloor-Danforth Subway. Left, eastern extension.



tension will continue westerly parallel to Bloor Street and about 150 feet north thereof. Stations will be located between High Park Avenue and Quebec Avenue, between Kennedy Park Road and Runnymede Road, and between Jane Street and Armadale Avenue. After crossing the Humber on a bridge, the line continues north of Bloor to Montgomery Road, the western terminus.

The easterly extension will see a substantial divergence from the Danforth Avenue alignment. It will continue easterly from Woodbine station parallel to Danforth Avenue to near Dawes Road, where it will make a substantial deflection to the north-east in order to reach Dentonia Park, located two blocks north of Danforth Avenue. At Victoria Park Avenue, which will probably be crossed by an overhead bridge because of the topography of the area, the line will enter the abandoned right-of-way of the Canadian Northern Toronto to Ottawa line, from which the rails were lifted some 40 years ago.

The old railway roadbed, which is only of single track width, will be followed for a mile and a half north-easterly to the subway line's terminus at St. Clair Avenue East, near Warden Avenue. (Beyond this point the C.N. right-of-way is now occupied by the rails of the Canadian National's Geco Loop industrial access line, but a later easterly extension of the subway parallel to the C.N. tracks should not be difficult to accomplish.)

The extensions are particularly significant in that they represent the first real penetration of suburban Toronto with rapid transit facilities and the extent to which automobile drivers can be converted to transit riders may reach proportions more significant than has been experienced on the Yonge subway line. From a strictly railway enthusiast point of view, the extensions are particularly palatable in that they will not result in additional car line conversions and, on the other hand, reach deep into the feeder bus territory.

ELECTRIC RAILWAY NEWS

* Canadian National Railways has sold a piece of property which for many years was one of the principal railfan "meccas" of the entire country - the St. Catharines car barn, shop and yard property of the former Niagara, St. Catharines and Toronto Railway. Since de-electrification of the system the property has not been used for storage of any C.N.-owned equipment (locally assigned diesel switchers in the area are serviced some two blocks away at the former N.S. & T. St. Catharines terminal property) although the local transit bus fleet (now city owned) has continued to be garaged and serviced at the old C.N.T. garage.

The C.N. has now disposed of the entire shop property and buildings to a development company which intends to erect a supermarket on the site. However, the old ramshackle shop structure, and particularly the weed choked yard to the west of it, with its fantastically varied complement of rolling stock in various stages of repair and disrepair, will live on in scores of photo collections and memories.

* Another picturesque former electric railway property due for redevelopment is the Cobourg Street carhouse of the Ottawa Transportation Commission. The carhouse has been sold and demolished to make way for a six-storey apartment building.
(S.I. Westland)

Excursions

Here is an interesting week-end's activity. Join the West Coast Railfan Association's Spring Tour from Vancouver to Banff on March 26th to 29th. Chartered cars, including a "Park" dome-observation will be used for the trip, and a chartered bus will take photo fans to the Field Hill and Spiral Tunnels for a picture snapping session. For further information, contact Roger Burrows, West Coast Railfan Association, Box 2790, Vancouver 3, B.C.

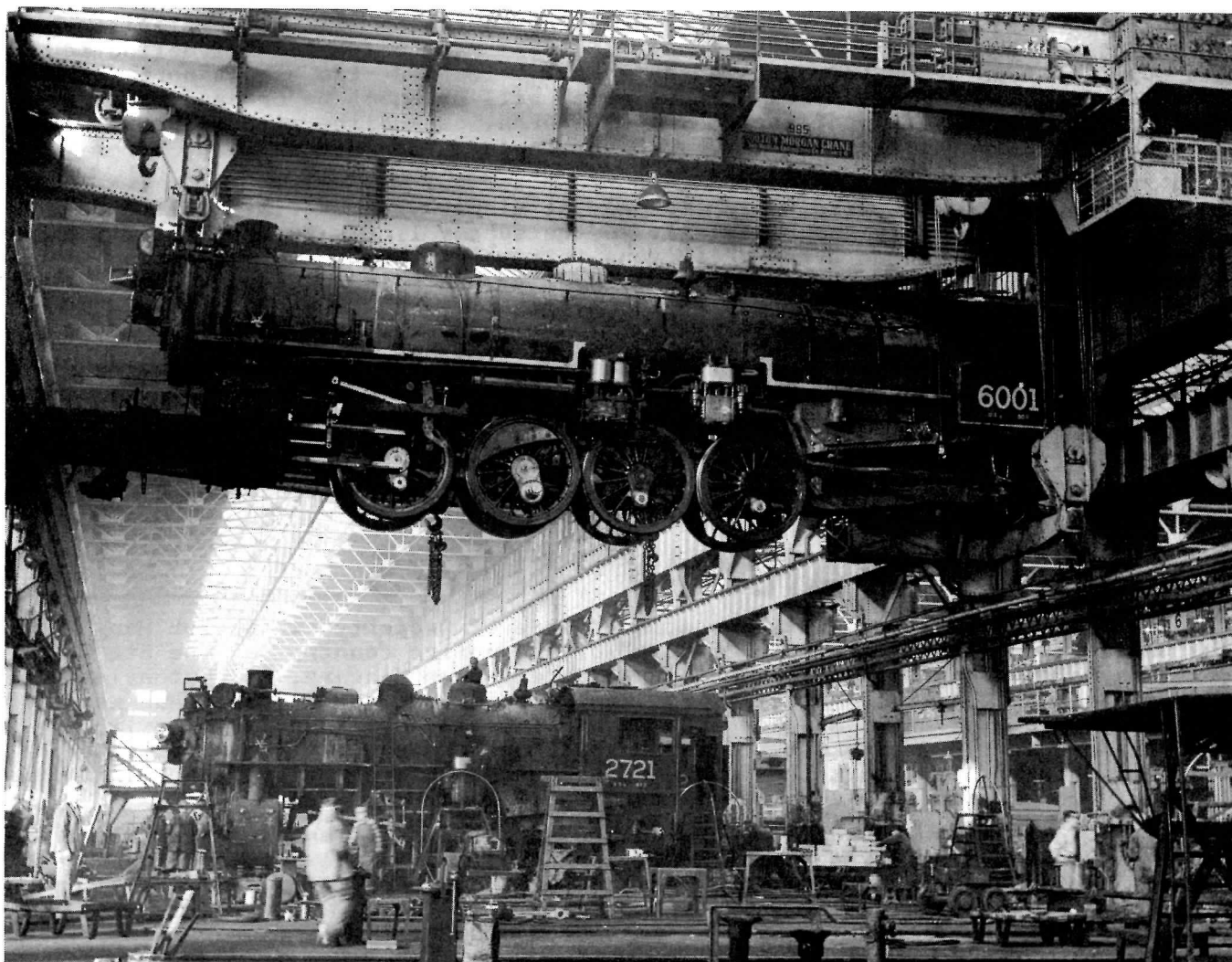
Also scheduled for Easter Week-end is the Ontario Electric Railway Historical Association's excursion to Philadelphia, Pennsylvania, to ride and photograph the myriad electric railway lines radiating from that city. The group has chartered cars on the Reading, Philadelphia Suburban and Philadelphia Transportation, including an ex-North Shore Electroliner, now owned by the P.S.T. For full information write to the O.E.R.H.A., Box 121, Scarborough, Ontario.

Stratford Shop

1870 - 1964

A HISTORICAL REVIEW OF THE C.N.R.
STRATFORD LOCOMOTIVE SHOPS

by H. Spencer, Shop Engineer (Retired)



With the closing of the Canadian National's shops at Stratford, Ontario on April 1st, it is now appropriate, perhaps, to reprint an article which appeared, ten years ago, in the U.C.R.S. Newsletter, describing in detail this historic old building.

The history of the C.N.R. Stratford locomotive backshop extends over a period of more than 80 years. Its early growth is closely interwoven with the railway building activities carried on in Ontario by the Grand Trunk Railway Company of Canada during the sixties and seventies of the last century, coupled with the absorption of a number of smaller systems to round out the existing C.N.R. network in Southern Ontario. In the mid-1950's the repair of motive power and other equipment at Stratford covered a territory undreamed of by the original sponsors, comprising the Southwestern Ontario and Northern Ontario Districts of the C.N.R.; frequently motive power units from the Maritime and Western Regions of the C.N.R. were also rebuilt.

The line of the Buffalo and Lake Huron Railway (usually called the Buffalo, Brantford and Goderich, of U.C.R.S. Bulletin 39), and the main line of the G.T.R. reached Stratford at the same time (1856), and both were pushed through to their objectives not long afterwards. However, in 1865, the Buffalo and Lake Huron was absorbed by the Grand Trunk; by this fusion the progress of Stratford as a railway centre was assured, but the repair shops did not come until five years later.

In 1865 the District Headquarters of the Grand Trunk were located in Brantford, due apparently to the fact that the B. & L.H. already had Locomotive and Car Repair Shops at that point. However, in the next few years the citizens of Brantford became irked that the town was located only on a branch line of the G.T.R. system, and that the main line of the Great Western Railway passed some miles to the north, missing the town. This situation eventually resulted in a number of Brantford citizens organizing another road called the Brantford, Waterloo and Lake Erie Railway, to extend from Brantford to a connection at Waterford with the projected Canada Southern Railway. The Grand Trunk management became so insensed that they let it be known that they would remove their shops from Brantford if anything was done.

In 1870, the local G. T. R. operating district was enlarged to include the lines from Toronto through Stratford to Sarnia and Jackson, Mich. and the branch from St. Mary's Jct. to London as well as the original Buffalo and Lake Huron. At this time, Thomas Patterson, Supt. of Works at Brantford, was moved to Toronto in charge of the G. T. R. shop at the Queen's Wharf, and moving with him were most of the mechanics from Brantford. From this action, it appears that the threat of moving shop and personnel was carried out.

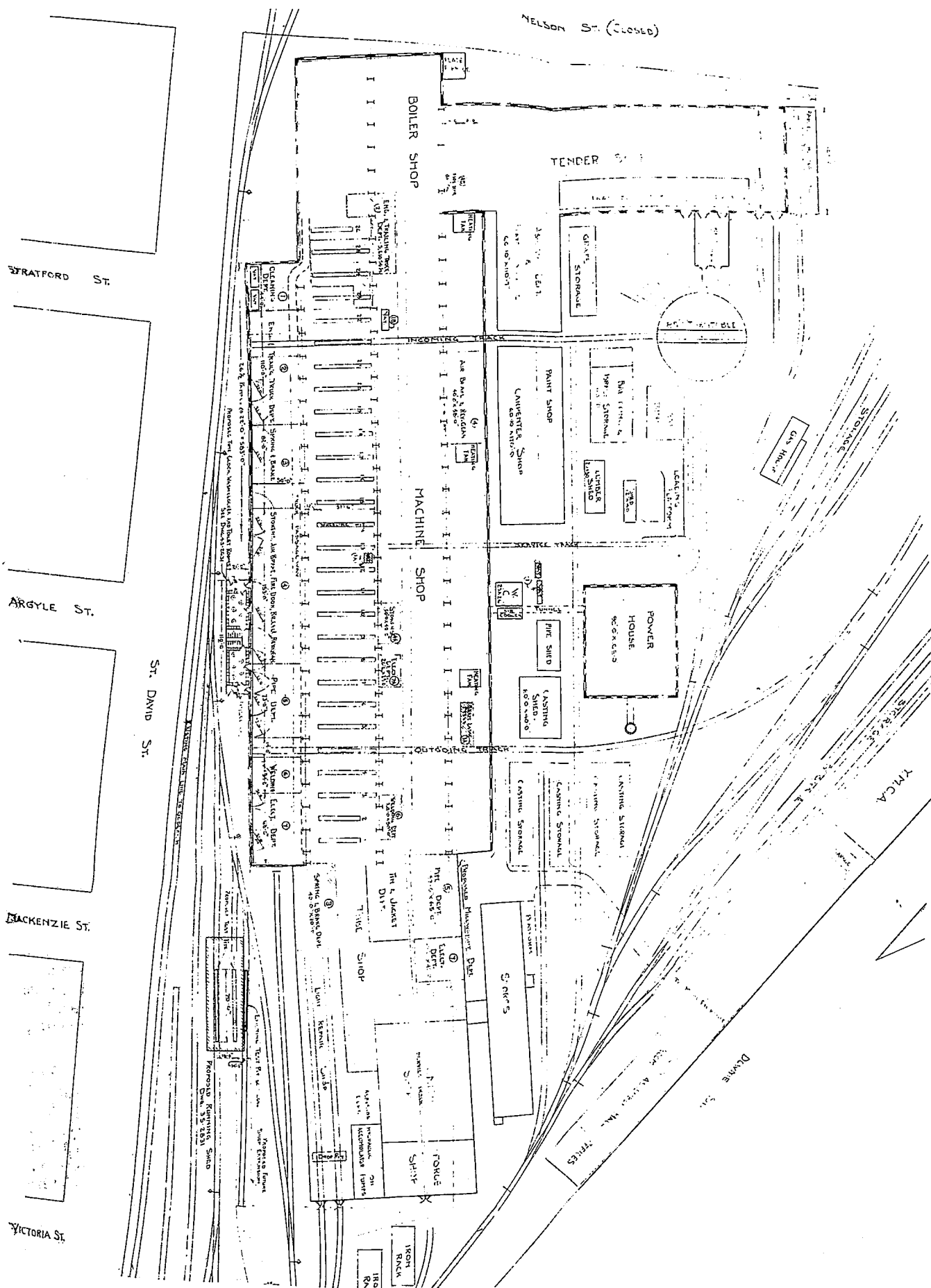
Following the re-organization of the operating district in 1870, the matter of new locomotive shops of greater capacity became pressing, and the decision was made by the management to locate the new shop at Stratford, in the approximate centre of the Southwestern Ontario area. Foundations for this shop were started in 1870, erection completed in 1871, and the machinery and mechanical staff previously employed at the Brantford and Queen's Wharf shops were moved to Stratford, with Thomas Patterson in charge as General Foreman. The original shop building and all later extensions were built on property adjoining the former Buffalo and Goderich main line.

DESCRIPTION OF SHOP, 1871 - The Machine, Erecting, Boiler and Blacksmith Shops and the office were all contained within the four walls of what is now the central portion of the present Blacksmith Shop, and part of the Department to the end of the existing Jacket and Tin Shop. Tender and Woodworking Departments were located in a smaller annex to the south. The main building measured 270 x 90 ft., while the annex was 150 x 42 ft. The total floor area was 38,700 sq. ft.

The main building structure followed the type in vogue for heavy industry in that period -- masonry foundation, heavy brick walls and clear span wooden roof trusses supported by pilastered walls. That the design and workmanship was good is indicated by the fact that, after 80 years, this structure is still standing without any evidence of settling or wall cracking. The annex was of lighter construction, with wooden roof trusses supported on timber posts on a masonry foundation and enclosed with brick veneer. This portion is still standing, but some of the supporting posts have been replaced from time to time. To the above must be added a wood shed and wood yard located south of the shop buildings--the shed was required for the man employed in reducing cordwood to a size that would easily pass through a locomotive firebox door. The frame of this shed was moved in later years to the east side of the property, and brick veneered; it still serves as an office building and instruction classroom.

The next important change on the Grand Trunk Railway in the Stratford area was the changing of the track gauge from the broad to the present day standard. In the fall of 1872, preparation for the change from Sarnia to Buffalo was completed, with the actual changeover planned for a November Sunday. On the previous night the withdrawal of all broad gauge cars and locomotives from Buffalo and from Sarnia to Stratford was begun. As Stratford yard was not large enough to handle all of this equipment, the main line to Goderich was used, and by Sunday morning, the track was filled as far as Sebringville, a distance of 3½ miles.

With the passage of time, the G. T. R. absorbed other smaller systems. The Grand Trunk, Georgian Bay and Lake Erie, absorbed in 1893, had no repair shop of its own, having contracted the repair and overhaul of its motive power to a private firm, the Stratford Mill Building Co. on Erie St. (now the site of the G. L. Griffith Co.). The Northern and Northwestern Railway at the time of absorption had a repair shop in Toronto at the foot of Spadina Ave. This shop continued in Grand Trunk use for running repairs until its replacement some years ago by the



existing backshop on the new and enlarged Toronto roundhouse built during the rehabilitation of the Toronto Terminal. The Great Western Railway had extensive shops for building and maintaining rolling stock at Hamilton (see Newsletter 94).

Absorption of these various railways by the Grand Trunk led naturally to the question of further consolidation of shop facilities for major repair work in the interest of efficiency and economy. Among the various shops available at this period, the one located at Stratford was chosen for expansion.

SHOP ENLARGEMENT, 1888 - Additions made at this time consisted of an entirely new Machine Shop, Erecting Shop, Boiler Shop, Stores, Brass Foundry and Boiler Room in another building, and a separate building to house the Carpenter, Pattern, Tube, Tin and Pipe Departments, and finally a small building to the south of the main shop for the preparing and mixing of paints. The Blacksmith and Forge Shop, and the Woodworking Shop was in turn enlarged to provide adequate space for tender repairs.

The 1888 additions built the floor area up from 38,700 sq. ft. to 94,600 sq. ft. The opening of this enlarged shop brought about the closing of the Great Western shop at Hamilton, and the transfer of the machinery and mechanical staff to Stratford in 1889. The Stratford property, when ready for operation as enlarged, was considered to offer the last word in locomotive repair facilities.

The Erecting Shop was provided with a transfer table in the middle aisle and running the length of the Erecting Dept., from which locomotives were backed onto pits along both sides of the shop. Originally, this transfer table was equipped with a small steam propulsion engine, but some years later when compressed air became available the boiler, a distinct fire hazard, was removed.

A stationary hoist for lifting locomotives from their wheels was built into the roof trusses in the centre of the Erecting Shop. Locomotives were raised by means of screws and slings, actuated by a system of gears which were driven by a small steam engine. This engine was also used to operate a cable winch for moving them from the transfer table to the repair pits, of which there were 12 on each side of the shop.

Each locomotive pit had a small overhead travelling crane supported from the roof trusses equipped with a rope block and tackle for lifting parts. Transportation of material between all departments of the shop and to outside storage areas was accomplished on small push trucks running on a network of narrow gauge lines.

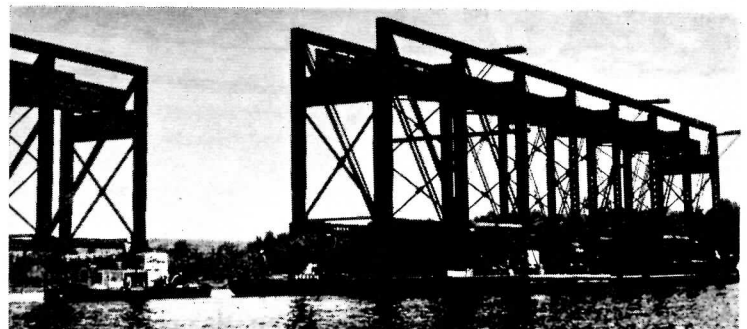
The tire setting house was a circular building located at the west end of the existing casting shed equipped with an overhead crane attached to cast iron wall columns. All driving and truck wheels requiring new tires were transported to and from the Wheel Dept. in the Machine Shop on special narrow gauge trucks propelled by man power (which had to be plentiful for this movement in snowy weather).

The Boiler Room, which occupied what is now the west end of the Stores Building, was equipped with a battery of discarded locomotive boilers, of necessity hand fired. All handling of coal and ashes was also done by hand at this time. The pump unit was located at the west end of the Boiler Room, and a 120 ft. brick smokestack stood outside in front of what is now the Medical Clinic.

(Concluded next month)

MISCELLANY

Gone forever is the bridge that carried the Canadian National's rails across the Ottawa River at Hawkesbury, Ontario. The span was removed by floating the sections to the shore on barges, and there dismantling them.



NEWS Railway PHOTOS

RIGHT:

The meeting of the Pacifics! The Canadian meets the Union at Lambton (West Toronto) roundhouse. The U.P. units are confined to runs out of Toronto to Windsor and Montreal, although they have made brief excursions to Port McNicoll and return. Their one-note horns quickly identify them even when not visible.

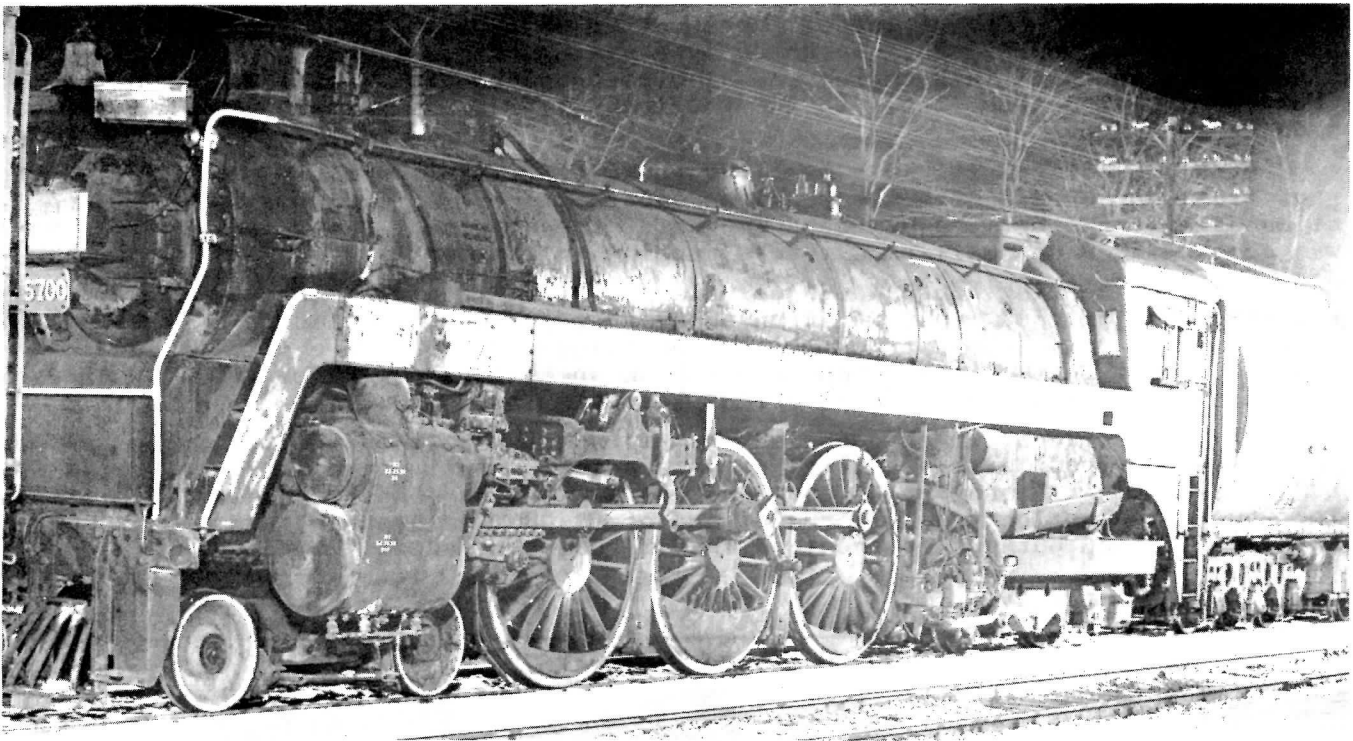
(Photo by C.W.R. Bowman)



BELOW:

5703, renumbered 5700, is seen here at Brampton station as it was on its way to Joffre, Quebec for continued storage as a C.N. relic. The move of the engines formerly stored at Stratford was necessitated by the C.N.'s sale of that property to Cooper Bessemer Ltd.

(Photo by Tom Henry)



RIGHT:

M.L.W.-built diesels for the Mexican N. de M. system continue to move over C.N. rails on their way south. No. 7253 was spotted at Mimico on Jan. 20th.

photo by W.D. Thomson



COMMENT !

by Peter A. Meldrum

This month I am going to take a look at another facet of the railroad scene. We seem to have in North America no really significant effort being exerted to develop new equipment or new methods to improve our railways. There has been no really new development in our equipment or motive power in the last twenty years.

It seems to me that the situation has returned to a position similar to that which prevailed in the very early days of railroading on this continent. At that time, all major ideas for improvement of existing methods and equipment came from Europe and now we seem to be in this position. We in North America are supposedly in the forefront of a major technological revolution and yet nowhere on our rail systems is this really noticeable. In fact, we have the rather discouraging sight of two major U.S. roads going to a German builder to obtain different and better motive power. We used to say, with some justification, that Europe was far more conservative than we, but I think now that we are the more conservative.

As an example, let us look at the latest motive power offerings on both sides of the Atlantic. In North America, our latest offerings look like this: horsepower approximately 2,500, weight about 125 tons, B-B wheel arrangement, 16 cylinder, low speed, pressure charged diesel engine. In Europe we find: horsepowers in the 3,000 to 4,000 range, weight approximately 100 tons, powered by 16 or 24 cylinder, pressure charged, high speed, lightweight diesel engines, with either electric or hydraulic transmission and C-C wheel arrangement. This indicates, I think, that we are slipping behind, and that in terms of both horsepower and weight, the builders of Europe are ahead of us.

There are developments in other facets of railroading which display our deplorable lag in technology. At the major junctions in Germany, the train sets its own route and if the signalman should happen to have the wrong route set, the system will automatically reset itself to the correct route without human intervention, thus reducing the possibility of accident to a minimum. This would seem worthy of investigation by us. If we look in the other direction, across the Pacific, we see that the drive for modernity is not confined to Europe. Japan is also in the forefront as is evidenced by the new Tokyo to Osaka line which is due to open soon. On this line, the timetable will call for speeds in excess of 120 m.p.h. Is it any wonder that the Japanese have the Asian railway equipment market virtually to themselves? There has been of late a quite noticeable trend away from equipment made in North America by railroads in other parts of the world which I believe is due largely to the fact that we cannot offer as much as other countries.

I think that the foregoing will serve to convince the reader that we are definitely not keeping up with the rest of the world and that unless we show more initiative, we will be left behind by the rapid changes which are taking place and will be forced to accept a secondary position, devoid of influence, in the railway world of the future.

(Editor's Note: The opinions expressed above do not represent those of the Editor or the Society. Address all correspondence concerning this column to the author, Peter A. Meldrum, at Apt. 105, 16 The Links Road, Willowdale, Ontario.)

READERS' EXCHANGE

Members are reminded that they may have inserted any reasonable, non-commercial announcement in the next available issue of the Newsletter, free of charge. Send all such requests for listings to the Editor at 48 Woodland Park Road, Scarborough.

WANTED: Size 616 or 620 negatives of M.T.C. observation cars, crane car no. 8 of the Q.R.L.&P., T.T.C. 5110-5115, 5300's, any subway work cars, 4398-9 with the air conditioning hump on the roof, N.S.&T. 130 in its post-1953 paint scheme; by Rev. C.S. Black, Box 34, Ilderton, Ontario.

FOR SALE: One 616 Kodamatic folding camera, speeds T, B, 1/10th to 1/200th, f 4:5 with carrying case and shoulder strap, good condition, price \$17.95, from R.J. Sandusky, R.R. 6, Brampton, Ontario.

U.C.R.S. Announcements

MARCH MEETING

The Society meets on the third Friday of each month in Room 64 of the Royal Ontario Museum, Bloor Street and Avenue Road, Toronto, commencing at 8:15 p.m.

The next meeting will be held on Friday, March 20th. Entertainment at this meeting will consist of the Annual Auction of railroad material, and all members are invited to attend. If you have books, passes, photos, hardware or other railroiana you wish to dispose of, bring it along. Ten percent of the sale price of each article remains with the Society, while three percent sales tax will be added to each successful bid. Be sure to take advantage of this opportunity to add to your collection or to clear out surplus items.

HAMILTON CHAPTER MEETING

The March meeting of the Hamilton Chapter of the Society will be held in the Board Room of the Hamilton C.N. station on Friday, April 3rd.

APRIL OUTDOOR MEETING

The April first Friday meeting will be held at the 2nd Annual Hobbies Exhibition, sponsored by the Scarborough Rotary Club, which will be taking place at the Cedarbrae Secondary School (Markham Road, south of Lawrence Avenue East) on April 2nd, 3rd and 4th. Of special interest will be the exhibits of model railroads of all scales, including live steam, many in operation during the show. Admission is 50¢ for adults, 25¢ for children.

As was done last year, the Society will have an exhibit booth in operation during the show. If any member would like to help staff this exhibit at any time during the three days of the show, please contact either the Society President, J. A. Brown, or the Vice-President, E.A. Jordan.

C.B.C. PROGRAMME NOTE

The Diary of the Polar Bear Express, a C.B.C. filmed story of the Ontario Northland Railway's Cochrane to Moosonee train, will be shown on the C.B.C.'s 20/20 TV series on Sunday, April 5th, at 3:30 p.m. (Check your local listings to be sure.)

Worth a Laugh _____ Courtesy Doug. Wright and the Montreal Star.



"It's not a through train to Hollywood, Marilyn . . . it's just one of the engines they've rented to help move Russian grain!"