

Upper Canada Railway Society

March 1965



newsletter

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newsletter

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THE COVER:

"Sceneramic" cars are in evidence as Canadian
National's westbound "Super Continental" meets
the eastbound "Panorama" at Snaring, a few miles
east of Jasper, Alta. (See page 28)
/Canadian National Railways

* * *

This month you will see a number of changes in
the NEWSLETTER. I suppose it's only natural
for a new editor to have new thoughts on format,
content, layout and so on, and the results may
be found in the following pages. I hope you will
like them.

A number of departments have been introduced to
simplify the classification and hence, the read-
ing of the many and varied bits of information
that will appear in coming months. Railway News
and Comment is just that, a resume of news items
of the past month, on matters railroad. Bull
Session is intended as a readers' forum, where
you may supply observations, comment or ques-
tions about railroading for the interest of fel-
low enthusiasts. Traction Topics explains its
own aims this month, thanks to John Bromley.

Perhaps the most novel new innovation is the
Handbook page. In the coming months, Handbook
will provide a number of reference sheets cover-

ing technical details of a host of railroad
subjects, locomotives, cars, signalling, rules,
to name a few. These sheets will not be num-
bered, and thus may be removed for loose leaf
filing without upsetting NEWSLETTER continuity.

To keep the NEWSLETTER going, contributions are
needed. News items, chit chat, photos and fea-
ture articles are always in demand, and your
talents are needed if the publication is to
maintain its high standard.

Feature articles are planned, and in this field
we rely heavily on reader contributions. Next
month's NEWSLETTER will take a close look at
CNR's new Toronto Yard, already in operation.

Submissions should be sent directly to the Ed-
itor at the above address for all but Traction
Topics items, and these should go directly to
Mr. Bromley.

/James A. Brown



- March 5th: An observation session of UCRS mem-
bers at Canadian Pacific's West Tor-
onto station, Dundas and Old Weston
Road. Early evening.
- March 19th: The Annual UCRS AUCTION! Bring your
surplus railroadiana and/or money to
Room 64, Royal Ontario Museum, Queens
Park at Bloor St., Toronto, for one
of the highlights of the UCRS year.
8.15 p.m.
- April 2nd: A TTC observation night at Bloor and
Dundas Sts. Early evening.
- April 16th: Regular UCRS meeting, featuring an
illustrated talk on "Toronto to Van-
couver by rail - 1964"
- April 25th: TTC excursion featuring PCC car 4001.
- May 7th: An evening of train watching at CNR
Scarboro Station, Midland Ave., at
St. Clair. Early evening.
- May 21st: Regular UCRS meeting at which a panel
of members will discuss current items
of interest.
- June 4th: Observation night at CNR Port Credit
station. Early evening.
- June 5th: UCRS Spring excursion to Kingston,
Ontario, featuring 6218.
- June 18th: Regular UCRS meeting at which a photo
contest will be held.

Railway News and Comment

LEASED LOCOMOTIVES ON CANADIAN PACIFIC

Again this winter, Canadian Pacific has leased a number of locomotives from United States railroads to ease its locomotive shortage.

Four locomotives of the Lake Superior and Ishpeming Railroad are currently operating in Eastern Canada. All are Alco road-switchers, and are numbered as follows:

1608	1610	(1600 h.p.)
1802	1804	(1800 h.p.)

A fifth LS&I locomotive, No. 1609, operated in Canada for a short period but was recalled by the owner.

The following Soo Line units are operating on CPR's Prairie Region. All are 1500 h.p. EMD F-7 locomotives:

2201	202	204	213	214
221	2225	2228	2229	2230
503	2501C			

A few foreign locomotives never went home after their stint last winter. D&H 1000 h.p. switchers Nos. 3024, 3026 and 3028 are reported still working at Montreal. And Bessemer and Lake Erie F-7's 713B, 716A, 717A, 717B, 718A and 718B are still very evident in CPR freight service.

Canadian Pacific Train No. 903
approaches Toronto Yard in charge of
1541 units 1804 and 1802
/James A. Brown

ASSEMBLY LINE FOR MONTREAL METRO CARS

Canadian Vickers Industries Limited in Montreal has established an assembly line for the manufacture of cars for Montreal's subway system, scheduled to begin operation next year.

The assembly shop comprises 200,000 sq. ft. of floor space of which a large percentage is new construction especially erected for the project.

The cars for Montreal's subway will be semi-permanently coupled in units, each consisting of two motorized cars and one trailer; the trailer is similar to the motorized cars except for the absence of motorman's cab.

DELAGRAVE FORESEES RAIL-BUS COORDINATION

Canadian National Railways may concentrate on inter-city passenger traffic and provide service to smaller communities through a joint ticket system with bus lines, Pierre Delagrave, the railway's vice-president Passenger Sales and Services said recently. He reiterated his previous statements that CNR can operate a "large and profitable passenger service" if "wholesale changes" are made.

BEECHING LEAVES BRITISH RAILWAYS

Richard Beeching, widely known in Britain as a ruthless cost-cutter, is leaving his post as chairman of the British Railways Board.

The Conservative government had given Dr. Beeching a green light to apply strict, cost-accounting principles of the business world to the nationalized railway system. Protests mounted when Dr. Beeching announced in March, 1963, plans for reshaping the railways that meant closing down 352 branch lines, 5,000 miles of track and 2,000 stations and a reduction in railway jobs of as much as 70,000 over a five year period.



Nineteen days after the Labour government came into power, it announced plans to restrict the closures. Meanwhile, Dr. Beeching had offered to prepare for the new government an overall road and rail transportation plan that could be ready in six months. He would have been a virtual transportation dictator under the plan.

Not getting the free hand he wanted, Dr. Beeching offered his resignation. It is expected the government will announce shortly a reprieve for some of the condemned branches.

PGE HAS LABOUR PAINS

On February 2nd, the Brotherhood of Railroad Trainmen struck the B.C. government-owned Pacific Great Eastern Railway in an attempt by the workers to break contract patterns established by CNR and CPR. This was the first time in over 25 years that BRT members have left their jobs, and was also the first major strike ever suffered by the PGE.

Three main issues appeared to be at stake: The trainmen maintained that when trains are propelled by more than one locomotive, they become involved in extra duties and should therefore, like the enginemen, be reimbursed accordingly. They sought changes in the mileage method of payment, claiming that their CNR-CPR brothers could cover in four hours the mileage PGE crews require twelve hours for. A final contentious point was PGE's desire to reduce the size of

some terminal crews, in spite of the fact that no reductions in total work force would be made. General agreement appeared to have been reached on the overall wage increases implemented by the major lines.

On February 15th, BRT's negotiating committee announced that agreement had been reached, providing substantial wage increases and concessions in the matter of yard crews. However, the announcement that the strike was over brought dissension from BRT members who maintained that they should have ratified the agreement before it was signed. The picket lines stayed up until early morning of the 16th, when ratification was finally granted. This state of affairs illustrates a growing dissatisfaction with international union leadership for its method of handling the events surrounding the strike, and for its lack of force in dealing with the railway. Apparently this attitude is prevalent among other rail unions on the PGE as well.

During the strike, a one-day show of support by CNR and CPR Vancouver area yard crews was singularly effective. Of the 144 men who make up CPR's yard crews, 142 booked sick while two were on holiday; the following day, all had recovered sufficiently to return to work.

TRAIN-PLOW COLLISION ON ONR

A head-on collision in heavy snow between a freight train and snow plow claimed the lives of two men and injured five others on the Ontario Northland Railway February 22nd.

The Vancouver Sun's Norris has his own views of the recent PGE strike.



"Rodney . . . I believe they're fussing again over mother wanting to cross the picket line."

The mishap occurred three miles east of Kirkland Lake on the CNR Swastika-Noranda line. The plow was completely destroyed by fire, while the locomotive of the eastbound freight turned on its side, blocking the line. Damaged in the accident were engines 1303 and 1516, both of which have operated into Toronto in recent months.

D & H'S DILEMMA

The Delaware and Hudson recently borrowed five HRC's from the Boston and Maine in an attempt to reduce operating costs of the "Laurentian" between Albany and Montreal. The New York Public Service Commission which originally denied D & H permission to withdraw the trains has also refused to allow operation of the Budds. It has ruled that conventional trains must be operated at least until the close of the 1965 New York World's Fair.

BARGAIN RAPID TRANSIT FOR EDMONTON?

Donald MacDonald, superintendent of the Edmonton Transit System said recently that ETS might consider buying the 48 air-conditioned cars that Hawker-Siddeley is building specifically for the Montreal World's Fair. The resale price after the Fair's close could make purchase of the cars an attractive proposition, and the cars could be used on local rail rights-of-way. A rapid transit system has been under consideration in Edmonton for some time.

CPR ADDS RADIO TO FREIGHT TRAINS

Canadian Pacific is outfitting its main line freight trains with \$1.5 million worth of F.M. radio equipment. Installation of 1000 sets in locomotives and cabooses across the system is expected to be completed early this year. Some 50 base stations are being installed at key stations and division points. Antenna installation on locomotives has been under way for the past two years.

Each train will be equipped with three sets; a 25 watt transceiver with a 30-mile range will be placed in the engine cab, while two portable one-watt sets will be carried by crew members.

15824 PRESENTED TO CRHA

In a recent ceremony, Canadian National's St. Lawrence Region vice-president J. A. McDonald presented the throttle of CNR oil electric car 15824 to Dr. R. V. V. Nicholls, president of the Canadian Railroad Historical Association.

The car operated for many years out of Cochrane and Montreal, and since 1946 was used in work train service in the Montreal Terminal electrified zone. It will be displayed at CRHA's rail museum at Delson.

NEW CTC FOR CANADIAN PACIFIC

Canadian Pacific has ordered Centralized Traffic Control equipment from General Railway Signal for a 60-mile installation on the Mountain Subdivision between Revelstoke and Golden, B.C., and for an 80-mile installation on the Carberry Subdivision between Brandon and Portage La Prairie, Manitoba. CTC presently exists west of Brandon some 50 miles to Virden, Man.

"WINSTON CHURCHILL" HAULS FUNERAL TRAIN

British Railways "Battle of Britain class 4-6-2 No. 34051, "Winston Churchill", was fittingly assigned to the train carrying the body of Sir Winston Churchill from London to its final resting place in Oxfordshire.

The locomotive is one of 44 built in 1945-46 bearing the names of RAF Stations, squadrons and personalities associated with the Battle of Britain. Since then, No. 34051 has covered more than 750,000 miles through the west of England.

NYC TO BUY CANADIAN TRACK MACHINERY

New York Central has placed an \$800,000 order with Tamper, Inc., of Lachine, Quebec, for 16 track tampers (13 spot tampers and three for simultaneously raising, lining and tamping track). Delivery of this equipment should be completed by the end of April.

THE STOCK MARKET: WATCH CANADIAN PACIFIC!

Canadian Pacific rail earnings increased by more than 30% in 1964 to a postwar high of \$43 million. The increased earnings were achieved in spite of increased payroll costs of more than \$10 million and a \$20 million loss on passenger train service.

Canadian Pacific Investments Ltd., a wholly owned subsidiary of CPR formed in 1962 to handle all but transportation operations of Canadian Pacific, has been astutely investing in Canada's natural resources. CPI holds controlling interest in Consolidated Mining and Smelting Co. of Canada and Pine Point Mines, Ltd., among others.

Because of this remarkable rejuvenation of the Canadian Pacific empire, its shares, trading in unprecedented volumes, have shown an almost unbroken upward trend, exceeding \$71 at the end of January.

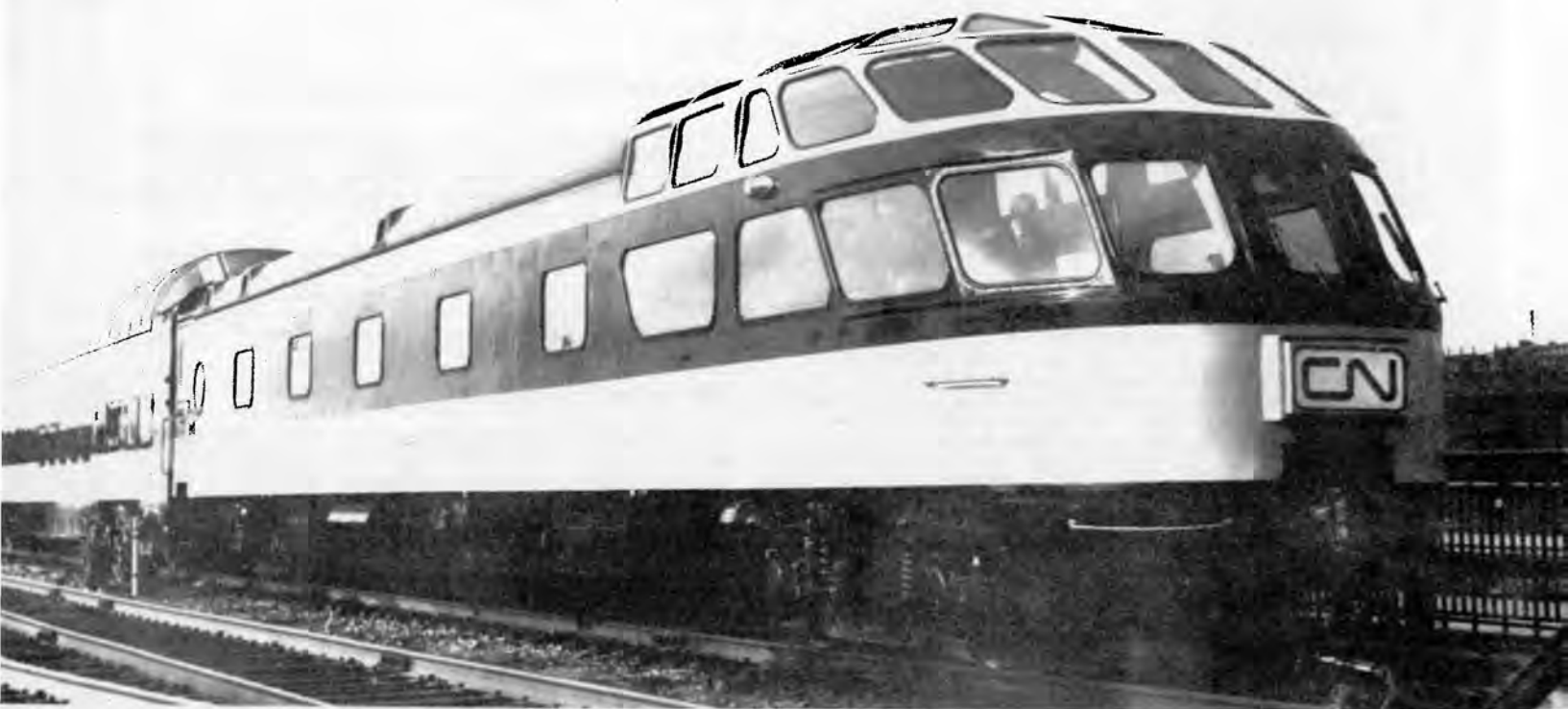
Canadian ownership of CPR is now just under 50% as compared with 44% in 1963 and 37% in 1962. Names such as E. P. Taylor and Quebec's J. Louis Levesque have been included in talk about a mystery group of Canadians accumulating a substantial block of CPR shares.

L & PS ON ITS LAST LEGS?

The London Railway Commission has notified the Board of Transport Commissioners that it intends to pursue its application to abandon freight service on the 25.6 mile rail line from London to Port Stanley. Passenger service was discontinued some years ago.

The Chesapeake and Ohio Railway has made a study of the London and Port Stanley, and is interested in protecting its rights on that part of the line that it (C & O) now uses. C & O operates over L & PS rails between its own terminal and the New York Central at St. Thomas.

Canadian National offered the City of London \$1 million for the L & PS five years ago, and is reported still interested. However, its primary interest is in the industrial trackage in the London area.



NEW "SCENERAMIC" CARS FOR CANADIAN NATIONAL

Two ex-Milwaukee Road full-length dome cars have joined the four presently operating on CN's Mountain Region. Named "Qu'Appelle" (2404) and "Foothills" (2405), the new additions are undergoing interior renovations at Winnipeg's Transcona Shops. Exterior painting was performed immediately the cars were received, and "Qu'Appelle" set out on a promotional tour for the benefit of travel agents and members of the press.

For the time being, it is likely these cars will remain in their present cycles (Edmonton and Jasper to Vancouver) while they are taken two at a time to Transcona for complete overhauling. Next summer could see "Sceneramics" operating as far east as Saskatoon.

The big domes have been operating throughout the winter except for a week in January when danger of rock and snow slides west of Jasper precluded this.

DOMINION ATLANTIC RDC CUTBACKS OPPOSED

Nova Scotia's Dominion Atlantic Railway is encountering vigorous opposition from on-line points to its proposal to reduce Dayliner service between Yarmouth and Halifax. Board of Transport Commission representatives held hearings in the area in early February.

It has been reported that one of the reasons for the proposed cutback was that insufficient equipment was available to handle the increased traffic resulting from introduction of the "Faresaver" plan in Nova Scotia.

Canadian National's "Skyview" car, "Baddeck", is shown for the first time in Toronto.

/James A. Brown

"SKYVIEW" CARS IN SERVICE

Passengers on CNR's Christmas-season "Chaleur" between Montreal and Campbellton, N.B., were treated to the first operation of the ex-Milwaukee Bedroom-Lounge "Skyview" cars. Early in January when the "Chaleur" ceased operation, three cars began Montreal-Halifax service on the "Scotian". In February, renovations to the remaining three cars were completed, and "Skyviews" now bring up the rear on both the "Ocean Limited" and the "Scotian", Montreal to Halifax.

Names of the "Skyview" cars are as follows:

1900	Mahone	ex-Alder Creek
1901	Malpeque	ex-Arrow Creek
1902	Fundy	ex-Coffee Creek
1903	Trinity	ex-Gold Creek
1904	Baddeck	ex-Marble Creek
1905	Gaspé	ex-Spanish Creek

They were originally built for the Milwaukee Road by Pullman-Standard in 1949.

CANADIAN PACIFIC ORDERS NEW REEFERS

CPR has ordered 150 70-ton 50-foot mechanical refrigerator cars from Hawker Siddeley at a cost of over \$5 million. The cars will be equipped with roller bearings, aluminum floor racks and wide doors.



The Canadian Pacific G1 class 4-6-2's were introduced in 1906 to fill the need for an express passenger locomotive capable of handling the heavier and faster passenger trains of the day. They were constructed during the same period as the G2 class engines (2500-2665), and were virtually identical to them except for driver diameter; the G1's had 75" drivers while the G2's had 70" wheels.

SPECIFICATIONS

BOILER PRESSURE*	lb/sq in	200
CYLINDERS: Diameter x Stroke*		22"x 28"
TRACTIVE EFFORT*	lbs	32100
DRIVERS		75"
FIREFOX: Inside width x length		69-7/8"x 94-1/8"
GRATE AREA	sq ft	45.6
SUPERHEATER		Type "A"
SUPERHEATING SURFACE	sq ft	675
FIRE HEATING SURFACE	sq ft	2610
LOADED WEIGHT OF ENGINE**	lbs	237000
WEIGHT ON DRIVERS	lbs	135000
LOADED WEIGHT OF TENDER***	lbs	194000
TENDER CAP'TY: COAL	tons	12
WATER	Imp gals	8000

* Data given is for locomotives as built. Some units were rebuilt with altered pressure, cylinders and tractive effort. See individual listings.

** For engines with feedwater heaters, add 4000 lbs.

*** Some engines have 7000 gal. tenders weighing 183000 lbs.

RENUMBERINGS

As built, Nos. 2200-2216 were numbered 1100-1116. In 1910, they were renumbered 1000-1016, and in 1912 assumed their present numbers.

Nos. 2217-2228 were originally numbered 1017-1028, and assumed their present numbers in 1912.

Nos. 2229-2238 carried no other numbers.

Feedwater Heater:

E = Elesco

W = Worthington

Reverse Gear:

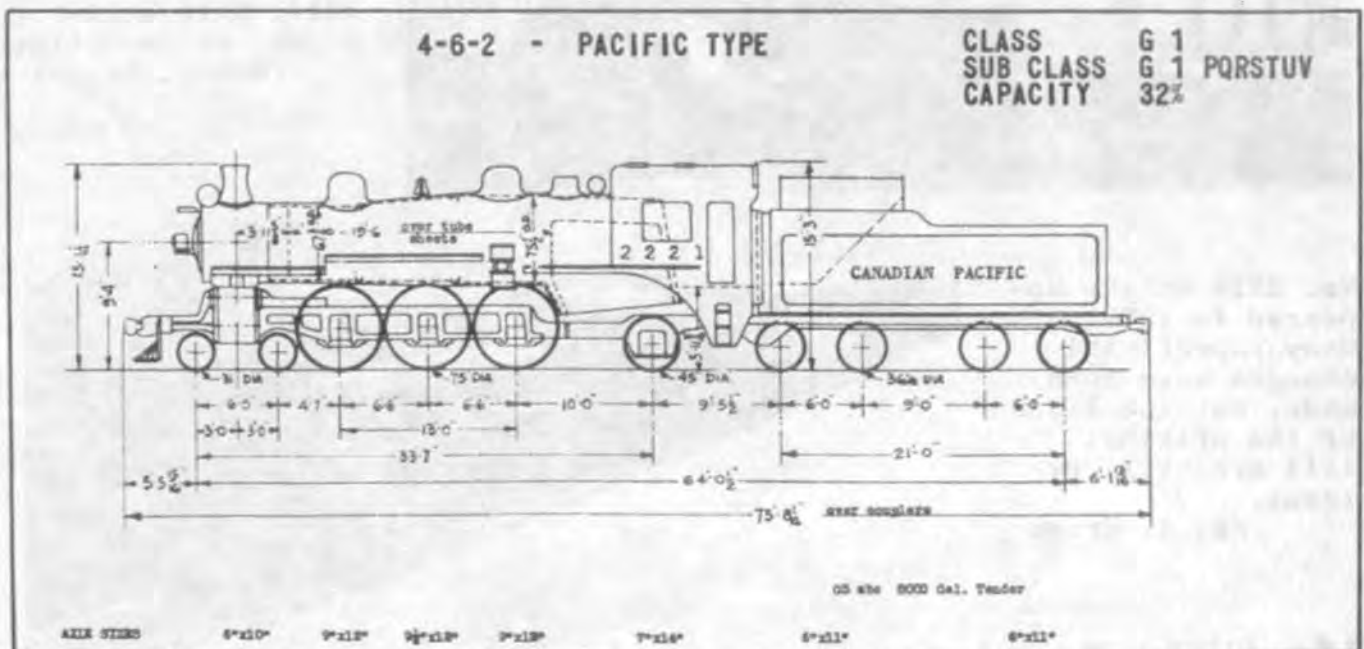
P = Power

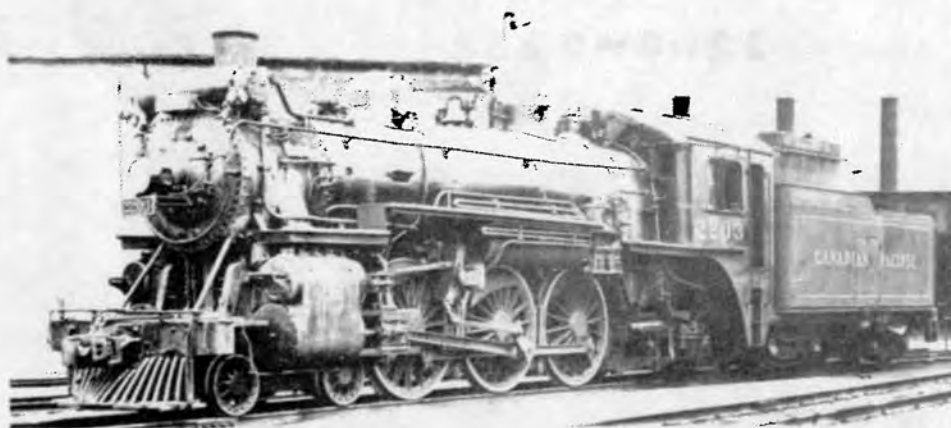
S = Screw

* Engine 2231 donated 1963 to C.R.H.A., Montreal, Que.

ENGINE NUMBER	SUB CLASS	YEAR BUILT	YEAR SCRAPPED	BUILDER	CYLINDERS*	PRESSURE	FEEDWATER HEATER	REVERSE GEAR
2200	G1p	1906	1961	CPR	2	225	-	S
2201	"	"	1947	"	3	200	-	S
2202	"	"	1957	"	1	250	-	S
2203	G1r	"	1957	"	3	200	E	S
2204	"	"	1960	"	3	200	E	S
2205	"	"	1956	"	1	250	E	S
2206	"	"	1961	"	3	200	-	S
2207	G1s	1907	1959	"	3	200	E	P
2208	"	"	1947	"	3	200	E	S
2209	"	"	1961	"	1	250	E	P
2210	"	"	1958	"	1	250	E	P
2211	"	"	1956	"	3	200	E	P
2212	"	"	1956	"	1	250	W	S
2213	"	"	1956	"	3	200	E	S
2214	"	"	1960	"	3	200	E	S
2215	"	1908	1957	"	3	200	E	S
2216	"	"	1956	"	3	200	-	S
2217	"	1910	1944	"	3	200	-	S
2218	"	"	1960	"	3	200	-	P
2219	"	"	1961	"	2	225	-	P
2220	"	1911	1958	M.W.	3	200	-	S
2221	"	"	1954	"	3	200	E	S
2222	"	"	1956	"	2	225	E	S
2223	"	"	1959	"	3	200	-	P
2224	"	"	1961	"	1	250	E	S
2225	"	"	1940	"	3	200	-	S
2226	"	"	1959	"	3	200	-	S
2227	G1t	"	1957	CPR	1	250	E	S
2228	"	"	1960	"	3	200	E	S
2229	G1u	1913	1961	"	3	200	E	P
2230	"	"	1958	"	1	250	E	S
2231	G1v	1914	"	"	3	200	-	S
2232	"	"	1956	"	3	200	-	S
2233	"	"	1959	"	2	225	E	S
2234	"	"	1956	"	3	200	E	P
2235	"	"	1960	"	1	250	E	S
2236	"	"	1959	"	1	250	E	S
2237	"	"	1961	"	2	225	E	P
2238	"	"	1961	"	1	250	E	S

* 1 = Cyl. 20" x 28", T.E. 32,000#
2 = Cyl. 21 1/4" x 28", T.E. 32,000#
3 = Cyl. 22 1/2" x 28", T.E. 32,100#



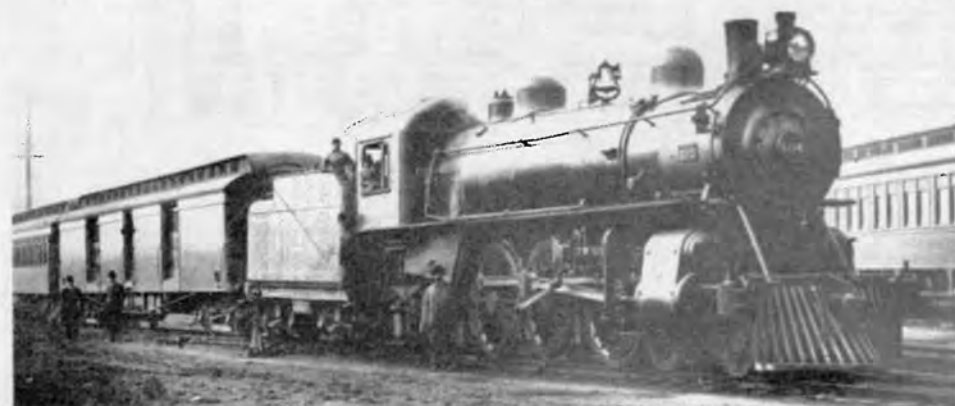


G1R class 2203 at Lambton roundhouse, Toronto. In latter years, these locomotives were used in wayfreight and helper service in the Toronto area.

/J. A. Brown

No. 2218 at Pembroke Ontario. Note open cab, applied after a wreck near Maniwaki, Quebec, demolished the vestibule cab. This engine has a 7000 gal. tender.

/J. A. Brown



A G1 class as built. This photo, taken around 1908, shows No. 1114, later re-numbered 1014 and 2214. Note headlight, wooden pilot.

/Hubert Brooks

No. 2214 as she appeared in 1959. Many superficial changes have been made, but the lines of the original 1114 are still evident.

/J. A. Brown



CPR'S PASSENGER OUTLOOK: PESSIMISTIC

According to Ian D. Sinclair, Canadian Pacific vice president, CPR lost \$20 million on passenger-train services in 1964, and prospects for improvement are dim. "Over-all we see no prospect for being able to attract rail passengers in sufficient numbers, at prices they are willing to pay, to defray the expenses incurred. Reductions in passenger train service, therefore must continue," he told a Toronto audience.

CNR'S PASSENGER OUTLOOK: OPTIMISTIC

In Toronto in mid-January to demonstrate some of Canadian National's rebuilt passenger equipment, Pierre Delagrave once again displayed his infectious enthusiasm for the future of the passenger train. "I am not prepared to accept the popular view held by railway executives and economists alike that there is no place in the future for rail passenger travel. By improving service and increasing the efficiency of existing equipment, my aim is to put passenger service on a basis where it is economically self-justifying in five years," he stated.

His efforts appear to be bearing fruit, for in 1964, CNR combined passenger revenues increased 19% (a 15% gain was predicted by Mr. Delagrave at the UCRS Annual Banquet in September), while available train mileage increased about 5%.

RIGHT: DM&IR SD-18's 179 and 188 operated on the CPR for a few weeks before moving to CN. Here they are at Kamistiquia, Ont., with grain for the Lakehead. Note CPR's left hand operation, in effect from Fort William to Winnipeg.

/James A. Brown

BELOW: Two of these diminutive trains were used to acquaint CNR crews with the new Toronto Yard Access Lines, prior to the yard opening on February 7th.

/James A. Brown

Four "visually redesigned" cars were shown to members of the press and travel agents. They included ex-Milwaukee Road "Skyview" car "Baddeck", one of the two latest "Scenaramic" cars, "Qu'Appelle", Bedroom-Buffer-Lounge "Cape Race", and a Dining Car.

REVENUE GETS THE AXE

The Board of Transport Commissioners recently ruled that Canadian Pacific could close its station at Revenue, Sask. The obvious reason was that Revenue wasn't producing any for CPR.

DM&IR POWER HELPS OUT CNR

Twenty-two EMD six-motor road switchers from the Duluth, Missabe and Iron Range Railway are now at work on Canadian National lines. Assigned to Montreal, and operating primarily in Quebec Province are the following units:

101	102	103	104	106
111	112	119	121	123
124	175	179	185	188
190	192	193		

Nos. 101-124 are EMD SD-9's (1750 h.p.) while Nos. 175-193 are SD-18's (1800 h.p.)

Canadian National subsidiary Duluth, Winnipeg and Pacific is operating DM&IR Nos. 113, 114, 117 and 120, all EMD SD-9 units.



\$250,000 DAMAGES IN NYC DERAILMENT

Damage was estimated at about \$250,000 in a spectacular derailment on the New York Central at Canfield Junction, February 21st. Fifty-one of the eastbound train's 99 cars left the rails, piling into each other in accordion fashion to a height of 50 feet in some spots. Canfield is 20 miles south-east of Hamilton.

No one was injured in the mishap, apparently caused by a burned off journal or fractured wheel. About 1,000 feet of track was torn up; however no damage was done to either the Cayuga or Dunnville Subdivisions of the CNR. (The Cayuga Sub parallels the NYC and carries trains of the Norfolk and Western as well as CN. The Dunnville Sub crosses the other two lines at grade.)

Wrecking crews from Hamilton (TH&B) and St. Thomas (NYC) cleared the double track line in 24 hours by moving the damaged cars to either side of the track. Prefabricated track panels were used to replace the damaged rail. During the cleanup operations, NYC and C&O traffic was rerouted through Cleveland and Detroit.



A hopeless tangle of boxcars is the aftermath of NYC's recent derailment at Canfield Jct. CNR's Cayuga Subdivision is in the foreground
/The Welland Daily Tribune

FACELIFTING PLANNED FOR 700 CNR PASSENGER CARS

In 1965, Canadian National plans to rebuild or renovate over 700 of its passenger cars as part of its continuing programme to woo the travelling public. The modernization scheme will cost about \$1 million more than would normally be spent in maintenance work.

Budd RDC "Railiners" are included in the plan, and a large block of CN's RDC fleet is slated to receive reclining seats and snack bars.

A major effort is being made to ensure that as many cars as possible will be available by early summer, to meet the expected high demand for equipment.

All passenger car modernization is being done at CNR shops at Montreal and Winnipeg, and some 250 new employees have been taken on to ease the heavy work load.

Dining cars, club lounges, coach lounges, parlor cars, dinettes, sleeping cars and coaches are all included in the plan. Here are some of the highlights:

- Remodelled diners, each seating 48 patrons.
- Bedroom-lounge cars with completely modern interiors.
- Club-lounge ("Matinee" series) and coach-lounge (3000's) cars, as presently used in Transcontinental service.
- Modernized sleepers with increased capacity.
- Lounge space added to dinette cars.

FUTURE OF "DOMINION" IN DOUBT

The mail cars on Canadian Pacific trains 3/7 and 8/4, the "Dominion", between Toronto and Sudbury, Ottawa and Sudbury, and between Sudbury, Winnipeg and Vancouver will be withdrawn June 24th. Express service will also be discontinued. There is strong speculation that after the Labour Day weekend, the "Dominion" will be withdrawn entirely.

ANOTHER NORTHERN RAILWAY FOR ALBERTA?

In the Alberta government throne speech last February 18th, a proposal was made for a rail link from the resource areas of North-western Alberta to the Canadian National main line. No information is available on the length or routing of the line.

Two railways now serve the area. The Northern Alberta Railway operates north from Edmonton, with lines to Waterways and Dawson Creek. The new Great Slave Lake Railway, which saw its first train last November 23rd, operates north from the NAR near Peace River. Its line stretches 377 miles north to Hay River, with a 55-mile branch to Pine Point Mines. (Although GSLR now sees occasional service, it will not be fully completed until December, 1966.)

TRAINMASTERS IN TORONTO (AGAIN)

Two Canadian Pacific "Trainmasters", 2400 h.p. road switchers built by the Canadian Locomotive Company, have been assigned to Toronto for local transfer duties. Until recently, Nos. 8917 and 8918 had been operating anywhere from Fort William to Calgary.

Early in December of last year, three other 8900's passed through Toronto en route to St. John, N. B. to ease the winter traffic rush in that region. At that time, No. 8919 was tried out in Toronto transfer service, apparently successfully.

Two more 8900's may join the Toronto contingent if they can be spared from CPR's Prairie Region.

ORE CARS FOR GREAT SLAVE LAKE RAILWAY

National Steel Car, of Hamilton, Ont., will begin delivery in late July of 245 100-ton capacity steel ore carrying cars to the Great Slave Lake Railway. The cars will be equipped with longitudinal centre-dump hoppers.

B & M DROPS WHITE RIVER - BOSTON SERVICE

Two famous eastern trains, CP's "Alouette" and CN-CV's "Ambassador" are without Boston connections now as a result of the withdrawal of all service between White River Jct., Vt., and Boston on the Boston and Maine Railroad.

Equipment of the "Alouette" operated through from Montreal to Boston, and in recent years, it was a not uncommon sight to see B & M RDC's at Canadian Pacific's Glen Yard.

The "Ambassador" operates to New York, but maintained a connection at White River Jct. with B & M's "Alouette" to Boston.

MACLEAN'S



"Oh, he's fast enough . . ."

Alan Tregid

SCOTTISH ENTHUSIASTS TAKE NOTE

The latest release of the British Decca-Argo recording company should find ready buyers among keen Scots rail men. The record is entitled "On the Footplate of a V2 Class 2-6-2 At Work with a Freight Train Between Kinross Junction and Milnathort and Crossing the Tay Bridge to Dundee". Commented British Railways RAIL NEWS "This venture opens up a whole new field to the record companies. New releases may well read something like: 'Goods Guard J. Smith Eating Two Tomato Rolls in an Oscillating Brake Van Behind a Train of Fish Meal Between Ashby-de-la-Zouch and Kirby Muxloe in mid-January.'"

RAPID TRANSIT TO CNE POSSIBLE

It is reported that the Toronto Transit Commission will investigate the possibility of using a CNR rail line to provide rapid transit service to the Canadian National Exhibition. Commissioner Douglas Hamilton said that street cars now on BATHURST route may be removed, and might be used on the CNR right-of-way.

LEFT: Courtesy MACLEAN'S Magazine

BELOW: CPR 8144 passes Waterdown South station on its way to Hamilton with a wayfreight from Guelph Jct.
/Ted Wickson



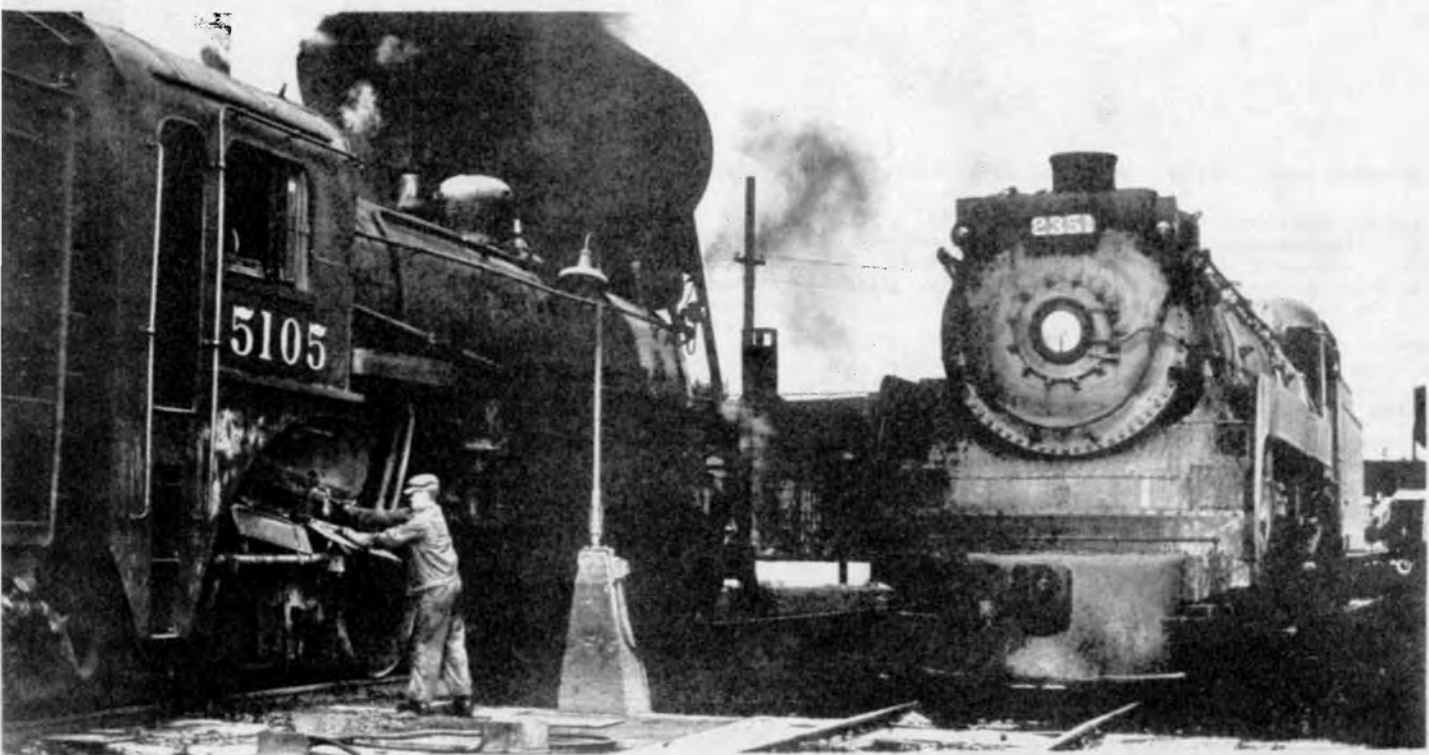
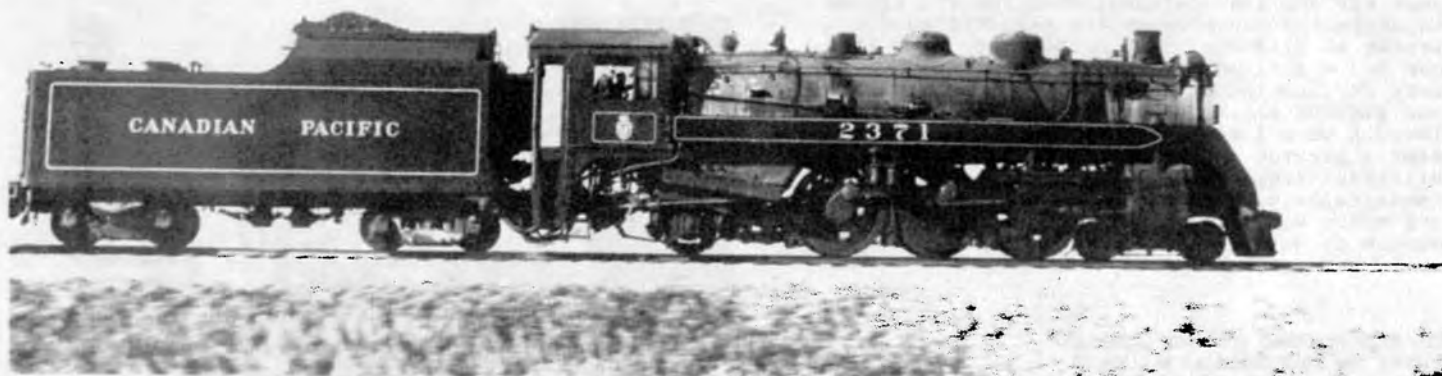
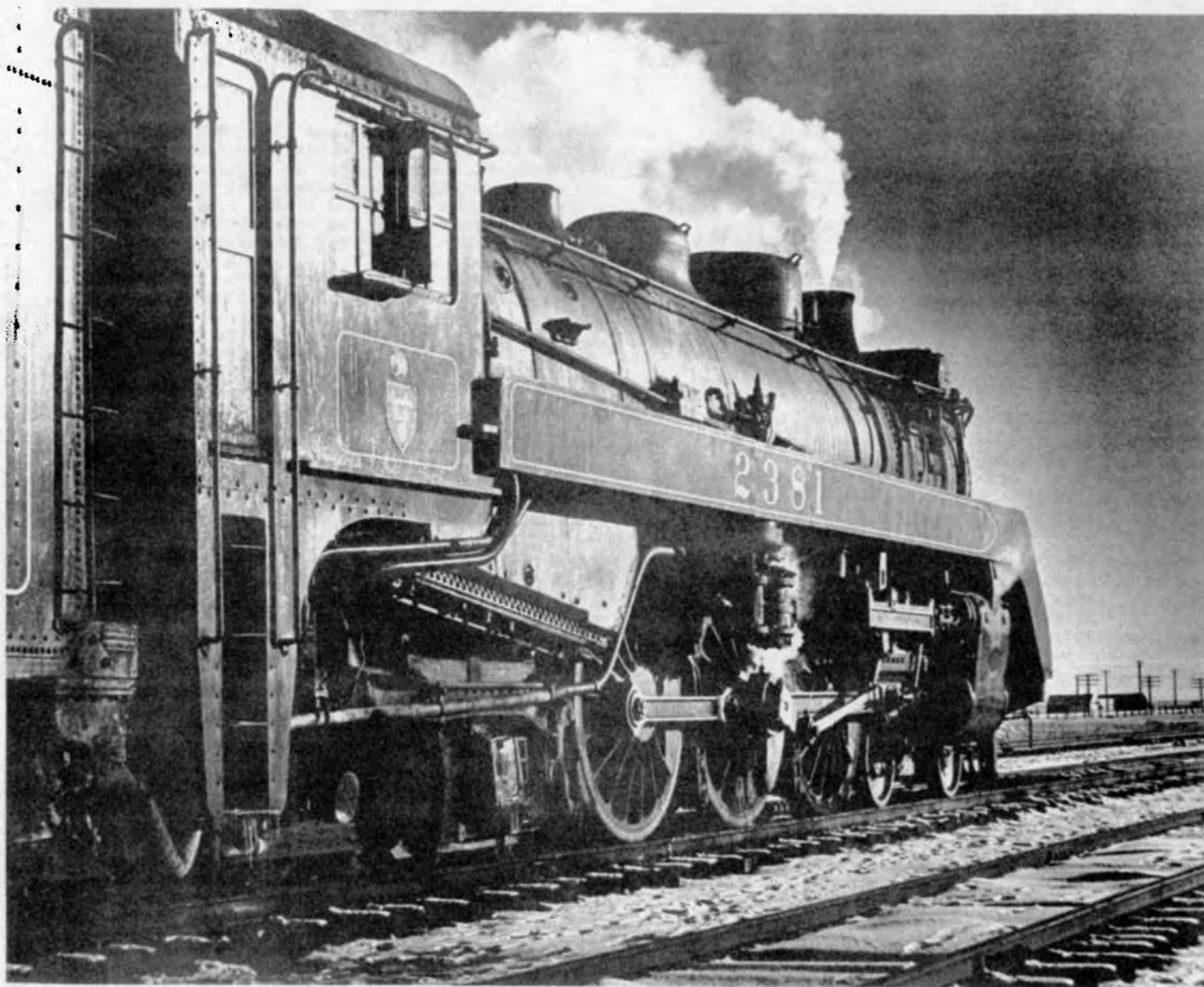


Photo Section

A collection of photos by the noted Canadian photographer, John Barras Walker, portraying admirably some of the essence of a Prairie division point in the days of steam.

The photos were taken in the mid-1950's in and around Medicine Hat, Alberta, on the Canadian Pacific.





Traction Topics

Edited by John F. Bromley



* With this column, it is the intention of the Editor to see the return of traction news to the pages of the NEWSLETTER. Each month, readers will find notes and news on the happenings and progress of the TTC and other systems of interest. We also hope to see the return of feature articles of interest to the traction enthusiast.

"Traction Topics" will include such items of interest as service reroutings, equipment modifications, changes in carhouse assignments or rosters, in short, virtually anything. News of American systems such as Shaker Heights, Boston, Pittsburgh, etc., which are often visited by our readers, will be included.

It has been said many times before, and is worth repeating now: We can print only what we have! Feature articles, photographs and news items for "Traction Topics" should be submitted directly to the Traction Editor at 32 North Drive, Scarborough, Ontario. Photographs will be returned after publication. /JFB

* During early September, the TTC replaced the wooden decking in use during subway construction on Broadview Ave., north of Danforth Ave. Temporary asphalt was laid, and a facing point switch installed for the streetcar loop that is to be laid at this point in conjunction with the Broadview station of the Bloor-Danforth Subway. The above work was followed in late November and early December by the installation of special work at Dundas and Edna Streets for the new loop at Vincent station. Some of the actual loop trackage was put into place at the same time.

* The London and Port Stanley Railway gave up its passenger operations some years ago, but retained many of its passenger cars for use as freight motors. Recently, two of its motor cars were donated to the Ontario Centennial Centre of Science and Technology, the Provincial project for the 1967 celebrations. The TTC agreed to store the two cars on the standard gauge tracks at Hillcrest, and on November 25th last, car No. 4 arrived at the TTC shops, looking very foreign indeed with its dark green paint and stained glass upper sash. This car was followed a week later by No. 8. The cars are presently located on the far west side of the Hillcrest property, and as this is written, the pantographs have been removed and preparations are under way to cover the cars until the OCCST museum is built.

* Between December 16th and 19th, PCC 4300, normally based at Lansdowne Division, was operated from Roncesvalles Division in regular service for the training of operators. The car has been observed on the QUEEN and DUNDAS routes. While it is not unusual for the TTC to temporarily reassign cars equipped for operator training, it is believed to be the first time a car of this class has operated on either of the routes mentioned, since their purchase in 1948.

* January 19th saw the sale of nine of the remaining thirteen Peter Witt cars for scrap. The successful tender was again submitted by Western Iron and Metal Company, quoting a bid of \$366 per car. The nine cars involved were 2720, 2742, 2806, 2822, 2832, 2844, 2858, 2868 and 2888. The cars were towed by 2766 and 2884 to Russell Carhouse between February 2nd and 8th, and were removed by WIMCO between February 3rd and 10th. Car 2884 was left at Russell after having towed the last car from St. Clair, as it had been sold to Mr. Charles Matthews, who previously purchased cars 2786 and 2894. It was removed from Russell Yard on February 8th.

Cars remaining on the system as of this writing are 2778, 2898 and 2766. Car 2778, previously announced as having been saved for Pioneer Village (near Toronto), has been donated to the OCCST (described above as the owners of L & PS cars 4 and 8). Car 2898 was sold to the Branford Electric Railway Association for \$366, and will be shipped to their museum near New Haven, Conn., at a later date. Car 2766 remains at St. Clair Division with 2778 and 2898, and is held for towing purposes and charter movements.

* Two cars of the A13 (4700) class have been involved in open switch accidents. The first was on December 7th, 1964, when eastbound 4701 on Dundas entered an open switch at Lansdowne Ave. This was followed by a second mishap on Lakeshore Blvd. West at Hillside Ave., in Mimico, involving the eastbound 4726, on February 11th, 1965.

* A fantrip under the sponsorship of UCRS took place on January 31st with Peter Witt cars 2884 and 2766, together with A14 class PCC 4754. Photo stops were made at Earls Court Loop, Park Loop, Robina Avenue-Oakwood Loop, spare track No. 2 at Exhibition Loop, 18th St. (Kipling) Loop in New Toronto and Bedford Loop. Members also had an opportunity to take movies as the three cars made a complete circuit of Adelaide, Church, Richmond and Victoria Streets in the downtown area. This was the last opportunity



TTC 2720 at Queen and Shaw Streets during the 1962 Canadian National Exhibition. /John F. Bromley

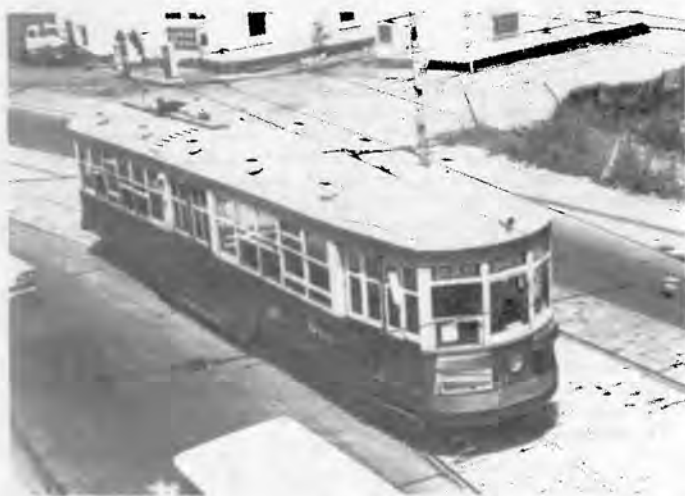
to photograph two Witt cars together in service, as 2884 is no longer on the property. The trip was free to those holding tickets on the previous day's steam excursion, and was available at \$2.00 to others.

* Coming events include a UCRS-sponsored trip using PCC 4001, on April 25th. This car (class A1) was Toronto's first PCC car, having arrived on the property in early August of 1938. Car 4000 was retained by the builder for some time as a model for the remaining cars of the series.

* Baldwin-Westinghouse locomotive No. 300 of the Oshawa Railway has been sold to the Kennebunkport (Maine) Trolley Museum.

* A traction weekend in Toronto is being planned by the Central Electric Railfans Association of Chicago, with three trips planned on May 29th and 30th. The proposed itinerary includes at least one Witt trip with 2766, and possibly an evening trip as well. The third trip will be with a PCC, probably 4575. If more than one car is required for any trip, more interesting equipment will be added. Further details are available from CERA in Chicago and from TRAINS magazine.

/JFB, BM, AN, DT, SIW



Readers' Exchange

HELP WANTED: If you have had experience at re-finishing of furniture, and would like to try your hand on the furnishings of Business Car "Nova Scotia", please contact Tone Careless at 122 Highbourne Rd., Toronto 7. (HU9-6083)

FOR SALE: A 14 x 17 full colour lithograph of Canadian National 4-8-2 No. 6065 by Doug Wright is available for \$1.00 postpaid from J. A. Brown 36 Thorncliffe Park Drive, Apt 301, Toronto 17.

INFORMATION PLEASE! Have you information and/or photos of the Winnipeg Electric System or its affiliates or predecessors? This material is required for production of a new Bulletin on this System. Contact Brian West, 58 Thorncliffe Park Drive, Apt 404, Toronto 17. (421-1347)

WANTED: Photographs of Canadian National 4-8-4 No. 6184 as equipped with poppet valve gear. James A. Brown, 36 Thorncliffe Park Drive, Apt 301, Toronto 17, Ont.

* * *

UPPER: TTC Witt 2822 on a UCRS excursion in June, 1963. This car has succumbed to the latest Witt purge. See page 36.

/John F. Bromley

LOWER: Witt 2778 will be preserved as part of the Provincial Centennial project.

/John F. Bromley

15 Years Ago

From the NEWSLETTER of March, 1950, comes this list of foreign locomotives that visited Toronto in 1949, an interesting comparison to the foreign power in use today:

New York Central: 59 locomotives

4750	5200	5201	5207	5210	5212	5213	5218
5220	5221	5223	5224	5225	5226	5227	5232
5240	5241	5242	5243	5244	5254	5255	5256
5275	5277	5278	5279	5281	5283	5284	5305
5306	5307	5312	5314	5317	5319	5328	5330
5331	5339	5342	5343	5360	5361	5362	5363
5364	5365	5366	5367	5369	5370	5371	5372
5373	5374	(4750 is a 4-6-2, remainder are 4-6-4's)					

Toronto, Hamilton and Buffalo: 4 locomotives

15 16 501 502

Electro-Motive-owned locomotives: 7 locomotives

765 (On "Train of Tomorrow")

7001 7002 7003 (Demonstrators on CPR)

9051 9052 9053 (Demonstrators on CNR)

Also in the March, 1950 issue is a report of the application of the Grand River - Lake Erie and Northern Railways to the Board of Transport Commissioners to withdraw all passenger service. The Company claimed that its recent modernization programme failed to attract the expected business, and that a loss was being sustained on the service.



Bull Session



Canadian Pacific's GP-30's continue to accumulate miles. Here is No. 8201 at Cherrywood, Ont. This unit is slated to be remmbered 5001. /James A. Brown

Canadian National's leased DM&IR locomotives are occasionally operating into Toronto. The usual cycle seems to have the units arrive in the early morning on train 491 from Montreal, and head east again later in the morning, possibly on train 492. Recently, three DM&IR units hauled close to 9000 tons up the hill to Scarborough; the rating for three standard four-motor road switchers over the same line is just 6300 tons. /GWH

(One must remember, though, that when our four-motor units get out on the main line with that lighter tonnage, they'll move along faster than the six-motor locos of the same horsepower.)

It appears unlikely that any DM&IR locomotives will find their way into Toronto Yard. There is sufficient doubt as to the ability of their long wheelbase trucks to negotiate the turning loop and associated trackage at the new diesel shop, that discretion dictates they be kept at Mimico. /JAB

We have it on very good authority that Ontario Northland Railway diesels will soon be emerging from the paint shops with a lighter shade of green on their flanks. The new colour will match that currently being applied to ONR boxcars, and replaces the dark Forest green now used. /BEW

The body of TTC Witt 2822 was observed in mid-February sitting on the asphalt parking lot of Marine Terminal 11, on Queens Quay just west of Jarvis Street. /JFB

The only two sleeping cars of the Bangor and Aroostook Railroad, "North Twin Lake" (No.80) and "South Twin Lake" (No.81) were observed recently at Grand Trunk Western's Port Huron Car Shops. They have apparently been purchased by Canadian National, and will bear the names "Greenock" and "Green Gables". Renovations are being carried out at Port Huron to ease the work load on CNR's busy Pt. St. Charles Shop in Montreal.

The cars contain 6 sections, 6 roomettes and 4 double bedrooms, and thus will supplement CN's fleet of "Green" series 6-6-4 sleepers. Just what will become of the stainless steel exterior sheathing of the BAR cars during the overhaul is unknown. /JAB

Peter Cox tells us that Canadian National road-switcher No. 850 is now working potash and sulphur transfers in North Vancouver. This odd-looking locomotive is one of a group of five (Nos. 850-854, class GR-9a) which have bodies of narrow gauge dimensions mounted on standard gauge trucks. They boast 875 h.p. /PC

Does anyone have a photo of a GR-9a, preferably with a conventional locomotive nearby for size comparison? We'd like to print it in a forthcoming issue.

While we're on the subject of photos, has anyone photographed any of the Soo Line units operating on CPR Western lines?