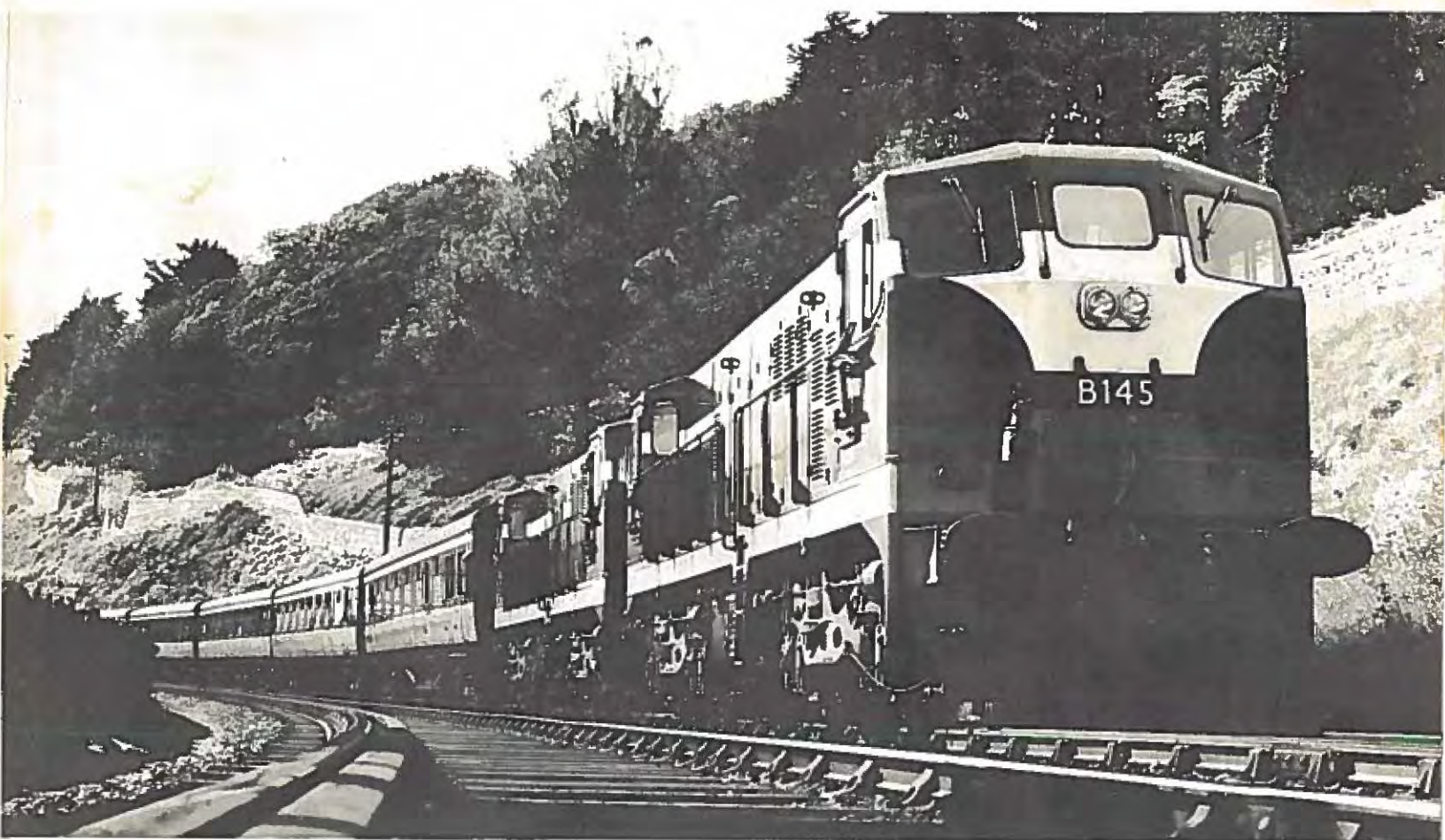


newsletter

July 1965 • 25 c

The Railways of Eire...



Upper Canada Railway Society



newsletter

Number 234

July, 1965

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scription. For complete details, please
contact the Membership Secretary.

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

The Cover

Two 960 h.p. diesel-electric locomotives of
CIE, the Irish State railway system, are
shown hauling a passenger train near Killi-
ney Bay, a popular resort community in
County Dublin. The locomotives are export
models by General Motors.

/CIE Photo

Contributors to this Issue

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John Thompson.

This month, we're taking a brief look at
the railway services of the Transport Board
of Ireland, Coras Iompair Eireann. One
tends to allow the vastly more extensive
railway systems of England and Scotland
to dominate his thinking where the British
Isles are concerned, and consequently this
small but modern operation is often over-
looked. If you're contemplating a journey
to that part of the world, perhaps you'll
be interested in paying a visit to the CIE.

* * *

An apology is in order for the quality of
the half-tone reproduction on last month's
cover. For reasons undetermined, a good
tonal range was simply not to be had, in
spite of a seemingly acceptable original
print. Rest assured that we are aware of
the problem and are doing our utmost to
rectify it.

* * *

An Appeal: Please do not mail UCRS dues,
queries, changes of address, etc. to the
editor. This only delays their transmis-
sion to the proper individual, and increa-
ses the chance of loss. NEWSLETTER material
on the other hand, should be mailed direct
to the masthead address. Thanks.

* * *

With the June issue, NEWSLETTER production
became somewhat more automated. Our new
collating machine gathered the pages (with
a little manual assistance), while the
envelope addressing was carried out with a
new semi-automatic addressing machine.

While we hope that the new addresses on our
new stencils are all correct, it is inevit-
able that some errors will crop up. If you
have recently advised us of a change of
address, and are continuing to have your
issues forwarded, please drop us another
card. And of course if there are any other
errors in the new addresses, we'd appreciate
hearing about them.

Speaking of NEWSLETTER production, now that
we're on a regular schedule, we hope to set
up a more or less regular production cycle
as well, involving a few evenings around
the beginning of each month. We do need
extra hands, and if you'd like to help with
negative masking and spotting, plate making,
printing and mailing, please let us know.
Contact E. A. Jordan at 694-3630 for fur-
ther details. /JAB

UCRS News

The steam excursion of June 5th to Kingston was a great success, no matter how you looked at it. The routing was new, and for many, the high speed mainline operation was the highlight of the trip. Five excellent runpasts showed off 6218 to best advantage, although poison ivy put in a frequent appearance. Probably the most satisfying photo spot was the final runpast of the day at the Trent Canal bridge near Trenton; the setting sun provided perfect side illumination for the special as it thundered across the bridge. Over 600 excursionists took part in the trip, and the extensive advance planning on the part of the Trip Committee certainly paid off in trouble-free operation.

* * *

A formidable array of entries confronted the three judges at the Society's first photo contest, on June 18th. Out of the at-times-stiff competition emerged three winners. First in the black and white class was Charles Bowman, whose photo of CNR 6167 climbing towards Danforth station was also judged "best in the show". Best colour slide award went to Peter Cox for an unusual panned view of 6167, while Doug Page took the honours in the colour print division for a backlight shot of the same locomotive. These winning entries will be published in an early NEWSLETTER issue.

Honourable Mentions were awarded in the black and white class to Bill Blaine, Chas. Bowman and Jim Brown, in the colour slide class to John Brown, Doug Sheldrick and Brian West, and in the colour print class to Bill Miller.

Following the judging, the three judges, John Barras Walker, James Beveridge and Wilmot Blackhall (all well known in Toronto photographic circles) discussed the entries and offered suggestions for the general improvement of our rail photography. Everyone agreed that the evening was most informative and interesting. ■

RIGHT UPPER: CN 6218 presents a fine spectacle on the Trent Canal bridge near Trenton, June 5th.
/Peter Meldrum

RIGHT LOWER: The UCRS display at the Scarborough Hobby Show attracted many interested visitors.
/Charlie McGovern

15 Years Ago

An optimistic note for the future of passenger service on Canadian Pacific Electric Lines was given by this piece in the July, 1950 NEWSLETTER:

"As most members have probably heard by now, the application by the CPR electric lines for abandonment of their passenger service was refused by the Board of Transport Commissioners after an elaborate case was presented by the municipalities affected.

"Cars 953 and 955, which were damaged in a spring flood of the Speed River, and which, it was thought, would never again turn a wheel, have been repaired and repainted and are back in service. ■



Readers' Exchange

URGENTLY REQUIRED for modelling purposes are good, sharp 3/4 view colour prints of Spruce Falls Power and Paper Co. green boxcars, Canada Southern (CASO) boxcars, LMS maroon Pacific and LNER blue Gresley Pacific (the latter two are both pre-nationalization of British Railways). Please contact Tom Gascoigne, R.R.#4, Oshawa, Ont.

INFORMATION WANTED: Historical data, photos, timetables, etc. of Canada Central Railroad and subsequent Canadian Pacific ownership to the present, especially in the Almonte-Arncliffe-Sand Point area. Jim Appleby, 2249 Haines Road, Cooksville, Ont.

WANTED TO PURCHASE or borrow: Interurbans Special No. 17 -- "Street Railways of New Orleans". R. H. Steele, 844 Churchill Ave., Sudbury, Ontario.

FOR SALE: Inverter, 12 volt d.c. to 115 volt a.c., 100 watts continuous, 125 watts intermittent. Supplied with brackets for car installation; good for portable tape recorder supply. Contact George Myland, 21 Thelma Ave., Toronto, Ont. (483-5475) ■



July 16th; This summer meeting features a trolley tour, free to UCRS members. Trip will feature Peter Witt car 2766, and will include night photo stops. Trip departs from York and Wellington Sts. at 8.00 p.m., EDT, and returns to Bay and Wellington at about 11.00 p.m.

July 23rd; UCRS Hamilton Chapter regular meeting will be an observation session at Bayview, where CNR and CPR traffic will be seen. Members will meet in the park at the centre of the wye, just west of the Highway 6 intersection on Highway 2. 7.00 p.m.

August 20; Tour of CNR's new Toronto Yard. Advance reservations required by mail, or on July TTC trip. See the full details in August.

Railway News and Comment

CNR SEEKS TO ABANDON THREE ONTARIO BRANCHES

The Board of Transport Commissioners has announced that it will hold public hearings July 6th-8th in Bancroft, Ont., on applications by Canadian National to abandon operations on three central Ontario branches.

The lines involved include a seven-mile spur from Ormsby to Coe Hill, another seven-mile spur from Bessemer to Child's Mine, and the most northerly 27 miles of the Maynooth Subdivision from Bird's Creek to Wallace. All lines are in the Bancroft area.

EXPO PLANS AUTOMATED TRANSIT SYSTEM

Awaiting Federal government approval are plans for a fully automated rapid transit system for the 1967 Montreal World's Fair.

The automatic control system for the six or eight trains operating the 3½ mile route on St. Helen's Island is to be built by the Uniswitch Corporation. The electronic controls on each train will be timed to start, stop, accelerate and decelerate the train over the length of the system, which will have six stations.

Each train will have a motorman monitoring the controls, and a guard. The motorman will be able, if necessary, to take over manual control.

This installation will likely be watched with considerable interest by other rapid transit operators intrigued by the implications of fully automated trains.

ONTARIO NORTHLAND ANNOUNCES NEW ORE LINE

The Ontario Northland Railway recently announced plans for the construction of a four-mile spur line from its main line to the Sherman mine site, near Temagami, Ont.

The Sherman mine is expected to be in full production by late 1967, producing an estimated one million tons of highgrade iron pellets annually. Shipments from the Temagami location are expected to equal those of the Adams Mine at Dane, near Kirkland Lake, which are moving south at the rate of 60 carloads per day.

The majority of the mine's output will be shipped via ONR, bound for Dominion Foundries and Steel Co. at Hamilton. Dofasco holds a 90% interest in the property.

CPR SEEKS ALTERNATE ROUTE TO WATERFORD

Canadian Pacific is applying for permission to abandon the former Lake Erie and Northern line from Brantford to Waterford, Ont., and to operate its trains on the parallel trackage of the Toronto, Hamilton and Buffalo Railway over the 15 mile distance.

ABANDONED LINES TO BECOME HIKING TRAILS?

London, Ont. City Council recently passed a motion urging Ottawa and the provinces, in cooperation with the major railroads, to look into the possibility of converting "discontinued railway properties, particularly in rural areas, into hiking trails for the recreational use of the general public." It was passed on to the Prime Minister, the provincial premiers, the BTC and the two major railways for consideration.

CNR DERAILMENT BLOCKS TORONTO-CHICAGO LINE

More than \$100,000 damage was caused by the derailment of a westbound Canadian National freight train at Mandaumin, seven miles east of Sarnia, on June 5th. Sixteen cars of the 35-car train left the rails, blocking both main lines. No one was injured, and the locomotives were undamaged.

The eastbound track was restored to service on June 6th, but complete clean-up work was not completed until June 8th. Wrecking trains from London and Toronto worked at the derailment from both ends.

Some traffic was allowed to inch past the work scene, while other trains detoured via the old Grand Trunk main line, the Forest Subdivision, from St. Marys Junction to Sarnia.

CPR OTTAWA TRACK RELOCATION UNDER WAY

An important phase in the reduction and relocation of the rail lines which criss-cross Canada's Capital is now nearing completion. This major undertaking involves the grade revision of Canadian Pacific's Prescott Subdivision through the Carleton University area. The cost of the project is approximately \$4 million.

The Prescott Subdivision bisects Ottawa in a north-south direction and will be the only remaining north-south line in the city when the National Capital Commission's Railway Relocation Plan is completed.

The project involved lowering the line into an open cut excavation starting just north of the Rideau River, then into a tunnel passing beneath Colonel By Drive and the Rideau Canal, emerging into an open cut section south of Highway 16 at Dow's Lake and finally returning to grade level at Somerset Street. The tunnel section is 1900 feet long. Overhead street bridges at Highway 16, Beach Street and Carling Avenue are also included.

Work was begun on the project in November, 1963 and is scheduled for completion by November of this year.

NEW FORM SIMPLIFIES CNR TICKETING

These days, Canadian National is carrying more passengers but selling fewer tickets. In May, the railway introduced a new ticket form that can be used for about 60% of all rail passenger ticketing. It covers on a single form, rail transportation plus all types of accommodation.

Previously, a passenger required at least two tickets for reserved accommodation aboard a train. One was needed for straight rail transportation, another for reserved space. More tickets were needed if there were several legs to the trip.

With the new tickets, CN is hoping for improved customer relations, simplification of ticketing and accounting procedures, and economies in ticket stocks.

CNR BUILDING NEW INDUSTRIAL SPUR

Canadian National has called tenders for preliminary work on a new 3.85 mile spur line to serve the \$50 million pulp mill to be constructed at Abercrombie Point, near New Glasgow, N.S., by Scott Maritimes Pulp Limited. The new line will run from Alma, on CN's Oxford Subdivision, and is scheduled for completion in October. Initially, the spur will carry construction materials for the new mill.

STEAM LOCOMOTIVES STILL PLENTIFUL

According to a recent international survey, published in RAILWAY AGE, steam locomotives account for about 54% of the world's total locomotive population of 186,000 units. The survey figures are probably somewhat low, since detailed data on certain Soviet countries was based on estimates.

On a continental basis, Europe (including Great Britain and the USSR) has the largest ownership, 105,000 locomotives of all types. It is followed by North America with 36,200 units, Asia with 22,800, Central and South America with 11,300, Africa with 7,700 and Australasia with 3,600 units.

Europe is the largest steam locomotive operator in terms of numbers of units, although Asia operates a higher percentage of steam locomotives than any other continent.

North America on the other hand, is the stronghold of diesel power. More than 97% of its locomotives are diesel, and these account for more than half of the world's diesel population.

TORONTO TO HOST TRANSPORTATION SHOW

A large display of the latest railroad equipment will be featured in a trade show for the transportation industry to be held in Toronto next year. The first of its kind in Canada, the transportation show will be held in conjunction with a materials handling show and a mining and metallurgy show. Together, the three shows will take over the Coliseum and Industry Buildings at Toronto's Canadian National Exhibition May 2-5, 1966. A double-track siding north of the Coliseum will provide display space for 40 pieces of railway equipment.

ANOTHER MONORAIL PROPOSED

A monorail from Toronto to Buffalo, via Niagara Falls, has been proposed by Goodell Monorail, Inc., of Houston, Texas. The company has a franchise to build a 10-block monorail to carry tourists to a park near the American Falls, and hopes eventually to extend it 25 miles east to Buffalo and 90 miles north to Toronto, crossing the Niagara River at the Rainbow Bridge.

No cost estimate is available for the 115-mile distance, but the first 10 blocks will cost \$2 million!

Equipment Notes

CANADIAN NATIONAL LOCOMOTIVE DISPOSITIONS

CNR recently removed four locomotives from its roster, as follows:

- 2 - 380 h.p. Road switcher (GE #28350, 1947); sold to Bowater's Mersey Paper Co., Liverpool, N.S., April 22, 1965.
- 28 - 600 h.p. Road switcher (GE #30608, 1950); Wrecked February 27, 1965 and retired April, 1965.
- 8457 - 660 h.p. switcher (MLW #77764, 1952); sold to International Minerals and Chemical Co., Yarbo, Sask., April 2, 1965.
- 8485 - 660 h.p. switcher (MLW #76434, 1954), sold to Fraser Companies, Edmunston, N.B., May 31, 1965.

NEW GONDOLAS ORDERED BY CNR

Canadian National has ordered 200 gondola cars from National Steel Car Corporation, Ltd. The cars, to be built in Hamilton, Ont., will have a capacity of 90 tons and a length of 65½ feet. They will be the largest gondola cars in CN service.

"CANADIAN" TO DROP TOURIST CARS

Reliable sources indicate that Canadian Pacific will withdraw Tourist Class accommodations from its passenger tariffs (i.e., from the "Canadian") effective September 5th. The beginnings of this move are apparent in the summer consist of that train from Toronto. One Tourist car has been deleted from the "Canadian's" usual summer line-up, and the Toronto section now carries an extra "Chateau" class sleeper.

Oddly enough, Canadian Pacific's decision to remove the Tourist Class follows closely CN's inauguration of "Dormette" sleepers, essentially a tourist service, on its trans-continental runs.

ANOTHER "SKYVIEW" TO VISIT TORONTO

Canadian National passenger car students who missed seeing the refurbished "Baddeck" when it was in town during the winter, will have another opportunity on August 22nd.

One of the ex-Milwaukee cars will be used on a Crown Life special train to Jasper, leaving Toronto that day, and the car will likely be in town a few days earlier.

GMD ANNOUNCES NEW LOCOMOTIVE SERIES

V. L. Snow, president and general manager of General Motors Diesel Limited, announced in London, Ont. on June 3rd that GMD will produce in Canada the entire new series of locomotives recently unveiled in the U.S. by Electro-Motive. The new units will be available for delivery next January from EMD's production lines at LaGrange, Ill., and presumably Canadian-built locomotives could be on the rails by that time also.

Nine models are included in the series, ranging from a 1000 h.p. switcher to a two-engine 6000 h.p. road-switcher. No cab-type locomotives are included in this series.


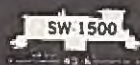







Of particular interest is the single-engine, six-axle, 3600 h.p. SD-45. Powered by a 20-cylinder engine, the largest ever built by GMD, this locomotive represents a new plateau in single-engine horsepower rating available from domestic builders.

Heart of the new locomotives is the new 645 series engine, developed when it became apparent that little further improvement could be had from the present 567 series engine (which has been upgraded from an original 85 h.p. per cylinder to 156 h.p. per cylinder in the latest GP-35's). Like the 567, the 645 engine gets its designation from the cylinder displacement, i.e., 645 cubic inches. The increased displacement results from a change in cylinder bore from 8½ to 9-1/16 inches without altering the outside cylinder dimension; consequently, cylinder spacing remains the same as in the 567 engine which, together with the same 10-inch stroke, permits use of the same crankshaft. Compression ratios of the 645 engines remain the same: 14.5 to 1 in turbo-charged engines and 16 to 1 in normally aspirated engines. Rated maximum engine speed is 900 r.p.m.

The trend to locomotives of 3000 h.p. and up is made possible by the solid-state silicon rectifier. Space limitations would not permit the installation of a direct-current generator with the capacity of GMD's new AR-10 alternator. The alternator can produce almost twice the energy of a generator of equal dimensions, and yet its a.c. output must be converted to direct current for the d.c. traction motors. The new solid-state rectifiers solved this problem.

Use of a new, highly efficient insulating material permits the use of 18% more copper in the traction motor armature coils, with resultant cooler operation and higher capacity.

It will be interesting to see the effect of these new locomotives on the new-unit purchases of Canadian railroads during the next few years.

Model	Horsepower	Engine Cyl-Model
 SW-1000	1,000	8-645 Normally Aspirated
 SW-1500	1,500	12-645 Normally Aspirated
 GP-38	2,000	16-645E Normally Aspirated
 SD-38	2,000	16-645E Normally Aspirated
 GP-40	3,000	16-645E3 Turbo-Charged
 SD-40	3,000	16-645E3 Turbo-Charged
 SDP-40	3,000	16-645E3 Turbo-Charged
 SD-45	3,600	20-645E3 Turbo-Charged
 DD-40	6,000	Two 16-645E3 Turbo-Charged

/Railway Age

PROVINCE CALLS TENDERS FOR COMMUTER STOCK

Equipment manufacturers have until July 20th to submit their bids for locomotives and cars required for the Toronto area commuter service announced by Premier John Robarts last month. The tender specifications were prepared by railway and government personnel.

The locomotive contract calls for ten diesel-electric locomotives of from 2400 to 3000 horsepower, and thus appears to be considering MLW's 2400 h.p. Century 424 and GMD's new 3000 h.p. GP-40 as possible candidates. Delivery is required by December 31st, 1966.

The car contract calls for 48 commuter cars to be used in trains consisting of two to ten cars each. The cars will be required by December 31st, 1966.

CPR PASSENGER EQUIPMENT FACES BLEAK FUTURE

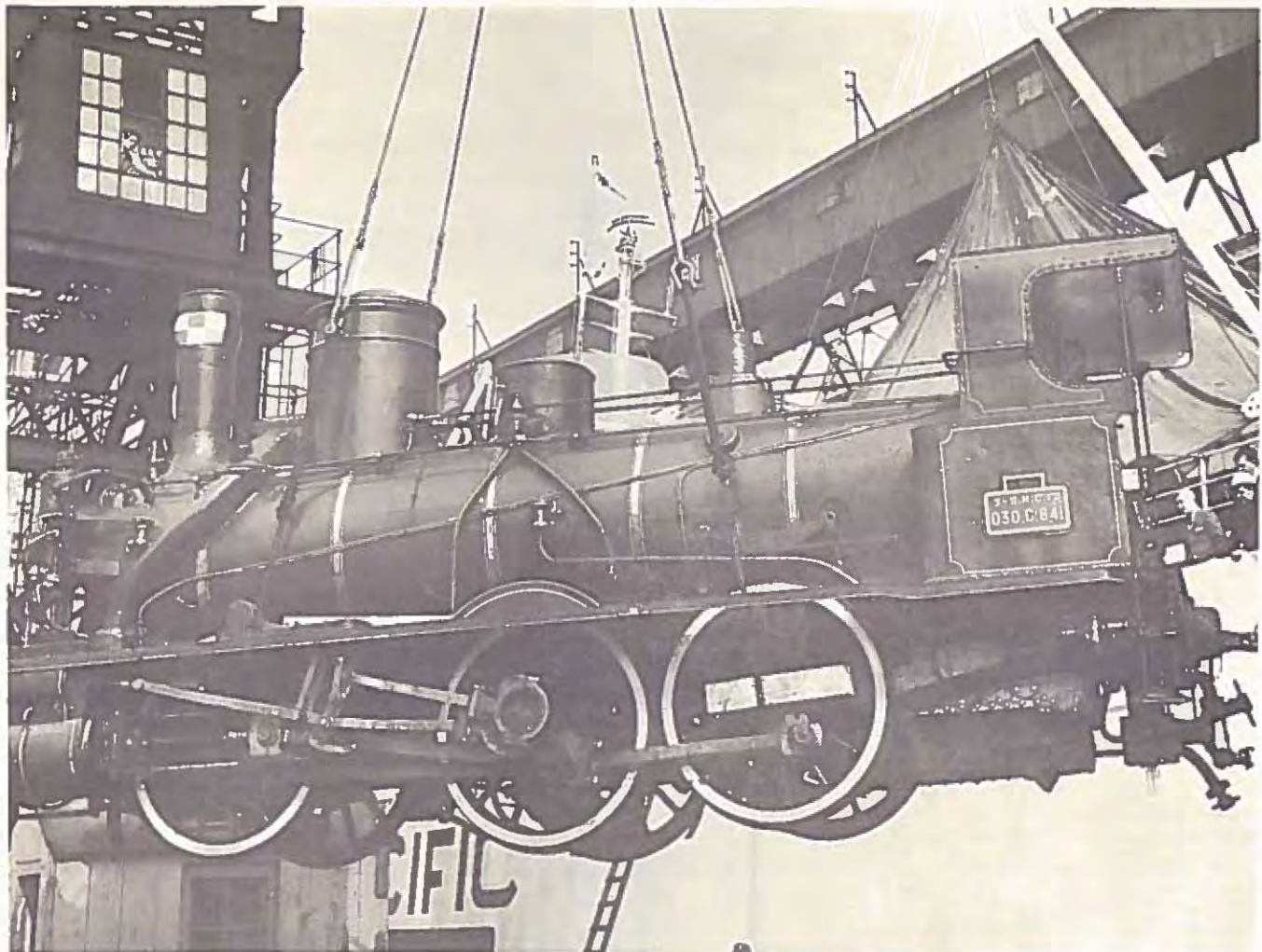
It has been rumored that within the next few months, Canadian Pacific will suspend heavy repairs to passenger equipment of any sort. While we have been unable to confirm absolutely this report, large numbers of CPR head-end cars (baggage, express-reefer, etc.) have recently been renumbered into freight classifications, in some cases losing their steam connections.

It is understood that the Budd-built cars which were damaged in the recent derailment at Terrace Bay, Ont. will be repaired with the exception of the two baggage-dormitory cars which were total losses. The two "G" class Tourist Cars will likely be withdrawn.



ABOVE: Ex-Bangor and Aroostook sleeper "North Twin Lake" is shown in its new Canadian National livery at Point St. Charles coach yard, Montreal. Its new name is "Green Gables".
/Bill Linley

BELOW: SNCF 0-6-0 No. 030.C.241 is swung out of the hold of the CPSS "Beaverelm" at Montreal. The 40-ton locomotive, built in 1883, is bound for the CRHA museum at Delson, Quebec.
/Canadian Pacific



The Summer Schedules

by Harlan Creighton

CANADIAN NATIONAL

A 5½ hour service between Toronto and Montreal, a new train to the Maritimes, and yet a third Transcontinental: These are some of the improvements which Canadian National Railways has introduced for the summer season which, the railway is confident, will see even greater crowds than the record numbers of last year. The new timetable reaffirms CN's oft-stated passenger policy, namely that it intends to provide its passengers with the best possible rail service.

In the Maritimes, the "Chaleur" has now been put on a full-time basis between Montreal and Campbellton, instead of operating during July and August only, as it has previously. Consequently, CN has been able to advance the Montreal departure time of the "Ocean Limited" to late afternoon for its eastbound run, providing an early afternoon arrival in Halifax the next day. The former early afternoon arrival of the "Ocean" in Moncton is now approximated by a connection from Campbellton, which leaves after the early morning arrival of the "Chaleur".

Improved lounge facilities for all passengers and the novel "Traveliving" features introduced two years ago on the "Super Continental" (bingo, hospitality hour, etc.) are now provided on the "Scotian" and the "Ocean Limited".

Also worthy of note, the twice-weekly overnight service between Levis and Edmundston has been withdrawn, and the evening Montreal-Sherbrooke train has been accelerated so as to make the run in one hour and 59 minutes.

Elsewhere, the Pool Services are slowly but steadily being improved. The summer-only "Lakeshore Express" will race between Toronto and Montreal in just 5½ hours, pausing only briefly at Belleville and Brockville to change engine crews. The departure of train 14 from Toronto has been moved up to 10.15 a.m., Daylight Time, and the overnight mail and express trains, Nos. 19 and 18, now make a faster run due to the cancellation of many of the intermediate stops.

In the Montreal-Quebec Pool Zone, it is encouraging to see that Canadian Pacific's afternoon pool train from Quebec City to Montreal now misses the connection at Montreal West with the Toronto-bound No. 15 by only 15 minutes, an improvement of five minutes over last winter, and fifteen minutes over last summer. Someday, perhaps

the "Frontenac" and the "International Limited" will connect and thus provide a very convenient and attractive service between Quebec City and Toronto.

A few alterations in southern Ontario services were made, notably in the Toronto-Windsor-Sarnia service, where mail and express trains 9 and 10 again carry passengers, where additional local stops have lengthened the early-morning three hour and 54 minute service from Windsor to Toronto, and where the Sarnia-Toronto train 82 now makes the London-Toronto run in one hour and 59 minutes. Railiners have proven inadequate to handle the greatly increased load on the Toronto-Niagara Falls run and have now been assigned to trains 628 and 635 between Toronto and Stratford and to the local Bruce Peninsula runs out of Stratford and Guelph.

A major CN improvement is in the transcontinental service where the railway has, for the second year in a row, added a train to its transcontinental operations. During the period from June 23rd to September 11th inclusive, the "Super Continental" runs in two sections. The Montreal section will operate on the regular schedule, while the Toronto section will run 90 minutes ahead of it, eastbound, and an hour and a half later, westbound. Both trains carry full coach, sleeping, dining and lounge equipment, as well as "Sceneramic" cars between Jasper and Vancouver.

CANADIAN PACIFIC

The cover of the Canadian Pacific timetable has remained basically unchanged now for the last four editions. So have the schedules contained within. The changes which have been made have, for the most part, been on the negative side of the ledger. True, this timetable shows the restoration of the Montreal-Megantic morning Dayliner, and the Dominion Atlantic service has been put back as it was last summer. But these changes were forced by orders of the Board of Transport Commissioners, and hardly represent bona fide service improvements.

Elsewhere, the Calgary-Lethbridge and Calgary-Medicine Hat services have also been restored to their former frequency.

Perhaps the most significant change is in the operation of the "Dominion". It has been no secret since last winter that CPR wants out of operation of this train. Mail contracts have been cancelled and meal service has been suspended except for the summer period. Many local stops in the mountains have been cancelled, while on the Prairies many of the local stops which were not cancelled outright have been downgraded to flag or conditional stops.

CORAS IOMPAIR ÉIREANN

IRISH STATE RAILWAY SYSTEM



C. I. E.

By James B. Wallace



/All photos courtesy C. I. E.

The railway system of the Republic of Ireland, or Eire, has had a long history of growth; as in Canada, this was followed by a lengthy period of traffic loss coupled with rising costs, resulting in certain service and mileage reductions. In a brief article a detailed history cannot be given, and it may suffice here to say that amalgamation of several companies took place through the years. By 1925, the system remaining was the Great Southern Railways, together with those lines of the Great Northern Railway operating in Eire, giving at that time total route mileages of 2187 for the GSR and 562 for the GNR.

By any standards, Eire is not a wealthy country, having little industry and being mostly agricultural. Further, unlike most other countries, it has suffered a continual decline in population; this, combined with short hauls, rising costs of operation and increased ownership of automobiles, has had an adverse effect on the railway system. The result was the passage, in 1944, of the Transport Act, which brought into being the CIE (Transport Organization of Ireland)

which covers all forms of commercial transport. To the rail enthusiast however, CIE represents the railway operations, in 1964 running 1461 miles of 5'-3" gauge route and maintaining 208 open stations. Some idea of the service cutbacks that have been brought about under CIE management may be gained by the fact that in 1958, 2046 route miles were operated with 418 open stations. Further reductions are in sight, with the goal being a "core" system, capable of survival, with subsidy, of between 800 and 1000 miles.

Reference to the map indicates the system as it presently stands, and also shows the extensive closures that have taken place, including several 3'-gauge lines. These areas are now provided with road services operated by the CIE. Such road services have proven successful in reducing costs, and have at times improved service as well. In general, however, the road service operates in conjunction with rail service, and does not supplant it. Of course, certain long runs not practical by train-road service are entirely operated by road.

In spite of retrenchment, lines are well maintained, with 90 lb/yd bullhead rail used chiefly on main lines, though some sections are laid with 85-90 lb "T" rail. Maximum speed allowed passenger trains is 75 m.p.h. on the double-track Dublin-Cork line, with 60-70 m.p.h. permitted on other main lines. Of course, certain permanent speed restrictions exist similar to those found on all railways. Grades are generally short and light (all being under 2%), a situation easily understood when it is realized that the highest point reached by the railway is 630 feet above sea level.

The agricultural nature of the country and a lack of industry in part explains a great difference from Canadian operations, in that passenger receipts represent about 43% of total rail revenue. (Road passenger revenue is almost double that of rail, while road freight is three-quarters that of rail.) Goods trains that do operate are for the most part short and light, and essentially all of 4-wheel, loose-coupled unbraked cars, though certain fast freights are equipped with conventional trucks and vacuum brakes.

Motive power is all diesel powered, either diesel-electric, diesel-hydraulic, or diesel-mechanical; the last remaining steam engines have been recently retired. It is of interest to note that 0-6-0 and 4-4-0 engines were most common in the days of steam operation, the largest engines being a group of three 4-6-0 locomotives. This might suggest slow services; yet the 0-6-0's performed well on trains of comparable length to their Canadian counterparts, though of much lighter weight.

Passenger service is still reasonably frequent on the main lines, with the most frequent through service on the double-tracked Dublin-Cork, and Dublin-Belfast lines. This latter operation, the only out-of-state service offered, is carried on in conjunction with the Ulster Transport Authority. Frequent suburban services are operated from Dublin south to Greystones, and north to Howth and Drogheda, and from Cork to Cobh. Other main lines are less frequently served, and compare favourably with like services in Canada. Named trains include the "Slainte" and "Failte" from Dublin to Cork, the "Co Na Mara" from Dublin to Galway, and the "Enterprise" trains between Dublin and Belfast.

Passenger cars are of post-1950 construction to the extent of 90% of vehicles operated, a situation we might regard with envy. Coaches are 61'-6" long, 10' wide (some 9'-6"), and weigh from 26 to 30 tons. Paneling is of aluminum, and all cars have corridors. In mainline service, seating capacity maximum, although up to 82 are accommodated in suburban services. Composite cars



carry first and second class passengers, and as is common in Europe, a guard's compartment is included in certain coaches. Buffet cars, used on longer runs, will handle 39 passengers, but in view of the short distances covered, no sleeping cars are used and in fact no night services are operated. Passenger train length varies from a single car on branch lines (where service is short-lived), usually six cars in suburban services, and up to fourteen on mainline trains. Steam heating vans are used as in Canada, during cold weather.

Rolling stock is coupled by means of central, non-automatic screw couplings identical to those in use on British Railways. Vacuum brakes are used exclusively on passenger trains.

Special features of passenger service are "Radio Trains", operated in summer only in Dublin-Killarney and Dublin-Galway service. These trains provide programmes of entertainment throughout the train, the programmes originating from a special car on the train itself. "Mystery Trains" also run in summer, offering trips to points of interest at low fares. A very popular innovation has been rail hostesses on all principal trains.

In the Sheds...

CLASS	NUMBERS	WHEEL ARR'G'T	HORSEPOWER	WHEEL DIAM.	WEIGHT (Tons)	TRACTIVE EFFORT	MAX. SPEED	BUILDER	DATE	NOTES
Locomotives										
A	A1-A60	C - C	1200	38"	85.3	61,800	75	Met.Vick.	'55-'56	(1)
B	B101-B112	A1A-A1A	960	37½"	75.5	41,800	75	BRCW	'56-'57	(2)
B	B113-B114	B - B	960	44"	80.0	46,000	75	BRCW	1957	(2)
B	B121-B135 B141-B177	B - B	960	40"	64.0	36,000	77	GM	'61-'64	(8)
C	C201-C234	B - B	550	38"	58.0	43,200	75	Met.Vick.	'57-'58	(3)
D	D301-D305	0-6-0	487	48"	53.0	24,000	60	CIE	'47-'48	(4)
E	E401-E419	0-6-0	400	38"	38.8	25,300	--	CIE	'56-'62	(5)
E	E421-E434	0-6-0	400	38"	42.8	25,300	--	CIE	'62-'64	(5)
G	G601-G603 G611-G617	0-4-0	130	37-3/8"	18.0	--	25	Deutz	1955 1962	(6)
K	K801	0-4-4-0	800	49-3/8"	56.8	25,100	53	MAK	1948	(7)

Railcars

2600-2611	0-4-4-0	2-125 h.p.	38"	42	75	(9)
2613,						
2615-2616						
2618-2655						
2657-2668						
600-601						
604-605						
608-609						
612-613						
616-617						
704-716	0-4-4-0	2-150 h.p.	38"	42	75	(10)
(even nos.)						
904, 906						

- NOTES: (1) Diesel-electric, 6 motors, Crossley engine. BUILDERS: AEC - Associated Equipment Company
 (2) Diesel-electric, 4 motors, Sulzer engine. BUT - British United Traction
 (3) Diesel-electric, 4 motors, Crossley engine. BRCW - British Railway Carriage and Wagon Company
 (4) Diesel-electric, 2 motors on end drivers, outside coupling rods, Mirrelees engine. MAK - Maschinenbau Kiel
 (5) Diesel-hydraulic, 1 Maybach engine, Mekydro transmission, gearbox and torque convertor. All axles coupled by cardan shaft and bevel gear axle drive. Met.Vick - Metropolitan Vickers
 (6) Diesel-hydraulic, 1 Deutz engine, inside chain drive. CIE - Transport Board of Ireland
 (7) Diesel-hydraulic, 1 MAK engine, Voith transmission and MAK reducing and reversing gear to layshaft connecting outside coupling rods. GM - General Motors Diesel Ltd. (Export)
- (8) Diesel-electric, 4 motors, General Motors engine
 (9) Built by AEC/Park Royal, AEC engines. Length: 61'-6"
 (10) Built by CIE, BUT engines. Length: 61'-6"



Operation of trains is by Working Timetable, and an interesting feature is that running times are specified between each point on the line, for both passenger and freight trains. Trains are not numbered, but identified by their time of departure. The timetable, whose columns are all double-width to allow space for arrival and departure times on one line, also specifies "paths" for trains to use as required, timing being outlined in the same detail as for a regular train. To augment the Working Timetable, an appendix is also issued at infrequent intervals: this is a good sized book giving detailed special instructions for all lines.

A 300-page rulebook completes instructions, covering the duties of nearly all classes of employees connected with train operation. "Extra" trains are not run as in Canada; instead, these are taken care of by a document called the "Weekly Circular", which

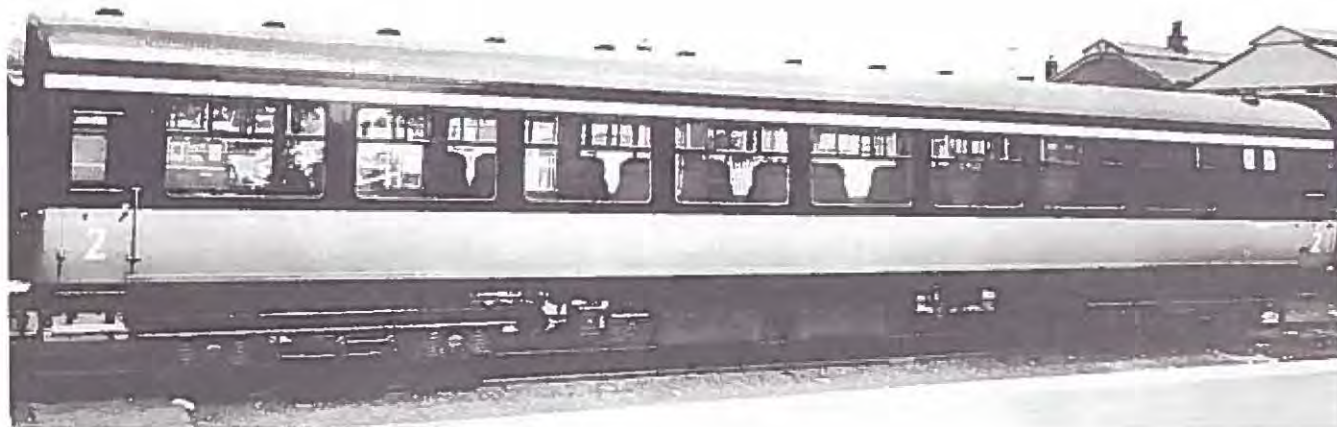
lists the specials (and there are many) which are to run in the coming week, giving their timing and instructions as to the availability of equipment and motive power. This circular covers both passenger and freight operations. Needless to say, additional sections of trains can be arranged on short notice by the railway operating staff, but in general operations are planned in advance as much as possible.

Train control is similar to that in use in Great Britain with towers blocking trains through, although with large amounts of single track, the electric train staff is used in many instances.

Abandonments, which have occurred at a rapid pace for the last few years, seem to be slowing down as the system approaches a possible minimum mileage of 1000-1100 which is likely to remain for some time. Economies have been effected wherever possible, and railcars are in common use. Stations whose use is uneconomic have been and will be closed, and road service expanded to provide necessary service, even where this simply reduces the loss. Employees displaced by this pruning of the system have been cared for by a scheme of allowances.

On the whole, it would appear that the CIE will continue to have a compact rail network for some time to come, and it is interesting to note that the Board has recognized that tourists generally prefer the train to the bus, and this factor has been taken into account in selecting lines for retention.

The author wishes to express his appreciation to Mr. T. Toner, Rail Control Officer of the CIE, and to Mr. W. E. Shepherd of Dublin, for their cooperation in providing the data and photographs for this article. ■



"Nova Scotia" notes



/Tom Henry

Seven forty a.m., Sunday February 28th found "Nova Scotia" resting proudly on track 6 in Toronto's Union Station, gleaming inside and out and well provisioned with foodstuffs for her first trip outside the realm of special trains since her acquisition by UCRS in December, 1963. This was the day that a group of UCRS members "allowed" some 360 skiing enthusiasts to accompany them to Collingwood on CNR's Ski Special.

While last-minute preparations were being made up on track 6, the skiers were congregating in the lower concourse some 200 strong, dressed in every imaginable bright colour, and every one toting skis and poles -- and these too were gaudily hued! What a sight at 7.45 on a Sunday morning!

After two suburban passenger stops (to further swell the ranks of the skiers) and a brief pause at King to meet the southbound "Northland", it was "highball" for Barrie. By this time, the train was a good hour late and unless the situation improved, skiing time would be cut to something under five hours.

The eleven residents of the rather unorthodox tail-end car either sat back and enjoyed being whipped around the curves, or took fiendish delight in impressing upon the curious skiers the fact that the last car was "private".

Once Barrie had slipped behind the markers the galley crew took advantage of the more leisurely pace of the Meaford Subdivision and retired to the kitchen. Soon the aroma of hot pork and beans filled the car and lunch was consumed with great gusto (and relish). Dishwashing occupied the group of eleven until the noon hour arrival at

Craigleith, where many of the skiers unloaded. Minutes later, the remainder of the barrel-stave addicts detrained at Blue Mountain and "Nova Scotia" was left with an all but empty train.

Here, the big complication of the day arose. Snow conditions on the wye at Meaford were sufficiently serious to preclude its use, and consequently "Nova Scotia" would have to make the return trip running backwards. This pronouncement by the roadmaster was met with some dismay, since it had been hoped to try out the car's new track lights on the homeward journey. However, despite the offers of assistance from eleven snow shovellers, that gentleman remained adamant and the wye at Meaford was bypassed.

The entire train was backed to Collingwood to be remmarshalled and to allow watering of the locomotives' steam generators. By four o'clock these operations had been completed and as the train was picking its way through the Collingwood shipyards en route back to Craigleith and the skiers, dinner began to take shape in the kitchen. Some ninety minutes later, with the train rocking towards Barrie, the rear-end passengers sat down to a dinner of succulent roast beef.

After a ninety minute delay at Barrie while some 22 stragglers, left at Craigleith, caught up, the Ski Special departed at top speed for Toronto. Now feeling a little curious about their travelling companions, the eleven moved forward through the train. The nine coaches were all filled with exhausted and sleeping skiers (looking much like fan trippers at the end of a successful day), and bore no relationship whatever to the state of affairs in the baggage car.

Here was a lively gaggle of humanity singing and dancing to the accompaniment of a guitar and accordian. You know, dancing in a railway car moving at 70 m.p.h. on CN's twisting Newmarket Subdivision is quite an accomplishment; nevertheless they were dancing, first piled against one wall and then the other!

The arrival back at Union Station was an hour and three quarters late -- but who cared? There was that much more time to enfringe on the world of Beebe and Clegg.

What's the cost of living like a king for a day? ..just \$11.00 each for this trip. If you are interested in this sort of activity read Tone Careless's comments which follow.

/Tom Henry

Now that our private car, "Nova Scotia", is in a reasonably good state of repair, your directors have established a set of ground rules for its use. The car will be available for small gatherings (15 persons max.) of UCRS members either as a meeting place or for trips.

All applications for use of the car must be made to a meeting of the directors far enough in advance to permit consideration of the application and, if approved, preparation of the car for use. Applications may be made by mail, through any of the directors or in person at an executive meeting, and should include full details of the nature of the event and names of members to be present. All persons using "Nova Scotia" must be regular or associate UCRS members. No drinking or smoking is permitted on the car. All activities will be accompanied by one of more than a dozen qualified persons experienced in the mechanical, electrical and heating aspects of the car.

A special word should be said about mobile use of "Nova Scotia", i.e., in regular railway service, apart from UCRS excursions. Those wishing to charter the car for a trip should first obtain approval of the directors before making any arrangements with the railways. The Society does not undertake any responsibility in the planning or operation of trips for private members. There is no charge for the use of the car, but those intending to use it should allow for the presence of one qualified person, as mentioned above.

The success of this policy will depend very much on how frequently the car is used and the condition in which it is left after use. Those who are now repairing the car have considerable work ahead of them and each outing brings more dirty rugs, chipped wood and scratched walls.

"Nova Scotia" is equipped with a fully operative kitchen providing heat, water, refrigeration and electrical facilities. At present, the car sleeps five but with camp cots could easily accomodate ten. There is full dining service for ten, and both 110 volt and battery power for stationary or mobile use. Though not yet attempted, slide shows could be shown in the observation room if the projector were placed on the back platform. The car is "cooled" by overhead fans in all rooms and has complete toilet facilities including a shower! Reading material is available from our library if requested in advance from the Curator. Though transportation costs are high, if enough persons were included (say ten), trips can be made at a not-prohibitive rate. A round trip to Montreal for ten might run about \$35 each, exclusive of food.

Considerable work remains to be done on "Nova Scotia". A steel platform must be fabricated for the observation end of the car, rotting wood must be replaced and a second coat of exterior paint should be applied. Inside, some furniture refinishing is required and painting and renovating is planned for various rooms; more bed space is to be constructed. Much of this work will be started and, hopefully, completed this summer. No experience is necessary and the rewards of one's handiwork are immense. Help is needed, and if you are interested please contact Jack Dyer through the Society, or call him at 425-4261.

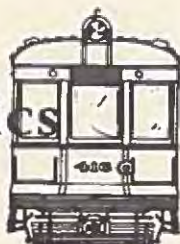
It should also be mentioned that our other equipment charge in the Toronto area, CNR 6213 at the Canadian National Exhibition, is due for extensive scraping and painting this summer. Here is an ideal opportunity to learn the ins and outs of a "Northern" and Dave Spaulding would appreciate your assistance. You can reach him through UCRS or call him at 463-1530.

Whichever field you choose, there is plenty of opportunity to get exercise and a tan this summer by helping your Society.

/Tone Careless

Traction Topics

Edited by John F. Bromley



* As most of our readers are now aware, large-scale changes will be made in the T.T.C. surface systems when the BLOOR-DANFORTH Subway opens at the end of the year. As we are planning capsule histories of all streetcar services to be affected, an appeal for interesting photographs of the following is made:

- a) BLOOR and DANFORTH lines, and any other services using Bloor or Danforth Aves.
- b) COXWELL
- c) PARLIAMENT (particularly PARLIAMENT-downtown)
- d) HARBORD (particularly Townsley Loop, Lappin/Hallam Aves and Royce Loop.
- e) BATHURST (north of Bloor only, and Adelaide or Front Sts. or any of the various downtown loopings.)
- f) ST CLAIR and EARLSCOURT (east of Yonge St. only)
- g) ROGERS ROAD

Photos can be old or new, although older pictures are more urgently required. It is not yet definite that all the above will be affected, but it is felt that we should be prepared and not have to make a last minute search. Photos should be sharp and clear, minimum 5X7 although 35 mm slides are also acceptable.

All pictures will be returned as soon as possible, and should be mailed to the editor of this column at 32 North Drive, Scarborough, Ontario before September 1st.

* Peter Witt car 2806 was removed from the system by its owner, Charles Matthews during the week of May 10th. Witt 2868 was scrapped with the others (the reason for our doubt was the fact that it was not seen at Russell with the others), and 2778 and 2898 are still stored at St. Clair Division.

* On May 12th, PCC 4396, assigned to ROGERS-Subway Tripper service, was viewed west-bound at King & York Sts. The car was diverted to fill a gap in the service on the BATHURST-Downtown route.

* Rail Grinder W-27 was found during the week of May 14-19 to be hard at work on the HARBORD route, and again during the week of May 31st was found operating on

HARBORD from City Hall westward. W-28 is presently laid up at Hillcrest with mechanical difficulties.

While on the subject of operating work equipment, our readers might be interested in knowing (if they don't already) that Sand Car W-26 is making a run between Hillcrest-Lansdowne-Roncesvalles-Russell-Danforth-St. Clair Divisions every Saturday. A good spot to photograph action is between Roncesvalles & Russell where W-26 operates via KING ST.

* On Wednesday, May 19th, the T.T.C. awarded a \$36,682.00 contract to Neon Products Ltd., of Vancouver, to install new directional signs at all Subway entrances on the Yonge & University lines.

* Latest casualties in the PCC fleet are Nos. 4216 & 4123. Both cars were being scrapped at the rear of Hillcrest during May. This reduction brings the operational fleet to 738, plus Instruction car 4000. (PCC 4216 rearended PCC 4224 on Feb. 25th. See May NEWSLETTER, Page 84)

* Training car 4303, reported last month as being at St. Clair Division, was back at Lansdowne Division by May 22nd. On May 25th, a car shortage at St. Clair resulted in the temporary transfer of 4318 (with a large dent in the front end) and 4329 to St. Clair

* Once again, the TTC has extended the DUNDAS streetcars to the Ferry Docks for what is probably the last time. Effective May 23rd and all Saturdays, Sundays and Holidays through August 15th, cars operate to the Docks between the hours of 9:32 A.M. and 10:28 P.M. Alternate Saturday cars continue to loop at City Hall.

* By May 24th, work was progressing rapidly on the new Woodbine Station loop. Some rail was laid on Cedarvale Ave and Strathmore Blvd for the inbound track of the new transfer loop.

* Additional rail was laid for the new Bathurst Station loop, and track now runs just past the sidewalk on the inbound track. No street connections for the outbound track have been started as of June 6th, although the concrete base has been partially laid in the loop itself.

- No further work was noted in the loop itself.

- An interesting piece of double track special work was in progress at Hillcrest Shops on May 29th. Judging from its appearance it seems to be for the lead switches at Bloor and Indian Grove for the new Keele St. Transfer Station.

* Between May 29th and June 4th, tangent rail replaced the special work on Bathurst at Dupont St. in both directions. Also noted was the start of rail removal in both directions from Bathurst St. plus a start westbound at Dupont and Davenport Rd. Christie loop was previously removed.

* In what could be a prediction of the future of several streetcar services, Car Stop posts on Parliament, Bathurst (north of Bloor only), Harbord St. (west from Spadina), Carlaw, Riverdale & Pape have been or are being repainted "T.T.C. Stops". However, car stops on Dundas east of Bay to Broadview have been repainted "Car Stop". For some reason, the eastbound stop at Harbord & Brunswick was not repainted at all.

* Sunday, May 30th saw the early rise of more than 40 transit officials for a trial run of the new Subway cars 5336-5337. The train left Davisville Station shortly before 8:30 AM in the control of Insp. Ed Brown for a trip ending at Union Stn. The dignitaries were then invited by Hawker--Siddeley officials to the vice-regal suite of the Royal York for "breakfast". The cars had previously been tested intermixed with regular service trains, with more tests scheduled. The TTC expects that four or five complete trains of the new cars will be in service by mid-July, so that Gloucester trains can be removed from service in order to be re-motored.

* The new Subway is scheduled to be opened, with appropriate festivities on Dec. 30th of this year, barring delays caused by a weeklong strike of some Subway workers early in June.

* Late in May, the TTC Commissioners invited lease proposals for the development of air rights over the YONGE Subway between Jackes & Summerville Aves, Price St to Crescent Rd and Aylmer Ave to Ellis Portal. Air rights were previously leased over the open cut north of Chaplin Cres.

* Trackwork on King St. was nearing completion on June 5th. Some minor work to major rail replacements on Gerrard St east of Parliament was being undertaken starting May 31st.

* Recently, the San Francisco Municipal Railway shut down their three cable car lines for about a month, substituting buses as 227,000 worth of new Cable equipment was being installed. Work was completed and on a foggy morning the first car rolled out of Washington barns bright and early at 5:46. By 5:47 the system was shut down again. Red-faced officials said a hot bearing in the new equipment gummed up the works at the carbarn. Buses returned to service for another day.



RIGHT UPPER: Two of Toronto's new subway cars, Nos. 5336 and 5337, are shown here on a test run south of St. Clair station on the YONGE line. /Alan Lind

RIGHT LOWER: An ex-Dallas double-end PCC, MTA 3333 shows off its left side doors. These cars provide the entire service on Route 29. /John Bromley coll.



U. S. Review

Continued

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY (MBTA) - Boston, Mass.

Routes are indicated by map number, MBTA carry no route numbers on the destination blinds.

- Map # 4 - Riverside to Lechmere Stn. via Subway
 4 - Reservoir Stn. to Lechmere Stn.
 28 - Mattapan Stn. to Ashmont Stn.
 39 - Arborway Stn. to Park St. via Huntington and Subway
 39 - Northeastern University to Park St. via Subway
 39 - Francis St. (Brigham Circle) to Park St. via Subway
 39 - Heath St. to Park St. or North Stn. via Subway
 61 - Reservoir to Park St. or North Stn. via Subway
 62 - Lake St. (Boston College) to Government Centre via Subway
 69 - Watertown to Park St. via Commonwealth and Subway
 69 - Oak Sq. (Brighton) to Park St. via Commonwealth and Subway
 69 - Blandford St. to Park St. via Subway

SUBWAY LINES (Called TUNNEL LINES in Boston)

- Map # 1 - Harvard Sq. to Ashmont Stn.
 2 - Forest Hills to Sullivan Sq. and Everett
 3 - Downtown to Revere Beach

If you've never been to Boston, be prepared for a pleasant surprise. Of all the MBTA trolley services only two, the WATERTOWN and ARBORWAY, operate on street trackage, and then only for a few miles at the outer end. The balance of the lines operate on elevated, viaducts, subways, reservation (a la queensway on the TTC) and cross-country private right-of-way. Route 4 RIVERSIDE is the newest public trolley line in the land, built in 1959 and opened on July 4th of that year with much celebration. RIVERSIDE was constructed utilizing the former Highland Branch of the Boston & Albany RR.

The line, to quote Richard J. Solomon in ERA's July, 1959 "Headlights", "after leaving the Riverside Terminus, crosses the lush green carpet of the Woodland Golf Course... thick forests, bright maple-stained wooden shelters, the sky-blue waters of Crystal Lake and the charming homes and cottages of Middlesex County" before passing through a short underpass and arriving at Reservoir Station. It then passes Reservoir Carhouse and the storage tracks adjacent to Reservoir Station, "along an embankment, past a few factories and the back yards of varicoloured frame houses of "Brookline Hills" and again onto treelined private right-of-way, past Fenway Park and into a short (1100') stretch of new subway to join up with the existing Beacon Street line. A short distance on, our subway-trolley line arrives at the four-track station at Kenmore Square, then moves noisily through the old subways past Park St. and the brand-new Government Center Loop, onto an elevated structure beside the Forest Hills trains, around a curve and into North Stn. (upper) then on across a viaduct known as the Charles River Dam arriving at Lechmere Stn. on the north side of the Charles River. The line is the closest that North America will probably come to a complete "limited tramline".

Three-car trains are the order of the day on this, as well as the 61 line, which rambles along centre reservation on tree-shaded and curving Beacon St. Until recently, three-car trains also were in use on the 62 service, which also enjoys centre reservation for its entire route on the surface; however, the routing of this line recently into Government Centre Loop has necessitated reduction to two-car trains. Two-car trains are also used on the 39-ARBORWAY and the 69 service, which both operate over trackage for a few miles before entering centre reservation. These two lines also use a few double end PCC cars on the BLANDFORD, BRIGHAM CIRCLE & NORTHEASTERN cutback services. The balance of MBTA's double-enders are used on the high-speed MATTAPAN-ASHMONT feeder line. This route is also entirely on private right-of-way with only two street crossings at grade (RIVERSIDE has none).



LEFT: MBTA's 3282, 3272, 3277 at Riverside Terminal on the first morning of service, July 4th, 1959. In spite of their appearance, these are all-electric cars.
 /John Bromley

A fleet of 344 PCCs are operated by the MBTA, all of which are MU-equipped except for the 25 double-end cars purchased second hand from Dallas, Texas in 1958 & 1959. All except 25 are of the air-electric type, the exception being 3197-3221, which are almost identical to Toronto's 4625 (A12) class. All Boston single end cars have center doors on the left-hand side, as these are needed for loading at various points in the Subway, as well as at Watertown and Arborway Terminals. The MBTA cars include a group of 50 built in 1950 with large picture windows, and, contrary to public opinion, these are NOT all-electrics. One has only to stand beside a picture-window car listening to its air-compressor thumping away gaily (they sound very much like a Peter Witt) to dispell once and for all any thoughts of all-electric. The previous Boston management did not care for the

all-electric variety of car (for what reason I doubt that anyone knows), and after purchasing the 25 cars of the 3197 type in 1945 turned around and bought 50 cars in 1946-7 that were virtually identical to their 1941 cars.

The MBTA has not indicated the future of the Boston Rapid-Trolleys, having only recently taken over the system from the Metropolitan Transit Authority. However, some indication might be given by the recent firing of General Manager, Thomas J. McLernon, who wanted to rid Boston of Trolleys. It would appear, particularly in view of the large amount of off-street operation (over 95%) that MBTA trolleys will be one of the last two North American streetcar operations, sharing the distinction with Shaker Heights Rapid Transit. ■

Bull Session



Bill Linley visited Montreal recently, and offers these observations:

A number of Canadian National CLC cab units are in storage, including Nos. 9303, 9308, 9320, 9338, 9342 and 9344. A few CLC road-switchers were laid up as well, including 2209, 2211, 2216 and CN's only "Trainmaster" 2900.

CN 1719 and 1729 have been equipped with modified four-wheel trucks for added adhesion. The trucks have been rebuilt from the units' original six-wheel equipment by removing the centre idler wheel set and adding a new equalizer which spans the entire length of the truck.

Bill also notes that of the four Wabash cars now in Toronto-Montreal service, three are painted Wabash blue, while the fourth, "Blue Horizon", was painted, oddly enough, in Union Pacific colours. /BL

Want to do something really different? Why not take a ride on the Ontario Northland's excursion train which will operate between Cochrane and Moosonee every Sunday, June 27 to August 29 inclusive. Leaving Cochrane

after the arrival from the south of the "Northland", the special proceeds north 186 miles to Moosonee, making photo stops at points of interest along the line. Four and a half hours are allowed at Moosonee so that visitors may explore the town and, if they wish, take the barge over to Moose Factory, where some of the oldest buildings in Ontario stand. Charter flights over James Bay will also be available. The special train returns to Cochrane at 10.35 p.m.

Further information on this very interesting trip may be obtained from Ontario Northland Railway Passenger Sales offices in Toronto or North Bay. /HC

* * *

As a footnote to the new speeded-up running times between Toronto and Montreal, one of our spies passes along this note:

On several occasions before the spring time change, CN operated an extra section of train 5 from Montreal to Toronto, carrying passengers destined for Toronto only. These extra sections departed Montreal five minutes ahead of No. 5, and operated as passenger extras.

Our man happened to be riding one of these extras during the Victoria Day long weekend and learned that the purpose of the train was to test the new faster schedule for the "Lakeshore Express". And did they test it! When the train passed Oshawa (the last time our man recorded), it was forty minutes ahead of the running time for the "Lakeshore Express"!

Since Nos. 7 and 8 have a scheduled time of five hours and 45 minutes now, does this suggest that a five-hour Toronto-Montreal run is in the offing? Could be..... ■