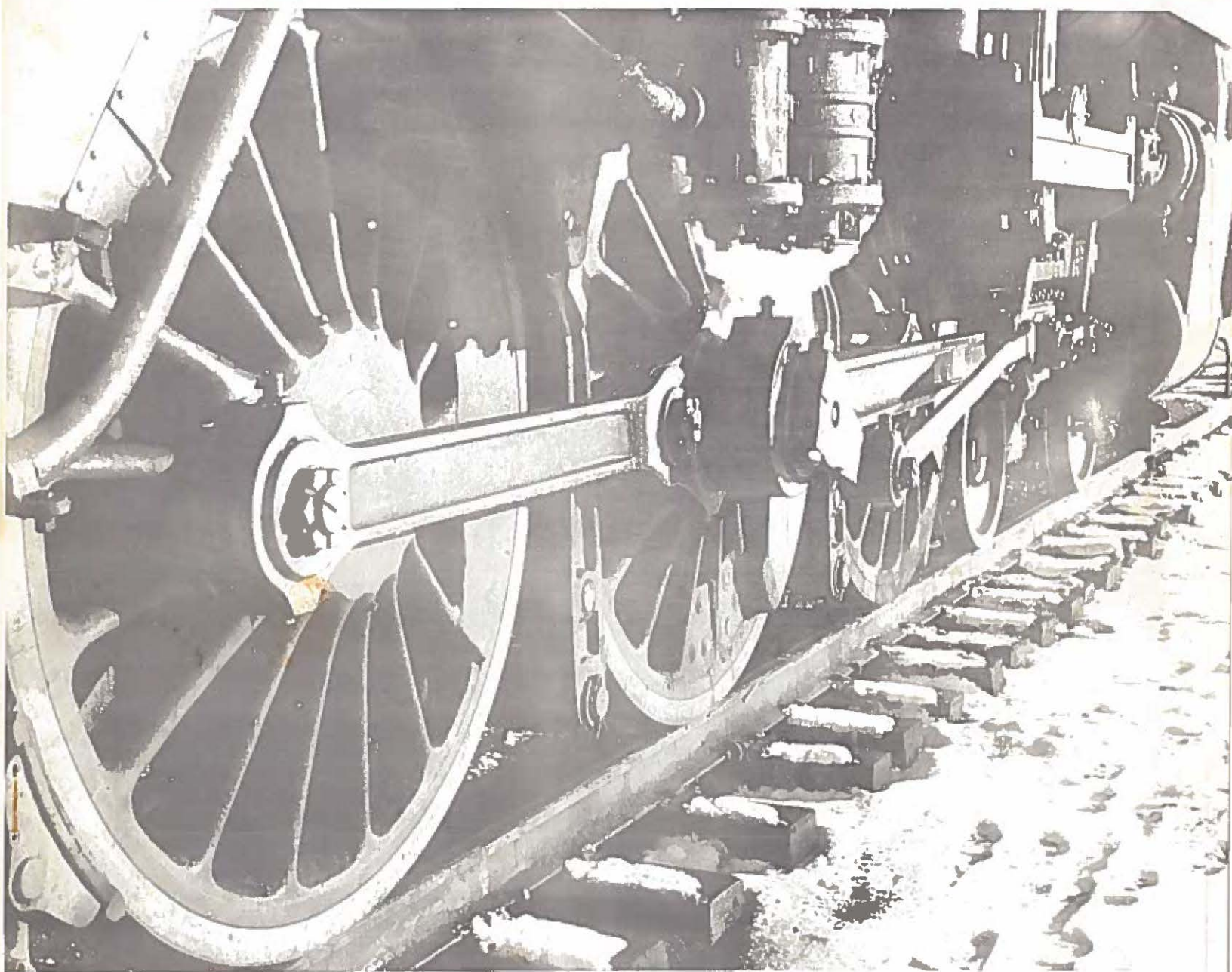


newsletter

October 1965 • 25 c



Upper Canada Railway Society



newsletter

Number 237

October, 1965

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

Editor _____ James A. Brown

All contributions should be made directly to the Editor at 3 Bromley Cres., Bramalea, Ontario. Closing Date: 15th of preceding month. No responsibility is assumed for loss or non-return of material.

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

Membership in UCRS includes NEWSLETTER subscription. 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

Few of man's creations have the ability to impart the sense of restrained power evident in this photo of a Canadian Pacific 4-6-2 at Medicine Hat, Alberta.

/John Barras Walker

Contributors to this Issue

Keith Anderson, Roger Boisvert, Percy Booth
John Bromley, Ray Corley, Bill Hood, F. A.
Kemp, Bill Linley, Bob McMann, George Meek,
Peter Meldrum, Ralph Percy, Bill Thomson,
John Barras Walker.

Production: Brian West, Basil Headford.

Printing: David Hall.

Distribution: Colin Gray, Bill Halfpenny,
Harold McMann, Bill Miller,
George Pierce, Dave Stalford
John Thompson, Bill Weighill
George Witton.

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UCRS News

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The Publications Committee has recently been reorganized on a more formal basis than in the past, with John Bromley as chairman. Subcommittees have been drawn up for each of the publications functions; Newsletter, Bulletins, other printed matter, production and distribution. If you feel you would like to contribute in some way to the UCRS publications programme, you are invited to contact John Bromley at 32 North Drive, Scarborough, Ont. (691-3383)

* * *

The Annual TTC evening fantrip of UCRS took place on July 16th, using a Peter Witt car, No. 2766, for the last time. Photo stops were made at Woodbine Loop, Bedford Loop, Park Loop and the Ferry Docks. The following Sunday, 2766 made her final run around the tracks of Toronto, under the sponsorship of the Ontario Electric Railway Historical Association. Imagine the surprise on the face of Inspector Albert Watts, motorman for the day, when he found a scheduled turn from east to south at King and Church Sts. This particular curve was removed in 1943! After some deliberation, the car wye'd at the intersection. The Witt was removed from service due to a lack of the spare parts necessary to keep it operational. Present plans indicate that it will eventually be placed on display at Hillcrest Shops, although for the present the car can still be operated within the confines of the Shops. /JFB

Readers' Exchange

WANTED: Earliest possible TTC transfers from BEACH, BAY, LAKESHORE and DOVERCOURT routes, plus last day of BAY streetcar, uncut if possible. Will buy or trade. J. N. Bascom, 100 Whitehall Road, Toronto 5, Ont.

ALSO WANTED: Advertisers for this space. Do you have an item of railroading you want to sell or trade? Is there something you are particularly looking for? Readers' Exchange is provided as a free clearing-house service to all members of Upper Canada Railway Society. Your ad should be mailed directly to the Editor.



Coming Events

Regular meetings of the Society are held on the third Friday of each month (except July and August) at 8.00 p.m., in Room 64, Royal Ontario Museum, Queens Park at Bloor St., Toronto, Ont.

Oct. 15th; Regular meeting. Several members will give illustrated talks on their railway experiences during the past summer.

Oct. 22nd; UCRS Hamilton Chapter regular meeting. Board Room, CNR James Street Station, Hamilton. 8.00 p.m.

Oct. 23rd; A Canadian Pacific branchline excursion featuring unusual diesel power. Leaves Toronto at 10 a.m., EDT, returning by 7.15 p.m. Fare: \$4, or \$7 for both weekend trips.

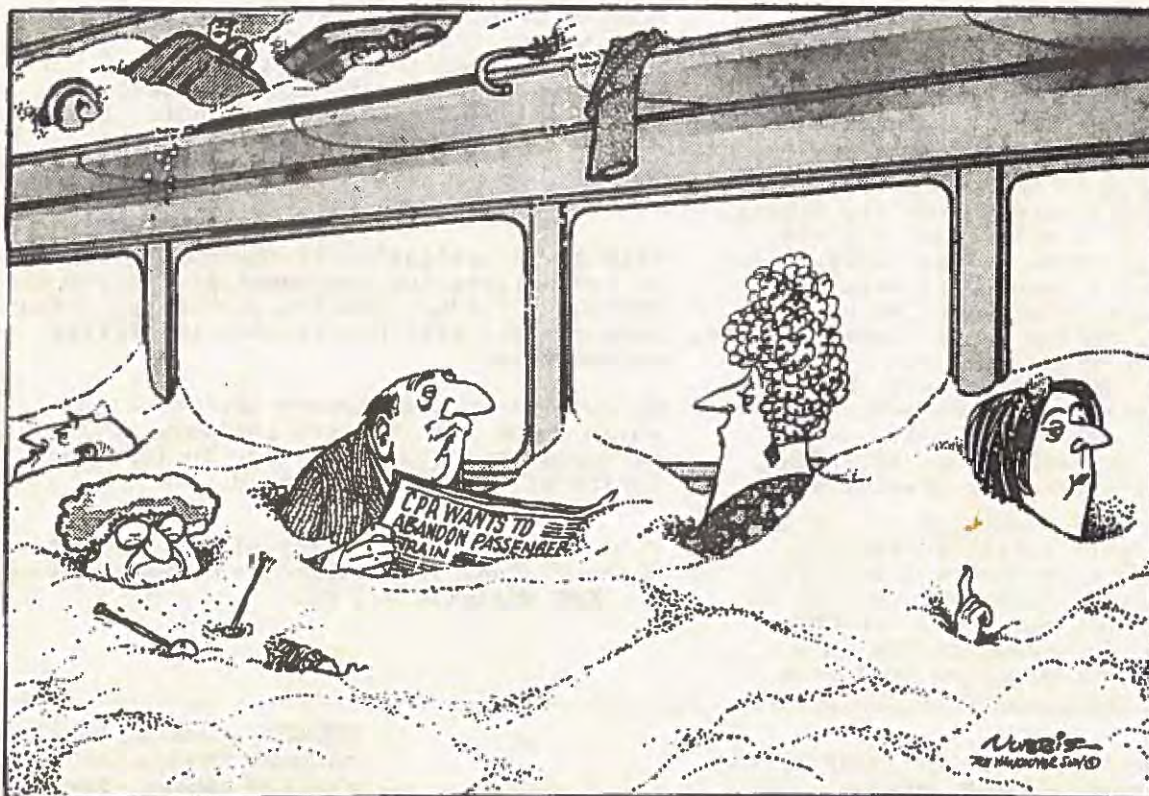
Oct. 24th; Canadian National circle branchline tour with diesel power. Leaves Toronto at 9 a.m., EDT, returns by 6.15 p.m. Fare: \$4, or \$7 for both weekend trips.

Nov. 6th; The UCRS Annual Banquet, to be held in the Maple Room, Toronto Union Station, at 6.30 p.m. Four TTC experts will speak about the Bloor-Danforth Subway, and will answer questions that are submitted in advance to the Entertainment Committee. Preceding the banquet will be a TTC tour over trackage slated for abandonment. Tickets for the banquet at \$4, the trolley tour at \$2, or for both functions at \$5, may be obtained by mail, or at the October meeting.

Nov. 19th; Regular meeting. An illustrated talk of railway interest has been planned.

Nov. 26th; UCRS Hamilton Chapter regular meeting.

Dec. 3rd; First Friday outdoor observation session at CN's Sunnyside station.



Courtesy of
The Vancouver Sun

"As I understand it, the original argument was that they couldn't handle both grain and passengers . . ."

INTERCHANGEABILITY

The End of the Pool Trains...

"By ending the Pool agreement, each company will, in future, be free to pursue its objectives and interpret the needs of the travelling public in its own way," stated the two railway presidents, emphasizing the divergence of opinions their lines hold toward the passenger business.

Naturally, the news sparked considerable speculation as to what the Toronto-Montreal traveller would have at his command after October 30th. The outcome was not entirely what might have been expected.

CN will feature newly-renovated dining cars and parlour cars with increased seating capacity on the Toronto-Montreal service. Its prime Montreal-Quebec service will be provided by the stainless steel "Le Champlain", although additional trains into Quebec may become necessary as well as a result of the discontinuance of the Levis ferry.

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Canadian Pacific's approach to the service was at the same time predictable and surprising. The announcement that overnight services between Toronto and Montreal and Ottawa would be discontinued was not unexpected. However, the competitive spirit of the replacement trains was surprising indeed, particularly when one considers CP's approach to the passenger business in general.

Direct Toronto-Ottawa service will be available on the rescheduled 34/33, operating on a daytime schedule with RDC equipment. The Dayliners will operate via Peterboro and Bedell on about a 5½-hour schedule, leaving Toronto and Ottawa at 9.00 a.m.

With the cancellation of the Pool agreement, CN locomotives and equipment will disappear from CP's Windsor Station in Montreal, and each railway will use its own facilities exclusively.

* A comprehensive history of the Toronto-Montreal Pool Train operations may be found in UCRS Bulletin No. 52.

OPPOSITE: Canadian Pacific's eastbound schedule test train stands at Leaside, ready for its 4.09 p.m. departure for Montreal, September 29, 1965.
/J. A. Brown

...Brings New Surprises

An electric tension gripped the little knot of officials waiting on the chill, wind-swept platform. A signal to the west suddenly sprang to life, stabbing the night with an amber shaft. A muted telephone bell inside the station commanded the instant attention of the group outside, and presently the word was spread;

"9.15 by Agincourt!"

No one spoke now. The waiting became almost oppressive as every man scrutinized his watch and strained to catch the first sound of the approaching train.

9.20!

There it was! The first hollow rumble of steel wheels on a distant bridge and the chant of GM's, moving fast.

The roar became more pronounced now, and the rails gleamed where they curved off to the north. Suddenly the headlight burst into view and with almost incredible swiftness, the train drew into the station and eased to a reluctant stop amid an aura of escaping steam and diesel fumes.

"9.22!" murmured the group on the platform.

Then the spell was broken.

As the riders descended from the vestibules, everyone seemed to be talking at once, anxious to learn how the trip had gone, anxious to give his impressions of the experience.

"That was some ride!" said a short, distinguished gentleman as he alighted from a gleaming dome car.

He summed it up rather well -- That was some ride!

Thus was the scene as a Canadian Pacific special train arrived at Leaside on September 28th, 1965. What distinguished this train from many others was that it was operated specifically to test schedules for CP's forthcoming afternoon service between Toronto and Montreal.

In any sense of the word, the test would be considered a success: The special departed Montreal's Windsor Station at 4.00 p.m., and arrived at Leaside at 9.22, 334.6 miles, six stops and five hours and 22 minutes later!

The eastbound test the following day was really anticlimactic in that the special took a little over 5½ hours to cover the distance. However, the implications were clear. Canadian Pacific appears ready to put up a first class challenger for the lucrative afternoon Toronto-Montreal traffic.

This promises to be an interesting winter!

C O N S I S T

Canadian Pacific Test Train; Sept. 28, 1965.

Montreal-Leaside; 334.6 miles

A-unit;	1415
B-unit;	1903
Dynamometer Car;	62
Deluxe Coach;	114
	100
	105
Skyline (Dome);	502
Dining Car;	Emerald
Deluxe Coach;	127
	109
Observation;	Yoho Park



Railway News and Comment

CN GETS L&PS IN TRADE FOR LONDON SHOP

The City of London has swapped the London and Port Stanley Railway for the Canadian National car shops and approximately eight acres of land adjacent to the Bathurst St. city works yards. Canadian National is accepting the L&PS as a going concern. A value of \$275,000 has been attached to the 23-acre shop property while the other land is valued at \$125,000.

The car shops, which are nearly 75 years old, are in the process of being closed by the CNR, and will shut down completely by the summer of 1966. London will retain all property at Port Stanley except for a right-of-way to the wharf there for the southern terminus of CN's new line. The city will also have to carry on with debenture payments on the L&PS locomotives purchased in recent years. There is about \$190,000 outstanding on the debentures, which have 15 years to run.

CN's first inspection "train", a hy-rail automobile carrying CN and L&PS officials, made the 28-mile trip between London and Port Stanley on September 14th.

A study last year of the L&PS valued it at \$2,973,500 as an operating railroad. In 1957, the city of London declined a reported \$1 million offer for the line by CN. A freight-only line for the past eight years, the L&PS has been a money-loser which London could not afford.

The L&PS is Canada's oldest railway operating under its original charter; it began operations in 1856. No date has been set for the takeover by Canadian National.

MONTREAL COMMUTER FARE HIKE ON CN

On September 21st, the Board of Transport Commissioners granted permission to the CNR to increase commuter fares by five cents per trip on its Mount Royal tunnel and South Shore commuter lines out of Montreal. CN hopes the increase will discourage further expansion of the service, now nearing the saturation point. CN president Donald Gordon has offered to turn the tunnel line over to the on-line municipalities if they will undertake to convert it to a proper rapid transit system. Even after the fare increase becomes effective, the railway will continue to lose money on the operation.

CN HOPES TO "ANTI-FREEZE" ROADBED

Canadian National engineers are experimenting with chemistry to reduce the effects of low temperature on railway track. Under test near Wainwright and Hinton, Alta., on CN's main line, is a method of applying salt to the ballast below the rails which, it is hoped, will prevent or at least minimize the frost heaves which cause rough riding conditions and necessitate much spring re-lining and levelling. The salt is applied in solution at high concentrations. It will penetrate to the sub-grade below the ballast and act as an anti-freeze when mixed with the moisture in the grade, if the engineer's expectations are realized.

CPR TO LENGTHEN "CANADIAN'S" SCHEDULE

Canadian Pacific will add 16 new stops to the schedule of the "Canadian", as well as modifying 18 conditional stops now made by the train. The changes are part of the railway's plans to discontinue the "Dominion" and will be further augmented by the addition of extra sleeping cars and coaches to the "Canadian's" normal consist.

Stops will now be made on signal to entrain or detrain revenue passengers at the following points which were formerly served only by the "Dominion": Vankleek Hill, Petawawa, Mattawa, Britt, Ramsey, Sultan, Dalton, Franz and Heron Bay, Ont.; Carberry, Man.; Moosomin, Indian Head, Herbert and Maple Creek, Sask.; Brooks, Alta and Ashcroft, B.C. In addition, 18 conditional stops will now be made on signal to entrain regardless of destination and detrain regardless of point of origin. The schedule changes will lengthen cross-Canada travelling time of the "Canadian" by only about one hour.

NOVA SCOTIA BUYS CP'S DIGBY PINES HOTEL

The Province of Nova Scotia recently purchased for an undisclosed price CP's famed Digby Pines Hotel at Digby, N.S. The hotel will be operated by the province's Trade and Industry department. Canadian Pacific did not consider the hotel a profitable operation; it was run as a summer vacation resort and closed for the remainder of the year.

CN REVEALS FOSSIL BED ON ACCESS LINE

Canadian National has revealed that during construction of its Toronto Yard Access Lines in 1962, a fossil bed containing plant fossils about 50,000 years old was discovered in a cutting just north of Steeles Avenue, about a mile east of No. 27 Highway. The find was announced at first only to a small group of scientists to keep the site free of curious people.

N&W, C&O PLAN TO MERGE

The Norfolk and Western and Chesapeake and Ohio railroads announced August 31st their plans to merge, and offered to include in their system on specified terms five other major eastern (U.S.) railroads: Erie Lackawanna, Delaware and Hudson, Boston and Maine, Reading and Central of New Jersey. The sweeping plan that N&W and C&O will present to the ICC in November would create the largest railroad system in North America, with 26,000 track miles.

N&W and C&O officials were in Canada in August, inspecting C&O's facilities and those of Canadian National, which N&W uses by trackage right. It is interesting to speculate on the future Canadian operations of the two railroads if the merger is approved.

AUTOMATION COMES TO HAMILTON

On September 21st, Canadian National officially opened its new \$1.3 million automated express freight terminal at Hamilton, Ont. Heart of the operation is an 1100-foot dragline which moves clockwise around the terminal warehouse at 80 feet per minute, towing carts to 69 automatic "switch-off" spurs leading to waiting trucks and rail cars. The line has a capacity of 110 carts.

The Terminal is located at Stuart and Queen Sts., and consists of a two-storey office building, warehouse, new diesel shop, two piggyback ramps and a team track for direct loading and unloading between rail car and truck. Work on the project began in April, 1964, and was completed a year later. Combined in the new facility are Hamilton's Express and LCL freight services, formerly located at the CN passenger station and the Ferguson Avenue freight sheds.

CONSTRUCTION STARTS SOON ON ARR

Work on the first 50 miles of the 200-mile Alberta Resources Railway, which ultimately will provide a link between the resource-rich northwestern part of Alberta and CN's transcontinental main line, is expected to begin in October. The initial work will involve clearing of the right-of-way between the CN line at Solomon, 170 miles west of Edmonton, and the Smoky River area, 50 miles north. Only the absence of a formal agreement between the provincial government and Canadian National, which will build and operate the line, stands in the way of the issuing of contracts for clearing and other work connected with the project; however, agreement is near, and CN is gathering men and material for winter work on the project.

TENDER CALL SOON FOR N.B.-P.E.I. CAUSEWAY

Tenders will be called for the first section of the \$148 million Northumberland Strait Causeway by the end of October, according to Mines Minister J. Watson MacNaught. This contract will cover the construction of the New Brunswick road and railway approach at Jourimain Island. Unlike the Borden end of the proposed causeway route, Jourimain does not have the basic approach facilities.

CRUMP CONDEMNS RAIL REGULATIONS

N. R. Crump, chairman and chief executive officer of the Canadian Pacific Railway, recently condemned as "manifestly unfair" regulations governing railway operations. He warned that Canadian railways are facing a steady decline in passenger service and may encounter serious problems in meeting freight commitments this winter.

Referring to CP's plan to withdraw the "Dominion", Mr. Crump said, "...But apparently the Board of Transport Commissioners thinks it is more important to haul often empty passenger cars across the country than to meet our freight requirements." He said it is manifestly unfair that federal regulations, set in the 1890's when railways had a transportation monopoly, must continue to govern rail operations while competitors are not restricted.

Mr. Crump predicted travellers will continue to abandon the rails for other forms of transportation. He said the CPR lost \$23-million in passenger operations last year and that Canadian National, which claims success with improved passenger operations and lower fares, lost more than \$40 million in the same period. He pointed out that some of the railway's large customers object to the fact that they indirectly subsidize passenger service and the operation of uneconomical branch lines, and added that CP will continue to push for branch line abandonment where their operation does not pay.

Mr. Crump vigorously denied any rumour that CP intended to get out of the transportation business, and mentioned that the Alberta Research Council's work on the transmission of solids by pipeline has been subsidized by the railway.

PROMINENT BRITISH LOCOMOTIVE DESIGNER DIES

Sir Arthur Stanier, one of the world's foremost railway engineers, died September 20th in London at the age of 89. He began his career with the Great Western Railway in 1892, and in 1931 was appointed chief mechanical engineer of the London Midland and Scottish. There he designed his "Coronation" and "Princess Elizabeth" class locomotives which hauled the "Royal Scot" between London and Glasgow until the advent of dieselization.

FURTHER TORONTO COMMUTER DEVELOPMENTS

Canadian National's Mimico Car Repair Facilities, made surplus by CN's recent move to its new Toronto Yard, appears to have a new lease on life. It is now planned that equipment for the new Lakeshore Commuter service will be stored and maintained in the area. Ample track space will be provided to permit entire trains to be parked as units, complete with locomotives, to minimize switching.

Base service for the commuter programme will be provided by the nine self-propelled cars which, unlike Budd RDC's, will be powered by a single underfloor engine; horsepower/weight ratio will be comparable to that of an RDC. The self-propelled cars will be of identical construction to the forty conventional cars being purchased for the service. The new cars, to be built by Hawker Siddeley, will be similar in body and frame design to the subway cars now being constructed by that firm for the TTC. The commuter cars will be equipped with essentially conventional vestibules, since high-level platforms are not under serious consideration for the present.

During rush periods and on occasional weekend runs, locomotive-hauled trains will supplement the self-propelled cars, and for this purpose eight GP-40 locomotives have been ordered from General Motors Diesel Ltd. These units will be unique in that their frames will be lengthened some 8-10 feet to accommodate an auxiliary diesel engine and alternator which will power heating, air conditioning and lighting circuits in the cars.

To permit best utilization of the equipment, a capability of rapid turnaround is necessary and for this reason a "push-pull" operation in the manner of Chicago's C&NW is under serious consideration. If this operation is adopted, eight of the conventional coaches would be equipped with an operating cab at one end to permit the locomotive to be operated from the rear of the train. Turnaround time would then be kept to a mere ten minutes. The equipment will, in all probability, be painted and lettered in a scheme different from that of Canadian National, operators of the service.

NEW 12-MILE CN SPUR TO SERVE CIL PLANT

Plans are forging ahead for the construction of a 12-mile Canadian National spur from Froomfield into Canadian Industries Ltd's \$50 million ammonia-fertilizer plant now under construction near Courtwright, which in turn is south of Sarnia.

CN WILL INSTALL TOILETS, COOLERS ON DIESELS

Canadian National plans to begin equipping its diesel locomotives with electric toilets and air-operated water coolers early in 1966. The programme will cost \$1.5 million, and at the rate of 250 toilets per year, will take about nine years to complete.

The toilet uses some of the locomotive's ample electric power to incinerate the wastes, eliminating disposal worries. Prototype installations have been in use for some time in the railway's 4000 and 3200-series units; in these locomotives, the toilet is located in the short hood, with access through a door in the front cab wall.

QUEBEC-LEVIS FERRY TO CLOSE DOWN

The Quebec City-Levis ferry service across the St. Lawrence River, familiar to many passengers detraining from CN trains at Levis, is scheduled to cease operations on November 14th. Rising costs and a failure by the Quebec Transport Board to grant a fare increase are given as reasons for the action.

Under present Canadian National schedules, only the "Champlain" enters Quebec City. All other CN trains connect at Levis with the ferry. No announcement has yet been made of any alternate plans CN may have for serving the Quebec capital. All Canadian Pacific trains operate directly into the city.

CPR TO EXPAND COQUITLAM FACILITIES

Following closely CN's announcement of rehabilitation of its Vancouver area facilities (June NEWSLETTER, page 94), Canadian Pacific has announced it will spend \$3 million in the next two years to expand its Coquitlam yards. The major expenditure will be on a "one-spot" car repair area, and will involve land clearance, new buildings, extra trackage and new machinery for the shop. When completed, the new shop will operate 24 hours a day, repairing 75 freight cars during the period. The new plant will remove the repair shops from the False Creek area, leading to clearance of the north side of False Creek for more productive industry.

FORESTRY CAR TOURS ONTARIO

The specially-equipped railway car of the Ontario Forestry Association toured outlying centres of Ontario again this summer. Talks, moving pictures and general information on forestry conservation and its relation to wild life and water resources are presented in the car to the general public. The car was donated to the Association by CN some years ago, and is transported free by the Canadian railways in the interest of conservation.

IS OTTAWA SEEKING LOCOMOTIVES FOR CPR?

A recent report in the FINANCIAL TIMES says that the federal government is discreetly trying to find more locomotives for the Canadian Pacific Railway;

"...At this stage, no details are known about Ottawa's behind-the-scene efforts except that they are being made.....The small Canadian lines which the government may be after for additional diesels are mainly regional railroads whose main function is to move such materials as iron ore, in the case of Labrador and northern Quebec companies, and lumber in the case of northern Ontario and some western carriers."

NIAGARA COMMUNITIES SEEK SLEEPER SERVICE

The cities of Niagara Falls and St. Catharines, Ont., have appealed to Canadian National to reinstate sleeping car service to the Niagara Peninsula. The last CN sleepers came off about seven years ago. The move was prompted by reports that Canadian Pacific intends to discontinue its last trains between Toronto and Buffalo. The communities felt that with increased traffic anticipated as a result of the CP train cancellation, the sleeper service would be justified. At present, the closest sleeping car service to Montreal is at Burlington, Ont.

CNR TO CLOSE SEBRINGVILLE STATION

The Canadian National station at Sebringville, constructed by the Buffalo and Lake Huron Railway in 1858, will be closed on October 15th. CN applied to the BTC last winter for approval of the closure.

During the days of steam and heavy repairs to steam locomotives at Stratford, the five-mile stretch of CN's Goderich Subdivision between Stratford and Sebringville was regularly used as a test track for newly overhauled locomotives. (See December, 1963 NEWSLETTER)

CPR BID TO HALT "DOMINION" DEFEATED

Toward the end of September, Canadian Pacific sought approval of the Board of Transport Commissioners for immediate withdrawal of the "Dominion", to release an estimated ten diesel units to the lagging grain movement. Without diverting these units, CP claimed it will fall seriously short of objectives set by the Canadian Wheat Board.

However, the BTC which is now holding a series of hearings in Winnipeg, Calgary, Regina, Vancouver, Port Arthur and Ottawa, ruled that the train must continue to operate pending the outcome of the hearings.

WAGES, PENSION ISSUES IN S&L STRIKE

A strike by 98 trainmen of the Sydney and Louisburg Division of the Cumberland Railway Company tied up operations of the 102-mile Cape Breton coal road in mid-September. The strike, called to back up demands of the Canadian Brotherhood of Trainmen for higher wages and a pension plan comparable to that of CN, halted operations in two of the four major coal mines on the south side of Sydney harbour; about 2500 miners have been forced off their jobs by the walkout. No settlement is in sight.

CBRT&GW SPLITS FROM FELLOW NON-OP UNIONS

The Canadian Brotherhood of Railway, Transport and General Workers, which represents 30,000 employees on Canadian railways, has broken away from the 14 international non-operating railway unions after 15 years of joint negotiations with Canada's railways. The decision was taken by the railway brotherhood after it was refused permission by the international unions to negotiate separately on behalf of 1500 CNR S.D. & P.C. employees. In addition to a number of fringe benefits, the Brotherhood has indicated that it will seek a 90¢ hourly wage increase over a two year period, when contract negotiations begin in November with the railways.

BELOW: Precious little is left of the once-proud "Dominion", shown here at Douglas, Man., Sept. 13, 1965.

/J. A. Brown



Equipment Notes...

CNR WIDENS BOXCAR DOORS

Canadian National car shops began work in early August to equip 1000 boxcars with new nine-foot doors. Load dividers will be installed at the same time in 175 of the cars, and these units will enter service at the rate of two per day. The other cars will be produced at the rate of six per day until November 1st, when production will be stepped up to ten per day. When the current work is completed, CN will have a total of 2500 boxcars with wide doors in service.

CANADIAN PACIFIC MOTIVE POWER NOTES

New units 4215, 4216 and 5022, 5023 have been received from MLW and GMD respectively.

Recently turned over to MLW for "rebuilding" were Nos. 4000, 4003, 4051 and 4401.

It is now reported that CP's order for Century 424's will extend to a total of fifty units, two more than reported in the September NEWSLETTER. Road numbers of the 2400 h.p. units are 4201-4250, serial numbers 84839-84870 and 84876-84893. Deliveries will continue into 1966.

Two further units have been added to CP's current GP-35 order with GMD. The new units, numbered 5024 and 5025, will be "rebuilt" from 1401 and 1906, wrecked at Terrace Bay, Ont., April 17th.



LEFT: One of GTW's gigantic (90') auto parts cars is shown here at Windsor, Ont.

/Bill Thomson



LEFT: The hero of our August CPR motive power article, 5002, approaches CP's Toronto Yard.

/Percy Booth

CP PASSENGER CAR OUTLOOK WORSENS

With the cancellation to all intents and purposes of the "Dominion", and the coming withdrawal of overnight service on the Toronto-Montreal and Toronto-Ottawa runs, the only remaining trains on which CPR standard sleeping cars are likely to be seen will be Nos. 41 and 42, the "Atlantic Limited" between Montreal and St. John, N.B. Thus, one can expect to see rapid reductions in the ranks of N-, S-, T- and R-class cars in the months to come.

The two "U" tourist sleepers which were damaged in the "Canadian" wreck last April are stored at Angus Shops together with six other cars of the class, leaving only 14 cars in operation.

Large numbers of cars, including even 2100- and 2200-series air-conditioned coaches, are being stripped for scrapping at Angus' coach shops. Much of the actual scrapping takes place just east of Farnham, on the south side of CP's Adirondack Subdivision, where lines of condemned equipment may be seen awaiting the scrapper's torch.

What will become of CP's ex-NYC "View" observation sleepers once the overnight trains from Toronto are withdrawn?

SOO LINE BORROWS CP BOXCARS

Faced with a bumper grain crop and a shortage of boxcars, the Soo Line arranged in August to import cars from parent Canadian Pacific for emergency use during the grain rush period. The authority to import the cars was granted by the Customs Bureau of the U.S. Treasury Department, and allows the cars entry to the U.S. free of duty. The Soo Line has posted a bond to insure their prompt return.

Soo is permitted to use the 1000 cars for grain handling only, on its own lines, and must return the cars at the end of the grain rush period. This is the fourth year that CP has contributed to Soo's grain shipments.

CANADIAN PACIFIC ORDERS 3000 H.P. UNITS

CPR has ordered 32 3000 h.p. locomotives from General Motors Diesel Ltd., of London, Ont., at a cost of approximately \$11 million. It is reported that the new units will be GM's new SD-40 model, a six-motor version of the popular GP series and the first SD unit order to be placed in Canada.

The new locomotives will produce 500 more horsepower than the largest diesels now in service in Canada. The railway plans to use the engines to haul high-speed freights and fast inter-city piggyback trains.

Delivery, to be spread over six months, will commence in July, 1966.

FOREIGN LOCOMOTIVES AGAIN APPEAR IN CANADA

With the serious motive power shortage imposed on Canada's two major railways by record wheat sales, leased locomotives from other lines are beginning to put in an appearance.

For some time, Canadian National has been using Ontario Northland Railway engines on through freight trains between Toronto and North Bay; these units are now regularly seen on Niagara Falls-Fort Erie trains and occasionally on runs to Sarnia. A similar practice has been adopted by Canadian Pacific with its trains between Montreal and St. John, N.B. Boston and Maine diesels from regular B&M pools are often used in CP freight service between these points.

For yard duties in Montreal, CP has leased five 1000 h.p. Alco switchers from the Delaware and Hudson. Numbered 3015, 3035, 3041, 3042 and 3045, the units are used in Montreal terminals.

Four 1500 h.p. Alco road-switchers from the Boston and Maine (Nos. 1511, 1535, 1536 and 1540) have been used in regular CP freight service in the St. Luc pool since September 21st. Canadian Pacific expects to lease ten SD-18's from the Duluth, Missabe and Iron Range Railway by early December.

It is reported that CN will also receive 25 units from the DM&IR, also in early December.

CANADIAN "WABASH" LOCOMOTIVES GO TO U.S.

Only fifteen locomotives are now assigned to Norfolk and Western's (ex-Wabash) Canadian operations. Since merger of the Wabash with the N&W, daily freight traffic of the former Wabash has been reduced to two trains each way between Windsor and Fort Erie, reducing the power requirements (The N&W has trackage rights on CN lines between Windsor and Fort Erie.)

Units assigned to Canadian operations are all 1500 h.p. A-units, built by General Motors Diesel Ltd., at London, and are numbered as follows:

657-664, 666-668, 670-671, 725-726

Other units formerly operated in Canada, have been assigned to U.S. lines either prior to or after the merger, as follows

665, 669, 672-676	1500 h.p. RFA, GM
453	1500 h.p. RS, GM
122-124, 127	800 h.p. SW, GMDL
121	800 h.p. SW, EM

In addition, units 102 and 103 (600 h.p. switchers) were returned from Canada to the U.S. prior to 1961, and subsequently sold.

All road numbers quoted here are Wabash; the new N&W numbers will be the same, prefixed by "3" (i.e., 3000 added to the Wabash numbers), and will appear as the units are shipped.

CPR RECLASSIFIES PASSENGER LOCOMOTIVES

In a move calculated to release some of its surplus passenger power for more needed freight service, Canadian Pacific is re-classifying and regearing a number of its passenger locomotives, as follows:

Present No.,	Class:	New No.,	Class
1421	DPA-15b	4063	DFA-15e
1422	DPA-15c	4066	DFA-15f
1423	"	4067	"
1424	"	4068	"
1425	"	4069	"
1426	"	4070	"
1427	"	4071	"
1428	"	4072	"
1429	"	4073	"
1430	"	4074	"
1431	"	4075	"
1432	DPA-15d	4041	DFA-15d
1912	DPB-15b	4438	DFB-15b
1913	"	4439	"
1914	"	4440	"
1915	"	4441	"
1916	"	4442	"
1917	"	4443	"
1918	"	4444	"
1919	"	4445	"

This renumbering restores the original classification and numbers of the units as they were delivered in 1951-2. The present numbers for passenger service were introduced in 1954.

The regearing (from 89 to 65 m.p.h.) and re-numbering will be done at St. Luc (Montreal) following which the units will operate in the Eastern Region power pool.

Also being regearred but retaining the present numbers are GP-9's 8511 and 8512. These units will continue to be maintained at Alyth (Calgary).

WP&Y ORDERS NEW LOCOMOTIVES

The White Pass and Yukon Route has ordered three diesel-electric locomotives from General Electric. Data on model type and delivery dates are not available at present.

SWITCHER ORDER FOR MLW

Montreal Locomotive Works has received an order for a single 1000 h.p. switcher from the Marathon Corporation.

ANOTHER CANADIAN LOCOMOTIVE GOES TO U.S.

Lethbridge Collieries' (Shaugnessy Mines) 4-6-0, built by MLW in October, 1913 (#53632) was acquired by the Mid-Continent Railway Museum near New Freedom, Wis., in June, 1965.

CPR'S FIRST DIESEL GOES TO CRHA

Canadian Pacific Railway No. 7000, that company's first diesel-electric unit, was recently presented to the Canadian Railway Museum at Delson, Quebec. The unit was built in 1938 and sold later to the Marathon Corporation of Canada, which operates a paper mill at Marathon, Ont. It was recently repainted at CP's Angus Shops to the original black, red and gold CPR livery, with the company's shield of the 1929-1945 period on each side, prior to delivery to Delson.

The original Harland and Wolff engine was replaced by a Caterpillar unit while the locomotive was at Marathon. However, the original electrical equipment and running gear remain, including spoked wheels!

CNR "RAILINERS" GET THE "NEW LOOK"

Canadian National is overhauling and modernizing its Atlantic Region Railiners at its Moncton shops. Under the renovation programme, the RDC's are stripped to the frame (tiles are even removed from the floors) and completely refurbished. New seating and luggage racks, and the installation of a snack bar on one unit are part of the programme. Engines and undercarriages are being overhauled, and car exteriors repainted.

* Canadian National RDC-3 No. D-356, reported last month as being ex-C&O No. 9302, was actually numbered 9082 on Chesapeake and Ohio.



LEFT: Bound for Steamtown, U.S.A. is Canadian Pacific's G-5 Pacific 1278, pictured at Smiths Falls, Ont.

/Bill Linley

Peter Meldrum writes about

AUTOMATIC CAR IDENTIFICATION

Within the past two or three years, a revolutionary development has been taking place in one of the more onerous areas of railroading, that of car control. The basic requirement of the car reporting and control sections of railway operations is accurate information on the location and direction of movement of all cars on the line, whether owned by the line itself or belonging to some other carrier. With present practice, this information can only be obtained by having someone physically locate the car and determine its destination. Obviously, this method is both slow and expensive. Another real disadvantage is that an error in recording even a single digit conceivably could send a car to the wrong end of the continent. The potential return for a workable method of automatic car recording has been estimated as doubling the net profits of the participating roads through only a modest gain in car utilization.

Last fall, the Duluth, Missabe and Iron Range initiated use of the new "KarTrak" system produced by Sylvania. Since the DM&IR car cycles are essentially "captive" the road was ideal for a major test installation.

As trains of ore approach the Proctor, Minn. yards, they pass over a scale which records each car's loaded weight. At the same time, a trackside optical scanner "reads" a series of coloured strips of reflective sheeting which is permanently fixed to the sides of the cars and engines in panels six inches wide by about 17 inches high. The scanner sweeps a beam of light from bottom to top of each panel as the train passes. The sequence of light impulses is colour analysed and translated into numbers indicating both the car number and its light weight. This information is transmitted to a computer which reviews the entire ore movement as the cars are being unloaded into waiting ships. Mine owners are supplied with a record showing exact amounts of ore shipped and the car numbers involved.

The reading returned to the scanner is accurate and instantaneous, regardless of such conditions as ice, snow or even dirt that might make the label unreadable to the human eye. In tests, the label could be read accurately even though 90% obliterated by dirt. Accurate readings can be obtained with train speeds as high as 60 m.p.h.

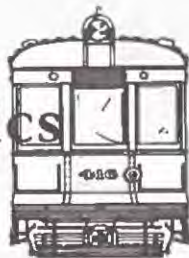
The "KarTrak" system can also be used to identify piggyback trailers as well as the flatcars on which they ride. An additional portion of the label can be temporarily applied and used for special supplementary information on, for example, "bad order" cars or cars carrying special equipment. The "KarTrak" application on the DM&IR is ideal for a captive operation. However, if the system were to be universally applied to North American railways, there is no reason why the label could not include a code for the road name, as well as car number and weight.

Elsewhere, a simpler system of car recording has been developed in England for use on BR. This equipment provides the car number only, which is all the information that British Rail wagon control requires. The British are attempting to standardize on a few wagon designs, and do not have the diversity of sizes and shapes encountered in North America. Nor must they contend with cars of more than one railroad.

While the British equipment uses a similar optical scanning system of character recognition, the "label" on the wagon is a set of short vertical metal bars set in a frame attached to an axle journal. The bars are placed in two rows stacked vertically, and the sequence and position of the bars is converted into car numbers and printed out at a remote location. The system has proved to be accurate at speeds of up to 60 m.p.h., and there is provision for accurate reading at up to 100 m.p.h. This system has been undergoing tests for the past two years with great success, and in spite of the relative simplicity of the "KarTrak" system, several North American roads have expressed interest.

Traction Topics

Edited by John F. Bromley



* The opening date of the Bloor-Danforth Subway has been rescheduled to February 26, 1966. It became necessary to postpone the originally-scheduled opening date of December 30, 1965 because of several strikes by construction workers on the project.

Civic officials will take part in the official opening ceremonies on February 25th, with full service beginning at 6.00 a.m. on the 26th. Being a Saturday, this will give the public an opportunity to adjust to the new services prior to the first rush hour on February 28th. /JFB

* At the Commission meeting of September 28th, it was decided to spend \$28,500 to install permanent signs in the University Subway. The estimated 800 signs now in use are painted, and require considerable maintenance. /JFB

* By late August, most of the Coxwell Ave. track allowance had been "touched up" with a light coat of asphalt paving in and around the rails. Only a few short areas of cobblestones remain exposed, and it begins to appear that this condition will remain for the present. /JFB

* With the departure of PCC 4713 on DUNDAS-Docks Run #4 on August 15th, streetcar service to the Ferry Docks came to an end. The first car to the docks entered service on the short-lived FERRY route on May 22nd, 1926. Since that time, four different track alignments brought the streetcars and their crowds to the area.

The Loop was completely abandoned with the last BAY bus in the early morning hours of September 7th. -- The buses now use local streets for looping purposes. By Thursday, September 9th, TTC cranes had visited the Loop to pick up several sections of rail and specialwork. All wire was then removed from a point just south of the westbound lanes of Lakeshore Blvd. into and through the Loop. At the same time, the necessity-action switch at Bay and Louisa Sts. was removed, as was overhead from Albert St. to just north of Richmond St. It is expected that the balance of the wire will be removed in the near future.

(A comprehensive article on the Ferry Docks appeared in the July, 1961 NEWSLETTER.)

/BM, JT, JFB

* The proposed Eaton's \$250 million redevelopment scheme for the area bounded by Queen, Yonge, Dundas and Bay Streets has caused certain Metro officials to dredge the long-proposed Queen Street Subway out of limbo again. The development would include, besides a new Eaton's store, a 60-storey and two 40-storey office complexes. These, together with the newly-opened City Hall, the Simpson's Tower now under construction and the high-rise development planned for the south side of Queen St. opposite Nathan Phillips Square, would certainly indicate a need for rapid transit facilities to move the 70,000-odd persons that will be employed in the immediate area. It is expected that the usual rapid transit hassles will take place in Metro Council, with an announcement coming perhaps by mid-1970. The Queen line would run south from O'Connor Drive via Greenwood and Queen to Roncesvalles. Not to be forgotten is the proposed Queen Street trolley tunnel, from Spadina or McCaul to Sherbourne St. /JFB

* PCC car 4743, badly damaged at Bay and Louisa Sts. last June 26th, will not be repaired. The Commission has decided that the extensive cost is not warranted in view of the pending surplus of cars in 1966. The car was moved inside Hillcrest Shops in mid-August for stripping of all usable parts. An ex-Birmingham car, 4743 is the first all-electric to be disposed of by the TTC.

Several PCC's listed in the September NEWS-LETTER as out of service have been returned to operation with the exception of 4017, which was in dead storage at Hillcrest as of September 11th.

Another lengthy habitue of the Shops' storage area is ex-Kansas City car 4776. This car has been unused since mid-August. /BM, JFB

* Main Street Loop was closed to streetcars from August 12th to 24th for the placement of decking required to permit construction of the easterly extension of the Bloor-Danforth Subway. For the period of closure, CARLTON cars operated over the route used prior to May 15th, 1955, turning east to Luttrell Loop, with appropriate destination sign in most cases. /BM, JFB

* Readers are cautioned to note that, with the next daily racing meeting during daylight hours at Greenwood Raceway, COXWELL trippers will be operated for the last time. It is quite usual on Saturdays to see the trippers operate not only to Woodbine Loop but also to Bingham, with appropriate destination signs. This will be your last opportunity to photograph cars signed COXWELL on Kingston Road. /JFB

* At the height of the morning rush hour on September 13th, a huge construction crane being used in the erection of a new building on the east side of St. Clair Station Loop buckled and crashed to the ground. Part of the crane smashed through the roof of a house across the street, narrowly missing two occupants. Part of the crane was imbedded five feet into the roadway, and streetcar overhead was down in both directions on St. Clair Ave. The falling boom, in fact, fell a scant fifty feet in front of an approaching EARLSCOURT streetcar which derailed while making an emergency stop. Several cars were trapped on the line for the balance of the day, and buses provided service east of Yonge until service was restored in the evening. /JFB

* Once again, the TTC provided the usual streetcar services to the Canadian National Exhibition between August 20th and Sept. 6th. In the case of services to the eastern entrance, this was the last year of operation of the BATHURST-Exhibition and KING-Exhibition routes in their present forms. With the cutting back of BATHURST cars to Bloor St. next year, it is not expected that direct service by streetcar will be available from Vaughan Loop in 1966 although this is not entirely out of the question. With the abandonment of BLOOR-Crosstown and PARLIAMENT streetcars with the B-D Subway opening, the KING-Exhibition service will never again operate to Viaduct and Hillingdon Loops.

During the Exhibition period, Mondays thru Saturdays, including Labour Day, base service on the LONG BRANCH carline was increased to nine cars, providing a headway of approximately five minutes.

It is always interesting to watch the Exhibition services, particularly during the evening hours when inspectors at both entrances will often take cars from one route and send them over another. Readily observed oddities included St. Clair Division cars operating to Viaduct or Hillingdon, variously signed "Coxwell-KING", "Coxwell-BATHURST", "St. Clair-KING", etc. Also noted was car 4732 at Woodbine Loop signed "Connaught-DUNDAS".

For the Exhibition period, several cars were reassigned from their "home" divisions. Cars 4307, 4313, 4320, 4341, 4349 and 4358 were transferred from Lansdowne to St. Clair, while St. Clair's 4378 was at Danforth. A number of other Lansdowne cars too numerous to mention and changing constantly, were at Danforth, while a large number of Danforth cars were at Russell. The latter were frequently mixed in with Roncesvalles equipment and thus cannot be listed. The above-mentioned cars were all returned to their proper divisions by Sept. 7th with the exception of 4307 which returned the following day. /JFB, BH, BM

* Thousands of east end riders were late for work on the morning of September 2nd, when hydro failures in the Queen-Broadview area brought streetcars to a halt. At least 60 trolleys were lined up in all directions between 8.20 and 8.50 a.m. /JFB

* Approximately 33 feet of new rail was installed August 20th on Bloor St. at the Glen Rd. bridge, on the westbound northerly track. The old rail had become so worn that new rail was necessary, even with abandonment just a few months away. /BM

* At a meeting of the TTC Commissioners on August 24th, it was decided not to install benches at the various subway stations. An experimental bench had been located at St. Clair Station but 50 TTC checks failed to note a single traveller partaking of TTC hospitality. Just for the record, I found the bench a welcome convenience on one occasion, after toting a heavy bag of camera equipment, and I have dust on the seat of my trousers to prove it!

In all seriousness, such items as benches would be very welcome in, say, Pittsburgh, where one might wait up to 55 minutes for a streetcar and, in the case of one bus route, as much as 12 hours, if a schedule was not handy. On a system such as ours, with frequent excellent service, such luxuries are not a necessity. /JFB

* More of the Hawker Siddeley subway cars have been transferred to Davisville for service. Cars 5364-5365-5372-5373 were taken to Davisville on August 21st, followed by 5376-5377-5378-5379 on September 11th. A total of 22 cars are now at Davisville. With the above changes, Gloucester cars 5050-5051-5062-5063 and 5028-5029-5080-5081 respectively were transferred to Greenwood. Also at Greenwood and not reported earlier are 5302-5303-5330-5331, as of Aug. 7th. As of September 21st, car 5417 had been delivered to TTC. /JFB, BM, GM

* Trailing switches for tracks 19-20-21 at St. Clair Division were removed in late August in conjunction with road surfacing taking place on Wychwood Ave. Also removed were several feet of track at the end of each of the three tracks involved. One report stated that power was turned off completely on these tracks, and that any cars to be stored there would have to be pushed into position. All cobblestone surfacing in front of the yard, as well as on Wychwood Ave. up to St. Clair, will shortly be replaced with asphalt paving. By Sept. 14th, the rail work was almost complete, with the addition of short stretches of new rail and new curves on the carhouse lead at Benson Ave. /JFB, GM

BELOW: Clearly shown in this 1925-print is the loop which was recently removed to make way for the Danforth carhouse building. Note Farebox Car No.28 just beyond the loop.

/Ray Corley Coll.



ABOVE: Trolleys to the Docks followed the \$38 Tux into limbo on August 15th. 2792 is shown here at St.Clair Ave. and Oakwood.

/J. Bromley



LEFT: Little has changed but the fashions and the streetcars since this 1936 vintage photo was taken. The KING cars operated via Broadview and Danforth to Coxwell Loop.

/J. Bromley Coll.

* The annual Labour Day Parade on September 6th required the diversion of several streetcar services. HARBORD cars operated both ways via College and McCaul Sts. from 9.30 to 10.40 a.m. Unless some tripper service is to be scheduled there at some future date, this operation was the last regular service to use McCaul St. north of Dundas (including the last portion of rail laid by the Toronto Railway Company).

KINGSTON RD-Exhibition cars operated both ways via Church, King and the Queensway to Sunnyside Loop, and westbound QUEEN cars followed the Exhibition cars. DUNDAS-Exhibition cars continued past Dufferin via King and Bathurst Sts., returning to their route via Dundas St. It should perhaps also be noted that OSSINGTON trolley coaches were wyed at Argyle St. with the aid of TTC emergency vehicles. /BM, JFB

* Effective September 13th, multiple-unit type PCC cars were being serviced at Russell Division, generally one per day but occasionally as many as three. The purpose, of course, is the training of Russell crews on m-u equipment. A large number of multiple-unit cars will be operated from Russell Division after the opening of the Bloor-Danforth Subway. /JFB

* Fall schedules came into effect on all TTC routes as of September 7th, thus creating once again a strain on TTC equipment. A routine check of all carbarns on any given day would reveal at most seven or eight cars not in use. Fall schedules were resumed on the KINGSTON RD tripper on Aug. 20th. /JFB

* The Toronto Transit Commission piled up another surplus in July, 1965, surpassing the record set in July, 1964. The figures were \$270,584 and \$222,146 respectively. The surpluses for the first seven months of 1965 and 1964 were \$2,069,339 as compared with \$2,326,296, a slight decrease for the period. The number of regular fares collected for July was 22,665,493, an increase of 4.93% over July, 1964.

* Wire hangers and some overhead appeared on Cedarvale Ave. and Strathmore Blvd. (Woodbine Station) on September 3rd and 10th; however, no further work was done on connecting rails and overhead to through tracks on Danforth, and no rail has yet been laid in the station proper. /JFB

Bull Session



On the subject of locomotive preservations, Ray Corley has a few further details about the disposition of CPR 3101. The locomotive was acquired by the Inter Provincial Steel and Pipe Corp., for display in their park two miles north of Regina, Sask. It was delivered on August 25th, 1965.

Does anyone have details of the disposal made of Western Canadian Collieries (Blairmore, Alta.) No. 2, originally CPR 6246? This 0-6-0 is reported to have been sold within the last two or three years, parting company with its running mate, No. 1, a CLC-built 2-6-0, originally from the City of Winnipeg Hydro and still at Blairmore.

More preservations of Canadian steam and electric railway units are taking place every month, both in Canada and in the U.S. As well, the occasional "foreign" item is being preserved in Canada. As of September,

the "box score" on preservations stood as follows:

<u>CANADIAN:</u>	Railroad locomotives	-	177
	(steam & diesel)		
(In Canada or U.S.A.)	Elect. Rly. Equipment	-	110
	(locomotives and cars)		
	Rly. Rolling Stock	-	25
	Miscellaneous	-	5
<u>FOREIGN:</u>	Locomotives	-	8
(In Canada)	Elect. Rly. Equipment	-	4
	Rly. Rolling Stock	-	1

Ray has been keeping records of such preservations for over 20 years, and would appreciate advice from members on any changes in the status of preserved equipment in their areas -- removals, acquisitions, relocations, etc. Currently, there are over 25 items "pending" a decision on preservation over and above those listed above.

To be "preserved", the locomotive or car must be:

- (a) out of regular revenue service, and
- (b) held by owner on display, or specifically earmarked for eventual display.

You may write directly to Ray at 490 Albertus Avenue, Peterborough, Ont. /RFC

This might be a good time to put in a word for the 11th Annual Movie Night of the HO Model Engineers Society of Hamilton.

This annual get-together, which features an assortment of professionally made 16 mm films on railroading, has become somewhat of an institution in local enthusiast circles.

The Movie Night this year will be held at Westdale United Church, King Street West at Stirling in Hamilton, on Saturday evening, November 13th, 1965. Plan to be there by 8.00 p.m. to ensure a good seat.

The programme will include films from the Union Pacific and Chesapeake and Ohio.

Admission for adults is \$1.00, children .75. Refreshments will be served.

* * *

Unfortunately, a last-minute photo substitution resulted in the omission of the Grand Trunk wreck photo, mentioned on page 161 of last month's issue. Our apologies. The photo may be found on page 88 of the May NEWSLETTER.

/JAB



Many thanks to Charlie Bridges, Warren Anderson, Dr. E. D. McDonnell and Roger Boisvert for taking the time to give us background data for the photo of CPR 522 which appeared on page 144 of the August issue.

The accompanying photo shows No. 522 at Revelstoke, B.C., in 1936, and comes from the collection of Roger Boisvert.

Omer Lavallee described the circumstances of this photo for us on page 162 of the September NEWSLETTER.

* * *

On a recent visit to Newfoundland, David Hales was much impressed with Canadian National's operations there. He notes that Nos. 1 and 2, the "Caribou", began daily operation on June 1st instead of June 24th as advertised in the timetable, because of heavy demand. For the winter season, these trains operate thrice-weekly.

The consist of No. 1 pictured here included four sleepers, four coaches, a pair of dining cars and a steam generator unit. The train was powered by a pair of 1200 h.p. GMD units, and would normally have an open observation car on the rear. However, for the summer months, the coach for Argentia travels from St. Johns to Placentia Jct. on the rear of No. 1, displacing the observation.

David remarks that CN Newfoundland personnel find the standard gauge cars (on narrow-gauge trucks) easier to handle than their own cars, in spite of a considerable sway.

In Sydney, N.S., he noted that some Sydney and Louisburg equipment was being relettered Cumberland Railway Company, in line with recent organizational changes in that company.

CN's "Railiners" between Truro and Sydney are still operating to capacity. DAR's "Evangeline Dayliner" was comfortably patronized but not crowded.

/DH



SIXTH ANNUAL BANQUET

SATURDAY NOVEMBER 6 1965

6 30 PM

YORK PIONEER ROOM UNION STATION

The theme of this year's Banquet is the BLOOR-DANFORTH Subway, and we are fortunate to have as our Guest Speakers, a panel composed of four distinguished TTC men, Mr. J. T. Harvey, Chief Engineer, Subway Construction, Mr. L. W. Bardsley, Superintendent of Equipment, Mr. F. Miles, and Mr. H. T. Ledsham. These men will discuss technical aspects of the building of the subway and of its equipment, and its operation.

TTC STREET CAR TOUR

Using an A-1 air electric PCC, of a type soon to be out of service, will leave York and Wellington at 1:00 PM and will cover trackage to be abandoned on opening of the BLOOR-DANFORTH Subway.

COMBINED BANQUET AND TROLLEY TOUR TICKETS -- \$5.00

To: Entertainment Committee,
UPPER CANADA RAILWAY SOCIETY,
Box 122, Terminal A,
Toronto, Ontario.

Tickets in advance only.
Orders after Oct 31st to
be picked up at Banquet.
NO PHONE ORDERS CONSIDERED

Please send me the following tickets:

Combination Banquet & Trolley Tour tickets _____ @ \$5.00

Banquet Tickets only _____ @ \$4.00

TOTAL REMITTANCE ENCLOSED: \$ _____

ADD EXCHANGE TO OUT-OF-TOWN CHEQUES.

NAME _____

ADDRESS _____

CITY _____ ZONE _____ PROV./STATE _____

180A



ANNUAL BANQUET
AND
TROLLEY TOUR

NOVEMBER 6 1965



DATED ANNOUNCEMENT