

newsletter

September 1966 • 50c



STRIKE!

Upper Canada Railway Society



newsletter

Number 248

September, 1966

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Editor _____ James A. Brown

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Please address NEWSLETTER contributions to the Editor at 3 Bromley Cres., Bramalea, Ontario. No responsibility is assumed for loss or non-return of material.

All other Society business, including membership inquiries, should be addressed to UCRS, Box 122, Terminal A, Toronto, Ontario.

The Cover

Congestion was the word to describe the scene at major engine terminals across the country as the nation's railroads bedded down their diesels for a seven-day work stoppage at the end of August. Well over a hundred locomotives were laid up at CN's Spadina roundhouse, Toronto. These were a few of them.

/J. A. Brown

Contributors to this Issue

Chas. Bridges, John Bromley, Ray Corley, Peter Cox, Tom Henry, Bryce Lee, Bob McMann, Peter Meldrum, John Mills, W.D. Short, J.H. Spicer, Brian West.

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READERS' EXCHANGE

WANTED TO BUY: Hornby OO-HO locomotives, 12v., 2-rail or 3-rail; rolling stock, etc. Details in first letter please. Maurice Thomson, 818 Second St., Liverpool, New York, 13088, U.S.A.

HAS NO ONE a good ¾ view negative of a class A-14 (4750-4779 series) Toronto PCC? Loan is urgently required to complete an album for the TTC. R.F. Corley, 490 Albertus Ave., Peterborough, Ont.



Regular meetings of the Society are held on the third Friday of each month (except July and August) at 587 Mt. Pleasant Road, Toronto, Ontario. 8.00 p.m.

Oct 7th; (Fri) A train-watching session will be convened at CN's Burlington Station, junction point for the busy Oakville Subdivision and the Toronto Yard Access Lines. Plenty of rail service between Toronto and Burlington, including commuter trains at 5.20 and 6.20 p.m., EDT. Rescheduled from Sept 2nd.

Oct 15th; (Sat) The Annual UCRS Banquet, this year commemorating the Society's 25th Anniversary, will be held in the Maple Leaf Ballroom of the Westbury Hotel, 475 Yonge Street (just above College), Toronto. A chicken dinner will be offered, together with optional bar facilities. The Society will be addressed by an executive of Canadian National Railways. Banquet tickets must be obtained in advance, and are available from the Society by mail at \$6.00 each.

In connection with the 25th Anniversary banquet, a 6-hour PCC charter will be operated and will include a 2-hour tour of Hillcrest Shop and the School of Instruction, with demonstrations and operation of PCC 4000 (the last A-1), and features OPERATION OF PETER WITT car 2766. Tickets are \$2.50 to purchasers of banquet tickets and honoured banquet guests; \$3.50 to all other persons, available from the Entertainment Committee at the box number. FIRST COME, FIRST SERVED, as only 60 tickets are available for this tour. SPECIAL NOTE: NO ONE may enter Hillcrest Shop except ticket holders who must ride the PCC car. Leaves Russell 10:00 a.m., York and Wellington 10:20 a.m.

Oct 21st; (Fri) To mark further the 25th Anniversary, this regular meeting will look forward to the next 25 years, both for the railroad industry and for UCRS.

Oct 28th; (Fri) UCRS Hamilton Chapter regular meeting. Board Room, CNR James Street Station, Hamilton, Ont. 8.00 p.m. Members are invited to bring their railroad recordings (discs and tape) for a "Sound Night".

Nov 4th; (Fri) A field trip is under negotiation. More details next month.

Nov 18th; (Fri) Regular meeting, featuring our second photo contest. Watch for the rules next month.

RAILWAY

News and Comment

PASSENGER NEWS: ANOTHER CP TRANSCONTINENTAL

* In a letter to Transport Minister Pickersgill, CP president Ian Sinclair announced that the railway would provide a second transcontinental train on an experimental basis for the period April 30-October 28, 1967. Mr. Sinclair said that CP is adding the train as a contribution to the success of Canada's Centennial and Expo 67; he added that the service will operate at a substantial deficit and that its restoration should not be taken as an indication that a second transcontinental will operate on a permanent basis.

CP's "Dominion" was withdrawn from the Vancouver-Toronto/Montreal run last fall amid protests from the Prairie provinces and on-line communities. The Commons Transport Committee reviewed the situation and recommended that the "Dominion" be reinstated for the 1967 summer season; to the present, however, there has been no firm directive to the railway to take this action. Throughout Mr. Sinclair's letter, the new train was referred to as a second service and not as the reinstated "Dominion". (July Nl, page 107)

CP reports that repair and refurbishing of 150 passenger cars for the 1967 Centennial traffic will begin shortly.

* Elsewhere in the passenger department, CN has announced plans to inaugurate a second fast Montreal-Quebec City service, providing a convenient connection with Toronto-Montreal overnight trains and enabling Montreal businessmen to spend a day at the Quebec capital with an early-evening return to Montreal. The new train will compliment the popular 'Champlain'.

* CN's Turbotrains, appearing next spring on the Toronto-Montreal run, will cover the distance of 335 miles in 3 hours, 59 minutes, for an average speed of 84 m.p.h!

* In 1964, the Ontario Northland Railway experimented with two one-day excursions from Cochrane to Moosonee. The response was overwhelming, and in 1965 the 'Polar Bear Express' operated every Sunday during the summer season. During the first two months of operation this year, the Sunday specials carried over 4,000 passengers. Now, the ONTC is considering running the specials both Saturday and Sunday for the 1967 season.

NEWFOUNDLAND MISHAP KILLS THREE

Three engineers were killed and seven other crewmen injured on September 13th, when two CN freight trains collided just west of Corner Brook, Nfld. The fatalities occurred when a empty boxcar immediately behind one of the locomotives was driven forward during the sudden stop, slicing off the cab.

The CN narrow gauge line is built on a cliff face at this point, 150 feet above the Humber River. Fortunately, none of the wrecked equipment left the railway right-of-way.

CN SERVICE, LINE CUTBACKS

Canadian National has received BTC approval for the abandonment of a 14-mile portion of its Hemmingford Subdivision between St. Remi and Hemmingford, Que. Last year, the line generated only 46 carloads of freight, and operated at a loss of \$34,000. (The station at Barrington, five miles from Hemmingford, was moved a year ago to the Canadian Railway Museum, Delson, Que.) Hemmingford is about 40 miles south of Montreal.

After several false starts, the Boston and Maine Corp. finally suspended its Windsor, Vt.-Springfield, Mass. passenger services, isolating CN's Montreal-New York service. On September 4th, a coach-only evening service was inaugurated from Montreal to Gantic, Que., and return to provide service to Canadian points formerly served by the through trains. The withdrawal of the CN-CV-B&M trains left the state of Vermont without rail passenger service for the first time since the mid-19th century.

RAILWAYS TO LOSE MUNICIPAL TAX EXEMPTIONS

Once Parliament passes the railway legislation now before it, Canada's railways will begin paying full municipal taxes on all of their lines.

CPR will give up the constitutional exemption from Manitoba, Saskatchewan and Alberta municipal taxes on its main line, which was incorporated in the agreement leading to construction of the line. CNR will begin paying full municipal taxes on lines built by the government prior to CN's formation in 1923.

Both railways now pay taxes on all lines except those specified above. In addition, CN has paid grants equivalent to about half the municipal tax bill to communities along its government-built lines.

RAIL PASSENGER, FREIGHT RATES RISE

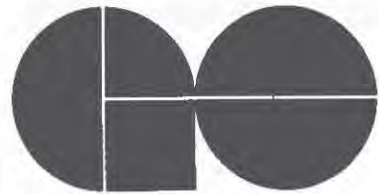
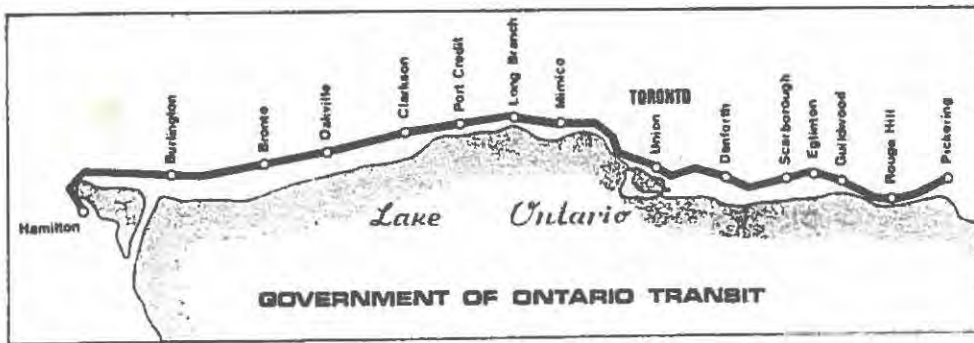
Canadian National and Canadian Pacific will increase freight rates by 10% on traffic moving under the categories of competitive rates and agreed charges. The new rates will affect about 30% of the traffic handled by the two systems. The two areas of traffic which will be affected are currently handled at rates which are below the general freight rate ceiling imposed in 1959.

Both competitive rates and agreed charges are set at levels to compete with other modes of transport. To receive the agreed charge rate, a shipper must guarantee a specific amount of cargo during an agreed period.

Canadian Pacific has imposed a commuter fare increase of from 10 to 30%, which will primarily affect some 7,000 Montreal-area commuters.

Canadian National plans an overall boost in system passenger fares, effective October 1st. In some cases, notably Toronto-Montreal, the distance code on which the fare is based will be reduced, so that the net effect of the fare increase will be minimized.

Rising operating and labour costs are given as reasons for the tariff hikes.



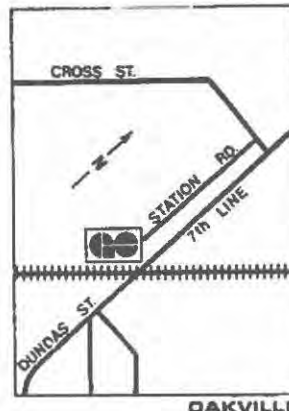
GO-TRANSIT STATION LOCATIONS RELEASED

The Ontario government has released details of the 13 new stations which are now in varying stages of construction for the GO Transit commuter system, scheduled to begin operation next spring.

The elimination of the present stations at Lorne Park, Lakeview and Dixie Road aroused the ire of officials of Toronto Township. However, to avoid bunching up of trains, and to keep the overall average speed of the service at a reasonable level, standards for minimum distances between stations have been established, resulting in the station locations shown in the accompanying sketches.

Burlington and Hamilton transit stations will be part of the existing CNR stations, with parking spaces for 25 cars at Burlington and 250 cars at Hamilton. Bronte Station will be east of Bronte Road and north of the CNR line, with space for 10 cars. Oakville Station will be at the foot of Station Road, with space for 190 cars. Clarkson Station will be located on No. 122 Highway north of the CNR line, with parking for 72 cars. Port Credit Station, on Queen Street at the north end of Helen St., will have 205 parking spaces, while Mimico Station will be located on Royal York Road, across the street from the present CN station.

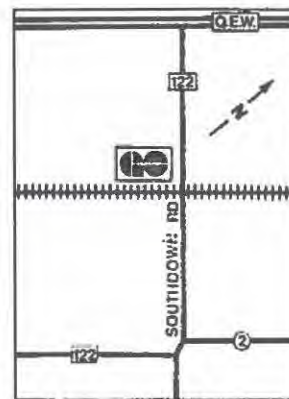
Danforth Station will be located on the west side of Main St., between the CNR and Danforth Ave. Scarboro Station will be on St. Clair Avenue East south of Danforth Road, with parking for 231 cars. Eglinton Station will be located south of Eglinton Avenue, west of Bellamy Road, with 181 parking spaces. Space for 241 cars will be provided at Guildwood Station, on Kingston Road. Rouge Hill Station (formerly Port Union) will be at the foot of East Avenue, near the present CN station, with space for 100 cars. Pickering Station, formerly Dunbarton, will be on Liverpool Road, with 118 parking spaces.



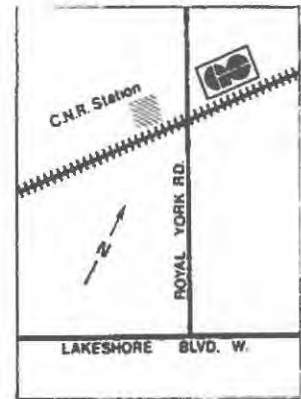
OAKVILLE



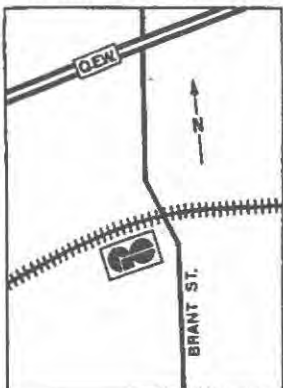
LONG BRANCH



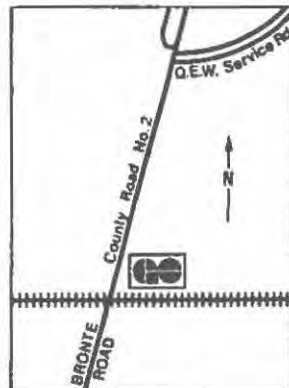
CLARKSON



MIMICO



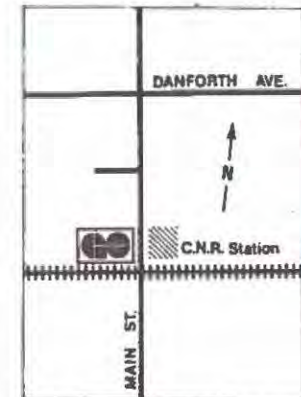
BURLINGTON



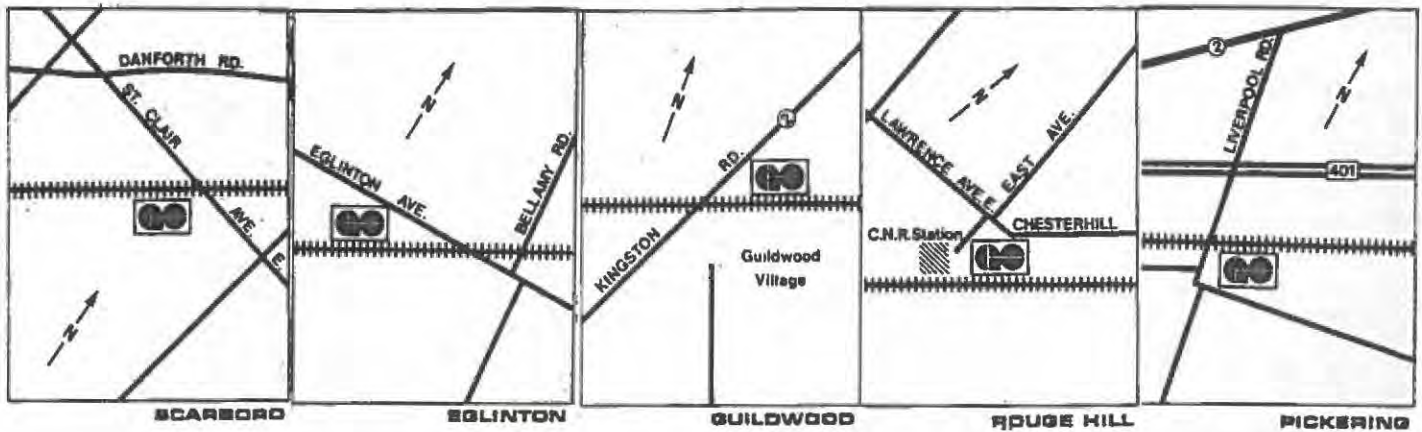
BRONTE



PORT CREDIT



DANFORTH



1800-MILE PRAIRIE ABANDONMENT LIKELY

In connection with the government's proposed new railway legislation, a "guaranteed railway network" was unveiled recently by minister without portfolio John Turner. This scheme protects 17,000 miles of Prairie trackage from abandonment proceedings for an eight-year period.

Under the proposed legislation, the railways would be empowered to abandon any branch line which can be proved to be losing money; the government could order such a line to be kept open but would be committed to paying for its annual deficits. The new abandonment freeze will not deny the railways the right to apply for support of money-losing lines when the new legislation is passed; the "protected" lines would automatically be subsidized and remain in operation for the duration of the eight-year period. During this interval, studies of the overall situation would be undertaken by the proposed Canadian Transport Commission to determine future patterns of branch line cutbacks.

A total of 1,839 miles of track in Manitoba, Saskatchewan and Alberta was left unprotected. Applications for abandonment of these lines are expected to be made by the railways as quickly as possible, and will likely encounter little resistance. The decision on the expendable lines was made after cooperative studies

200 M.P.H. TORONTO-MONTREAL TRAINS IN 1991?

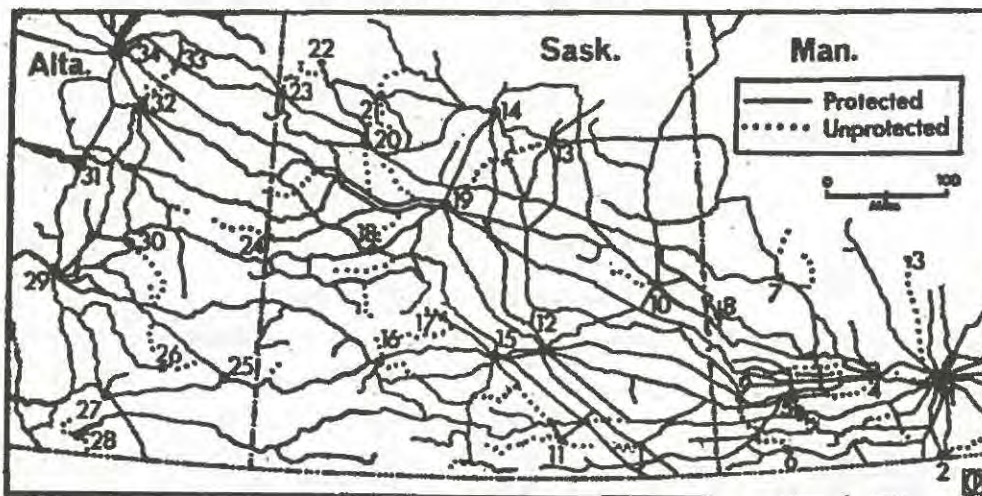
CN's general manager of passenger services, Garth Campbell, predicts that in 25 years, Toronto-Montreal rail passengers will travel at 200 m.p.h. and will have at least 32 trains daily to choose from. Mr. Campbell pointed out the airlines' difficulty in competing with high-speed rail travel for distances under 500 miles because of terminal congestion and ground transportation delays.

BELLEVILLE PLANS CENTENNIAL RAILWAY DISPLAY

To commemorate its role as a railway centre, the city of Belleville, Ont., plans to display a steam locomotive in Centennial Park on Zwick's Island. The locomotive, to be loaned by Canadian National, will likely be N-4-a class 2-8-0 No. 2534, now stored at Montreal.

If he can find an organization willing to take on the project, Belleville's mayor J.R. Ellis wants to have CN's stone station at Shannonville moved to the site as well. The station has been disused for many years and is up for sale.

with provincial agencies and grain elevator interests. A detailed listing of the subdivisions involved is not available; however, the accompanying map locates the unprotected lines.



- | | |
|----------------------|---------------------|
| 1 Winnipeg | 18 Rosetown |
| 2 Emerson | 19 Saskatoon |
| 3 Hodgson | 20 North Battleford |
| 4 Portage La Prairie | 21 Medstead |
| 5 Brandon | 22 St. Walburg |
| 6 Boissevan | 23 Lloydminster |
| 7 Dauphin | 24 Loversna |
| 8 Russell | 25 Medicine Hat |
| 9 Virden | 26 Hays |
| 10 Yorkton | 27 Lethbridge |
| 11 Radville | 28 Cardston |
| 12 Regina | 29 Calgary |
| 13 Melfort | 30 Drumheller |
| 14 Prince Albert | 31 Red Deer |
| 15 Moose Jaw | 32 Camrose |
| 16 Swift Current | 33 Vegreville |
| 17 Central Butte | 34 Edmonton |

WORTH NOTING...

- A two-year-old child suffered only bruises when he fell from CN's westbound 'Super Continental' near Sioux Lookout, Ont. He was spotted by the engineer of a passing freight train 15 hours after his tumble. How the child managed to get out of the train has not been determined.
- CN's ferry service to Prince Edward Island has been bolstered by the addition of two early morning crossings to the schedule. Ostensibly to handle a traffic backlog occasioned by the railway strike, the additional sailings will be retained "until further notice".
- Results are expected in early October of the voting by 2,670 CN locomotive engineers to decide whether to retain the Brotherhood of Locomotive Engineers as their bargaining agent, or switch to the Brotherhood of Locomotive Enginemen and Fireman. The vote is being directed by the Canada Labour Relations Board as a result of an application of the BLF&E to displace the engineers' union on CN.
- B.C.'s Bob Swanson is at it again! Well known for his diesel horns that resemble steam locomotive whistles (and which are reported to undergo extensive "listening" tests in the wilds of the interior of Vancouver Island), Bob has been approached by the Canadian Centennial Committee for a diesel horn for transcontinental diesels which would play the first few notes of "O'Canada"....!
- Despite criticism of the railways' grain handling abilities, Finance Minister Sharp recently complimented the railways for their "magnificent performance" in handling a record of 800-million bushels of grain in the 1965-66 crop year. An unprecedented 411,176 boxcars were used for the job.

EQUIPMENT *Notes*

RAPIDO/PREMIER LOSES A PARLOR CAR

An oversized load sideswiped the eastbound 'Premier' as it passed through the old Turcot Yard area in Montreal, August 12th, heavily damaging 45-seat parlor car "Lake Verde", and sending a number of passengers to hospital. The car is considered beyond repair, and will be scrapped.

Six Lake-series parlor cars were rebuilt last year to 45-seat capacity (2-1 seating arrangement) for use on 'Rapido', and its daytime running mate, 'Premier'. With the immediate acceptance of the trains by the travelling public, all six cars were pressed into continuous duty, and the loss of "Lake Verde" leaves a gap which is difficult to fill. A considerably older 30-seat car, "Charleston Lake", is now operating in the service, and there is no report of plans to rebuild another car to the 45-seat parlor configuration.

The remaining Lake-series cars are "Lenore", "O'Brien", "Chapleau", "St. Joseph" and "Kathlyn". Two of these cars were used in UCRS excursions to London and Haliburton last fall.

BRIEFLY...

* Canadian Pacific received SD-40's 5504-5509 from General Motors Diesel Ltd. in August.

* GMDL continues to build export units for New Zealand. Twenty G-12 models have been shipped so far this year, and 34 similar units are on order.

* Pacific Great Eastern has taken delivery of three new RS-18's from MLW, Nos. 627-629.

GO-TRANSIT EQUIPMENT NOTES

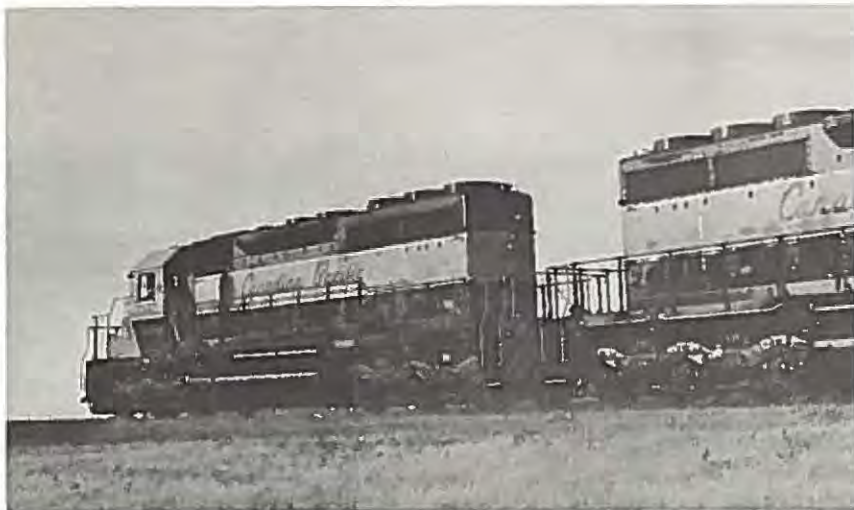
Thousands of visitors to the Canadian National Exhibition last month were given a preview of GO Transit's rolling stock, as a partial mock-up of a self-propelled car was displayed. Public reaction to the car's interior appeared almost universally favourable, with roominess and seat comfort being mentioned most frequently. The front end of the display mockup was supported by a truck which bore striking resemblance to those being supplied for Hawker Siddeley's Expo Express cars.

Delivery of GO Transit's eight modified GP-40's can be expected to begin next month. In order to avoid a long period of disuse during which crankshafts and bearings could develop a permanent deformation, it is possible that these locomotives may see leased service on ONR or CNR lines prior to the inauguration of the commuter service next spring. The new units will carry the numbers 600-607.

CANADIAN NATIONAL LOCOMOTIVE DISPOSITIONS

CN has retired a further ten locomotives as being beyond economical repair. So far as is known, these units have not been involved in wrecks, nor is there any intention to trade their components in on new locomotives (although we may, at some future date, see a repetition of the arrangement under which CN GP-35 4001 was built, in which a number of components from various locomotives was turned over to the builder as a trade-in, rather than the usual unit-for-unit basis).

Unit Number	Date Retired
1610	July 4, 1966
9420	" "
1626/33/39,	Aug 1, 1966
2201/10,	" "
3002/07,	" "
9334.	" "



LEFT: The long frame overhang and the massive six-wheel trucks of GM's production SD-40's are evident in this view of CP's 5502.

/J.A. Brown

World Railway News

...Edited by Peter Meldrum

* Russia is the first country in the world to schedule a run of more than 400 miles at an average speed of 80 m.p.h. The train is the new 'Aurora', electrically hauled, which covers the 404 miles from Leningrad to Moscow in four hours, 59 minutes, for an average speed of 81 m.p.h. 'Aurora' covers the 198.1-mile distance from Leningrad to Bologoe in 140 minutes, for an average speed of 84.9 m.p.h., bettering the time of the French 'Mistral' over virtually the same distance from Paris to Dijon. This performance is indicative of a general speedup over the entire Russian rail network.

(Worth noting is the fact, reported elsewhere in this issue, that CN's Toronto-Montreal Turbotrains will break in on a schedule demanding an average speed over the distance of 84 m.p.h.)

* Elsewhere in Europe, the German Bundesbahn is implementing permanently its high-speed experiment of last year in which the locomotive hauled TEE 'Blauer Enzian' reaches a top speed of 125 m.p.h. between Augsburg and Munich. The train is booked to cover the 38.4 miles in 28 minutes for an average speed of 82.2 m.p.h.; this includes the reduced speed required until the train is well clear of Munich.

* To continue our informal speed survey, the SNCF recently ran a test train at 139.4 m.p.h. as part of its current test series on automatic train control systems; this was the 260th test at speeds in excess of 125 m.p.h.

As a result of the Cisalpin disaster of October, 1962, when a Swiss TEE unit collided at full speed with cars of a train which had become derailed on an adjacent track, the French Ministry of Transport has refused to sanction speeds over 100 m.p.h. in regular service without some form of continuous track-to-train signalling control.

* The foregoing speeds pale, however, beside the performance of the New Tokaido Line in Japan. Each day, 25 'Hikari' flyers cover the 212.4 miles from Tokyo to Nagoya in 120 mins., for an average of 106.2 m.p.h! Although these are the real expresses of the fleet, a staggering total of 345 runs are scheduled daily at from 90 to 106 m.p.h!

* Sylvania's Kartrak system of automatic car identification (NL, Oct, 1965; Aug, 1966) has been given its first European trials. A test was conducted in Sweden late last winter with the Kartrak system, on the Kirunna to Narvik ore line, the most northerly trackage in Europe, for the European Association of Railways. The test was unduly severe, since the reflective panels on the cars were continually obscured by snow and ice and discoloured by smoke from the oil torches used to thaw the frozen ore. Despite these problems, the system read data from the panels with a high percentage of accuracy. The Sylvania equipment may well be the one adopted for European service since the Association has investigated 15 other systems, none of which has proved successful.

* An export order for ten 1,350 h.p. diesel-electric locomotives, worth about \$2.4-million, has been announced by English Electric. To be used on branch lines of the East African Railways and Harbours Board, the units will have an unusual 1-B₀-B₀-1 wheel arrangement; they will weigh 69 tons and exert a tractive effort of 40,000 pounds.

* A group of Japanese political and business leaders are discussing the possibilities of constructing a 6,250-mile railroad which would run through ten countries from Saigon to Istanbul. They contend that the line linking south east Asia with Europe could be built within ten years at a total cost of about \$10-billion. The line, to be constructed on the pattern of Japan's Tokaido Line, would pass through Cambodia, Thailand, India, Pakistan, Iran, Iraq and Turkey. Using the Japanese line as an example, the Saigon-Istanbul trip should cost a passenger about \$184 and take about 60 hours.

STRIKE!

Sixteen years almost to the day after Canada's first nationwide rail strike, the country's rails were again stilled as 120,000 railwaymen walked off the job in support of their demands for substantial wage increases.

While the sixteen unions involved agreed on the common strike deadline of noon, local standard time, August 26th, 1966, there were in reality four separate disputes which brought them together;

* Dispute No.1 involved seven international unions, twelve railways and about 51,000 railwaymen, including telegraphers, signalmen, maintenance-of-way workers, freight handlers, clerks and station employees, and porters on CP. This group sought a two-year contract with a general pay hike of 55¢ an hour, plus a bonus of 20% for 17,000 skilled workers in the group.

* Dispute No. 2 involved another seven international unions, twelve railways and about 22,500 non-operating craftsmen employed in railway shops in such capacities as machinists, electricians and pipefitters. Wages again were the issue, with the unions seeking a general increase of 23% (about 57¢ an hour), plus a skill premium of 30% for 16,000 skilled craftsmen in the group.

* Dispute No. 3, perhaps the most publicized, involved one union -- the Canadian Brotherhood of Railway, Transport and General Workers -- and one railway -- Canadian National. This group includes freight and express handlers, clerks, station employees and porters. The CBRT, the only exclusively Canadian union in the railway industry, sought a 90¢ hourly wage increase in a two-year contract.

* Dispute No. 4 involved 17,500 trainmen on the CNR and CPR, members of the Brotherhood of Railway Trainmen and the only striking group actually engaged in the operation of trains. The trainmen sought a 90¢ hourly wage increase for yard service employees and a 15% raise for road service workers, together with a reduction in the time and mileage basis for calculating wages, with the same take-home pay.

Three separate conciliation boards heard the non-ops cases after negotiations between the unions and the railways broke down. In each case, the wage increase recommended amounted to 18% over a two-year contract period. The conciliation board for the trainmen was unable to arrive at a recommendation.

The conciliation boards' reports were rejected overwhelmingly by the unions, at which time the decision to strike was made.



Although the wage recommendations of the conciliation boards were not binding, they tended to be taken as a minimum during the 11th hour mediation talks held the week before the strike. The unions favoured an increase equivalent to the 30% raise granted by the government to Seaway workers earlier this year. In broad terms then, the cost to the railways of these wage demands would be between \$115- and \$165-million.

The federal government, obviously reluctant to interfere with the railwaymen's right to strike and yet concerned over the impact of a rail stoppage on the country, refused to intervene until the strike became inevitable.

As the Friday noon strike deadline moved closer, preparations for the tieup swung into high gear. Railway wildcatters, who had been off the job before the strike date was decided (August NL, page 122), drifted back to work. Airlines, buses, truckers, car rental firms laid plans for an unprecedented rush. The railways placed embargoes on perishable materials but continued to accept other shipments, subject to delay, up to the strike deadline. By mid-week, the last through transcontinental trains departed Montreal/Toronto and Vancouver; later trains terminated at Winnipeg.

Finally, at noon local standard time, Friday, August 26th, the picket lines went up and the giant transportation machine was stilled. The final shut-down actually began early Friday, so that by mid-morning few wheels were turning. Supervisory and management personnel remained on the job, caring for equipment and checking facilities to guard against vandalism.

Meanwhile, Parliament had been called into emergency session, and on Monday, August 29th, heard the government's proposal for an eight percent interim wage increase to get the trains running again, to be followed by mediation and if necessary, compulsory arbitration, to reach a final settlement. So militant was the climate of the strikers that few really expected that they would obey an order to return to work under this arrangement, and consequently the proposal was modified to provide an 18% wage increase for all groups, to be applied in four stages over the 1966-67 contract period. The bill also provided for negotiation on all outstanding issues after the workers returned to work, with the aid of a mediator; compulsory arbitration would be imposed after November 15th if no favourable progress in the bargaining was reported by the mediator.

After what seemed, to some observers, to be an inordinate amount of politicking under the circumstances, Parliament finally gave approval to the bill on September 1st. Royal assent making the back-to-work order law was given at 10.30 p.m. that evening, and the wheels began to move -- slowly -- shortly after midnight on September 2nd, after 156 hours of idleness.

The mood of the railwaymen was still a factor to be considered. Canadian Pacific had pilot freight trains running within hours of the news from Ottawa; CN, however, was less fortunate as many of its workers refused to return to work until formally ordered by their union. Confusion reigned for several days, as pockets of railwaymen in various parts of the country resisted the back-to-work call, effectively blocking the resumption of full rail service. In some localities, a "work-to-rule" slowdown hampered operations. Finally, one week after the termination of the strike, railway service was essentially back to normal across the country.

The government will introduce its controversial transport bill, largely based on the recommendations of the MacPherson Royal Commission on Transportation, sometime this fall. While the bill will free the railways to compete openly with other forms of transportation, there is concern in railway circles that this is not the complete answer; in many cases, railway rates are already competitive, and to raise them indiscriminately would be certain to drive away revenue -- the bill will still protect the captive shipper who is wholly dependent upon the railway for transportation.

And stiff opposition to the bill can be expected from western Canada and Maritimes M.P.'s who fear that rising transportation costs will be damaging to the economies of their constituencies.

And so, while the trains are rolling again, the underlying issues remain unresolved.

THE RAIL CRISIS



ABOVE: A knot of railwaymen discuss the situation as CN's last train from Guelph leaves Brampton, with the strike deadline six hours away.

/Tom Henry

BELOW: Not a creature was stirring (Right) in Toronto's Union Station during the shutdown. Contrast this with the same scene (Left) on a normal business day.

/J. A. Brown



strike sketches...

In case you're wondering, here is a listing of the railways involved in the recent strike:

Canadian National Railways
Canadian Pacific Railway
Dominion Atlantic Railway
Quebec Central Railway
Napierville Junction Railway
Ontario Northland Railway
Algoma Central Railway
Toronto Hamilton & Buffalo Rly
Northern Alberta Railways
Esquimalt and Nanaimo Railway
Midland Rly of Manitoba
Cumberland Railway Co.,
Sydney and Louisburg Div'n.

Conspicuous by its absence is B.C.'s Pacific Great Eastern Railway, termed by Premier W.A.C. Bennett as "Canada's largest operating railway" on August 27th. The PGE has open contracts with its non-operating employees providing for wage scales equivalent to those paid by the major roads.

In a show of strength, an estimated 2,000 pickets congregated outside Toronto's Union Station on August 29th in response to a general call from union leaders. Many were accompanied by their wives and children. Picketing in Toronto was orderly; however, at a few locations, particularly on the east and west coasts, tempers flared as potentially ugly situations arose.

Just before the strike began, a mysterious derailment in Windsor yard of a westbound CN passenger train stimulated speculation on the possibility of sabotage by wildcatting strikers. A hand-throw switch was evidently moved as the slow-moving locomotive passed over it, derailing one truck. A reward was offered for information in the matter.

Canadian Pacific lost no time in getting back on the rails once the strike was over. At various division points throughout southern Ontario, pilot freight trains were ordered out in both directions, with orders to operate at reduced speed, check the operation of all signals and automatic crossing protections, reporting immediately any irregularities. The first trains over CTC territory operated through every siding, to confirm that siding switches and signals were functioning properly. The pilot trains, usually about 100 cars long, also served to clean the accumulated rust from the rails so that following trains would actuate track circuits.

These procedures were followed by each railroad as it laboriously swung back into operation.

For a time, CPR was operating the country's most ambitious passenger service. On the day the strike ended, the 'Canadian' departed from Montreal/Toronto for Vancouver, although no one was really sure how far it would get. CN's transcontinentals waited until the weekend to attempt the trip, and for a few days operated only as far as Winnipeg, and then Edmonton, while strikers in B.C. kept that province without rail connections to the east.

The strike wasn't ALL bad. Residents in Toronto's Rosedale and Leaside districts whose property adjoins CP's main line

The strike wasn't ALL bad. Toronto residents whose properties adjoin CP's main line rejoiced at the period of quiet the work stoppage afforded them. Yet a surprising number were distressed by the ear-splitting silence.

In his anxiety to catch the last freight to Oakville before the strike, a knight of the road lost both his shoes jumping off an incoming train and missed his "connection" to boot. The miserable hobo spent two nights in a hostel, and was tramping the city streets in his stocking feet when two striking railwaymen downed their placards long enough to buy him a meal and a new pair of shoes.

Not all locomotives were idle during the strike. Usually a single engine was kept idling at each main running shop, to be available in case of emergency and to assist in starting other units at the end of the walkout, should batteries be low. MR-18 class 3100 was in this duty at CN's Spadina shop.

Switchers (GM, oddly enough) 7020 and 7022 were rented to the Ford Motor Company for switching within the plant confines during the shutdown.

The strike idled 1,500 trains daily across the country, tying up 600,000 tons of freight and 70,000 passengers every day. It is estimated that during normal operations, Canada's two major railways employ 160,275 employees and have 200,000 units of rolling stock on the rails daily.

An on-again-off-again situation arose in connection with CN-operated ferry services between the mainland and the provinces of P.E.I. and Newfoundland. After several days of indecision, when ship passengers were occasionally confined to the vessel by strikers, arrangements were concluded to permit skeleton operation of both services.

Canada's last nationwide rail strike began on August 22nd, 1950, and lasted nine days. In January, 1957, Canadian Pacific endured a strike by locomotive firemen; during this dispute, CN and other lines continued to operate, lessening the impact on the general public.



ABOVE: The entire roster of the Toronto Hamilton and Buffalo weathered the strike at TH&B's Hunter Street Station in Hamilton. /Bryce Lee



ABOVE: It was business as usual for the Canadian operations of New York Central, witness this train at Canfield Junction during strike week. /Bryce Lee

WHAT WAS LAID UP WHERE...



TORONTO;

Toronto Yard: 1204/05/06/07/08/11/13/14/19/20/27/34/37/38/47/99, 1316/18/21/23/27/92, 1708/09, 1710/16/17/18/20/23, 1909, 2200/04/06, 3013, 3101/16, 3200/01/02/03/08/17, 3615/22/61/64, 3678/82, 3711/14/18/23/24/36, 3833/42/45/48/49/54/55/63/70/73/74/88, 4000/07, 4401/52/59, 4461/91, 4508/12/13/14/15/20/29/30/37/60/67/74/84/85/86/88/96, 7165/73, 8135/43/44/45/46, 8147/48/49/51/92/93/94/95, 8520/21, 8607/08/09/10/11/20/21/22/23/24/25, B3/4/5/6/7, 9316, 9431, ONR 1500/12/17/18, 1603.

Spadina: 1228/31/36/39/42/43/44, 1322/24/94/95/96, 1906/07/08/09/11/13/16/17, 3004, 3100/09, 3111/13/23/25/27, 3684, 3701, 4127/31, 4485, 4599, 6503/04/09/11/13/18/27/36/38/39/41, 6606/09/13/17/19/24/28/30/32, 6705/58/62/69/72/74/75/78/81/88/92, 6864, 7023/24/26/27/28, 8121/22/24/25/26/27/28/29/30/31/32/33/34/36/38/39/40/41/42/50/52/53/54/74/75, 8241/43, 8512/13/14/15/16/17, D107/112/116/117/118/302/351/504, ONR 1501/02.

HAMILTON; 1212/16/29/30/32/94, 1326/97, 3838/40, 4467/95, 4562, 6761/65, 8163/64/65/66/67/68, 8169/70/71/72/73, 8519, 7021.

OSHAWA; 1245, 1317, 7167/70/78.

OTTAWA; 1260/65/87/88/91, 3212/15, 3665, 3700/05/40, 4104/11/21, 4420/53/93, 6502, 6611/12/31, 6771/93, 8030.

Canadian Pacific

TORONTO;

Toronto Yard: 4071, 4200/06/17/27/28/30/33/34/37, 4407, 5001/07/08/17/18/22, 6552/60/61, 6621, 6709, 7021/26/27/32/44/77/89, 7400/01/02/03/04/05, 8144/45/46/47/56/57/62, 8429/31/37/78, 8569/74/79/86/87, 8756/82/85/91, 8917, B&M 1536, B&E 718A.

John Street: 6525/39/40/41/42/43/45/47/84, 7011/20/22/59/60/61/64, 8472, 8766, 8824, 9020/50, 9052/60/63, 9110/15, 9200/51.

West Toronto: 6515/26/37/44/46/48/49/50/88, 6613/14, 7023/24/43/47, 9049/53.

Lambton: 8023, 8141/48.

LONDON; 4070, 4416, 4207/08/49, 5006/20/25, 5500/01/02/03, 8570/73/75, 8788, B&E 713B/717B. (G.M. Plant; 5016)

WINDSOR; 4020, 4409, 5003, 8455/75.

HAMILTON; 6586, 8768.

GODERICH; 17.

OWEN SOUND; 8143.

SUDBURY; 7090/91/92, 8155/59, 8522/67/76/97, 8752/65/83, 9021/23, 9100/09, 9250.

CHALK RIVER; 6514.

BRITT; 20.

PORT McNICOLL; 8130.

TRENTON; 6538.

PRESTON; 8160/63.

SAULT STE. MARIE; 4467, 6612, 7099, 8432, 8761.

SMITHS FALLS; 4082/88, 4250, 5009/11/24, 5504, 5505, 6551/91, 7016/25/31/93.

OTTAWA; 1414, 6528, 6620, 7028, 8030/44, 8139, 8161, 8428/34/71, 8750/86/87, 9070, 9112.

HAVELOCK; 6619, 8031, 8134/51.

FORT WILLIAM; 4213/37/41/48, 4404/64/66, 5005, 8426/30/43, 8599, 8757/94.

SCHREIBER; 4025, 4232/35, 6506, 8441/73, 8751, 8799.

WHITE RIVER; 7063, 8562.

CARTIER; 4068, 4222, 7094, 8566, 8776.

CHAPLEAU; 4041/42/49/85/86, 4209/15/24, 4470, 5013/14, 6587, 8476, 8558/61/72, 8762/84.

NORTH BAY; 4050, 4244, 4410, 5004, 6509, 6615, 8158, 8446, 8564/83/84/85, 8729/42/53/60, 8772/78.

TURNER; 8153.

WEBBWOOD; 8152.

MACTIER; 4019/66, 4406, 8142, 8406, 8593.



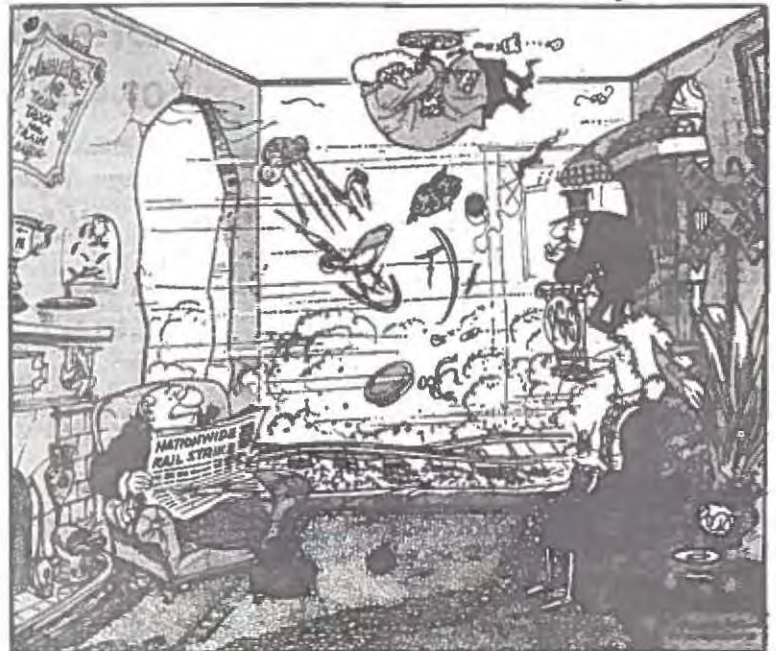
Macpherson, Toronto STAR



THE RAIL CRISIS
THE RAIL CRISIS

How The Cartoonists Saw It...

Norris, Vancouver SUN



"... by the way, did you mention to mother that the strike doesn't include our PGE?"

Riedford, Toronto GLOBE & MAIL





Beston, Toronto TELEGRAM

Traction Topics

Edited by John F. Bromley



* **FLASH NEWS:** The TTC has sold 21 air-electric PCC's to Alexandria, Egypt. The first eight cars, mostly of class A2, were moved from Danforth Carhouse to the waterfront on flat-bed trucks and placed on board ship on September 16th and 17th. More details next month.

* Due to Exhibition traffic, a new high of air cars in rotation was reached in August, with a maximum of 68 available for service, including 4575 which is out of service at Russell. Cars 4261, 4268, 4270 and 4290 (see August NL, page 128) were not sealed after all. In rotation as of August 29th were:

4199	4201	4202	4203	4205	4212	4213	4220	4221
4222	4223	4224	4225	4226	4228	4229	4230	4232
4234	4235	4236	4237	4241	4245	4250	4251	4253
4254	4255	4257	4258	4261	4267	4268	4270	4274
4275	4277	4279	4280	4290	4293	4294	4299	plus
all A10s except 4585 4595 4599.								JFB

* It has been many years since former Toronto Civic Railways 53 (TTC 2206, now RT5) has seen one of its former sister cars on the same tracks. On August 24th, it was joined in the subway by ex-Civic 52 (TTC 2204, now W27). The surface rail grinder was moved to Greenwood Shops and was joined on August 25th by RT6, the Snow Blower, which made its inaugural trip after existing for 12 years. After having its steps removed, W27 will be pushed/pulled by RT6 in the subway, as RT5 was removed from service for major repairs. This unusual pair will be seen in the subway starting in the last week of August. /RM

* The TTC is being pressed by the City to make public their plans for a Queen Subway. Mayor Givens wants priority given to the Queen line or, at least, a trolley tunnel. With the BLOOR DANFORTH line operating into the suburbs, it is unlikely that a full subway would be needed however a trolley tunnel would allow extension of the downtown one-way street system. A full subway would mean the end of streetcar service on College, Carlton, Dundas, Queen and King Streets. A trolley tunnel from McCaul to Sherbourne is estimated to cost \$13,500,000, including finishing the streetcar station built already at Yonge Street. /JFB

* Segregated operation of BLOOR-DANFORTH and YONGE-UNIVERSITY trains began September 4th on a six-month "trial". Plans are still being investigated as regards operation of integrated rush hour service. B-D trains are now a maximum of 4 cars, while Y-U trains are the usual full length. The cut in B-D service will leave an extra 58 cars in the yards in rush hours. It is hoped to save \$1,861,000 annually on this basis.

A recent survey indicated 15.7% used downtown B-D trains, 16.1% did not, while 68.2% didn't care whether trains ran downtown or not. It is suspected that these figures include YONGE passengers who wouldn't be affected by the B-D line in any event.

Should downtown service be restored on a full or part-time basis, the TTC would require even more subway cars than they now have due to the opening of the extensions next year. The Expo-67 cars will be available next year, and are the same dimensions as TTC H-1 class cars. The streamlined front ends of Expo-67 cars are bolted on and can be removed and replaced with standard fronts and cabs. Automatic control is easily removed. The main problem with the Expo cars is that they have only three doors per side. Expo cars 25-30 were seen at Union Station in August on their way to the CNE for display.

During segregated service, the lower level of Bay (Yorkville) Station will be sealed off to the public, and only shop movements will use the east leg of the wye. The bell and sign destination sign system is not needed and has been discontinued; the "Eglinton" destination sign replaced "Eglinton Via Downtown" on all northbound trains. /JFB, RM, BW

* The TTC offered two sweepers and two plows for sale in early August. Interested parties should contact the TTC without delay, as a snowplow manufacturer in Clayton, N.Y. has already made an inquiry for its museum. /JFB

* The 1966 Exhibition services (map in August NL) operated with the usual efficiency between August 19th and September 5th. KING-EXHIBITION weekday base service was provided by 18 cars, with 24 on Saturdays, plus up to 20 extras on headways of 4 and 3 minutes or less respectively. KING-EXHIBITION cars continued to carry window cards, lettered "Via King St" westbound and "Kingston Road via King & Queen Sts" eastbound. Equipment was split 50/50 between air-electric and 4300-type cars, with a few 4400 and 4625 types on occasion. 4575-type cars appeared quite strange at the Eastern Entrance, as did the MU cars.

DUNDAS-EXHIBITION generally operated 4300 and 4700 type cars on headways of 4 and 3 minutes or less, requiring 15 cars weekdays and 20 on Saturdays, with up to 15 extras. A few 4400 and 4550 type cars were also used, together with one or two 4625 types. Car 4583 made at least two trips on August 20th before being changed-off.

BATHURST-EXHIBITION service over the normal routing operated with shortened headways and extras as required. As usual, some KING cars made trips on BATHURST and vice-versa, resul-

ting in at least 4520, 4507 and 4510 being at Woodbine Loop, the first two in afternoon rush hour and the last on a Saturday night at 11:00 p.m. The operator of 4510 appeared to be quite frustrated as he hauled a westbound load of racing fans, and more than one loser argued about the BATHURST transfer he was handed.

Some KING-EXHIBITION cars made trips as far as Bingham and Neville Loops to fill service gaps on the KINGSTON ROAD and QUEEN lines. The loop at Church Street for short turn KING-EXHIBITION was changed so that cars turned south on Victoria to Adelaide instead of North to Queen Street. Most Saturday extras used the short loop. At least one DUNDAS-EXHIBITION car made a trip to Keele Station, and LONG BRANCH service was increased to 6 cars weekdays and 9 on Saturdays. /JFB

S 2766 is currently being renovated at Hillcrest (see Coming Events, this issue).....
O S/R switches have been added at Dundas and
R Parliament, east to north, and on Bathurst
T at College, south to east.....4682 is at
Hillcrest with front end damage, while 4672
T has been repaired and is in service (refer
U May NL, pg 88).....street cars will again
R operate on Front St. Eastern Avenue will be
N renamed Front Street East soon.....odd
cars seen recently on DANFORTH include PCCs
4675, 4686 and 4378.....DUNDAS cars began
using the new side destination signs, includ-
ing 9-Exhibition, on August 15th (see June NL,
pg 104).....Air cars 4199, 4200, 4224, 4255
and 4601 have new destination signs on their
front signs, while 4200, 4224 and 4255 have
been equipped with all-electric-size side des-
tination linens with signs for the DUNDAS line
.....What's a Beatle Tripper? The CARLTON
line ran extras for the human dustmops August
17th, with cars being stored on Bay and Church
Streets, and short turn trips operating to
Bathurst Station, of all places.....tracks
17-21 at St. Clair have been blocked off from
the street by a chain link fence.....Fleet
extras on the BATHURST route in peaks were cut
off May 24th, with all cars now operating to
Exhibition.....overhead has been removed be-
tween Bloor and College on Spadina Avenue thus
completing the removal program. Adelaide has
been repaved between Bathurst and Spadina Av.,
eliminating any possible restoration of BATH-
URST-Downtown service. A wye was left at Bath-
urst St.....no further word has been heard
on MU service for QUEEN. Such service could
not now begin until at least December 1st.....
..the TTC has indicated a single fare system
could be inaugurated if Metro assumed 100% of
the cost of the YONGE extension and all future
subway projects.....street car loops at Avon
Ferry, Viaduct and Erindale have been offered
for sale.....the Montreal Metro opens for
service October 17th.....TTC officials re-
cently viewed subway systems at Frankfurt,
Berlin, Paris, Moscow, Stockholm, Milan and
London, studying experiments in automatic op-
eration of subways. They also discovered that
street cars were far from being extinct!.....
it is reported that all Philadelphia streetcar
lines not operating in the subway will be re-
placed soon by buses. The lines affected are
6, 15, 23, 47, 50, 53, 56, 60 and 62.....a
LONG BRANCH car, 4568, was seen on Church at
Wellington on August 24th. /JFB, CB, RM

Bull Session



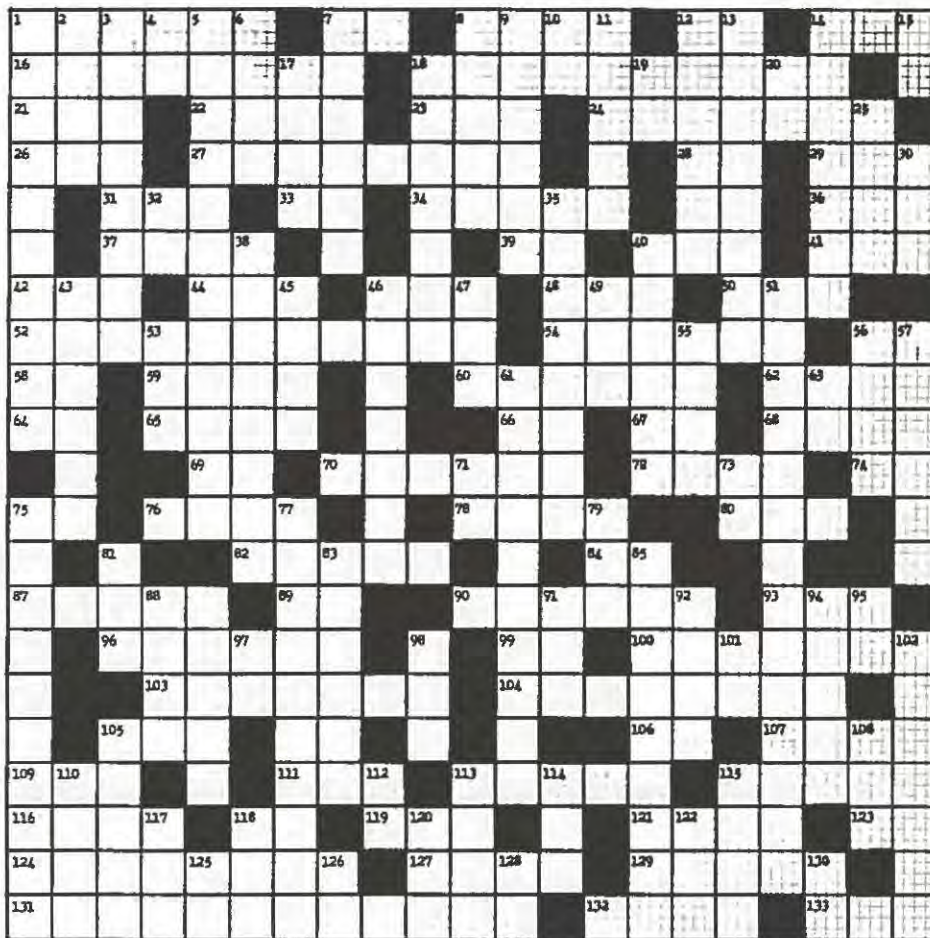
Some clarification on the matter of the TTC servicing GO Transit equipment is provided by J.H. Spicer, manager of CN's Toronto Area. He writes;

"It was never the intention that the Toronto Transit Commission should maintain the cars complete. These cars are equipped with Rolls

Royce diesels which are easily removed and the Rolls Royce Company suggested that the engines could be very well maintained because of the excellent equipment in the TTC shops. The plan would be to remove the package unit and transport it by truck to the TTC for major overhaul only."

Our item in the August NL, page 128, came from the local press which evidently was equally as confused as we were.

The crossword puzzle below, dreamed up by John Mills, will provide an interesting hour's diversion. Look for the answer next month.



(J.M.M.)

ACROSS

- 1 Where the politicians are
- 7 Not out
- 8 Face cover
- 12 Quebec short line reporting marks
- 14 Turntable site
- 16 Toronto's first railway
- 18 Diesel locomotive rating
- 21 Four (Span.)
- 22 Horse
- 23 He (Latin)
- 24 Motive Power
- 26 Brotherhood name (abbr.)
- 27 Old parlour car feature
- 28 And (French)
- 29 Kale chlid
- 31 Texas City Tel. Co. reporting marks
- 33 Lake Tel. R.R. reporting marks
- 34 Serr
- 36 On the end of your foot
- 37 Land surrounded by water
- 39 Savannah & Atlanta reporting marks
- 40 Steam locomotive product
- 42 Same as 23 across
- 44 Antler bearer
- 46 Former U.S.R. reporting marks
- 48 Not old

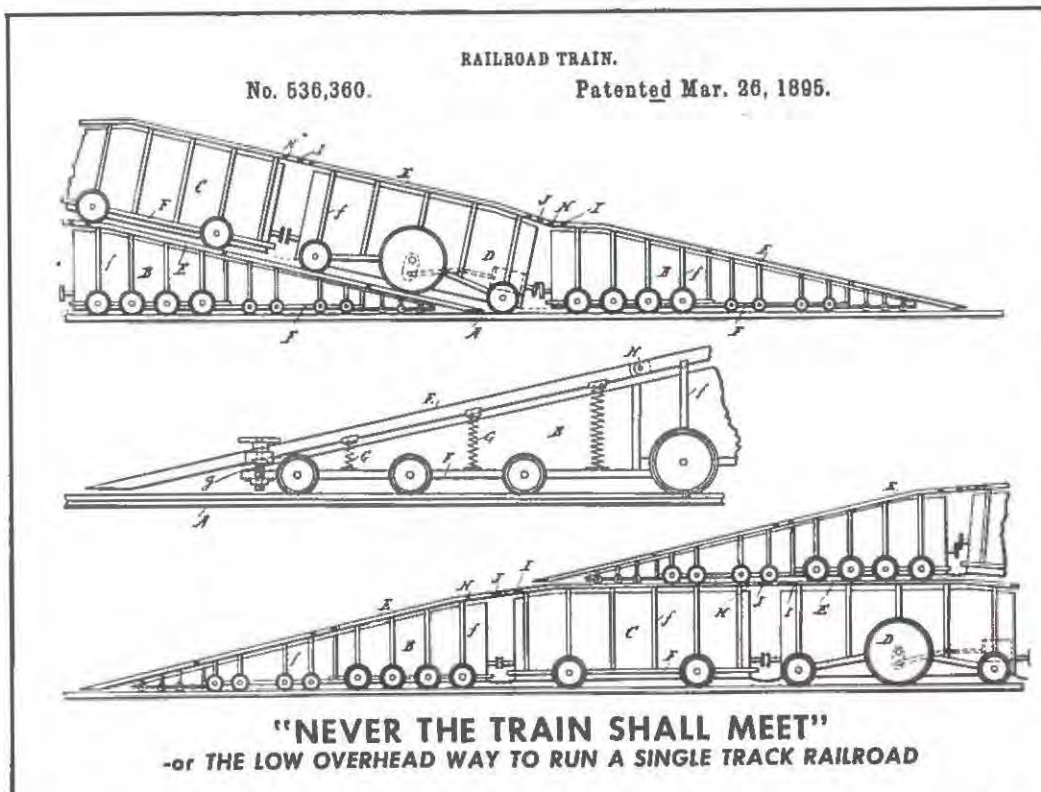
- 50 Three directions
- 52 Former Canadian station
- 54 "John"
- 56 Throughfare (abbr.)
- 58 Indefinite article
- 59 Hole in hill
- 60 Former Ontario junction point
- 62 Proportion, comparative degree
- 63 You (obsolete)
- 65 Hamful feature
- 66 Ont. electric line (abbr.)
- 67 Component of C.W.R. (abbr.)
- 68 British school
- 69 Nearby State (abbr.)
- 70 Supporting post
- 72 Adhesive liquid
- 74 Paid (abbr.)
- 75 Risto
- 76 Trains pass on single-track line
- 78 Hurried
- 80 Stepping point (abbr.)
- 82 Imperfection in metal body
- 84 That thing
- 87 Swame
- 89 Not applicable (abbr.)
- 90 Engine assisting
- 93 Snake

- 96 Mountain on N.T.C.
- 100 Fast train
- 103 Montreal suburb
- 104 Timetable
- 105 Fine plus one
- 106 Elec. Loco. builder
- 107 Electrical unit
- 109 Denver & Grande
- 111 Consue
- 113 Dispatcher's message
- 115 Canadian bay
- 116 European oil region
- 118 Interurban controller type
- 119 Railroad organisation (abbr.)
- 121 At a distance
- 123 Compass direction
- 124 Railroad offices off-line
- 127 Body of water
- 128 Telegraph man
- 131 They don't run trains
- 132 Employs
- 133 Also

DOWN

- 1 Assn. promoting northern railroad building
- 2 Travel for pleasure
- 3 U.S. electric line name
- 4 In a certain position
- 5 This starts the blowing
- 6 Of the air
- 7 Inborn
- 8 2-6-0
- 9 Odours
- 10 Steamship (abbr.)
- 11 Subway terminus
- 12 Former N.C. railroad pass
- 13 Direction changers
- 14 Canadian elec. car builder
- 15 Tuskegee R.R. reporting marks
- 17 Move on wheels
- 18 Geared steam locomotive
- 19 Carolina electric line: _ & _
- 20 Eastern (abbr.)
- 25 In a short time
- 30 Seine
- 32 Colorado & Southern (abbr.)
- 35 C.P.R. builder
- 38 Rapid transit line
- 40 Observation platform feature
- 43 They're dead
- 45 Was acquainted with
- 46 Makes 75 across possible
- 47 My (French)
- 49 Ohio electric line (abbr.)
- 51 City electric lines
- 53 U.S. car builder (abbr.)
- 55 Nobleman
- 56 Red signal meaning
- 57 Coal carrier
- 61 Air pumps
- 63 Same as 4 down
- 71 You and me
- 73 You and me again
- 75 Cross-country electric line
- 77 4-6-0
- 79 Submerge in liquid
- 81 Run into
- 83 Northern Ontario Division point (C.W.)
- 85 Wires

- 86 Holds up the wire
- 91 St. yard (Montreal)
- 92 Travel in a vehicle
- 94 6167's motive power
- 95 Western electric line (abbr.)
- 97 Ontario railway reporting marks
- 98 Stoy colour
- 101 Type of control in 118 across
- 102 Colorado railroad junction
- 105 Subway ticket
- 108 Eleven minus one
- 110 Character in "Othello"
- 112 Thanks (along)
- 113 North Africa city
- 114 Trains should arrive when
- 115 Bottles
- 117 World organisation
- 118 Barry
- 120 Arabic name
- 122 Sorrow
- 125 Large Canadian ry. reporting marks
- 126 Savannah & Atlanta reporting marks
- 128 Kilogram (abbr.)
- 130 And (Fr.)



The Waugh Company recently published the accompanying extract from the U.S. Patent files in its monthly leaflet, TRAIN LINE.

Seventy-one years ago, a Wilkes, Montana, inventor was awarded U.S. Patent No. 536,360 for what he termed "Certain New and Useful Improvements in Railroad Trains" -- namely an arrangement of roof-mounted tracks on rail cars which would permit one train to pass over another.

The drawings, reproduced from the actual patent, illustrate this leapfrog maneuver.

The patent specifications say; "Each train consists of two end cars (B) having inclined upper portions and one or more intermediate

carriages (C) for containing parcels, mail matter, freight, passengers or anything else. The rails are supported above the cars and are exactly the same gauge as the track rails (A) and are inclined to come as close as possible to the track."

The usefulness of track-decked trains is wide and varied, according to the inventor. Fast trains could overtake and pass slow freights. Head-on smashups are eliminated. A single track serves the entire line. Roller-coaster excitement is added to a train ride. High-balling gets a new dimension. Added vertical direction increases per-mile fare revenue.

Beats CTC!

W.D. Short replies to Don McQueen's query in the July issue, page 117, about the Canada & Dominion Sugar Company's ex-CN 0-6-0 No. 7470. The locomotive has been sold to the Cadillac and Lake City Railroad at Lake City, Michigan, for operation. The engine was moved from C&D's Wallaceburg refinery on June 22nd by the C&O.

Mr. Short adds that CN 6069, on display at Bayview Park in Point Edward, will not be moved from its present site as had earlier been announced. The 4-8-2 has been completely repainted by the Bayview Railroad Museum Society which invites UCRS people to drop by when they are in the Sarnia area.

During the recent Canadian National Exhibition, some of our members staffed CN 6213, on display at the Marine Museum, and in the course of seven evenings, a total of 6655 persons had been shown through the 4-8-4's cab.

More comment on our Northern article of last April is offered by Peter Cox:

"Did you know that 3100's tender is a permanent fixture of the wrecking train at Kamloops? (Nope) And we have 3101's tender on the Vancouver auxiliary. This leads to the obvious question of what tenders do these engines now have? I am not sure of this, but I would say the tenders are from 5900's, judging from a comparison of photos. By the way, the picture of CN 6223 at Port Arthur is actually waiting to leave with train 33 if it makes any difference..."

It does, and thanks, Peter.

The CLC export loco pictured on page 112 of the July issue has been identified by Ray Corley as a 44-ton unit destined for the Christmas Islands; this locomotive represents the entire order.

To celebrate the twenty-fifth anniversary of the Upper Canada Railway Society, the seventh annual banquet will be bigger, better and more elaborate than ever before.

BANQUET

The invited speaker is Mr. Douglas V. Gonder, Vice-President of the Great Lakes Region, Canadian National Railways. The banquet will be held in the Maple Leaf Ballroom of the Westbury Hotel, Toronto, 475 Yonge St., (north of Carlton St.), at 6:30 p.m., Saturday, October 15th. A bar will be open at 5:30 p.m.

TTC FAN TRIP

A six hour trip by PCC car will include a tour of Hillcrest Shops and of the School of Instruction. Small Witt 2766 and PCC 4000 will be operated in the shop area only. The only entrance to the Hillcrest area will be by the fan trip car. Only sixty tickets are available for the TTC fan trip. The car will leave York and Wellington at 10:20 a.m., or may be boarded at Russell Carhouse at 10:00 a.m.

To: Entertainment Committee,
Upper Canada Railway Society,
Box 122, Terminal "A",
Toronto, Ontario.

Tickets in advance only.
No phone orders,
No refunds.

Dear Sirs;

Enclosed is cheque or Money Order for tickets as follows:

Combined Banquet and TTC Trip	_____ @ \$8.50 \$_____
Banquet only	_____ @ \$6.00 \$_____
TTC Trip only	_____ @ \$3.50 \$=====

Add exchange to out-of-town cheques _____

TOTAL enclosed \$ _____

Name _____

Address _____ City _____ Prov. _____

Orders received after Oct. 10th
to be picked up at Banquet or
on TTC trip.

1941

Seventh



Annual

1966

BANQUET
AND
TTC FAN TRIP

Saturday, October 15th

Upper Canada Railway Society
Box 122, Terminal "A"
Toronto, Ontario