

# newsletter

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Upper Canada Railway Society



# newsletter

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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

Displaying its usual assortment of CN coaches, Pullmans in NYC colours and a Lehigh Valley baggage car, train 94 accelerates out of Oakville, Ont., behind Canadian National's U-2-g 6213, on a spring morning in 1958.

## Contributors to this Issue

John Bromley, Ray Corley, Peter Cox, Ross Hoover, Lanny Lanigan, Bryce Lee, Bill Linley, Ian Macdonald, Bob McMann, Peter Meldrum, Doug Page, W.D. Short, Dave Stalford, Jim Walder, W.M. Wilson, Ken McCutcheon.

Production; John Bromley, Dick George.

Distribution; Tony Kerr, George Meek, Bill Miller, Steve Munro, George Pearce, Dave Stalford, John Thompson, Ted Wickson.

## READERS' EXCHANGE

WANTED: TTC Inspector wants to obtain photos of last-trip 10-Run car on BLOOR, Feb. 25th, 1966, on street or running into Lansdowne Carhouse. Stanley Svihla, 109 Cornelius Pkwy., Toronto 15, Ont.

FOR SALE: Colour slides of the Midland and Coboconk subdivisions (CN) before abandonment, including stations at Woodville and Lorneville. E. Emery, 398 Runnymede Road, Toronto 9, Ont.

## U.C.R.S. News

\* Seventy persons attended our recent banquet at Toronto's Westbury Hotel commemorating the Society's 25th Anniversary. Eight of the original members attended as guests as did Mr. D.V. Gonder, Vice President of Canadian National Railways, Mrs. Gonder, Mr. John C. Noel, CN's Regional Public Relations Director and Robert Johns, president of the Ontario Electric Railway Historical Association. Messages of congratulation were received from Montreal's CRHA and the Michigan Railroad Club.

In his address to the banquet, Mr. Gonder discussed CN's passenger philosophy, describing the innovations CN has implemented in its efforts to secure a greater percentage of the travel dollar. He warned, however, against overlooking the less obvious efforts that CN is exerting to move mine, forest, farm and manufactured products. "Passenger business represents less than seven percent of our total earnings," he said. "About 85% is from freight services, and railway management is very much occupied with meeting the ever increasing demands of industry and commerce for the highest efficiency and reliability at lowest cost."

At the conclusion of his address, Mr. Gonder was presented with a framed photograph depicting CN 6218 in action on a recent UCRS excursion.

\* Continuing the Anniversary theme, a panel discussion at the October general meeting looked to the next 25 years, both for the railway industry and for the Society. It was generally agreed that while railways per se will still be very much in the fore in 1991, other modes of transport such as pipelines and improved air cargo services will trim Canada's railways to a compact, highly efficient transportation machine; the need for improved application of modern technology and research to the railways was stressed.

Rapid transit will continue to grow in the next 25 years as increasing automotive strangulation sets in. It was pointed out, however, that to succeed, a rapid transit service would have to offer a convenience at least equal to that presently enjoyed by the commuter.

It was predicted that the UCRS role in the next 25 years would be basically what it has been for the last 25, namely that of an interested observer and active champion of the industry. Much stress was placed on member participation in club activities, the point being raised that although total membership has tripled in the past ten years, the business of actually operating UCRS is still handled by about the same number of members. Total interested participation by all members would heighten individual enjoyment of the hobby and at the same time enable the Society to round out its total knowledge and awareness of the railroad industry. The thought that each phase of the hobby should have its group of "specialists" in the membership was advanced.

\* Our heartiest congratulations and best wishes to Ed Jordan (yes, he is back) and Sandy MacMillan who tied the knot on October 8th in Halifax. They will be living in Toronto.

\* The Hamilton press recently took note of the efforts of UCRS and the H.O. Model Engineers Society in completely repainting TH&B 103, on display in that city's Gage Park. The locomotive was donated by TH&B ten years ago.

\* Our new series of locomotive data sheets begins in this issue, and will, we hope, be a continuing feature in coming months. Members who would like to see a particular class of locomotive covered and who can supply out-of-the-ordinary information or anecdotes are invited to write to the editor or to Dave More, 24 Bonnington Place, Willowdale, Ont.

RIGHT: Vice President of CN's Great Lakes Region, Douglas V. Gonder, addresses the UCRS 25th Anniversary Banquet.  
/Bob McMann



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.

Nov 4th; (Fri) A visit to the Oakville plant of Procor Ltd., has been arranged. This company manufactures and maintains a fleet of 5,000 tank cars. If a minimum of twenty persons express interest, a bus will be chartered at a fare of approximately \$2. Everyone touring the plant must have a safety helmet and goggles, and these will be provided for 20 persons by the company. For information and tickets, contact the Entertainment Committee at Box 122, Terminal 'A', Toronto. Hamilton area members and those with their own safety equipment should contact the Committee to arrange for admission to the plant.

Nov 18th; (Fri) Start now to pick out your best photos for the second annual Photo Contest, following the regular meeting at 587 Mt. Pleasant Road. Rules are as follows:

1. Photos must be of rail interest, but need not show a train or locomotive.

2. Each entry must have been photographed by the entrant.
3. The entrant must not be a professional photographer.
4. There will be three classes;
  - a) Black & white prints, 8x10 or larger,
  - b) Colour prints, 4x5 or larger,
  - c) Colour slides, 2 1/4 x 2 1/4 or smaller.
5. Each entrant may submit up to five entries, divided among any of the above classes.
6. There must be no identifying marks on the front or viewing side of any prints or slides. Prints are to be marked on the back with the owner's name. Slides are to be identified by a number or letter code, and accompanied by a sheet of paper with the code and the owner's name.
7. Rules of the contest will be in general as used at judging of photos, and will be explained by the judges.

Members are requested not to enter material shown at the previous contest.

Those unable to be present at the meeting may submit entries by mail to Bob McMann, 80 Bannockburn Ave., Toronto 12, in time to arrive before November 12th. Prints must be packed with strong cardboard. Return postage must be enclosed.

Anyone submitting 2 1/4 x 2 1/4 slides must notify the Entertainment Committee in advance so that a suitable projector will be on hand.

Nov 25th; (Fri)

UCRS Hamilton Chapter regular meeting. Board Room, CNR James Street Station, Hamilton, Ont. 8.00 p.m.

## RAILWAY

### *News and Comment*

#### QCR PASSENGER SERVICE TO GO?

Canadian Pacific has asked BTC permission to withdraw subsidiary Quebec Central's daily RDC service between Quebec City and Sherbrooke, Que. A public hearing at Thetford Mines was held on October 5th by the Board. No decision has as yet been announced.

#### WINNIPEG MAY HAVE STEAM IN '67

Representatives of Winnipeg's Centennial Committee, CNR, CPR and the Midland Railway of Manitoba are studying the feasibility of having a small steam-hauled train make regular circuits of the city's rail lines, as a Centennial project.

The locomotive suggested, No. 3 of the Winnipeg Hydro, was used until roads were constructed to the Lac du Bonnet power plant a few years ago; No. 3 was purchased by Winnipeg Hydro in 1918 from Canadian Pacific, where the 4-4-0 carried the number 86, class A-2-m. It was built in Glasgow in 1882.

#### DONALD GORDON TO RETIRE DECEMBER 31ST

Donald Gordon, Chairman and President of Canadian National Railways, will retire on December 31st, in accordance with CN's pension rules. He will be 65.

Three years ago, Mr. Gordon made known his desire to be relieved of his heavy responsibilities; he was prevailed upon at that time to accept reappointment to complete work he had undertaken to reorganize and strengthen the railway. When Mr. Gordon retires, he will have been president of CN for 17 years -- longer than any president of a major railway in North America.

In announcing Mr. Gordon's retirement, Prime Minister Pearson paid tribute to his long and distinguished service, not only with CN but also in his capacities as chairman of the War-time Prices and Trade Board and Deputy Governor of the Bank of Canada.

Succeeding Mr. Gordon will be Norman J. MacMillan, Q.C., Executive vice president. A 29-year CN veteran, Mr. MacMillan has worked alongside Mr. Gordon for the past ten years.

#### RED WHITE AND BLUE FOR GTW

Canadian National's Red, White and Blue Fares will be implemented on the Grand Trunk Western, effective November 1st. The GTW plan is similar to that in effect across Canada, except that the fares will be slightly higher than for the equivalent distance in Canada. Sizeable reductions will be made, however; for example, the Toronto-Chicago one-way fare which is now just over \$24, will be cut to \$14.20 under the new plan on a red day.

#### BTC OK'S 'NORTHLAND' CUTBACK

The Board of Transport Commissioners has given permission to CN to discontinue trains 87/88, the 'Northland', between Kapuskasing and Hearst, Ont., on thirty days' notice after November 15th. CN says that service to Hearst will be maintained by bus and truck.

#### RAIL STRIKES: NOW IT'S PGE'S TURN

A strike by 387 non-operating employees of the Pacific Great Eastern Railway has tied up the BC-owned system for four weeks, idling a further 1,600 employees and seriously affecting the province's lumber industries and shipments to and from Vancouver on the major transcontinentals.

The strike began September 26th when the Federation of PGE Employees rejected the company's final offer, namely an interim wage increase of 50 cents hourly for tradesmen and 40 cents hourly for non-tradesmen which would apply until a final settlement is reached by CNR and CPR in their wage arbitrations, at which time the settlement would also be adopted by PGE. The Union is seeking 50 cents across-the-board, with certain fringe benefit considerations as well.

B.C. Premier Bennett and two of PGE's directors suggested sale of the line as a possible means of ending the strike. Interest in this proposal was expressed by Canadian Pacific and the Great Northern Railway, but only to the extent that the matter "merits consideration."

As we go to press, a settlement of the dispute appears imminent.

#### CN DERAILMENT PROVIDES FREE MEAT FOR NATIVES

The derailment of 32 cars of a CN freight train at Penequani, 55 miles west of Nakina, Ont., on September 30th brought an unexpected bonanza to residents of the area. Most of the derailed cars were loaded with meat, and because some of it was damaged, the railway decided to destroy the shipment -- after local residents had been allowed to help themselves.

The result was the greatest Thanksgiving in the history of the area. Beef sides and quarters, turkeys, hams and hundreds of pounds of wieners, sausages and lunch meats were gathered up so rapidly that within 24 hours of the mishap, all available storage space had run out and the nearest community, Geraldton, had sold all of its deep freezers and was ordering more from Winnipeg and Port Arthur. One resident complained, "We've got so much meat now that we'll have to stuff turkeys with cooked ham!"

\* \* \*

A less spectacular derailment at Medora, south of South Parry, Ont., tied up CN's Toronto-Capreol line for a day in mid-October. About 15 cars toward the rear of the train were involved, and the train's caboose actually passed some of the wreckage before everything came to a stop.

## TORONTO TRANSPORTATION STUDY STRESSES TRANSIT

A greater emphasis on subway and commuter trains and less on new roads and expressways was the theme of a recent study of transportation requirements for Toronto and surrounding areas.

The report says that a Crosstown Expressway should not be built unless it can be shown conclusively that the benefits derived would outweigh the damage it would cause, and that the funds would not be better spent on expanding rapid transit facilities.

### Report highlights:

"...Union Station is the logical place for a major transportation terminal, housing commuter and long-distance trains, long-distance buses, an airline bus, heliport, taxi ranks and commuter parking.

"...With more emphasis on rapid transit, downtown streets should be adequate for the next 10 to 15 years.

"...A high priority should be put on a Queen Street Subway, running from Roncesvalles to Greenwood Yards."

The report advocated a maximum integration of all modes of transport in a region extending from 50 to 100 miles from downtown Toronto.

## ANOTHER TRY FOR CN'S MONTREAL-N.Y. TRAIN?

The Interstate Commerce Commission has decided to reconsider its July 6th decision allowing the Boston and Maine Railroad to discontinue its passenger service between Springfield, Mass., and White River Jct, Vt. The withdrawal of these trains ended the CN-CV New York service on September 3rd.

The ICC said its decision to reconsider the case was based on requests from the Public Service Board of Vermont, the city of New York and two railroad unions, the BLFE and BRT.

There has been no announcement on whether a reinstatement of the B&M service would mean an automatic renewal of the CN-CV through trains; patronage had been far from enthusiastic in the months prior to their withdrawal.

## BUS-TRAIN CRASH KILLS NINETEEN

No cause has yet been determined for the school bus-train collision in Dorion, Quebec which claimed the lives of 19 teen-agers October 7th. The bus had been stopped while an eastbound train passed; as it crossed the tracks, it was hit squarely by a westbound CNR freight train, reportedly travelling at 50 m.p.h. (The BTC has authorized a speed limit of 60 m.p.h. for freight trains over the crossing.)

Investigations to date have not unearthed any abnormalities in the operation of the crossing gates, although it had been reported that children had been seen lifting the gates a short time prior to the crash.

The impact derailed the lead unit and several hundred feet of track were torn up. Passenger service for about a twelve-hour period was re-routed over CPR lines via Smiths Falls while repairs were made.

Vaudreuil-Dorion is about 24 miles west of Montreal.

## RAIL BILL MUST PASS IN '66 - CHANGES POSSIBLE

Transport Minister Pickersgill recently told the Commons transportation committee that it is important that the railway reform bill be passed by Parliament before the end of the current year. Last month's federally-imposed wage settlement on the railways has imposed a heavy additional burden on them, for which no commitment has been made from the public treasury. Under the settlement, rail wages take another jump on January 1st, by which time legislation freeing the lines to set their own rates in competition with other transportation modes will become absolutely essential.

Meanwhile, Pickersgill has said he is prepared to consider changes in the legislation that would give interested parties increased opportunities to fight branch line abandonments. The bill provides that the proposed Canadian Transport Commission would determine by itself whether a branch was losing money, the main criteria for abandonment; at its discretion, it could call a public hearing to determine whether a line should continue operation in the national interest. The western wheat pools want a chance to challenge the costing methods used in deciding the profit and loss position, and also stress that the subsequent public hearings should be mandatory.

RIGHT: CN's "Ambassador", bound for New York City, pauses at St. John's, Que., on July 30th.

/Ian Macdonald



## CN'S OLD HAMILTON FREIGHT SHEDS BURN

Canadian National's Ferguson Avenue freight sheds in Hamilton, Ont., vacated a year ago when CN's new Express-Freight terminal opened, was almost totally destroyed in a spectacular fire October 16th. Although the Hamilton Fire Department had complained that the sheds were a fire hazard and should be torn down, CN's Terminal Manager said his company did everything "humanly possible" to prevent a shed fire.

## CN TO HAVE NEW MARITIME CONTROL CENTRE

By July 1st next year, CN plans to centralize its Maritime train dispatching functions in a new operations control centre at Moncton. At present, dispatching offices are maintained at Halifax, New Glasgow and Charlottetown, as well as Moncton. CTC control of the Halifax-Truro line will be transferred from Halifax to Moncton.

The CNT microwave system will be used to augment existing land lines, providing an alternate means of communications in the event of line failure.



ABOVE: This spectacular affair tied up humping for a while at CP's Toronto Yard on August 20th.

/Ken McCutcheon

## WORTH NOTING...

- The much-postponed merger of the Pennsylvania and New York Central Railroads, most recently scheduled to go into effect November 1st, has been delayed by the Supreme Court which called for oral arguments January 9th, 1967 from rail lines and other parties opposing the merger.
- A fund has been established for the construction of a \$75,000 memorial to Sir Casimir Gzowski, the 19th century engineer who built much of the Grand Trunk lines in Ontario. The memorial would be erected in the park on Toronto's Lakeshore Blvd. which bears his name.
- The OTC began operating a shuttle bus service in mid-October between Ottawa's new union station and Confederation Square in spite of the fact that a requested federal subsidy was apparently not forthcoming. The city hopes that in view of lagging passenger revenue, the railways will support the bus service as an essential part of their Ottawa operations.
- Still in the Nation's capital, the BTC has been requested to study some 20 level crossings in the Ottawa area with a view to sanctioning a ban on whistling. The crossings all have automatic protection.
- The halting of ferry service to Prince Edward Island for a few days during the recent rail strike has prompted a request by the province that operation of the CNR ferries be transferred to the federal transport department.
- A thirteen-part radio series on CBC entitled "The Trains" will examine many aspects of Canada's rail network. The programme is heard on CBC's AM network at 7.30 p.m. local time Thursday nights, starting October 13th; rebroadcasts may be heard on CBC's FM network at 1.30 p.m. Tuesdays, starting October 18th.
- The American Society of Travel Agents reveals that Canadians out-travel their American neighbors 4 to 1, spending \$35.20 per capita as against \$9.70 for each American.
- A phantom railway, the Vancouver, Fraser Valley and Southern Railroad Company, recently held its annual meeting in Vancouver. All assets of the VFVSR were taken over by British Columbia Electric in 1907, but to maintain certain charter rights, the annual meeting is still held.
- The Port of New York Authority is embarking on a program to determine the feasibility of operating conventional buses on railroad tracks as a solution to the problem of access to New York's Kennedy International Airport. The buses would use a lightly-trafficked branch of the Long Island Railroad to bypass highway bottlenecks, then retract their rail wheels and operate to downtown terminals in the conventional manner.
- The Northern Alberta Railways have re-equipped their remaining passenger services with RDC cars leased from Canadian Pacific.

# World Railway News

...Edited by Peter Meldrum

\* Contrary to previous reports, the ex-LNER Pacific "Flying Scotsman" will be coming to North America in 1967. Latest information is that the 4-6-2 will be shipped late in the year and that any necessary modifications will be carried out during the winter, readying the locomotive for a series of excursions in the U.S. in 1968. An auxiliary 5,000-gallon tender will accompany the engine.

Whether the locomotive will visit Canada at all is not known at this point.

\* In November, 1965, the Duke of Sutherland's 0-4-4T (referred to earlier in these columns) was purchased by the British Columbia government and fully reconditioned for a Fall, 1966 tour of the province celebrating its railway centenary. In charge of driver Charles Bucknell, "on loan" from Colwick Depot of BR for three months, the little engine steamed some 3,000 miles by October 1st. It will continue to operate on a three-mile section of track at a museum at Fort Steele.



ABOVE: Visiting the Vancouver area, 0-4-4T "Dunrobin" was captured at Marpole by Peter Cox on June 19th. Note the turbo-generator and headlight.

RIGHT: Beginning to take definite shape is this Power Dome Car for the U.S. Dept. of Commerce Turbotrain, under construction by Pullman-Standard. CN will operate cars virtually identical to this on the Toronto-Montreal run in '67.

/United Aircraft



\* The success of British Rail's London-Liverpool-Manchester electrification seems assured by the large increase in passenger traffic since its opening. The number of passengers carried had risen by 65% while revenues have increased by one million pounds. These figures represent two-thirds of the market potential assessed before the service was introduced, and there are indications that the trend will continue, necessitating the operation of additional trains in 1967.

\* Glasgow Central is rapidly becoming one of the busiest stations in Britain as it inherits trains formerly handled by St. Enoch and Buchanan Street stations. On June 27th, St. Enoch was closed and its 23,000 daily passengers transferred to Central Station. With this extra load, Central handles 896 trains daily, carrying 83,000 passengers. This fall, the trains which previously ran from Buchanan Street will be transferred to Central. Central will become even busier next spring when completion of the electrification of the Gourock-Wemyss Bay routes will add a further hundred daily trains.

The most intense operation occurs at present between 5.00 and 6.00 p.m., when 94 trains are handled, for an average of one every 38 seconds. At times, there are six trains passing the signal box at once! While not quite as busy as London's Liverpool Street which handles 1,200 trains daily with 18 platforms, Central will be handling over 1,000 with just 13 platforms.

\* Ever since the Great Train Robbery of 1963, British Rail officials have resorted to secret, almost sneaky plans for transporting currency about the country. The scheme backfired the other day when an \$85,000 coin shipment was lost for a time. The coins, being carried in an ordinary boxcar on an ordinary freight train, were inadvertently set off at a siding en route.

# EQUIPMENT *Notes*

## CANADIAN NATIONAL MOTIVE POWER NOTES

It is reported that CN will acquire a number of new locomotives in 1967, including further GP-40's and Century 424's (some as rebuilds). Several SD-40's and Century 630's (the latter units, 3,000 h.p. six-motor MLW's, would be the first of their type in Canada) are also reported to be under consideration.

During September, CN disposed of five more diesel units, as follows:

8450 - Converted to Booster B-14,  
Sept 23rd.  
8451 - To be converted to Booster B-15  
9301 - Retired, September 30th  
9305 - " " "  
9328 - " " "  
9418 - " September 7th.

CN has reassigned to Moncton all of its CR-12 class 1600's that formerly operated in and around the Halifax area. To replace these units, the following six-axle 1700's were sent to Halifax in May and June of this year:

1707/12/13/24/25/27/28/30/31/32/33/34.

## BRIEFLY...

\* Numbers of PGE's new RS-18 units are 628-630, and not as indicated on page 134 of the Sept issue. No. 627 was rebuilt from the wrecked 616. The units left Montreal October 8th, via Canadian Pacific.

\* To avoid confusion with the new "River" series of sleeping cars, CN has renamed "West River" to "Westwood" and "South River" to "Southfield"; both cars are ex-NYC roomette sleepers.

\* CP units 8837 and 8650 were badly damaged in a recent collision at Kamloops, B.C. in which two crew members were killed.

## MORE SD-40'S DELIVERED TO CP

Following is a listing of SD-40 deliveries made to date to Canadian Pacific:

5500 - July 26th	5509 - September 2nd
5501 - "	5510 - September 19th
5502 - "	5511 - "
5503 - "	5512 - September 22nd
5504 - August 20th	5513 - "
5505 - "	5514 - September 28th
5506 - September 2nd	5515 - "
5507 - "	5516 - September 30th
5508 - "	5517 - "
	5518 - October 8th

The 3,000 h.p. GMD units have all been sent to western Canada for service on the Pacific Region. Following delivery at London, Ont., each SD-40 makes two round trips to Windsor, operates through to Montreal for inspection, then works west. Completion of the order (for 65 units) is slated for late in 1967.



ABOVE: CPR recently hauled this 18½-foot conditioning drum from Montreal to Edmonton, cradled between support beams spanning two flat cars. /CPR

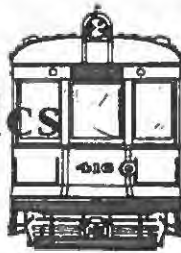


LEFT: Now extinct on CN is the CLC freight B-unit, of which 9301 is an example. Note the A-unit-like placement of the window, horn and bell.

/J.A. Brown

# Traction Topics

Edited by John F. Bromley



\* A total of 54 'Rotation' cars were in service as of October 10th, as follows;  
4199, 4203/12/13/20/21/23/24/25/26/30/34/35/37  
4241/45/49/50/53/54/57/58/61/68/74/75/80/90/99  
plus all A-10 cars except 4598/99. /JFB

\* TTC snow-fighting equipment is currently being reassigned. Following is a list, by car, showing both the new assignment and the previous assignment (in brackets):

S30 St. Clair (Danf)	S36 Roncesvs (St C)
S31 Russell (Danf)	S37 St. Clair (St C)
S32 St. Clair (Russ)	S38 Withdrawn (Ronc)
S33 Russell (Russ)	S39 Roncesvs (Ronc)
S34 Withdrawn (Ronc)	S40 Roncesvs (Lans)
S35 Russell (St C)	S41 Roncesvs (Lans)
TP10 Roncesvs (Ronc)	TP11 Russell (Danf)

W1, W3 and W5 remain at Russell, Roncesvalles and St. Clair respectively. W6 (Danforth) and W9 (Lansdowne) have both been withdrawn. /JFB

\* As reported in a News Flash in the September NL, the TTC has sold 21 PCC cars to Alexandria Transport Company. An initial group of eight cars has been shipped to date, these being 4155 (the first), 4157, 4167, 4193, 4195, 4262 4266 and 4287. The remaining thirteen cars are not known at this time, however, due to their positioning in Danforth Carhouse, it is predicted that cars 4162, 4185, 4192, 4196, 4260, 4263, 4264, 4265, 4276, 4283, 4285, 4288 and 4298 will complete the order. These cars are now stored on tracks three and six at Danforth and it is from track six that the original eight cars were loaded onto flatbed trailers for the trip to Pier 24. Cars 4266, 4155, 4195 and 4157 were loaded onboard the S.S. Jalapankhi on September 16th, with the balance being loaded on the 17th. The S.S. Jalapankhi is of Indian Registry and bore a swastika, in red on white, on the bow. The swastika is a religious symbol in India. It should be noted also that PCCs of classes A1 and A3 are conspicuous by their absence. It is thought that the order of 21 cars is merely the start of several such small orders. No selling price was announced.

Nothing more has been heard as regards sale of PCCs to other systems, with Vera Cruz and Lima (who reportedly abandoned all carlines) being the only properties mentioned. It is rumoured that Vera Cruz is looking at El Paso PCC cars, although abandonment of the El Paso International route is supposedly "temporary". /JFB



TOP: First car of the group to be shipped, A-2 PCC 4155, is loaded at Danforth Carhouse.

CENTRE: In unfamiliar territory for a Coxwell-KING car, 4155 crosses Cherry Street approaching Pier 24.

BOTTOM: Car 4262 is hoisted aboard the "Jalapankhi" while fellow PCC's look on.

/All photos - John F. Bromley



\* It is highly probable now that separate operation of the Y-U and B-D subways will continue for at least two years. Most passenger confusion has apparently been eliminated now and both lines are running very smoothly. The majority of the complaints regarding segregated operation concern the short four-car train operation on B-D. With the opening of the extensions in December, 1967, the TTC would not have enough cars to operate integrated service and if pressure is applied for integration, either rush hours only or all times, such service would now be impossible until additional equipment is ordered. Delivery of new equipment, even if ordered now, could not begin until June of 1968. The TTC has enough spare cars to operate the extensions, although six-car trains could not be operated over the longer route.

In other subway news, both the Metro Executive Committee and the Metro Transportation Committee have endorsed a tunnel directly underneath Yonge Street, rather than the cut and cover route to the west of Yonge which would have featured a long, high bridge over Hoggs Hollow below Highway 401. The revised line is expected to cost an additional \$11 million, and the TTC has stated it cannot pay their proposed 30 per cent of the additional cost. They are consequently looking for a revised cost-sharing basis before approving the deep tunnel. Highways Minister C. MacNaughton said the YONGE extension would probably qualify for the same one-third provincial subsidy granted for the B-D line. The accompanying map shows the new route, which can be compared with the map on page 200 of the November, 1965 NL.

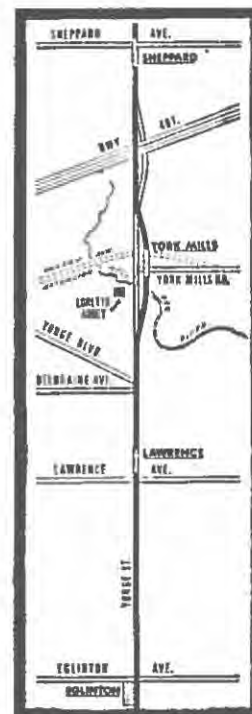
Metro Chairman William Allen proposed a "new" route for the proposed SPADINA line on September 17th. Mr. Allen thinks the line should follow Christie Street on the lower portion of the route, where it would eventually hook up with the proposed QUEEN line. The TTC made this proposal several years ago, although the TTC did not intend that the line should go below Bloor Street. Mr. Allen, among others, previously urged the TTC to conduct a \$30,000 study on a Queen street car tunnel. Presumably the "connecting" SPADINA line would also be serviced by street cars. The portion of Lawrence Station already constructed on SPADINA is designed for standard high-platform cars.

On September 28th, Mr. Allen advised that the two-mill subway tax would be continued at least another four years. For the owner of a house assessed at \$5,000, the levy represents \$10 on his tax bill. The tax grosses \$9 million each year. Mr. Allen also proposed that the present 70-30 split between Metro and the TTC as regards subway construction be changed to 75-25 or even 80-20. Controller Herbert Orlicke warned he would fight to have Metro assume the entire cost (with provincial aid) of the YONGE extension. He stated, correctly, that the TTC could not afford its share of the cost without raising fares, cutting back service (the natural result of an increase) and, eventually, requiring a Metro subsidy to remain in the black. By the end of August, 1966, the TTC had lost \$1,056,320 on 1966 operations and expects to lose \$1,700,000 minimum during 1966. Most of the loss is due to the increased cost of integrated subway operation, which ceased September 4th, although increased wages also attributed to the deficit. /JFB

\* Many Torontonians never have the opportunity to view a Rail Grinder on the streets of Toronto. Thousands of persons got their chance on September 26th, as persons riding the King and Queen lines, passing the southeast corner of Queen and Broadview, were startled to see W-28 parked at the curb under a "No Parking Any Time" sign. As W-28 was returning to Russell after a "grinding" day, it suffered a broken front axle as it crossed the intersection and created its own tracks as it plowed its way to a "grinding" stop. TTC crews attached a third axle with pony wheels to the front of the truck and the car was left to sit until after midnight when a crane was sent to re-rail it. W-28 was taken to St. Clair Division for repair and was still at that Division as of October 14th. Sister car W-27, temporarily assigned to subway duty in train with RT-6, experienced some difficulty on its initial run in August and derailed. After minor rebuilding W-27/RT-6 entered service in late September.

These cars are often parked on the west side of Greenwood Yards and can be photographed during the afternoon from the end of Shudell Avenue. Photography in the subway is not possible as operation is confined to the period when the subway is closed. /JFB, RM

\* Car 4700 was involved in a head-on collision with an automobile while in service on LONG BRANCH last August. The car has been repaired and returned to service. No further information is available as to when 4700 will replace 4000 at Hillcrest. The numbers of the two cars involved in a rear-end collision on The Queensway June 27th are still unknown. Other casualties of late include 4661, 4712 and 4742, all of which are at Hillcrest together with the ever-present 4721 which has still not returned to service. Car 4359 (see May NL, page 88) is still out of service. /JFB



REVISED PROPOSAL  
YONGE SUBWAY EXTENSION

\* TTC track crews have been kept busy in the east end, as rail between Queen Street and Eastern Avenue (Front Street East) and Kingston Road and Woodbine has been rebuilt. The facing switch and diamond from Queen-Coxwell Loop was removed in early September and was used in the rebuilding of the Kingston Road-Queen intersection. The overhead at Queen-Coxwell Loop is still in place, including the frog. Both cranes were in use on the Kingston Road-Queen job. One crane approached the NA switch at Kingston Road while following too closely to the other, resulting in the first crane splitting the switch.

All abandoned parts of the specialwork at Dundas and Bloor were paved over on October 8th, except for the switchpoints. /JFB, RM

\* Rail and overhead has been removed from Danforth Carhouse tracks 10-19, as well as from in front of the carhouse on tracks 1-9. Only the front ladder tracks of 10-19 are still electrified, as a few dead storage PCC cars remain parked here. Clearing of this area made necessary the removal of over 80 PCC cars that have now found space in other areas of the carhouse property, mainly indoors. The front ladder tracks are jammed with cars, and storage of "Rotation" cars has virtually ceased at Danforth, with all but 4200, 4238, 4246, 4291 and 4599 now at Russell Division. It is expected that these five will move to Russell at a later date. Two cars formerly stored dead at Danforth, 4161 and 4286, are now stored at St. Clair Division, the latter towing the former. Some 23 of the 51 cars previously stored at St. Clair have been shifted to new positions in that yard for no readily apparent reason. Car 4248 is not at Danforth or St. Clair at the moment, and as this car was not among the lot shipped to Alexandria, it is presumed to be at Hillcrest for some reason. /JFB

\* Following is a complete list of delivery dates for class H-1 equipment. Cars 5336-5337 were delivered complete from Hawker-Siddeley to Davisville Yard, while all other cars were delivered, minus trucks, to Greenwood Shop.

5336	-	May	4	5377	-	July	31	5416	-	Sept	24	5458	-	Nov	8
5337	-	May	5	5378	-	Aug	3	5419	-	Sept	24	5460	-	Nov	8
5338	-	May	17	5379	-	Aug	3	5420	-	Sept	27	5461	-	Nov	9
5339	-	May	18	5380	-	Aug	8	5421	-	Sept	27	5462	-	Nov	11
5340	-	May	22	5381	-	Aug	10	5422	-	Sept	26	5463	-	Nov	12
5341	-	May	25	5382	-	Aug	11	5423	-	Sept	29	5464	-	Nov	13
5342	-	June	1	5383	-	Aug	11	5424	-	Sept	30	5465	-	Nov	16
5343	-	May	31	5384	-	Aug	12	5425	-	Sept	30	5466	-	Nov	16
5344	-	June	7	5385	-	Aug	16	5426	-	Oct	4	5467	-	Nov	19
5345	-	June	8	5386	-	Aug	18	5427	-	Oct	4	5468	-	Nov	19
5346	-	June	11	5387	-	Aug	18	5428	-	Oct	4	5469	-	Nov	22
5347	-	June	13	5388	-	Aug	18	5429	-	Oct	5	5470	-	Nov	22
5348	-	June	17	5389	-	Aug	20	5430	-	Oct	5	5471	-	Nov	25
5349	-	June	17	5390	-	Aug	21	5431	-	Oct	5	5472	-	Nov	23
5350	-	June	19	5391	-	Aug	21	5432	-	Oct	7	5473	-	Nov	27
5351	-	June	21	5392	-	Aug	23	5433	-	Oct	7	5474	-	Nov	28
5352	-	June	22	5393	-	Aug	24	5434	-	Oct	9	5475	-	Nov	30
5353	-	June	22	5394	-	Aug	26	5435	-	Oct	9	5476	-	Dec	2
5354	-	June	25	5395	-	Aug	24	5436	-	Oct	13	5477	-	Dec	3
5355	-	June	28	5396	-	Aug	27	5437	-	Oct	13	5478	-	Dec	6
5356	-	July	17	5397	-	Aug	30	5438	-	Oct	15	5479	-	Dec	4
5357	-	July	3	5398	-	Sept	1	5439	-	Oct	15	5480	-	Dec	7
5358	-	June	28	5399	-	Aug	30	5440	-	Oct	16	5481	-	Dec	9
5359	-	July	19	5400	-	Sept	1	5441	-	Oct	16	5482	-	Dec	7
5360	-	July	3	5401	-	Sept	3	5442	-	Oct	18	5483	-	Dec	10
5361	-	July	18	5402	-	Sept	6	5443	-	Oct	18	5484	-	Dec	14
5362	-	July	15	5403	-	Sept	6	5444	-	Oct	22	5485	-	Dec	13
5363	-	June	29	5404	-	Sept	8	5445	-	Oct	22	5486	-	Dec	17
5364	-	July	5	5405	-	Sept	10	5446	-	Oct	23	5487	-	Dec	19
5365	-	July	6	5406	-	Sept	11	5447	-	Oct	27	5488	-	Dec	20
5366	-	July	8	5407	-	Sept	13	5448	-	Oct	26	5489	-	Dec	18
5367	-	July	8	5408	-	Sept	13	5449	-	Oct	27	5490	-	Dec	21
5368	-	July	12	5409	-	Sept	13	5450	-	Oct	28	5491	-	Dec	23
5369	-	July	12	5410	-	Sept	14	5451	-	Oct	28	5492	-	Dec	27
5370	-	July	19	5411	-	Sept	18	5452	-	Oct	29	5493	-	Dec	24
5371	-	July	20	5412	-	Sept	18	5453	-	Nov	1	5494	-	Dec	25
5372	-	July	22	5413	-	Sept	18	5454	-	Nov	1	5495	-	Jan	3
5373	-	July	23	5414	-	Sept	20	5455	-	Nov	3	5496	-	Jan	18
5374	-	July	28	5415	-	Sept	21	5456	-	Nov	2	5497	-	Jan	18
5375	-	July	26	5416	-	Sept	20	5457	-	Nov	4	5498	-	Jan	5
5376	-	July	31	5417	-	Sept	21	5458	-	Nov	8	5499	-	Jan	10

\* KINGSTON ROAD TRIPPER summer schedules, inaugurated June 27th, are still in effect and appear to be permanent. Headways are now four minutes, with 18 cars assigned from Russell Division and 9 from Roncesvalles. The latter provides runs 74-82 during morning rush and 61-69 during the afternoon. There are now 8 runs to York Street via Wellington during the morning, runs 83-87 and 2nd 61-63, with just two, the first trips of 86-87 in the afternoon before these cars make a complete round trip to Roncesvalles from Bingham.

Effective October 31st, minor changes are put into effect on the QUEEN and CARLTON lines, resulting in increased service to Humber and Danforth respectively without additional cars being used. /JFB

S PCC 4695 has been equipped with destination H signs, front and side, for DUNDAS service.. O .....observed October 8th were cars 4493 & R 4683 at Russell Division, coupled together. T .....pavement at Queen and Nursewood at Neville Loop has been spotted with yellow T paint indicating rail position -- the loop U will be rebuilt to ease curves (Ed. note- R the present curves are satisfactory for N single cars, however if a train were operated through Neville, the couplings would be damaged).....three TTC officials who visited Europe last summer have reported that serious consideration should be given to retaining at least "some" street cars and operating them on private right-of-way. The officials found street cars in abundance in Europe and were impressed by their limited tramline operations with modern articulated cars..... residents in the vicinity of Keele Yard have found things somewhat less noisy with the segregation of services. The G class cars, by far the noisiest groups, no longer are stored at Keele, and H and M class cars have quieter air compressors.....these same H and M classes now operate using the field shunt on the B-D line, thus utilizing their maximum speeds..... ..Bloor St. businessmen picketed the TTC at Jane Loop on September 7th protesting the TTCs refusal to remove the BLOOR SHUTTLE street car line (see earlier articles, June/July NLs).... ..LATE NEWS ITEMS - Mexico City is shopping for more street cars and trolley coaches. Does anyone have any for sale?.....construction of the B-D extensions is on schedule and a December, 1967 opening is still likely..... the TTC expressed displeasure with Metro's proposal to continue the 70-30 financing split for the YONGE extension.....on October 12th, the TTC decided to operate either street cars or buses in the median of the Spadina Expressway until such time as a Rapid Transit line could be completed. The capacity of a trolley line, with 3-car trains, would be 18,000 per hour in each direction. Modifying PCCs to operate in trains of up to 6 cars (as in Shaker Heights) would double this figure.....the Commissioners agreed, on the same date, that they should hold a meeting with the Bloor-Jane-Runnymede Businessmens Association about removing street car overhead.....the Commissioners have suggested that if the city of Montreal can pay 100% of capital costs of subway construction, why should Metro only be second best? Like Avis, Metro should try harder. /JFB

# Bull Session



An item of historical interest from Sarnia comes from W.D. Short: A historical plaque commemorating the building of the St. Clair Tunnel was unveiled September 29th by CN's Great Lakes Region Vice President, D.V. Gonder. The plaque was sponsored by the Tourist Promotion Committee of the Chamber of Commerce and was erected by the Ontario Archaeological and Historic Sites Board.

Dave Stalford draws our attention to the fact that there is a National Association of Time-table Collectors in our midst. Information can be obtained from Howard Sanford, 59 Hellam Drive, Mechanicsburg, Pennsylvania.

Some months ago, we mentioned that CP 4-8-4 3101 was purchased by the Interprovincial Steel and Pipe Corp., Ltd., of Regina, for display. This firm is exceedingly proud of its new acquisition if their recently-issued 16-page booklet on the history of 3101 is any indication. Profusely illustrated, this fine 8½"x 11" publication is available to our readers free of charge from:

Mr. B. Yeo,  
Public Relations Manager,  
Interprovincial Steel and Pipe  
Corp., Ltd.,  
Box 1670,  
Regina, Sask.

W.M. Wilson tells us that the city of Barrie, Ont., is taking steps to improve the lot of its displayed CN 4-6-0 No. 1531. The loco has been moved from Kinsmen Park to the site of the new Centennial Park at the west end of Kempenfelt Bay. At present, it is reposing beside the CNR tracks about a quarter mile north of Barrie station. A fence is planned, and maintenance has been arranged with the local CN Pensioners' Association.

In a recent issue, the Toronto STAR's Ron Haggart showed his railfan streak by devoting a column (entitled "A Fan-club Report on the State of the Trains") to his travel experiences during the past summer. Mr. Haggart is unashamedly enthusiastic about train travel, displaying reservations only about some of CARA's snack counters CPR's passenger trains. He did like CP's "traditional railway meal" but noted, "you'll finance Ian Sinclair's salary with every meal check."

On October 15th, the Hamilton SPECTATOR carried a colour photograph of CN 6218 rounding a curve near Bayview, on its way to Detroit for two weekends of tripping with the Michigan Railroad Club. On the front page yet!

**H E L P !!** Several years ago, Vic Buffam sold a black paper binder of photos at a UCRS auction (the last one held at the Marine Museum).

Vic has written a book on railroadiana, and some of the illustrations for it are in the missing binder. Some of the photos are irreplaceable and he is most anxious to locate the book. If the present owner would contact Vic at 118 Roncesvalles Ave., Apt 22, Toronto 3, or phone him at 532-6487, it would be greatly appreciated.

It's Annual Movie Night time again for the H.O. Model Engineers Society of Hamilton. This year's show will be held on Saturday, November 12th, at 8.00 p.m. sharp, at Westdale United Church, Paisley Avenue one block north of King Street in Hamilton. Films on Southern Pacific, East Broad Top, Norfolk and Western, D&RGW and others will be shown. There will be a nominal admission charge. Refreshments will be served after the show at the H.O.M.E.S. club room at 598 Concession Street.

Bryce Lee observes that Thousand Islands Rly. 500 never quite made it to a permanent display site at Gananoque. At the beginning of August, the small diesel was stored in the engine house at Gananoque. Can someone shed some light on this matter?

## Last Month's Puzzle Solution:

O	T	T	A	W	A		I	N		M	A	S	K		R	S		P	I	T	
N	O	R	T	H	E	R	N		H	O	R	S	E		P	O	W	E	R	K	
T	U	A		I	R	O	N		E	G	O		E	N	G	I	N	E	S		
B	R	C		S	O	L	A	R	I	U	M		L		E	T		S	O	N	
T		T	E	T		L	T		S	L	A	V	E		R	C		T	O	E	
H		I	S	L	E		E		L		S	A		A	S	H		O	N	T	
E	G	O		E	L	K		T	E	M		N	E	W		E	S	N			
B	O	N		A	V	E	N	T	U	R	E		H	O	N	E	S	T		S	T
A	N		C	A	V	E		R		S	C	O	T	I	A		R	A	T	E	
Y	E		F	L	A	W		N		O	R		N	R		E	T	O	N		
	R		V	T		C	O	L	U	M	N		G	L	U	E		P	D		
I	J		M	E	E	T		U		S	P	E	D			S	T	N		E	
N		R		D	E	R	T	S		R		I	T			R		R			
T	R	A	D	S		N	A			H	E	L	P	E	R		A	S	P		
E		M	O	H	A	W	K		R		S	U		L	I	M	I	T	E	D	
R			L	A	C	H	I	N	E		S	C	H	E	D	U	L	E		O	
U			T	E	N		E	N	D		O			G	E		W	A	T	T	
R	I	O		D		E	A			O	R	D	E	R		J	A	M	E	S	
B	A	K			H	L		A			A	R		U		A	W	A		N	
A	G	E	N	C	I	E	S			L	A	R	E			M	O	R	S	E	R
N	O	N	O	P	E	R	A	T	I	N	G			U	S	E	S		T	O	O



# 6200 - 6234



## U-2-g



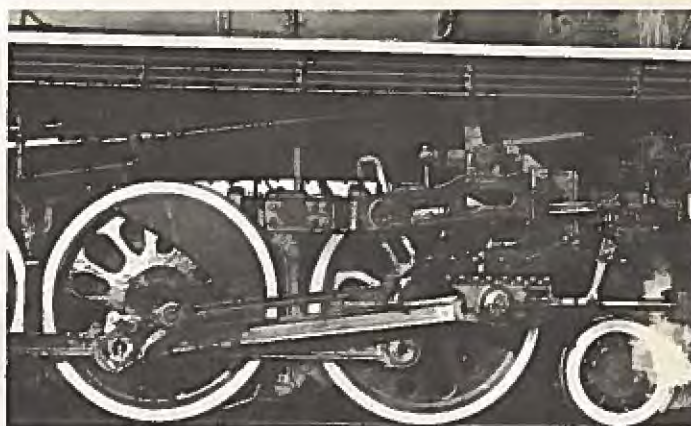
Canadian National's 35 U-2-g class locomotives were built during World War II, basically to the designs of the earlier 6160-6189 series, but with such refinements as roller bearing trailing trucks, streamlined steam passages and lateral play driving boxes. By the early 1950's, the U-2-g's had lost their smoke deflectors in a drive for easier maintenance and improved crew visibility. These fine locomotives were considered by many to be the ultimate in 4-8-4 design on CN.

The 6200's were equally at home in passenger or freight service, with the majority of their assignments being on the Central and Atlantic Regions. Occasionally, a 6200 would roll up 16,000 miles a month on runs such as the 840-mile Montreal-Halifax service. When the famed Toronto-Montreal Pool Trains became too heavy for the 5700-series Hudsons, U-2-g's took over and performed magnificently, often with loads far in excess of their theoretical limit. In the 1950's, a number of 6200's saw occasional service in western Canada, venturing as far as Edmonton; included in this group were engines 6201/04/07/10/11/13/17/18/20/23/24/25/26/28/29.

A number of 6200's endured to the end of the steam era in eastern Canada, with Nos. 6219 and 6234 handling Toronto-Hamilton commuter trains 76 and 79 as late as the end of April, 1959.

Three members of the class remain, as follows:

- 6200 - Held by CN for display.
- 6213 - On display, Toronto, Ont.  
(Canadian National Exhibition)
- 6218 - In excursion service, Great Lakes & St. Lawrence Regions.



SUB-CLASS	DATE BUILT	BUILDER	BUILDERS ORDER N°	BUILDERS BOILER N°s	ROAD NUMBERS	CANADIAN NATIONAL RAILWAYS MECHANICAL DEPARTMENT MONTREAL			
U-2-g	194213	M.L.W.	Q394	69698 to 69722 69780 to 69799	6200 to 6234	TYPE NORTHERN CLASS U2			

BOXPOK DRIVING WHEELS  
INCLUDES 99" FOR  
SYPHONS & ARCH TUBES

ELESCO CAB WARMER  
COMMONWEALTH ENG. BCD

OVER TUBE SHEETS

21' 6"

MAIN

SUB-CLASS	CYLINDERS		DRIVING WHEELS		FIRE BOX		GRATE AREA	TUBES				TENDER CAPACITY		SUPERHEATER	HAULAGE RATING
	DIA.	STROKE	O.S. DIA.	DIA. CTG	LENGTH	WIDTH	SQ. FT.	LARGE	DIA.	SMALL	DIA.	LENGTH	WATER	COAL	
U-2-g	25 1/2"	30"	73"	66"	126 1/2"	96 1/2"	84.3	145	4"	33	2 1/2"	21' 6"	11,600 GAL	15 TONS	SCHMIDT 'E'

SUB-CLASS	HEATING SURFACE		WEIGHTS IN WORKING ORDER						LIGHT WEIGHTS		FACTOR OF ADHESION	MAXIMUM TRACTIVE EFFORT	BOILER PRESS.	
	TUBES	FIREBOX TOTAL	ENGINE	DRIVING	TRAILING	TOTAL ENGINE & TENDER	DRIVERS	TOTAL ENGINE						
U-2-g	5666	414 sq ft	4080	1835	69,000	244,500	86,100	399,600	278,000	677,600	360,000	4.30	56,785	250 PSI

SUB-CLASS	STOKER	TYPE OF REVERSE GEAR	TYPE OF VALVE GEAR	SYPHONS	MUDTHROAT	FP. WTS	HTR	STEAM HEAT	SIZE & NO. OF AIR PUMPS	BRICK ARCH	EXTREME WIDTH
U-2-g	SEE SPEC. LIST		VALSCHAERT	SEE SPEC. LIST	YES	SEE SPEC. LIST		YES	1-8 1/2 CC	YES	10' 10"



Upper Canada Railway Society  
**Locomotive Data Sheet**

# 1964 NEWSLETTER INDEX

COMPILED BY ROSS HOOVER

CDN CANADIAN  
CONST CONSTRUCTION  
DEL DELIVERY  
DEM DEMOLITION  
DEVL DEVELOPMENT  
DIAGS DIAGRAMS  
DISP DISPOSAL  
EQPT EQUIPMENT  
EXCUR EXCURSIONS  
FGN FOREIGN  
FRT FREIGHT  
MF MOTIVE POWER  
OPNS OPERATIONS  
ORDS ORDERS  
PSGR PASSENGER  
PRES PRESERVED  
PROP PROPERTY  
RY RAILWAY  
RT RAPID TRANSIT  
RELOC RELOCATION  
REPL REPLACEMENT  
RS ROLLING STOCK  
SF SELF PROPELLED  
SERV SERVICE  
SURF SURFACE

Ja JANUARY  
F FEBRUARY  
Mr MARCH  
Ap APRIL  
My MAY  
Je JUNE  
Jl JULY  
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O OCTOBER  
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