INCORPORATED 1952

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

ADDRESS NEWSLETTER CORRESPONDENCE:
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16 SONORA TERRACE, TORONTO 13

JANUARY 1957 NUMBER 152

The Society meets on the third Friday of every month in Room 486, Toronto Union Station. The next meeting, the Annual Meeting for 1957, will be held on January 18th. Members are asked to note that the new starting time for meetings, 8:00 P.M., will become effective with this meeting. After the reading of the Officers' Reports for 1956, the election of Directors of the Society for 1957 will be held.

Entertainment at this meeting will consist of the sounds of railroads.

Bulletin 45, mailed last month, will be complemented in the future with another issue dealing with the remaining locomotives of the C.P.R.'s class D-10, and giving the story of these ubiquitous engines.

SPECIAL ANNOUNCEMENT

Persuant to comments made in the President's Report for 1955, the Directors of the Society have been giving consideration for some time past to the holding of a second monthly meeting of a strictly informal nature. Although the original thought was that these should be indoor meetings, it has been more recently decided that they would be held at outdoor locations for the purpose of allowing observation of railway operations in addition to the originally intended purpose of permitting members more of an opportunity to engage in conversation, photo exchange etc., than is normally possible at the regular meetings un Room 486.

These meetings will accordingly be held regularly on first Fridays of each month from September to May, and will be announced in the Newsletter for the month preceding that in which the meeting falls. Unless other arrangements are announced, these meetings will be normally convened at 8:00 P.M., in common with the new starting time for regular indoor meetings.

The February outdoor meeting will be held at Danforth Station in the east end of Toronto to allow members to enjoy steam action on the C.N.R. passenger service east of Toronto which is due to be dieselized shortly. This meeting will be held on February 1st.

T.T.C. NOTES

---Large Witt 2436 is stored out of service at Russell Division yard.

---Non-driving T.T.C. subway cars 5200-5227, on an order for 34 cars, have all been delivered and are in service between driving units 5000-5027. The remaining six cars will not be delivered until well into 1957 as they are special in nature, i.e. four of them are to be equipped with dynamic braking (the present cars have electro-pneumatic braking), and the other two are to have torsilastic suspension springing. Unlike 5200-5227, these six will be driving units, and will be numbered 5110-5115.

NOTE: This is the last Newsletter which will be mailed to members whose dues for 1957 remain unpaid. Please remit promptly.

POLICY STATEMENT

Since the inception of the Newsletter in 1945, it has been editorial policy to restrict published material to that concerning railways in the Dominion of Canada. As the majority of the Society members are primarily interested in the railways of this country, and as the U.S., British and foreign picture is adequately covered by a great number of other periodicals, this limitation has always seemed wise.

Two factors have recently given rise to the feeling that this policy might well be relaxed in the case of one type of article, namely trip reports. These factors are:
(1) The greater number of extended trips outside this country, both in the U.S.A. and abroad, that are being made by members of the Society;
(2) The reduced volume of current news, particularly as regards electric railways (because of abandonments etc.) which has created a certain void that should be filled with other material.

It is not felt that other types of srticles, factual news reporting etc. should go beyond Canada, but the Canadian viewpoint on certain extended trips to places unfamiliar to most members should be of interest. Articles concerning railway observations made by Society members on trips beyond this country will accordingly be welcomed by the editor; the first such article, appearing in two parts, will commence next month and will concern a railfan trip to the Isle of Man and Ireland made by a former resident member.

M.T.C. ANNOUNCES 1957 ABANDONMENT DATES.

Pursuing its vigorous carline abandonment program which will in a few years reduce its rail system to a few disconnected suburban remnants operating on private right-of-way, the Montreal Transportation Commission has planned a 3-part abandonment program for 1957. The schedule of withdrawals is as follows:

April 24th:	58-Wellington
June 24th:	2-Centre
	22-Notre Dame - George V
	31-St.Henri
	35-Notre Dame-Cote St.Paul
November 4th:	48-St.Antoine.

With the exception of the Lachine P.R.W., the entire portion of the city west and south of Mount Royal will be devoid of street cars with the completion of this program.

B.C.E.R. NOTES

The British Columbia Electric Railway abandoned the Marpole-New Westminster interurban service effective Sunday, November 18th. The two-car trains with their faded paint continue to operate on the eight-mile Marpole-Steveston service, the last stand of electric railway passenger service west of Ontario. How long this line sill continue is not known at this time.

The 36 P.C.C. cars have left Kitsilano shops for a destination as yet undetermined; the company recently purchased 24 used trolley coaches from Birmingham, Alabama.

On the more positive side as regards rail operations is the announcement of a million and a half dollar expenditure on freight operations. Two diesel switchers are to be added to the fleet, and industrial trackage will be extended to Annacis Island in the Fraser Delta. Trackage through New Westminster is to be rerouted, and 15 miles of 70-lb. rail on the Chilliwack line will be replaced with 85-lb. steel.

---some of above information from Harold W. Fawcett.

YONGE ST. SUBWAY -- SINGLE TRACK OPERATION ROUTINE

(Partly abridged from T.T.C."Coupler")

The Toronto Transit Commission's Yonge St. Subway has scissors crossovers at four points along its length: north of King station, south of College station, north of Bloor station and south of St.Clair station. These crossovers permit emergency single-track operation (on either track) between any two of these four points or between any one of them and either terminal of the line. Supervisory personnel have been trained in the method of using these crossovers in an emergency to provide what the T.T.C. calls a "reverse traffic movement", i.e. northbound operation on the southbound track or vice-versa. If a blockage occurs, for example, on the northbound track at Wellesley station, northbound trains must operate via the southbound track between the College and Bloor crossovers. Having checked that both switches at each of the Bloor and College crossovers are synchronized (by means of telephones located adjacent to each), the Supervisor at the College crossover authorizes northbound subway trains to move over to the southbound track. The motorman proceeds with caution (there being no signals for reverse traffic movements) making station stops en route, while passengers are informed by the P.A. system to board northbound trains at southbound platforms.

To permit continued two-way movement of subway trains, a pre-arranged number of trains carry out the reversed operation. The switches are then "lined up for the main" to provide normal southbound service for a period of equal duration, after which the crossovers are again used to permit a group of northbound movements.

The emergency crossover switches are controlled by a ground throw arrangement and are so designed that they cannot be moved unless a synchronizing movement is carried out at the other crossover to be used. Two men are thus required, one at each crossover, to intiate the reverse movements.

TO VANCOUVER, VICTORIA, AMD SEATTLE

by J.R.Oakley

"All visitors leave the train! All visitors leave the train!" These words from the public address system on the Canadian Pacific train "The Canadian" indicated that a trip from Toronto to Vancouver on Canada's first stainless steel, scenic-dome train was about to commence. There was considerable activity at the Toronto Union Station on the fine late-summer afternoon when the trip began; departure of a 3-unit RDC train for London and the simultaneous movement of a Hamilton-bound commuter train provided some of the activity.

A Toronto-bound "Canadian" was met at Humber station, the scheduled meeting point under the timetable in effect at the time of the journey. A view of a meeting of "Canadians" is a satisfying experience for a railfan; it is always scheduled for the early evening at a point within a reasonable motoring distance of Toronto.

There are two vista-dome cars on the train -- one on the coffee-shop coach and one on the observation-lounge sleeper. The dome on the former

car was occupied for the daylight portion and some of the night portion of the trip to Sudbury. By night, there is a fascinating effect provided by the shining of the block signal lights on the stainless steel exterior of the train. The changing of these lights, and the operation of semaphore arms on other portions of the route, can be seen from the domes.

At Sudbury, a new train is made from the section of the "Canadian" originating at Toronto and the section originating at Montreal. The new train is made up with little discomfort to sleeping passengers and is comprised as follows:

Line No.	Car	From
--	Baggage-Dormitory	Toronto
119	Tourist sleeper	Toronto
118	Tourist sleeper	Toronto
117	Tourist sleeper	Montreal
113	Dome Coffee-shop coach	Montreal
112	Coach	Toronto
--	Dining-room car	Toronto
106-109 incl.	Sleepers	Toronto
102-104 incl.	Sleepers	Montreal
101	Dome Observation-Lounge-Sleeper	Montreal

The normal consist from Sudbury is 15 cars, but there were 16 cars on this occasion.

"The Canadian" is well patronized; in June, July and August, all space is frequently in use. A public-address system is installed over which announcements can be made from the observation-lounge car, the dining car and the coffee-shop coach; and appropriate recorded music is presented over the system. This is a good train on which to hold a run, insofar as the conductors and brakemen are concerned, as there are only 28 regular and five conditional stops from Toronto to Vancouver and, being a superior train, most of the opposing trains take siding in meets. The top recorded speed was 73 M.P.H.; this was when time was being made up. Under normal conditions, the top speed was 69 M.P.H. Arrival at, and departure from, most stations was on schedule. A 20-minute delay occurred at Field, but the schedule has been arranged so that any delay of a reasonable duration can be countered by an increase in operating speed. The arrival in Vancouver was only two minutes late, after 2703 miles of travel. The improved running time of the Canadian" over that of "The Dominion", another transcontinental train of the C.P.R., is shown by the following example:

	Canadian	Dominion
Leave Toronto (EST)	4:15 P.M. Thursday	10:30 P.M. Wednesday
Arrive Vancouver (PST)	9:10 A.M. Sunday	8:30 A.M. Sunday
Time required	67 hours, 55 minutes	79 hours
Saving in time	17 hours, 5 minutes.	

The tasks of the Porter on a 14-section sleeper involve much arduous work under awkward conditions, in setting up and dismantling the sleeping accommodation. The sleeping cars are smooth running and, for the most part, were free of the disturbances so often created by inconsiderate occupants of sleeping quarters. The meals served on the coffee-shop are reasonable in price, well served, and of good quality.

There are several short rock tunnels included in the spectacular scenery along the north shore of Lake Superior. There is double track from Fort William to Winnipeg and, from a point just west of Fort William to Nelson, the unusual feature of left-hand operation obtains. A brakeman explained that two factors give rise to such operation: 1, The north track offers easier grades and 2, more tonnage is hauled on eastbound freight trains than on westbound ones. At the time, this did not appear to be a logical explanation as the tracks had been adjacent. However, places were subsequently seen where the more recently constructed north track followed a different route ftom the south track. The change in operation is effected

by a crossover at Fort William and by an overpass at Molson. On the return trip over this portion of the line, the train was diverted to normal (right-hand) running at an intermediate station to pass a westbound freight train using the track with the easier grade. At Mile 64 east of Medicine Hat, an elevated aqueduct crosses under the line by a syphon.

The spiral tunnels under Cathedral Mountain and Mount Ogden provide a fascinating method of gaining altitude. In the first tunnel, the track reverses direction to gain 48 feet in altitude, in the second to gain 45 feet. The track in these two tunnels forms an elongated figure "8". The Connaught Tunnel, near Glacier, is five miles long.

Diesel-electric locomotives are operated in many different combinations to provide the power required to negotiate the steep grades in the mountains. "The Canadian" was seen with two "A" units and one "B", and with one "A" and two "B". Three units are used on this train between Calgary and Revelstoke; on other portions, two units are used, usually an "A" and a "B" Other combinations seen on trains were: 4 road-switchers; 2 "A" units and 2 road-switchers; "A" and three road-switchers; and, most impressive of all, "A", 2 road-switchers, "B", and 1 road-switcher.

The running interval between "The Canadian", "The Dominion" and trains 5 and 6 provide a convenient method of making stopovers at some points. For example, a passenger can travel from Vancouver to Lake Louise on "The Canadian", stop there for one hour and 45 minutes, travel to Banff on Train 6, stop there for 45 minutes and travel on "The Dominion" to Calgary.

No steam locomotives operate through the mountains, and related servicong facilities have been removed from most stations. A mud slide which occurred on Sept. 26 delayed "The Canadian" six hours. Operating speed through the mountains is usually retricted to a speed which would enable the stopping of the train before such an obstacle is encountered. At Odlum, the "Kootenay Express", which runs from Medicine Hat to Vancouver via Nelson, was seen and, at Calgary, RDC cars 9054 and 9055, which operate on the Calgary-Edmonton run, were loading while "The Canadian" was in the terminal. Lead car 9055 had metal guards installed over the windows at the operating end to protect the engineer in the event of a grade-crossing accident.

A visit to the North Vancouver terminal of the Pacific Great Eastern Railway was a highlight of the trip. This railway runs from North Vancouver to Prince George, B.C., through some of the most spectacular scenery in the world. Until recently, the southern terminus of the railway was at Squamish; passengers reached Vancouver by a 39-mile steamship journey and freight cars were conveyed on car floats. A new section of the line from Squamish to Horseshoe Bay has been constructed and a disused section from Horseshoe Bay to North Vancouver has been rebuilt at a total cost of $60,000,000 to provide a rail connection to North Vancouver. A bus transfers passengers from the latter point into Vancouver, 5½ miles distant. Freight cars can now reach Vancouver over the C.N.R. right-of-way over the "Narrows" bridge. The C.N.R. is charging such a high fee for the use of their trackage that freight cars are still being carried to Vancouver on floats from Squamish. The railway will always be hampered by lack of a direct entry into Vancouver.

Much new trackage is on a ledge which has been carved out along the side of mountains. It is claimed that an effort to reduce the construction cost has resulted in the creation of hazardous operating conditions. A 13-car train consisting of a baggage car, coaches, a dining car and sleepers presented a most unusual sight at North Vancouver. The baggage car was the only one of comparatively recent construction. Many other cars came from abandoned interurban lines in the United States. Sleeping car "Pavillion" still has the accelerating rheostat, used when it was an interurban car, in place. Many of these cars are of the rounded-end type. The windows in the ends of these cars had, in some instances, been removed and a steel panel inserted. The modern road-switcher, No. 579, provided a startling contrast to the cars, many of which had arch windows throughout. The inaugural run

on the new portion of the line was marred by a rock slide blocking the line; this entailed a lengthy delay to the trains carrying the first-run passengers. Cars were borrowed from other railroads for the inaugural run.

The extensive use of trolley coaches in Vancouver has created many complicated overhead installations at intersections. On the new Granville Street bridge, there are two sets of trolley coach wires in each direction. The B.C.Electric Railway operates an interurban service from Marpole terminal in Vancouver* and from the terminal to New Westminster. (Latter now abandoned; see BCER article.--Ed.) A return trip was made to Steveston on a 2-car multiple-unit train. Two-car trains are operated with the rear pole on the lead car in use; a bus line is used to carry electricity to the rear car. When three-car trains are used, a pole on the first and third cars is used. The roadbed and the trolley wire, which is suspended between poles on each side of the track, is in good condition. The trip to Steveston commenced at 8:30 A.M. and both cars were crowded with pupils attending a school situated on the route to Steveston. Only the rear car was loaded at Marpole; at other stops where the platform was short, the lead car loaded. At one point, four children of kindergarten age transferred from a school bus to the train. On the return trip, the motorman queried, "Railway Boosters?". Receiving a positive reply, he extended an invitation to ride in his compartment which is formed by closing sliding doors in the bulkhead of the car. On the Steveston line, two-car trains are operated half-hourly from each terminal; a single car operates on the New Westminster line. Passenger service on both lines is slated for abandonment; that on the Steveston line will probably disappear on completion of the new Oak Street bridge. The rolling stock is in good condition, especially when its great age is considered. The starting signal on trains is given by a bell if the brakeman is on the lead car, and by a cab whistle if he is on other cars. Freight traffic on the lines is very heavy and will be retained after passenger service ceases. A steeple-cab locomotive, with two trolley poles in the trailing position in use, was at the Marpole terminal.

The grounds of the Pacific National Exhibition contained two items of interest to railfans; a single-truck, double-end streetcar, No. 53, of the B.C.E.R., built in 1904 and used until 1916; and a steam locomotive, with the peculiar name "Curly", which was the first locomotive in British Columbia. It was used on three construction jobs: The Panama Canal, the Great Sea Wall in San Francisco, and the C.P.R. from Port Moody to Savona. Its final use was on a logging railway.

The twin chair lift in North Vancouver provides a thrilling combination of horizontal and vertical travel. Chairs of construction similar to that of garden seats, suspended from 1 1/8" cables operating at 5 M.P.H. convey passengers a distance of 8,768 feet through a vertical rise of 2,285 feet. There are 102 chairs on the first lift and 94 on the second. There is no support for the feet of the passengers provided with the chairs, and the safety bar offers less protection against falling out than that on a ferris wheel, although the passenger is an average height of 17½ feet above the ground during the trip. The ride requires 29 minutes each way. The temperature decreases rapidly as the ascent is made, and any planning to ride are advised to dress warmly. Passengers board the chairs "on the run". The sight of two passengers on this lift who were leaning forward, engaged in reading a magazine without the safety bar in place, was rather disconcerting. On arrival at the bottom of the upper lift on the return ride, it was noted with concern that the lower lift had ceased to operate. It was reassuring to learn from the operator that operation is temporarily discontinued when there are no passengers in the chairs. The lifts are powered by diesel engines.

The trip from Vancouver to Victoria and Seattle was on the "Princess Marguerite", one of the fleet of 11 ships operated by the Canadian Pacific Railway on the west coast of Canada and the U.S. In addition to accommo-

* to Steveston

dation on deck seats and in comfortable lounges, this steamer has sleeping accommodation, a coffee shop, a dining room, and accommodation for motor vehicles. It is seven years old, 365 feet in length, and is 5911 tons. It has turbo-electric drive, in which a steam turbine drives an electric generator supplying electricity to the two propeller motors. This ship, and its sister ship the "Princess Patricia", are licensed to carry 2000 passengers and a crew of 172. The "Princess Marguerite" had a severe vibration in the aft portion, and the "Princess Patricia" also had a vibration in this portion. The engineer on the latter explained that one of the propeller blades was bent, and this may have been the origin of the vibration on the "Princess Marguerite".

The "Princess of Vancouver", which operates three return trips daily between Nanaimo on Vancouver Island and the city of Vancouver, was seen loading automobiles, freight cars, and passengers at its pier in Vancouver. This 7000-ton vessel can carry 1200 passengers and 118 automobiles or 28 freight cars. A diesel switcher and six idler cars are used to place freight cars on this large vessel. A public address system and colour signal lights are used to convey instructions to personnel assisting in the loading.

At Sudbury on the return trip, combination baggage-passenged RDC car BC-32, destined for the Pacific Great Eastern Railway was seen attached to the rear of Train 5. It has the name of the railway in black lettering on a green letterboard and the front is orange and green. The balance is stainless steel. Train 5 had one coach and 10 baggage and express cars.

Eastbound, a Montreal section and a Toronto section are made up from the cars from Vancouver and cars stored at Sudbury. After servicing, the diesel units which were on the train on arrival in Sudbury were attached to the Montreal section; the Toronto section was drawn from Sudbury by road-switchers 8462 and 8464. A passenger in the dome, seeing the large quantity of smoke generated by these locomotives, and the conspicuous stacks, inquired if a steam locomotive was being used. The observation lounge was occupied from MacTier to Humber; an excellent view of the right-of-way can be secured from this location. The northbound train was met at Humber; a greeting was waved from many of the crew of this train to the passengers in the lounge, a further instance of the pleasant relationship between passengers and crew evident throughout the journey. Arrival in Toronto was at 6:08 P.M., only 8 minutes after the scheduled time.

No inconveniences or delays occurred on transportation facilities during the trip; service was excellent and the employees courteous. The railroads are to be commended for their excellent information service which assists immeasurably in the planning of trips. It is sincerely hoped that many readers will have an opportunity of participating in some of the experiences recounted in this article and that, for all, it will provide an interesting presentation of items of interest to railfans and boat fans, encountered in a trip from Toronto to Vancouver, Victoria and Seattle.

EQUIPMENT NOTES

---The Montreal Locomotive Works has introduced a new 12-cylinder 1800 H.P. diesel engine, the Alco Products Inc. 251 type, to replace the 1600 H.P. Model 244 used previously in the road-switchers and road freight units manufactured by the company. Road-switchers embodying the new engine will be designated the Model DL-718, replacing the "winterized" Model DL-700 introduced three years ago.

---M.L.W. is also now offering an answer to the Canadian Locomotive Company's "Trainmaster", a 2400 H.P. 16 cylinder road-switcher designated the Model DL-624. The 16 cylinder engine is a modification of the new 12 cylinder Model 251 mentioned above.

---The C.P.R. has assigned new Trainmaster 6918 to transfer service in the Toronto area.

---The Sydney & Louisbourg Railway has purchased three more used 0-8-0's from the U.S.A. These locomotives were Pittsburgh & Lake Erie 8061, 8064 and 8074 and have become S.&L. 93-95. These locomotives, which passed through Truro N.S. on Dec. 15 on their way to the railway, were reportedly chosen from a group of 50 retired N.Y.C. steam engines at Youngstown, Ohio and were the only three of this big group considered fit for further service by the S.&L.!! --G.Parks, Truro.

---Locomotives scrapped by the C.P.R. at Angus Shops, Sept. & Oct. 1956:

No.	District	Date	No.	District	Date	No.	District	Date
419	Quebec	Sept. 28	1101	D.A.R.	Sept. 21	5313	Quebec	Sept. 14
952	Ontario	Sept. 10	2211	Quebec	Sept. 11	5320	Algoma	Sept. 14
955	N.B.	Sept. 10	2325	Ontario	Sept. 12	423	Ontario	Oct. 4
963	Ontario	Sept. 21	2455	Quebec	Sept. 20	2579	N.B.	Oct. 5
1048	Ontario	Sept. 28	5306	N.B.	Sept. 17	5164*	Quebec	Oct. 12

*-Only C.P.R. locomotive equipped with a coffin feedwater heater.

---C.P.R. locomotives presently held at Angus shops to be repaired only on demand:

N.B. District: 1079 and 1092 (D.A.R.), 3474, 5176; Quebec: 2227, 2395, 2418, 2419, 2422, 2927, 5150, 5453; Ontario: 2215, 2337, 2453, 2465, 3002, 5103, 5111, 5117, 5129, 5143, 5180, 5193, 5379, 5403; Algoma: 2327.

---C.P.R. locomotives authorized to be scrapped at Angus before the end of 1956:

N.B. District: 2621; Quebec: 1218, 2212, 2222, 2601, 5167, 5753, 6904, 6920; Ontario: 487, 2315, 2510, 2547, 2646, 6273, 6921; Algoma: 3933, 5159.

---Correcting previous information which stated that N.S.&T. express motor 40 was scrapped at London reclamation yard, it has since been learned that it was scrapped by the C.N.R. at Belleville.

---Grand River Railway 622 and 626 remain at time of writing at Preston shops, no work of conversion to service cars having yet been undertaken, apart from removal of motors and pilots.

---The C.N.R. has taken delivery of 25 extra-long (74'6") "automobile double deck transporter cars", each one able to carry 8 automobiles; these cars were built by C.C.&F.

---C.N.R. trains 605, 606, 620 and 621, London-Sarnia locals, shown in the timetable as motor trains, are in fact operated by 4-6-4T engine 48, recently moved up from Montreal. The tank engine is used daily except Sunday; on Sunday only trains 620 and 621 are operated, using Pacifics.

As of latest information at the time of writing, the London & Port Stanley Railway is continuing to operate its passenger service on a day-to-day basis. This state of affairs will reportedly continue at least until Jan. 15 and perhaps until the end of the month. Transport Board permission to abandon has not yet been received.

EXCHANGE SECTION

---The International Photo Exchange Bureau (B.Willumsen, Autstraat 34, Doesinchem, Holland) has been set up to provide an international exchange of railway and tramway photographs. The Bureau advises that U.C.R.S. members may use the Bureau's services free of charge. Interested members are advised to contact the above address for further information.

---Wanted by the Editor of the Newsletter: one copy of G.P. de T. Glazebrook's "A History of Transportation in Canada", published in 1938, now out of print.

Apparently, despite publicity to the contrary, the New York Central is not completely dieselized in the U.S.; N.Y.C. 2-8-0 1190 was observed operating in transfer service across the International Bridge between Fort Erie Ont. and Black Rock, N.Y. on Dec. 31, 1956.

INCORPORATED 1952

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

ADDRESS NEWSLETTER CORRESPONDENCE:
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16 SONORA TERRACE, TORONTO 13

FEBRUARY 1957 NUMBER 133

The Society meets on the first and third Fridays of each month. The next meeting will be the February indoor meeting, to be held in Room 486 of the Toronto Union Station on February 15th, commencing at 8:00 P.M. The program at this meeting will consist of a talk on types of Montreal streetcars.

The March 1st "outdoor" meeting will actually be held indoors. This will consist of a tour of the T.T.C. Head Office building at the north-east corner of Front & Yonge Sts. (#35 Yonge St.), the building which is to be vacated and razed later this year when the new office building at Davisville Subway Station is completed. Following the tour, an informal meeting will be held in the sixth floor "Round Room". Members are particularly urged to bring along any and all railway material they may wish to show or to exchange etc. for the meeting following the tour. This meeting will begin at 8:00 P.M. with members assembling in the ground floor lobby.

ABANDONMENTS AND RUMOURS OF ABANDONMENTS

The current day is far from a happy one for Ontario railfans. The inexorable influx ofdiesels is thinning the ranks of our steam locomotives, but even worse is the recent rash of abandonments of train services and in some cases of entire lines.

---For some months past, the cessation of London & Port Stanley passenger service has been a prime topic of railfan discussions. After several false rumoured dates of discontinuance, the Board of Transport Commissioners has made the final date known with the issuance of its Order No. 90795 which provides for the abandonment of all passenger services at 9:05 P.M., Monday, February 18th. Actually, the St.Thomas-Port Stanley service was abandoned on February 1st (the last day of operation), when power to this segment of the line was discontinued at midnight to allow frequency conversion work to be undertaken at St.Thomas. London-St.Thomas service is not affected by the frequency changeover, and while electric freight operation may never be restored south of St.Thomas, the three electric locomotives may continue to work for some time north of St.Thomas.

---The C.N.R. discontinued its Palmerston-Durham mixed trains after the operation of Saturday, January 5th. With this, another branch line is in the "freight service only, as required" category.

---Abandonment of the New York Central (Ottawa & New York Ry.) line from Cornwall to Ottawa was authorized for February 15th by the Board of Transport Commissioners. This line was incorporated in 1882, completed in 1897 and leased to the New York Central Railroad for 21 years on January 1, 1916; thethe lease was renewed for 99 years in 1936. Removal of the railway bridge across the St.Lawrence River at Cornwall because of impending Seaway construction forced this abandonment of the 52-mile freight-only line.

---The Niagara St.Catharines & Toronto Ry. has proposed to seven municipalities served by the Thorold-Port Colborne line a substitution of bus service for the electric cars. Thorold Township is opposing the changeover. The railway has stated that is the municipalities oppose the change, all service will be abandoned, without any bus substitution.

A NEW YEARS' WEEKEND

Taking advantage of this year's long New Years holiday weekend, three U.C.R.S. members spent three enjoyable days visiting points of railway interest in Southern Ontario.

Two members left Toronto on C.N.R. train 29 on a very cold but clear Saturday morning, enjoying the leather-upholstered comfort of a former colonist sleeper. Train 28, powered by a 5700-class Hudson, was passed at Georgetown and connection was made at Guelph with Pacific-powered train 173 for Palmerston and Owen Sound. At Kitchener, three engines were observed at work: 0-6-0's 7308 and 7423 and 4-6-0 1543. At Stratford, 6077, which had brought No. 29 from Toronto, was replaced by a Pacific for the rest of its trip to Goderich as Train 35, while the remainder of the schedule of No. 29 was assumed by another train with Pacific 5572.

The third member left Toronto on C.N.R. train 77, also riding in a colonist car, hauled by Mountain 6034. The departure was 5 minutes late; 1 hour and 45 minutes later, after stopping at every station, the train arrived at Hamilton where two trains passed: No. 101-102, hauled by streamlined Northern 6403, and No. 94 with 6070. Delayed by the latter train, No. 77 left Hamilton 30 minutes late for the backing movement to Bayview Junction where C.P.R. 2-8-2 5368 was waiting for clear track for Toronto with a freight train. Despite the many stops, No. 77 gained 20 minutes between Bayview and London, due to some fast running and the allotment of ample time for the last stretch of the run. Arrival at London was at 11:05 A.M.

The arrival of Train 29 at 11.40 marks the beginning of a flurry of passenger-train activity at London. On this occasion, Train 17 arrived from Toronto behind 6230 and left behind 6247 for Sarnia and Chicago; Train 117 left behind 6142 whose stoker was not working properly and whose crew seemed dubious of their chances of reaching Windsor on time; Train 12 arrived from Windsor behind clean and shining Hudson 5700, while Train 6 was hauled by 6076 which ran through to Toronto. While all this was going on, two eastbound extra freights passed behind 6301 and 6305, and the London & Port Stanley appeared on the scene with cars 6 and 14 MU. All this activity took place between approximately 11:40 A.M. and 12:15 P.M.

At 12:20 train 621 departed for Sarnia. This local train, and also Nos. 620, 605 and 606, are marked as motor trains in the timetable but were hauled by 4-6-4T engine 48 which is based in Sarnia. Looking very out of place after all the heavy Northerns and Mountains observed just previously, 48 was nevertheless photographed from every angle. On the trip to Sarnia the tank engine showed the quick acceleration needed on the Montreal suburban service for which it was designed, but in addition displayed a surprising turn of speed, being clocked as high as 65 M.P.H. on occasion.

The chief object of photography at Sarnia is the St.Clair Tunnel Co. whose electric engines, operated in fours, make a powerful sight. All the four-engine units observed consisted of three of the original six-wheel box cab motors whose unorthodox wheel arrangement might cause the uninformed to refer to them as 4-0-2's, plus one double-truck motor of a more usual design. Braving a bitterly cold wind off the lake, many photographs were taken as there seemed no lack of activity. Also observed at Sarnia were four Grand Trunk Western steam switchers (8300, 8306, 8315, 8325) stored in reserve, well painted and with rods greased; also gas-electric trailer 15743 and a gas-electric motor car painted box-car red with no number discernible from the passing train. (All the switchers mentioned have since been returned to service either in Toronto or in Turcot yard, Montreal).

Sunday morning the thermometer stood at 3° below zero, but the sun shone in a brilliant blue sky which with the spotless new snow, made a

#6076

picture to gladden any colour photographer's heart. We therefore returned to the C.N.R. station and were immediately greeted by an eastbound extra freight behind 6307. Train 29 does not operate on Sunday, but the other passenger trains turned up as expected. No 17 arrived behind 6204 and left behind 6222. No. 117 left behind 6219 while No. 12 was again powered by 5700. Unfortunately, the engine on No. 6 was not noted. All this activity was duly photographed, with unpleasant interruptions from a diesel switcher transferring some cars from No. 12 to No. 6 just as 6219 started out, throwing an impressive column of steam into the cold air. A point just west of the platform ends at London station is one of the best spots for action photography as all moves to and from the engine shed (for westbound train engines) as well as all train movements must pass this point.

On Sundays, Trains 605 and 606 do not run, and 620 and 621 are powered with a London engine, in this case 5609.

This weekend had been rumoured as the last for passenger operation on the London & Port Stanley; inquiries on the spot showed this to be false, but advantage was taken of the opportunity of riding once again. The 1:00 P.M. Port Stanley car was boarded (car 14) only to discover that owing to overhead line trouble then being worked on, the trip would be cancelled south of St.Thomas. During the layover at that point, Car 10 passed with the line car trailer, and Wabash diesel 51, a particularly small switcher parked nearby, was inspected. Upon the return to London a lengthy visit was made to the carhouse, during which damaged car 2 was inspected. This car had been rammed by a heavy motor truck, very badly damaged on one side at about the third and fourth windows from the front, derailed and pushed into the ditch. According to the shop man, more than 36 hours work were required to get it back on the tracks, during which it suffered additional damage from which it will probably not recover. Less badly damaged was the other car in the train, 4, which was easily repairable. This was not likely to occur, however, since five other cars were then available for a schedule requiring at most two cars.

Also on the scene was new diesel L-4, which our informant stated had been built for a foreign narrow-gauge line ("maybe Portugal") but converted to standard gauge and sold to the L.&P.S. He spoke contemptuously of its utility in switching, maintaining that the electric engines with their better acceleration and visibility could accomplish twice the work in the same length of time.

That evening, through service to Port Stanley having been restored, we travelled the length of the line in 14. A heavy snowstorm and the most spectacularly brilliant arcing from the pantagraph ever seen by the writer, made even brighter when reflected by the snow, made the return trip an unforgettable one.

Monday morning, train 82 "The Forest City" left London behind 6232. The four-car train made very good time, covering the 55 miles to Brantford in 56 minutes with one intermediate stop at Woodstock. At Brantford, Pacific 5580 was switching cars for its train, Mixed 218 from Stratford to Fort Erie via Brantford and Caledonia. The eventual consist was 5 freight cars, a mail-express car and a wooden coach of interesting design.

The train arrived at Caledonia at 11:05, ten minutes early, and though the timetable allows no time whatever at this point, more than half an hour was spent in switching. Shortly after our arrival, Mixed 233 arrived from Hamilton for Simcoe, Port Rowan and Port Dover behind 4-6-0 1336. After trading an express car for two box cars and interchanging mail, 1336 departed and Northern 6187 passed with a westbound freight. After stopping at Canfield, Dunnville (where a car was set out) and Port Colborne, No. 218 arrived at Fort Erie yard where 5580 abandoned the passenger car to set out the remaining freight cars, while a 2-unit diesel departed with a

long freight train. Several Wabash diesels were observed in the C.N.R. engine house. A shore reversing movement ultimately brought us into Fort Erie station on time. A rather strange situation exists here, in that the Canadian Customs offices are in the station owned by the American railroad (N.Y.C.), while the U.S. Customs are housed in the Canadian station opposite (C.N.R.)

During a 2½-hour stopover here, much transfer activity was in evidence crossing the International Bridge, involving N.Y.C. 2-8-0 1190 and C.N.R. 0-8-0 8431, lately renumbered from 8204. Pennsylvania road-switcher 8593 also appeared with a through eastbound freight. A fast return run to Toronto was made by N.Y.C.-T.H.&B.-C.P.R. train 379-792 powered, as usual, by two road-switchers.

Planned primarily as a photographic excursion, this trip proved to be an interesting example of the great amount of steam-powered activity to be seen on the Canadian railways even in this diesel-conscious era.

A VISIT TO THE ISLE OF MAN AND IRELAND
October 1956

by Thomas Marsh

On my annual leave this year I was able to make an interesting tour over many different railways, and to see many new and interesting sights.

The holiday started at 3:15 P.M. on the 22nd September, when I left Higham Ferrers on our local branch train, in itself a topic for discussion when the talk turns to economy and the closing of branch lines. After changing trains three times, I joined the "Shamrock" at Rugby; this train was so crowded that I had to stand most of the way to Liverpool. The train is called the "Shamrock" because it connects at Liverpool with the steamers that serve Belfast and Dublin; but I wasn't crossing to Ireland that night. I was going to the Isle of Man, home of no less than three 3'6" gauge lines, 1 steam, 1 electric and 1 horse-operated.

I was able to cover nearly all of the Isle of Man Railway, starting from Douglas and going south to Port Erin, retracing my tracks to Douglas and then riding the main line to Ramsey in the north of the island, this making a mileage of about 40, only 3 miles below the total possible. The I.O.M.Ry. is very smartly operated, with little outside-cylinder 2-4-0T locos built between 1873 and 1910, and very well kept too, with polished brass steam domes and pipework. Speeds are good for the narrow gauge, 25 miles in 1½ hours with 7 stops, all on single track.

On reaching Ramsey I returned via the Manx Electric Railway to Douglas only 18 miles, as it has a more direct route than the steam line. This is a very scenic route, and a great tourist attraction, so much so that the Government of the island is determined to keep it operating in spite of its deficit, caused by very light traffic during the winter months.

The Douglas Corporation tramways had closed for the winter just one week before I arrived, so I was not able to see the famous horse hauled trams in action, but I was consoled with thoughts of treats in store in Ireland.

The next day I had several hours to spare in Liverpool before it was time to catch the Belfast steamer, so I had a run on the Kirby route of Liverpool Corporation Tramways, a run that is no longer possible, as the route has since been abandoned. However, it was very pleasant to ride several miles in a modern car over P.R.W. with many stretches covered at high speed.

On my return to the city centre I inspected the Liverpool Overhead Railway, the only example in Britain of an 'El'. Unfortunately, this line is to close on the 31st Dec. as the company cannot afford the money to redeck the structure, and nobody will lend a helping hand financially. There are 13 miles of route, with a frequent service of 3-car trains and, despite its name it ends at ground level at one end, and in a tunnel at the other; all along the route there are very good views of the busy scenes of the docks.

The Irish part of the tour started on Wednesday morning with my arrival in Belfast. I took a run out to Larne by steam train, and returned straightway in order to see the interesting sight of the only line in Ulster that pays; this is the erstwhile Bangor branch of the Belfast and County Down Rly.; when the main line was closed 3 years ago the branch was kept open and dieselized, and now it does a great business. It is a 12 mile uphill run to Bangor and the trip now takes about 25 minutes with a stopping train. There is a frequent service of M.U. trains, similar to the RDC cars. All freight goes by road, so the line is operated in a similar manner to a tram line, without an operating timetable. One of the attractions of the line is that it is possible to sit just behind the driver and see the line as you travel with as good a view as the driver has himself

On returning to Belfast I caught the mid-afternoon train for Londonderry, a 93-mile run, mainly single track, but very smartly operated; I had the working timetable open, and found that we were always within ½ a minute of the advertised. The run is not of great interest, and a hasty dash across 'Derry took me to the Great Northern Rly. station for my train to Strabane, where the narrow gauge starts; you used to be able to go by narrow gauge from 'Derry, but it was closed a few years ago, so now you have to begin on the broad gauge.

Strabane is the outlet for the County Donegal Railways, a 3-foot gauge line with 50 miles of main line and 35 miles of branch, over which a good service of articulated diesel railcars is run. Each car pulls a van to carry freight, there are also a few steam locos to haul the freights.

There are two lines leaving Strabane: the main line, and the Letterkenny branch, up which I rode that evening, to return next morning before setting out on the main line. At one point I was the only passenger, but things improved later, and we got quite crowded. It is the railcar which has saved this line, as can be seen when you look into the fate of the neighbouring Londonderry & Lough Swilly Ry., which stuck to steam and is now a bus line.

I ended up the night at Ballyshannon, the end of the branch line, a town also served by the G.N.R. on whose Bundoran branch the town is located. I planned to ride this branch the next day but was a bit disappointed to hear the news that the line had been washed out in a storm the previous day, and that there was a bus put on to cover the first 16 miles. However, we were able to entrain at Pettigo and continue to the town of Enniskillen, the terminus of the 48¼ mile Sligo Leitrim & Northern Counties Rly., which has in common with other short lines the possession of a very long title. This line is still privately owned, as it crosses the border between Ulster and the Republic of Ireland, so couldn't be expropriated by either government. It loses much money, and is subsidised by both governments, but it is very likely to close this winter. Passenger service is provided by buses on flanged wheels, which jolt along the lightly laid track in a manner reminiscent of horseback riding. I rode the line all the way to Sligo, from where I had to get a bus back to my starting point.

Next day, Saturday, was very interesting. I retraced my tracks as far as Strabane, and from there took a Dublin-bound train, but only as far as Fintona Junction, from which point the world-famed horse tram runs its

liesurely course to Fintona, all of 1½ miles. The trip takes 10 minutes downhill from the junction and 15 minutes uphill, and makes 10 trips a day. In between runs the horse is stabled, so can hardly be said to be overworked. There are many places which are situated at a greater distance from the railway, but the branch is still kept open. It is of course a great tourist attraction, and it will be a sad day if the Ulster government closes the section of line from Clones to Omagh as they have plans, as not only the Fintona branch, but also the Bundoran branch and the S.L.N.C.R. will have to close as a result.

I arrived in Dublin that night, and spent three days seeing the sights of the city before setting off on my tour of the C.I.E.

One of the sights from a railfan's point of view is the Hill of Howth. Here may be seen the last electric trams in Ireland, only existing because they encircle the hill, around which there is as yet no road, but of course there is talk of making the surface suitable for cars, and abandoning the trams; till then, however, there is still the chance to take a ride on the top deck of an open-topped double-decker tram.

So far my rides had been mainly by steam trains, but on the C.I.E. there has been a vigourous modernisation plan, and the diesel reigns supreme, with steam remaining only on a few unimportant branch lines which I shall be referring in the second part of this narrative. This modernisation scheme has been most successful: schedules have been speeded up, patronage increased, and altogether the railways in the Republic really seem to be alive and kicking, not merely carrying on under the threat of closure, as seems to be the case north of the border.

T.T.C. NOTES

---The long-heralded cutback of the Harbord carline became a reality on Monday, January 21st, as with the first day car, the route's westerly terminus became the new St.Clarens loop, on Davenport Rd. one block east of Lansdowne Ave. As mentioned previously, this cutback has been made to allow construction by the City of Toronto of a grade separation (underpass) of Davenport Road with the C.N.R. Newmarket Subdivision. There has been no decision rendered as to whether or not rails will be laid through the underpass allowing restoration of the Harbord line in full to its Townsley Loop terminus; one encouraging note, however, is the sign appearing at the St. Clarens Loop informing passengers that the cutback is "temporary". The mileage (round trip) of the Harbord route as shortened is 16.30 (from 16.34 previously), while 5 fewer cars are required, rather curiously, at all hours of the day: 47 A.M. rush period, 15 normal day service, 48 P.M. rush period (from 52,20,53 previously).

A shuttle bus service has been instituted on the portion of the route left without car service.

---P.C.C. 4005, and many others, has appeared from a recent body shopping with an extra exterior advertising bracket (split) mounted on the battery doors at the rear. This has resulted in the rear end number being moved up to a position between the "cats-eye" stop lights, where it was originally on all the air-electric P.C.C.'s.

---Car 2416 has joined car 2436 in the out-of-service category at Russell Carhouse.

MOTIVE POWER NEWS

---The C.N.R. has announced that it is the intention to dieselize and deelectrify the St.Clair Tunnel Company operation between Sarnia Ont. and Port Huron, Mich. Tests have already been carried out in an effort to determine the volume of smoke and gases created by diesel locomotives in the tunnel, and whether special ventilating facilities will be necessary.

---New C.N.R. locomotives with dates received:
G.M.D. 1200 H.P. Road-switchers: 1253, Nov. 30; 1254, Dec. 6; 1255, Dec. 13; 1256, Dec. 21; 1257, Dec. 28.
M.L.W. 1600 H.P. Road-switchers: 1716, no date available; 1717, Dec. 11; 1718, Dec. 11; 1719, Dec. 20; 1720, Dec. 20. (These engines have been used since delivery on merchandise trains 516-517 from Toronto to Palmerston, and also on the various wayfreights out of Palmerston.)
G.M.D. 1750 H.P. Road-switchers: 4512, Nov. 30; 4513,4514, Dec. 4; 4515, Dec. 5; 4516, Dec. 6; 4517, Dec. 7; 4518, Dec. 10; 4519, Dec. 11; 4520, Dec. 12; 4521,4522, Dec. 14; 4523,4524, Dec. 19; 4525, Dec. 20; 4526, Dec. 21; 4527, Dec. 26; 4528,4529 Dec. 27; 4530, Dec. 28; 4531, Jan. 2.
---The C.N.R. is testing two of the Montreal Locomotive Works new line of 1800 H.P. road-switchers announced in the last issue of the Newsletter. These demonstrators have been painted C.N.R. colours and numbered 3615 and 3616; they are to be on the railway for a 3-month period.
---G.T.W. 6324, one of four locomotives recently transferred to the C.N.R., was outshopped by Stratford in the last week of December bearing the standard C.N.R. pilot, lettering and front number plate.
---The C.N.R. has begun dieselization of Montreal-Toronto passenger services. On February 4th, GMD units 6516-6616 appeared on Trains 14 and 31, and were on the same trains on the two following days (up to time of writing). Also on February 5th, MLW units 6754-6854 appeared on Trains 5 and 32.
---Associate Member E.D.McDonell points out an error in the C.N.R. renumbering list printed in Newsletter 126: 1370-1384 of class H-6-g should have been shown as 1370-1378, 1380-1384, there being no 1379.
---C.P.R. locomotives on Eastern Region tied up serviceable as of Nov.30,1956

No.	Location	Date	No.	Location	Date	No.	Location	Date
421	Aroostook	July 31	2814	St.Luc	July 31	5166	St.Luc	Oct.10
422	Woodstock	Nov. 21	2820	St.Luc	July 31	5171	St.Luc	Sep.27.
453	Woodstock	Apr. 9	2822	St.Luc	Sept. 7	5200	St.Luc	Oct.11
485	W.Toronto	Oct. 26	2827	St.Luc	Oct. 25	5223	St.Luc	Oct.12
1271	John St.	Sept. 11	2841	St.Luc	July 18	5333	Sherbrooke	Sep.30
2228	St.Luc	Aug. 6	2858	St.Luc	Oct. 23	5400	St.Luc	Oct.20
2396	St.Luc	Oct. 11	2859	St.Luc	Sept. 7	5456	St.Luc	Oct.1
2457	St.Luc	Oct. 10	2926	McAdam	June 30	5750	St.Luc	Aug.29
2470	St.Luc	Aug. 31	3429	St.Luc	May 1	5751	St.Luc	Aug.29
2471	St.Luc	Oct. 5	3523	St.Luc	May 11	5752	St.Luc	Aug.29
2554	Sherbrooke	Aug. 23	3529	Brownville	June 30	5754	St.Luc	Apr.23
2597	Brownville	May 29	3624	Bay Shore	Apr. 17	5755	St.Luc	Apr.23
2644	McAdam	Aug. 31	3637	McAdam	Oct. 31	6227	Kentville	Nov.12
2801	St.Luc	Aug. 29	3692	McAdam	June 30	6275	Lambton	Aug.23, 1955
2802	St.Luc	Aug. 29	3700	Bay Shore	Sept.30			
2809	St.Luc	Oct. 10	3719	Bay Shore	May 31	6298	Sudbury	Oct.31
2810	St.Luc	July 27	5114	St.Luc	June 25	6601	Bay Shore	Apr.30
2811	St.Luc	Oct. 21	5119	St.Luc	Oct. 12	6932	Bay Shore	Apr.18
						6935	Bay Shore	Apr.24

1957 DIRECTORATE

At the Annual Meeting of January 18th, the following were nominated as Directors of the Society for 1957, and being the only nine so nominated, were elected by acclamation: John A. Kelley, John D. Knowles, John A. Maclean, George A. Meek, John M. Mills, Harvey R. Naylor, Albert S. Olver, Robert J. Sandusky, and Stuart I. Westland. At a Directors' Meeting on January 25th, Officers for 1957 were chosen as follows: President, Westland; Vice-President, Naylor; Recording Secretary, Sandusky; Corresponding Secretary, Mills; Treasurer, Olver.

SUCCESS OF FIRST-FRIDAY MEETINGS

The January meetings started the outdoor series off in a slow way, with only 4 members present. The February meeting, at Danforth Station, saw almost a fourfold improvement, with 15 members in attendance; this was very encouraging, and it is hoped that the upward trend will continue. While many of these meetings may consist only of station visits, which can be made by individuals at any time, there is something in getting together with kindred spirits in a place of mutual interest which makes these meetings more enjoyable than a solitary visit to the same place.

:--:

New Book -- "Garden Gateway to Canada", a history of Essex County, Ont. 500 pages with 250 illustrations. While not a railway book, there are many pictures and references therein of interest to railfans. Information as to price is not at hand, but copies are available from the author, Dr. Neil F. Morrison, 1122 Chilver Road, Windsor, Ont.

:--:

Wanted by the Publications Committee: Photos of equipment or line views of the Niagara, Welland and Lake Erie Railway (local street railway in Welland). Other information or relics from the railway will also be very welcome. Please send any such material to Mr. J.A.Maclean, 542 Cranbrooke Ave., Toronto 12, for use in possible forthcoming publications.

:--:

Associate member G.W.Parks, Truro N.S., reports that the following 2-10-2 engines have been transferred by the C.N.R. from western lines to the Atlantic Region, probably for winter months only: 4008, 4010, 4011, 4027, 4028, 4032, 4036, 4037, 4039, 4044, along with a number of other engines, principally 3400-series Mikados and 6100- and 6200-series Northerns.

INCORPORATED 1952

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

ADDRESS NEWSLETTER CORRESPONDENCE:
STUART I. WESTLAND, EDITOR
16 SONORA TERRACE, TORONTO 13

MARCH 1957 NUMBER 134

The Society meets on the first and third Fridays of every month. The regular general meeting for March will be held on the 15th in Room 486, Toronto Union Station, at 8:15 P.M., and the entertainment will consist of members' motion picture films of steam railway operations.

The next outdoor meeting, to be held on April 5th, will consist of another station visit for the purposes of train observation -- the location for this meeting will be the C.P.R. Parkdale station at Queen and Dufferin Streets.

UNFORTUNATE NEWS HANDLING

In late January T.T.C. Chairman Allan Lamport made a public statement to the effect that:

(1) No more street cars are being manufactured on the North American continent;

(2) The T.T.C. must turn (he used the present tense) to American cities which are discarding street railways to obtain good buys in used street cars;

(3) This drying-up source of supply can only mean the eventual picture that Toronto too will have to give up surface electric railway transportation, with rail rapid transit and free-wheel feeders to be the replacement system.

Why such a statement should have been made at this time is not very clear; (could it be the prelude to another second-hand car purchase?) In any case, the pronouncement was seized upon by the various agencies which gather and disseminate news for daily public consumption and the results were most unfortunate; newspaper articles on the Chairman's statement bore headings such as "STREET CARS NEARING END OF LINE", while U.C.R.S. members report having seen a TV news broadcast on which a PCC running on King St. was shown, together with commentary to the effect that "this scene will soon vanish from Toronto streets". Most of the Society's members know that a quick disappearance of street cars from Toronto, the implication derived from the Chairman's remarks by the sensation-seeking public press, is a practical impossibility. Hundreds of post-war PCC cars, miles of track in good or excellent condition, and above all, the Queen St. extension which is still in the future, all show that here is a street railway system with many years of useful life left in it. However, the average Torontonian is not aware of this, and, while the "get-rid-of-street-cars" attitude of public opinion which has hastened the demise of many a system elsewhere has never been rife in Toronto, he might seize upon such news reporting as being factual in all respects, and come to expect and then later demand that the plan he read about in 1957 be put into effect with greater haste. This would prove embarrassing to the T.T.C., which could only, if its reasonable policies of the past are continued, discontinue street car operation entirely after a lengthy period of time.

These remarks must be summarized with the editorial expression of opinion that the Chairman's pronouncement might better have been left unmade at this time, and as a result of the manhandling it received in the public prints, it has done nothing whatsoever to improve the transit "climate" in Toronto.

BLOOR SUBWAY SUFFERS SETBACK?

On February 25th, Metropolitan Toronto Chairman F.G.Gardiner made the observation before the Metro Roads Committee that financial considerations may delay the start of construction of the T.T.C.'s Bloor rapid transit line, with the Lakeshore Expressway, Don Valley Parkway and other major roads already planned or being undertaken having to be fitted into Metro's tight budget. Subway construction would require 50 to 55 million dollars per annum over the next three years, and Metropolitan Toronto can borrow about 80 million per year. Full scale subway construction would therefore take out a large part of the Metro budget, leaving the arterial roadways, trunk sewer and watermains and other projects all to be financed out of the remainder. Mr. Gardiner said further that "no matter how violently we are in favour of the subway, we simply cannot contemplate it without halting most of our other work."

On this note it might be appropriate to mention that the latest issue of the T.T.C. "take-one", the Headlight, carries a centrefold montage of newspaper clippings reporting and editorializing on the need for the Bloor Subway, and one short clipping which epitomizes the situation is specially outlined, In any discussions on whether the subway or the arterial roadways should receive financial priority, it would appear that the content of this particular clipping should be borne uppermost in mind:

"A subway is just as much a part of the transportation system as surface roads, and in a city as congested as Toronto is more economical and efficient. Such a subway is just as much entitled to a subsidy as is a paved road, and the money would be better spent, for it would benefit more people. Expensive as a subway is, it is not as expensive as the several expressways that would be required to carry the same number of people on the surface".

The reference to a subsidy above is to the 50% Provincial subsidy paid for arterial highway construction and which has been refused for the subway. Despite Mr. Gardiner's statement, the Metro budget for the coming year includes $1,000,000 for the completion of detail plans for the Bloor and University Ave. lines.

L.& P.S. PASSENGER SERVICE DISCONTINUED

As mentioned in the last issue, passenger operations on the London & Port Stanley terminated with the last scheduled trips on Monday, Feb. 18th. The abandonment was quiet, with no special observance on the last trip. Because of the awkward time of the week, no railfans are believed to have been present, but it is known that a few London citizens made the last round trip for sentimental reasons.

Nevertheless, there was considerable railfan observance of the unfortunate event on the previous day (Sunday the 17th), as a 2-car excursion of Detroit's Michigan Railroad Club made a lengthy round trip of the line, and highlighted the day's activities with a slow trip between St.Thomas and Port Stanley using only the distant London power supply (the St.Thomas supply, as mentioned previously, was disconnected on February 1st.) The northbound climb from Port Stanley was barely more than a crawl, but the two fully loaded cars finally made St.Thomas. (Because of the power situation it was originally intended to send only one of the two cars to Port Stanley but one car proved too small for the 93 passengers.) Several U.C.R.S. members were among the large party that made the trip.

A report in the London Free Press on the day following the abandonment said that there is a possibility that at lease some of the motor cars may be saved in operating condition to carry mail and express between London and St.Thomas. If this proves to be true, it is certainly hoped that the cars will remain available for charter.

The London Railway Commission has received City Council permission to purchase a second diesel locomotive for the L.&P.S. It is reported that this unit may be of the hydraulic transmission type similar to the steeple cab exhibited by GMD in the recent "Motorama" display in Toronto. On the subject of the existing diesel on the roster, L-4, Associate Member F.H. Howard of London says that the locomotive was built to the order of the L.&P.S. and was not a diverted order. It was, however, built consecutively with 15 G-12's supplied by GMD to New Zealand.

MOTIVE POWER NOTES

---C.N.R. deliveries:
GMD 1750 H.P. Road-switchers: 4532 and 4533, Jan. 4; 4534, Jan. 7; 4535 and 4536, Jan. 9; 4537, Jan. 10; 4538, Jan. 15. (End of order).
MLW 1600 H.P. Road-switchers: 1713 and 1714, Nov. 29; 1715, Nov. 30; 1716, Dec. 7.
GMD 1200 H.P. Switcher: 7033, Jan. 31.
GMD 1750 H.P. Road-Pass. units "A" and "B": 6514-6614; Jan. 16; 6515-6615, Jan. 23; 6516-6616 Jan. 30; 6517-6617, Feb. 12; 6518-6618 Feb. 21.
---C.N.R. 2-8-0's 2516 and 2628 were scrapped om December 28th.
---G.M.D. 1750 H.P. road-switchers (Model GP-9) 1603, 1605 and 1606 for the Ontario Northland Railway were turned out of the London plant on January 25th and passed through Toronto the following day.
---The Grand Trunk Western borrowed five large Northern type locomotives from the Chicago Burlington & Quincy Railroad during January. These were Burlington numbers 5610, 5618, 5621, 5631 and 5634. At the same time, GTW loaned the following 4-8-4's to the Canadian National for use in Ontario: 6313, 6319, 6326, 6331 and 6335.
---An electric locomotive, Noranda Mines 19, was reported as passing through Toronto on February 9th, presumably being delivered new from the builder.
---Diesels were used for the first time on Trains 9 and 10 of the C.N.R. (Toronto-Belleville) on February 21st.
---The recent appearance of diesel road units on C.N.R. passenger trains west of Toronto, plus the reported observation of G.T.W. diesels on these trains, seems to indicate that electric operation through the St.Clair Tunnel at Sarnia has ceased, at least in so far as passenger operations are concerned. No definite news has yet been received on this development.
---In contrast to this increase of diesel activity on the C.N.R. is a marked increase in steam activity on the C.P.R. around Toronto. A month ago it was stated in some quarters that there would be no passenger steam locomotives on the C.P.R. in Toronto after March 1st. Instead, Pacifics have been reported on Toronto-Hamilton passenger trains on several occasions in late February and early March, while Hudson 2838 has been running on Train 712 regularly of late, and was also observed on Train 36 leaving Toronto on February 23rd. A member living near the C.P.R. Toronto-London line reports a decrease in diesel-powered trains, and a corresponding increase in steam power. It would be interesting to know the reason for this development.

The T.T.C. sold standard gauge bucket crane #2 for scrap during 1956, it having been condemned on June 20, 1955, and was unused for several years before that time. It was removed from the property by rail during July. The other such unit, No. 1, left the system some years ago. The only T.T.C. rolling stock on the standard gauge track system at Hillcrest shops is now the converted differential dump car formerly known as Y-18. (It has borne no designation in recent years). This unit, receiving its power from a snake, moves freight cars in and out of the Hillcrest property.

C.P.R. WESTERN TRIP, 1956

by W.T.Sharp

The trip I am to describe began as we boarded C.P.R. No. 1, the Canadian with 10 cars, the usual consist, behind diesels 1424-1901, at Chalk River on the Friday before Labour Day. Meets with 1254 on the eastbound wayfreight, at Mattawa with former Algoma Eastern 2-9-0 3952 on an extra west off the Temiskaming branch, and at Markstay with 1266 on the Sudbury wayfreight (very late) reminded us that, although diesels do most of the main line work, much steam is still to be found east of Cartier. After consolidation with No. 11 from Toronto, we left Sudbury on time with 16 cars (13 Budd-built) behind the same two diesel units (three were used west of Sudbury until this year). Train 6 and two sections of No. 8, all late but diesel-hauled, passes us on the double track west of Sudbury. Chapleau diesel 8475 was noted on No. 28 from Sault Ste. Marie.

The spectacular Schreiber Division was watched next morning from the dome. The division is almost entirely dieselized, with MLW cab units and road-switchers in freight service. No. 6, met at Terrace Bay, had 8559-8572 and No. 8 followed in two sections with 1422-1902 and 8472-8473 respectively. 5325 on a work train near Cavers showed that steam remained even here. Near Red Rock, CN 2467 on the weekly Jellicoe-Port Arthur wayfreight was a reminder of a bygone age.

At the Lakehead, steam power still predominated in yard service. CP 6608, 6906, 6907, 6908 and 6944, and CN 8206 and 8331 were noted. From Fort William to Winnipeg the heavy grain traffic seemed to be almost exclusively handled by P-2 Mikados, with diesels on the passenger trains and the occasional manifest. Kenora, as many secondary yards across the Prairies, has only recently received 660 H.P. diesel yard switchers. 2852 on No. 54 and 2850 on 1st No.8 (13 cars) were the only Hudsons noted in passenger service on the entire trip.

We were up bright and early the next morning east of Swift Current. No. 14 had G-3 2354, No. 6 had Chapleau road-switchers 8573-8578 and No. 8 (20 cars) had 1406-1919. Around Swift Current several G-3's (as well as Alyth road-switchers) were seen in freight service, but the most exciting sight was T-1 5932 under steam outside the Swift Current roundhouse. Between Medicine Hat and Calgary P-2's 5463 and 5467, recently transferred from the Shuswap Subdivision where they had worked since delivery in 1948, were noted on freights. At Bassano, 5205 was laying over for the Empress mixed. Among locomotives stored at Ogden shop were 2861, 2923, 3649, 5213, 5770 and 5920. At Calgary helper 8497 was added for the climbs ahead. We left the train in rain at Lake Louise, delayed 20 minutes by the meet with No. 2.

Next day we took No. 7 to Glacier. Running very late as first 7, No. 5 came through behind diesels 1411-4446-4424, and No. 7 followed with 1418-1912-1917 and 20 cars. As we entered the new station at Field, the other platform was occupied by a 16-car passenger extra (mostly S.P. equipment) behind 1410-8491-8542, while No. 2 and an eastbound extra waited to enter. It was 45 minutes later before we could leave, to find the next two sidings blocked with a freight (units 8537-4447) and No. 6 (with a single unit, 4030, only). The Field roundhouse looked deserted but ten road-switchers were lined up outside and 5760 stood dead in the yard. A boxcar was noted derailed west of Leanchoil explained the traffic jam. Cranbrook engines 1026 (4-6-0) and 7117 were at Golden. At the old helper station of Beavermouth, the roundhouse has been torn down and the post office closed since the diesels came.

During our week at Glacier we got a fair picture of present operations on the Mountain Subdivision. Passenger and freight trains are on the average much heavier than in the days of steam, but the volume of traffic remains impressive. It seemed indeed rare for Glacier station to be an hour without

the passing of road-switchers in freight service. Passenger trains get from one to four units depending on load, freights usually 3 or 4, all running through over the subdivision. The cab units that remain at Alyth are mixed almost indiscriminately with the GP-9's that predominate. Alyth units handle virtually all traffic from Calgary to Kamloops and run regularly through to Vancouver. Average drag time over the rugged subdivision is only about six hours from Revelstoke to Field.

We left Glacier on September 9th on No. 7, a typical caravan of 20 cars behind 1409-1916-4447 and 1410. At dinner the car was dominated by the accents of Australians sailing on the morrow on the S.S."Orcades". Early morning smoke at North Bend, followed by yard engines 3604, 3689 and 5787 at Coquitlam, and 2707 on a transfer run showed that steam retained a precarious foothold on the western end of the C.P.R. system.

A quick visit to the C.N.R. station at Kitimat on September 12th revealed Pacific 5000 on No. 57, a remarkably heavy train, but two road freight units were a sign of the times. Without airport or highway, and with only mediocre steamship service, Kitimat is very dependent on the CNR and seemed not too happy about it. Prince Rupert the next afternoon resembled many division points twenty years ago: 7536 worked the yard, while 5116 and 2690 awaited their cars in passenger and freight service respectively and 2175 shuffled in with a work extra.

Our return from Vancouver was on September 22nd on No. 68, consisting of seven cars behind 4105-4453. At Midway the next morning, the small yard was jammed with three freights, No. 968 with 5 units including a Trainmaster. CLC diesels dominate the Kettle Valley line with Trainmasters handling a good share of the work. Rumoured RDC's on the Nelson-Vancouver run next summer may make possible a daylight view of the scenery, as splendid to my way of thinking as that of the main line. At Nelson, with its diesel shop, our units were replaced by 4057-4454.

The next morning at Lethbridge we were in steam territory again, with 3601, 5810, 2586 and 5227 under steam outside the roundhouse. We changed to RDC's 9100-9101 for a fast run to Calgary. At Macleod 1296 was ready for the Calgary wayfreight. With much local business the Dayliners reached Calgary 7 minutes late, but they were unloaded and loaded again in 8 minutes to make possible a punctual departure for Lethbridge, an impressive demonstration of RDC flexibility.

Around Calgary there was plenty of steam. 3690, 5800, 6279, 6284, 6605, 6905 and 6952 were active in the yards, along with a dozen diesel switchers. 2371 was noted dead in a freight train and 3614 and 5934 lay dead in Alyth yard. Live around the roundhouse were 834, 2314, 2387, 2389, 3695, 5157, 5242, 5468 amd 5932. On the diesel side it was a surprise to see that the units on No. 1 were changed at Calgary and more surprising still was the arrival of a manifest from the east behind passenger units 1410-1423. We returned to the station to see No. 528 arrive from Edmonton behind regularly-assigned diesels 1433-1434, and boarded No. 2, which left rather late behind 1426-1918.

The next morning between Broadview and Winnipeg no diesels were seen in freight service: G-3's and diesel-displaced Hudsons do most of the through freight work, with G-5's and G-2's in wayfreight service. Between Winnipeg and Fort William we again enjoyed a steady procession of heavy Mikados, with G-5's on the mixed trains that provide local service. At Chapleau new GP-9's 8623-8624, presumably enroute to Alyth, were seen on No. 951. First steam noted on the Algoma District was 5362 on the Levack ore train. While watching the complicated switching operations at Sudbury, it was a pleasure to note 2823 outside the roundhouse. At Sturgeon Falls we met 1266 on the wayfreight and at Yellek 4010-5373 on an e tra west. At North Bay, aside from diesel units, 2421 and 5367 were at the coaling stage and Ontario Northland 306 and 500 were in storage outside. At Mattawa 1085 was seen with an extra

east besides yard engine 3422. No. 951, with four diesel units, was met at Stonecliffe and as we entered Chalk River, end of our trip, delayed by a malfunctioning block system, 5452was ready to leave with an extra west.

In summary one can conclude that, with the many new road-switchers, diesels are almost everywhere, even in Saskatchewan, the district that remained 100% steam for so long. In main line passenger service on the CPR, steam's day is done, and with RDC's and large-scale curtailment of branch service on the prairies steam will not be common much longer in local passenger service. However, with a rising freight traffic volume, steam in freight service is abundant systemwide except in the territory west of Calgary and Lethbridge, and almost all classes are to be seen. Only between Fort William and Swift Current, however, does steam predominate. To see steam, the time to travel is soon!

A VISIT TO THE ISLE OF MAN AND IRELAND
October 1956 (Part Two)
by Thomas Marsh

The second half of my Irish tour was all on the metals of the Coras Iompair Eireann, the Irish Transport Company, which runs all the railways, most of the buses, and many trucks in the Irish Republic. The Great Northern Railway, which operates in both North and South, is now managed by a board of members from both states. The railways wholly in Northern Ireland now come under the jurisdiction of the Ulster Transport Authority, although old habits linger, and in Belfast the buses still say "Passes L.M.S. Station" on their linens, rather as the people in Newfoundland refer to the "Foreign Express".

Leaving Dublin on the Sligo Express, a train of ordinary stock hauled by a diesel loco, I alighted at Dromod, the southern terminus of the 3 ft. gauge Cavan and Leitrim section, formerly the Cavan & Leitrim Ry. This is an independent line some 33 miles long, with a branch 12 miles long, of great interest to fans. This section is still steam operated, the reason being that it serves the only source of coal in Ireland, and it is coal which provides most of the traffic. As the other narrow gauge lines in the country have been closed, their motive power has in many cases been sent to this section. So, at Ballinamore, headquarters of the section, one can see all manner of interesting sights, with locos from the Tralee & Dingle, West Clare, and Cork Blackrock & Passage lines. I took the train as far as Ballinamore, then changed for the Arigna branch, the only remaining line in Ireland that runs, unfenced, alongside the public road, which it crosses at intervals. It was here that the famous incident occurred of the driver of a train being summonsed for contravening the Road Traffic Act; he "drove furiously" across a crossing!

The Arigna train is usually mixed, the passengers being accommodated in an incredibly ancient coach with plush seats in the First Class, woodem benches in the Second, and open balconies at each end; no heating whatever is provided except for the guard, who has a coal stove.

I rode to the end of the branch and back, a great experience, with a race against a motor truck in one place, with the odds in our favour as road traffic has to wait until the trains cross the road. I then returned to Dromod; where I caught the evening train to Sligo, this time an MU diesel one.

After spending the night at Sligo I caught the only train of the day for Limerick Junction, once again an MU diesel; this train carried me as far as Ennis, which is the railhead of the West Clare section, again a previously independent 3 ft. gauge line. This is the only other narrow gauge line run by CIE, and was dieselized last year; the passenger trains are articulated cars modelled on the County Donegal ones. This line is well fenced

and the trains make good speed between stops, covering 48 miles with 9 scheduled and 10 flag stops.

Having some time to spare between trains, I looked round the yard and saw some of the original steam stock being broken up. I was lucky enough to acquire the builder's plate from one 6-wheel coach; the date of construction would be about 1894.

Just a word here about Limerick Junction, which is the proud possessor of a truly Irish station. The junction is situated about 22 miles from the town that gives it its name, and is situated where the double track main line from Dublin to Cork is crossed by the Waterford & Limerick line. The lines cross on the level a little east of the station. There is only one through platform, and 2 dead-end bays for the trains on the branch. The main line platform is on a siding, and the only access thereto from both directions is by means of overrunning the station and backing into the platform road over a modified scissors crossover. The platform is on the up side of the line, so it is all right for the up trains, they only reverse onto the adjacent track. For down trains it is a little more complex, as they have to cross the up line to gain access to the platform. When two trains meet they end up on the same track face to face a few feet apart.

All has been fairly simple so far; it is the branch trains which are really complicated. A southbound train leaves the branch to curve west, and runs right along the rear of the station; it stops a little way beyond the end of the platform and reverses into the bay; when it is ready to leave it pulls out of the bay, reverses and backs along behind the station and onto the branch once more, facing south. A train coming from the south crosses the double track on the level, carries on till past the spur leading to the station, then reverses straight into a bay at the near end of the platform, from where it has a straight run back to its line when ready to go.

At Limerick Junction I joined a Dublin-Cork train, which took me as far as Mellow, where the Kerry portion of the train is detached. It was quite a change to be rolling along the double track at speed, instead of the liesurely pace of the trains so far. At Mallow, however, the track once more becomes single, so the progress is a little slower. The Kerry line serves Killarney, another Irish special, from where all trains have to reverse before continuing to Tralee. I left the Tralee train at Farranfore, from where the Valentia branch starts. This line runs to the most westerly point on rails in Ireland, and is very scenic. It is still operated by steam power, as there are restrictions on the length of stock allowed on the branch, owing to curvature.

The train that was waiting at the branch platform was a real period piece, an 0-6-0 loco, vintage 1890, and five 6-wheel coaches of similar age, with a very "late Victorian" appearance to the whole outfit. Once under way, we even had a Victorian rhythm, quite unlike that of bogie vehicles.

The branch climbs over a range of hills, and comes out on the cliffs above Dingle Bay. The sea is only a little way away but several hundred feet lower, and one has a magnificent view over the water. The line then descends to sea level at Valentia Harbour.

The next morning I had to rise early in order to catch the 7:30 train back to Farranfore; the train was quite empty when it left, but by the time it got to its destination it was crowded, and we all rushed to get seats on the Dublin train when it came in. We were a stopping train as far as Mallow, where we were joined to a Dublin train and became an express with only one stop before Dublin.

The Valentia train is very slow and sedate in its progress, a steady 20 M.P.H. is its idea of speed, but once on to the double track, we were not far below 70 at times.

All through my Irish tour I was impressed with the timekeeping; I had managed to obtain working timetables, and was able to follow our progress, and even on long cross-country runs over single track we kept well to schedule, doing better in this respect than one often finds on British Railways.

On arrival in Liverpool on Sunday morning it was a depressing change to enter a station where steam still reigns supreme, with its attendant smuts and grime; but the line from Euston to Liverpool is to be electrified soon, so things won't be like this much longer.

So ended my holiday; I had covered about 1802 miles, and had experienced four forms of traction: steam, diesel, electric and horse, and had enjoyed every minute of it, and now look forward to seeing a bit more of it on a later visit.

EXCHANGE SECTION

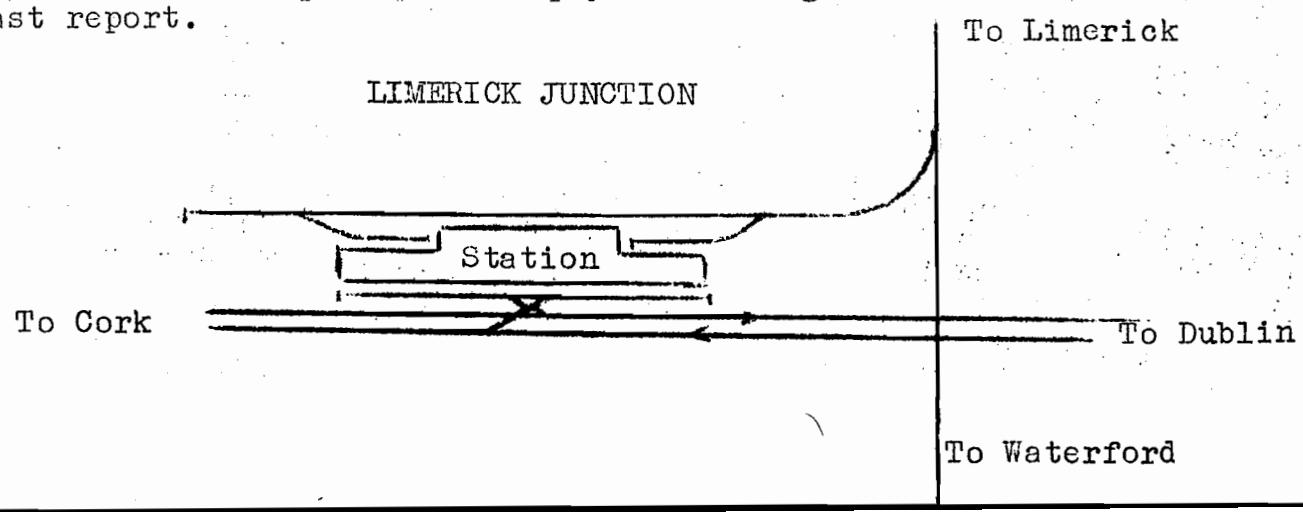
---Norman Fisher, 1533 Piggot Ave., Prince Rupert, B.C., wishes to contact fans in the Prairies and the East in order to obtain negatives of size 116/616 or larger.

LATE ITEMS

---Since Page 3 was written, more has been learned of the dieselization of Toronto-Chicago C.N.R. trains. The first such operation was on Train 20 on March 4. A small ceremony was held at the Toronto Union Station on arrival of this train to mark the event. Locomotives used are G.T.W. 4900-series road-switchers operated in pairs. Apparently this new arrangement applies to all international trains.

---The C.P.R. has again extended its use of RDC cars in Southern Ontario. Trains 601 and 602, previously Toronto-Peterborough, have been extended to Havelock and are being operated by RDC 9063. This car is also operating Trains 603 and 604 previously held down by one of the Toronto-Detroit RDCs during its layover in Toronto.

---A proposal has been made to the Metro council by a private investment firm which would build the Bloor St. subway and rent it to the municipality on a long-term basis. At the end of the term of the lease, the line would revert to the municipality. No reply has been given to the investment firm at last report.



Upper Canada Wheltrain Club

NEWSLETTER

Stoort I. Wiesclandt
Chief Scandalmonger

APRIL FOOOL

NUMBER 0

The Society meets on the thirteenth Tuesday after St. Michaelmas' Day in O'Rorke's Pool Palace (back room). Meetings sound off sharply at 8:00 P.M. with the sounding of three pistol shots.

DUES REMINDER: Dues of the Clun ($50 per year plus tax) are payable on December 25th of each year. Any member who does not ante up by this time will have a fiery crosstie burned on his front lawn; if the required amount is not paid within three days, an impression of "The Josephine" will be branded on his front door.

INTERESTING ARCHAEOLOGICAL DISCOVERY

(The following is a translation of an ancient inscription dug up recently on the site of the ancient city of Piltdown by Prof. Neandertal of the University of Toronto. Its resemblance to recent events in Toronto is remarkable).

"Now in that land was a great city wherein many people did live. And in that city was a highroad, called the Youthful Street, whereon the people did travell. Now it came to pass, near the beginning of the Age of Television, that there was a great press of traffick upon the said highroad. For each citizen took unto himself a conveyance, and did ride therein to the market place and to the theatre and to the forum. And, so great were the numbers of the chariots, carts, wagons, tumbrils and divers other vehicles that a great commotion was caused withal, and they did interfere each with the other, and did hinder, and collide, and in due time did come nigh unto a stoppe.

And men said among themselves, who shall deliver us from this condition? Whereby shall the citizens be enabled to go quickly even unto the market place? Oh, that men could fly like unto the fowls of the aire!

Then one stood forth and said, brethren, let us digge under the Youthful Street! And they that heard him marvelled, and went and brought divers tools, and great machines, and did digg a mighty pitte under the Youthful Street, and did establish it with strong masonry, and did place therein bands of metall which they did name "rayles", and did cause great numbers of chariots to drive this way and that upon the rayles, and did make divers torches and flares of various colours to shine upon the charioteer to guide him in the performance of his task, and did make stopping places.

And men said among themselves, lo, we have performed a miracle. And many among them did dive into the pitte below the Youthful Street, and did gallopp to the forum upon the chariots there established, and marvelled at the speed thereof. And no longer were the citizens hindered by the press of tumbrils upon the Youthful Street."

TERRIBLE PRAM-TRAM CRASH

On Scarborough Road, a doll carriage went out of control recently, and careened down the hill and onto Queen St, colliding with Cincinnati Street Ry. 1100 (now known to some infidels as TTC 4575) on the Queen line. 1100 was knocked off the track as the pram gave the tram an awful wham. Several passengers were injured including the china doll riding in the pram, who now reposes in horspital with multiple cracks, chips and fractures.

COMING FANTRIP

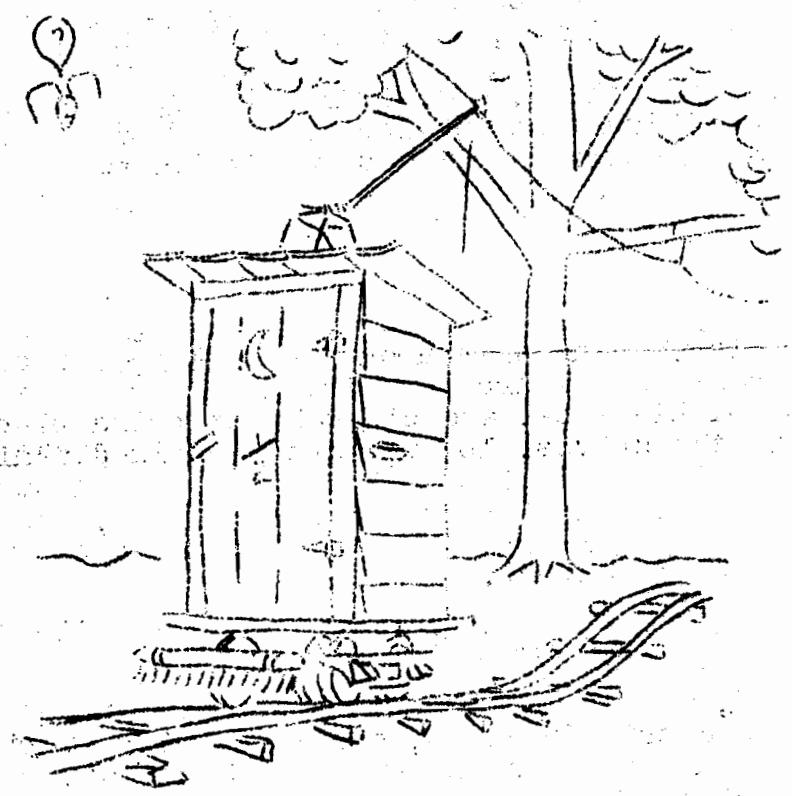
All the railfan clubs of Canada are combining to operate a secret excursion next Thursday night on the Greenwood Avenue Brickyard Railway. Members will steal dump cars out of the shed and ride madly down the incline into the pit. Should be a good go for narrow-gauge fans. Fare will be one American wartime steel penny, payable on the car, if you aren't caught first. Owing to the great demand, early reservations are advisable. Address: The Warden, Don Jail.

PROGRAM FOR NEXT MEETING

The UCMC will be honoured to have as its guest speaker for the next meeting, Mr. Aloysius Q. Fishplate, who for 40 years was a gandy dancer on the Blottville & Oblivion Railway (Linking 13 Great Coal Yards With the Nation). Mr. Fishplate's subject will be, "How I Broke Rule G For 40 Years and Never Got Caught (hic)". Every last member is urged to turn out and "drink" (haw!) in Mr. Fishplate's educational talk -- no tomatoes this time, please.

FLASH! T.T.C. BUYS NEW P.C.C.

Just as this issue was printed it was learned from 55 Yonge Street that the T.T.C. has purchased 100 new PCCs from the St. Francis Car Co., St. Francis, Kansas. These new cars will feature motors and seats, and will have doors. It is also reported that fare boxes will also be provided. Through the courtesy of the St. Sasafras Car Co., we reproduce here a photograph of these significant new cars:



INCORPORATED 1952

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

ADDRESS NEWSLETTER CORRESPONDENCE:
STUART I. WESTLAND, EDITOR
16 SONORA TERRACE, TORONTO 13

APRIL 1957 NUMBER 135

The Society meets on the first and third Fridays of every month.

The May outdoor meeting will consist of an evening of observing of transit operations at an east end nerve centre of the T.T.C. system, Danforth and Coxwell Aves., the gathering spot to be the south-east corner. This meeting will be held on Friday, May 3rd.

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With this issue, it is announced that Mr. John Maclean has been appointed Assistant Editor of the Newsletter. Mr. Maclean is a rail-fan of long standing, and has been a member of the Society since 1948. One of our best-informed members on all aspects of railroading, he has already been active on the Publications Committee assisting in the preparation of Bulletins.

NEW CANADIAN RAIL PROJECTS

- A lengthy monorail railway, as part of an industrial development of mammoth proportions in north-central British Columbia was announced recently in the provincial legislature. A 40,000 square mile area bounded by the watersheds of the Peace and Ketchica Rivers west of Hudson Hope and north of Fort Mc Leod through to the Yukon border is to be developed by the Wenner-Gren Foundation, headed by Swedish financier Axel L. Wenner-Gren, under an agreement with the B.C. government. At least one pulp mill of 100,000 tons annual production, saw-mills, hydro-electric power units, townsites, roads, hospitals and schools are included in the scheme.

An essential feature of the agreement is the construction of a high speed monorail line extending 400 miles from Fort Mc Leod (65 miles from Prince George on the Pacific Great Eastern Railway) through the Rocky Mountain trench to the Yukon border. Depending on the results of a survey to determine the resources of the area, and the acceptance of the proposals by the B.C. government, it is expected that the monorail will be under construction in 1960.

- Another major railway to tap the Labrador iron ore deposits in central Ungava is under plan. The Cartier Mining Company, a subsidiary of the U.S. Steel Corporation, will construct a mining railway northerly from Shelter Bay, P.Q. (on the north shore of the St. Lawrence River) to a point 150 miles north, to be developed as a mining site, and a further 100 miles northerly to a second site. As is the practice on the Quebec, North Shore and Labrador, the iron ore will be concentrated at plants near the mining sites, with the concentrate to be shipped southerly via rail to Shelter Bay for loading aboard ship. No railway construction is expected during 1957, but a survey and tote road will be commenced almost immediately.

C.N.R. ABANDONMENT

While new rail projects continue to be mooted and to take actual form in Northern Canada (see page 1), railway abandonments are the order of the day in the older more populous portions of the nation. The Canadian National Railways has just announced that the Peterboro-Millbrook branch (a remnant of the Peterboro - Port Hope line, the southerly portion of which was abandoned in 1951) will be discontinued this year. A way freight has served the line from the Peterboro yard during the 1951 - 1957 interval. The Village Council of Millbrook has named a committee to protest the move to the C.N.R., who plan to use trucks in substitution.

EDITORIAL

RAILFAN UNITY INCREASINGLY NECESSARY

Over recent months it has stbuck the writer that a certain uneasiness has been felt at local fan gatherings, particularly the U.C.R.S. meetings. There appears to be manifest a feeling of frustration over the service abandonments and equipment scrappings of the last year in particular, to the point that members have been heard saying such things as "There does not seem to be much going on any more", and then drifting off into other (non-rail) channels of conversation. Also particularly noticeable has been the tendency of members in the post-meeting discussions at restaurants, etc., to review their railfan activities of the "good old days" of say, ten years ago, rather than to discuss what they have been doing recently or intend to be doing in the future.

In view of the reduced field of interest, it is apparent that there is considerable danger of reduced general enthusiasm for the hobby; to preserve the level of activities that has been enjoyed over the last few years, it strikes this writer that the fan movement in any one centre, Toronto being a case in point, should strive for greater unity in activities and purpose. Recent years have seen the development of what amount to "splinter groups" from many of the older railfan clubs, and the return of the members of these groups to the main channel, together with the efforts that they put into the hobby, is increasingly necessary. The time is perhaps also arriving when the model railroad clubs should be cultivated by the railfan groups in order to take advantage of the common areas of interest, and to allow the planning of joint activities.

- S.I.W.

REMINISCENCES OF THE METROPOLITAN DIVISION

by George H. Whitlaw, New Westminster, B.C.

My earliest memory of the old Toronto & York Radial Railway (Metropolitan Division) is when it was running from the "Y" at Cottingham St. under the partially-built C.P.R. station and subway to the old radial terminus and ticket office at Farnham Ave. We lived at Stop 42 on Yonge St. at Wilcocks Switch north of Thornhill. The line extended to Sutton on the north and to Schomberg on the northwest,

branching off at Oak Ridges; the radials served a rich farming area as well as a growing residential community, and before the advent of the motor car filled a very real place in our lives. In the early days they even served as hearses, there being, I think, two cars which had a special section at the rear or smoker end with special wide doors which folded; they were higher at this end to enable the coffin to be taken off at shoulder height.

Then there were the special types of work cars or as we called them, "construction" cars. There was the line car whose headquarters were just below the Belt Line bridge at Mount Pleasant Cemetery, there being a spur on the west side and also a work shop where quite a lot of electrical work was done, including the servicing of the telephones which were located in kiosks of heavy metal at each switch. These were painted green and grey at one time, and were used to call the despatcher for clearance to the next section.

As I remember, the switches used to be located at each concession side road, thus there was one at stop 26 which was as far as the local cars ran, and was at the top of York Mills hill; there was another at the bottom of the hill at Hoggs Hollow together with a substation; then up the hill next to Bales Farm, then another at Willowdale, Finch's Corners and Steeles Corners; latterly there was one at Deans. Then through Thornhill, up Langstaffs Hill to stop 42 at Wilcocks, and another, if I remember rightly, at Trench's Road; then Richmond Hill, Elgin Mills and Bond Lake. Here was a large substation and barns, and so on up Yonge St. to Aurora and Newmarket.

To get back to the special cars: There was a heavy construction car and several freight cars; these were used to haul express and freight, also making special runs each day with milk, which was gathered from milk stands alongside the tracks, usually at a crossroads or some large farm gate; the return trip was made with empties. The construction cars could be fitted with small plows at either end and were used for light snows, there being a heavier wing plow for blizzards, also a rotary plow. The line also had two engines which were used for hauling freight cars; one of these came from the Welland Canal construction job. A story told at the time was that they were supposed to operate on 1200 volts but as the radial line was only 600 volts they could not develop their full power.

When a blizzard started to blow, all of the snow equipment came out. The construction cars with their attached plows were first, then the wing plow and finally the rotary; the wing plow would come ramming and banging down the track, and heaven help any unfortunate who happened to be driving a horse-drawn conveyance; the noise and flying snow were almost certain to give him a bad few minutes.

My strongest memory of the rotary is that it would start down the Hoggs Hollow hill; become jammed in the drifts and burn out its motors, and that was that! Drifts were drifts in those days; the wind was able to sweep across acres and acres of open land from west to east and when the snow fences were not put up, I have seen drifts as high as telephone poles, particularly at Steele's Corner at Robinson's Farm.

On one occasion my father, who worked in Toronto, was caught in a blizzard at Bales Switch, and walked to Thornhill in the height of the storm with a Christie hat tied on with a scarf. He suffered frostbite to his ears, nose and face. The line was not cleared for a couple of days.

In those days Yonge St. was impassable for autos during the stormy months. An enterprising driver whom we remember as Curly and who drove a Reo truck for Canada Bread, used to come up the tracks, bumping over the ties and operating much the same as the cars as far as passing at the switches. Another early merchant who travelled Yonge St. was Tony Dandino who drove a converted Cadillac as a truck and delivered bananas, his truck being a mass of old quilts and comforters. If you lived near a switch as I did, during a blizzard you would always see that one of the section gang was out there keeping the points clear. If it was night you would see glimpses of his lantern and probably ask him in for a cup of tea. It was cold work; the switch lamps were oil and had to be lit each night.

The cars had a crew of driver or motorman, and conductor. I can remember on several occasions when the controller at the front end would "go out" so the motorman moved to the rear and the conductor up front, and by means of bell signals on the communication cord, operated the car with the key in the reverse position, the conductor doing the whistling, etc.

There were many humourous incidents on the line. One incident, one of several involving the same person, took place at Newtonbrook. This fellow, an Englishman with a descriptive vocabulary, lived at Connaught Ave. which was a bit past Newtonbrook Post Office, the official stop at that time. Feeling that it was not right that he should have to walk to his road he would try to get the car to stop at his road. Many choice exchanges took place between conductor and passenger; if however the conductor was up front collecting fares, the Englishman would open the rear window and pull the pole off the wire, and drop of the car and be gone. Having the average Englishman's love of animals, it was not unusual for him to bring a goat, chickens, pigeons or even a pair of pigs purchased at the St. Lawrence Market.

The cars generally had a large vestibule at the rear which was used to carry mail and papers, the conductor being responsible for the delivery and collection of the mail bags, having to give receipts for the registered mail. One Post Office at York Mills was a fair distance off the line and he would sprint down the driveway with the mail, sometimes being met and sometimes not. And I can tell that at Christmas time the mail car doing the north run from the limits to Sutton was really loaded. The conductor also handled the small locked parcels in which the ticket agents sent their funds to the head office.

Of course, as kids we had our "heroes", motormen who could "get her through" the worst blizzards, etc. As I remember, a motorman named Jones was my ideal, but I also seem to remember that this same Jones would take the rotary out and either run it off the tracks or ram it deep into a drift and burn the motors out. Then of course there were the drivers of the milk train or car whom we would see on our way to school.

The old radials were homey; you got to know all the regulars and the crews became your special friends. I can remember my father used the line to travel down to Toronto to work each day, and on a morning when he was sick the car would stop at our gate and toot just to make sure he was not late, and would be waved on with a real warm feeling in our hearts for this little kindness. Then too there was the old game of dropping off the car while it was still rolling, particularly

at the intermediate stops. Dad used to do this until one evening he missed his step and went rolling on the side of the road. Luckily only gravel burns were his lot, but no more jumping!

The cars were comfortable; none of your stoves for heating. Each cane seat had an electric heater under it. These were fine on cold days but a little uncomfortable in warmer weather. Then too, you had a smoking section. At most times it was an all-male domain, women not having taken up smoking in public; however on market days and the Christmas season it was no longer the exclusive preserve of the stronger sex.

As a youngster I attended St. Clements School in Toronto (it was co-educational at the time) and have many memories of my trips to and from school on the radials. At that time the limiteds from the north had precedence over the locals which ran only to stop 26, the locals pulling off into the sidings. I well remember the old barns at St. Clair (now part of the Granite Club) and our cars coming down to Farnham Ave., also I recall seeing the freights pulling in and unloading, and later the ice trains from Lake Simcoe coming down Yonge St. and being broken up at Langstaff Hill, Morgan's Hill and York Mills hill, to enable the engines to get them up these hills. Also there was the old bottling works of O'Keefe at York Mills with its siding, and the buildings of the Mausoleum, which had a spur line into them for hauling the heavy stone slabs, etc. At the time that the Willowdale Arena was being built, the curved beam sections were raised by the light construction car by means of steel cables and sheaves, stretched across Yonge St.

Even as today we had our favourite cars; mine were the heavy limiteds but sometimes we would have to use the locals which were pressed into service as far as Richmond Hill. Then there were the funeral cars I have mentioned previously; these were very hard to get into from the high end as the steps were very steep, particularly in the hobble-skirt era.

I can still hear the drumming of the trolley pole on the ceiling of the car when running at a good speed. Of course, the trick in getting up the hills was to "let her go" down one side and use the momentum to carry up the other side. This applied at Langstaffs and Morgan's, also to a certain extent at York Mills. Quite often, because York Mills on the Toronto side was a long pull, the "overload box" which was located over the motorman's head would blow with a great flash which was quite unnerving to ladies. The driver would reach up, slam it back and continue to crawl up. This would only happen if the car was overloaded with standing passengers.

The old radials were a definite part of our community life. I can remember the Sunday outings up Yonge St. to Bond Lake with banners on the sides of the cars advertising this or that club. Also in those days we had a hockey league which took in Bedford Park, Willowdale, Thornhill, Richmond Hill, Aurora and Newmarket. (Each town generally had four teams on the go). You can imagine the fun and sometimes not so friendly rivalry when, say, Bedford Park and Thornhill would be going to Richmond Hill for a playoff in the same car.

Well, the radials are gone now and their place has been taken by buses, but the nostalgia still remains for those of us who remember the old green cars that served us so well.

MOTIVE POWER NOTES

- C.N.R. Delivery Dates:

Newfoundland locomotives

(date from builder)

800	June 22/56	919	Sept. 19
801	June 22	920	"
802	June 30	921	Sept. 24
803	July 13	922	"
804	July 23	923	Sept. 29
805	"	924	"
909	Sept. 1	925	"
910	"	926	Oct. 10
911	"	927	"
912	"	928	Oct. 15
913	Sept. 2	929	Oct. 18
914	"	930	Oct. 19
915	"	931	Oct. 25
916	"	932	"
917	Sept. 15	933	Oct. 30
918	"	934	Oct. 31

G.M.D. 1200 h.p. Road-Switchers

1259	Feb. 26/57	1264	Mar. 15
1260	Feb. 28	1265	Mar. 18
1261	Mar. 8	1266	Mar. 21
1262	"	1267	Mar. 25
1263	Mar. 13	1268	Mar. 29

G.T.W. and C V. 1750 h.p. E.M.D. Road-Switchers with steam generators

(date from builders)

4907	G.T.W.	Jan. 23/57	4918	G.T.W.	Jan. 29
4908	"	Jan. 31	4919	"	"
4909	"	"	4920	"	Jan. 30
4910	"	Jan. 24	4921	"	Jan. 31
4911	"	Jan. 30	4922	"	Jan. 30
4912	"	Jan. 29	4923	C.V.	Mar. 10
4913	"	Jan. 24	4924	"	Mar. 14
4914	"	Jan. 29	4925	"	"
4915	"	"	4926	"	"
4916	"	Jan. 30	4927	"	"
4917	"	Jan. 29			

G.T., C.V. and G.T.W. 1750 h.p. E.M.D. Road-Switchers

(date from builder)

4539	G.T.W.	Mar. 7/57
4540	"	"
4541	"	"
4542	"	Mar. 8
4543	"	Mar. 10
4544	"	Mar. 9
4545	"	Mar. 10
4546	"	"
4547	C.V.	Mar. 20
4548	"	Mar. 16
4549	"	"
4550	"	"
4551	"	Mar. 20
4552	"	Mar. 15
4553	"	Mar. 16
4554	"	"
4555	"	Mar. 19
4556	"	Mar. 20
4557	"	"
4558	G.T.	"
4559	"	(Not delivered as of Mar. 21)

G.T.W. 900 h.p. E.M.D. Switchers

7225	Oct. 11/56
7226	Oct. 31
7227	Oct. 13
7228	Oct. 27
7229	Oct. 28
7230	"
7231	Oct. 31
7232	"

M.L.W. 1000 h.p. Road-Switchers

1721	Jan. 18
1722	"
1723	Jan. 25
1724	"
1725	Jan. 29

G.M.D. 1200 h.p. Switchers

7031	Jan. 14
7032	Jan. 28

M.L.W. 1000 h.p. Switchers

8192	Jan. 14
8193	"
8194	Jan. 31

G.M.D. Road Passenger 1750 h.p.

"A" units	"B" units	
6519	6619	Feb. 28/57
6520	6620	Mar. 12
6521	6621	Mar. 20
6522	6622	Mar. 22
6523	6623	Mar. 30
6524	6624	Apr. 5

M.L.W. 1600 h.p. Road-Switchers

3088	Jan. 14
3089	"
3090	Jan. 22
3091	"
3092	Jan. 29
3093	"

- The C.N.R. commenced the operation of road passenger diesel units on Train 6 on April 1st, and Train 15 on April 2nd. These trains are restricted to G.M.D. and C.L.C. units, as M.L.W. units cannot operate into Montreal's Windsor Station because of restricted clearances. As of time of writing all passenger trains on the C.N.R. main line through Toronto are now dieselized except 9, 10, 18 and 19.
- The C.N.R. has renumbered the last active T-2-a Santa Fe locomotive, 4100, as no. 4190.
- The C.N.R. has placed another large order for diesel locomotives, this comprising a complement of 222 units scheduled for 1957 delivery. The order is split between General Motors Diesel Ltd. and Montreal Locomotive Works as follows:

No. in Group	Builder	Horsepower and Type	Numbers	Class
29	M.L.W.	1000 h.p. switcher	8206-8234	MS-10n
5	M.L.W.	1000 h.p. R-S	1730-1734	MR-10d
56	M.L.W.	1800 h.p. R-S	3615-3670	MR-18b
10	G.M.D.	900 h.p. switcher	7233-7242	GS-9c
18	G.M.D.	1200 h.p. R-S	1271-1288	GR-12k
34*	G.M.D.	1750 h.p. R-S	4100-4133	GR-17p
28	G.M.D.	1750 h.p. R-S	4560-4587	GR-17m
22	G.M.D.	1750 h.p. R-S	4588-4609	GR-17n
10	G.M.D.	1750 h.p. Pass. "A"	6523-6532	GPA-17d
10	G.M.D.	1750 h.p. Pass. "B"	6621-6630	GPB-17d

* - These road-switchers to have high speed gearing.

- A 1200 h.p. G.M.D. switcher numbered 1003 passed through Toronto on March 29th billed to the Saguenay-Kitimat Co. of B.C.
- It is reported that the electric locomotives of the St. Clair Tunnel Co. are still at work, hauling the passenger trains (including diesel locomotives) through the Sarnia - Port Huron bore. The diesel engines are shut off for the trip through the tunnel because of feared damage to the structure from their vibration.
- Many steam locomotives are now in tallow at various C.N.R. Southern Ontario engine terminals, viz: Fort Erie, Stratford, Palmerston, Belleville and Sarnia. The recent diesel influx appears to have hit the Mikados most seriously, although three of the four 6300 4-8-4's recently transferred from the G.T.W. are included in the group now inactive.

- With the delivery of road passenger units 6524-6624 to the C.N.R. on April 5th, General Motors Diesel Ltd. observed the completion of the 1000th locomotive turned out of the plant.
- Correction to "Motive Power News" in Newsletter 134: The latest order for the Ontario Northland Railway covers G.M.C. 1750 h.p. road-switchers numbered 1602-1605.
- Noranda Mines ordered three diesel electric locomotives from Canadian General Electric Co., nos. 18-20. They are 80 ton 550 h.p. units; 18 was delivered in January, and 19 in February, and is not an electric locomotive as was erroneously reported in the last issue.
- International Nickel Co. is now purchasing diesel locomotives. Delivered in February was no. 201, a G.E. 65 ton, 550 h.p. unit.
- Other recent locomotive orders include:

  British Columbia Elec. Ry: two 900 h.p. SW - G.M.D.
  Quebec, North Shore & Labrador: six 1750 h.p. R-S - G.M.D. (to be road nos. 170-175).
  Midland Ry. of Manitoba: one 1750 h.p. R-S - G.M.D.
  New York Central (Canada Southern Divn): sixteen 1750 h.p. R-S - G.M.D.

(The delivery of these units will cause the end of steam operation on the Canada Southern, expected to be by the end of April. The only steam operation at the time of writing is on the three Western Ontario branch lines and switching and transfer service at Niagara Falls and Fort Erie.

T.T.C. NOTES

- Large Witts 2326, 2410 and 2438 have joined 2416 and 2436 in the out-of-service lineup at Russell Carhouse. These cars are earmarked for scrapping.
- The Commission has decided to standardize on the moulded composition brake shoes for subway cars following lengthy tests with these shoes on train 5048-49-52-53. These brake shoes, known as the COBRA type, are manufactured by the Railroad Friction Products Co., represented in Canada by the Canadian Westinghouse Co. Ltd., with whom the T.T.C. has placed an order for sufficient shoes to equip all cars.
- The number of transfer forms in use on the system has been sharply reduced by combining groups of lesser routes with one heavy route on a single form. This change affects bus and North-end trolley coach routes only.

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The Directors of the Ontario Electric Railway Historical Association issue a general invitation to all U.C.R.S. members who would like to spend a day, a weekend or several weekends during the summer months working on the Association's Halton County Radial Railway museum project. Auto transportation to the site can be arranged by calling any of the following:

H.R. NAYLOR,	R.J. SANDUSKY,	J.M. MILLS,
RO.6-7389	AT.9-1298	BE.1-0548

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Enclosure - With this issue there is enclosed a set of seven "Locomotive Information and Data Sheets" published by the Public Relations Department of the Canadian National Railways, and which, it is expected, will be of considerable interest to members. The Editor would like to express his appreciation to the C.N.R. for making these available to the Society in a quantity sufficient to permit distribution to all members.

INCORPORATED 1952

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

ADDRESS NEWSLETTER CORRESPONDENCE:
STUART I. WESTLAND, EDITOR
16 SONORA TERRACE, TORONTO 13

MAY 1957 NUMBER 136

The Society meets on the first and third Fridays of every month. The May indoor meeting will be held on the 17th in Room 486, Toronto Union Station commencing at 8:00 P.M., the program consisting of railway slides of British Guiana, Trinidad and Cuba by A.A. Merrilees.

The June outdoor meeting, to be held on the 7th of that month will take place at the C N.R.'s Port Credit Station. Members will ride out to the station (as was done some years ago) on Train 81, which leaves Toronto Union Station at 5:20 P.M., E.S.T. (or 6:20 P.M. D.S.T.). It is urged that members purchase tickets early (one way only, as return must be via T.T.C.) and meet at the gate to the track from which Train 81 will leave.

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Members are requested to notify the Editor (who is also Curator of the Society) when they wish to take books or periodicals from the Society's collection home from Room 486 for reading between meetings. Several items have disappeared from the meeting table in recent months without having been returned, and it is accordingly desirable to have a closer check on the borrowing of such items.

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The Program Committee intends to schedule an auction of railroad material for the September General Meeting, and local area members are urged to go over their collections of railroadiana during the summer months and set aside any material they may wish to dispose of in readiness for the auction.

OTTAWA TO HAVE SUBSTANTIAL FARE CHANGES

The Chairman of the Ottawa Transportation Commission announced recently that the following changes in the transit fare structure would be made on May 1st:

(1) Discontinuance of Shoppers' Tickets (These have been sold heretofore at 10 for $1.00).
(2) Discontinuance of the selling of tickets at two for 25¢, restricting the minimum quantity sale (as per Toronto) to 4 for 50¢.

In commenting on these changes, the Chairman observed that the shopping tickets had dropped in popularity. Valid for use during the hours 9:30 - 11:30 A.M. and 2:30 - 4:30 P.M. (Ottawa has a midday rush hour not experienced in larger centres), the tickets had dropped to 1% of the total sales. He said further that the sale of two tickets for 25¢ was felt by the Commission to be a contributing factor to slowing service. The 15 cent cash fare for single rides will remain.

Of interest to railfan visitors is the further announcement that the O.T.C. is giving study to the establishment of a weekly pass and may institute the pass system in September, although the price for the pass has yet to be determined. It was observed that Winnipeg and Halifax now have the weekly pass system in use.

EDITORIAL

"ON THE WINGS OF FANCY....."

The president of one of our major railways was recently reported as saying that, in a very few years, when the airlines place in service their new, faster, jet-powered craft, the day of the passenger train will come to an end. The implication is that the difference in travel time between rail and air will then be so great that we will no longer need or want railway passenger service. Executives of some United States railroads have sometimes been known to express similar sentiments.

But are we justified in accepting this assumption as correct? Even today, with present types of aircraft - much slower than those we are told are coming soon - there is already a large time differential between rail and air on long trips. You can fly from Toronto to Vancouver in half a day, compared with three nights and two days required on the fastest train. In spite of this, plenty of people still take the train to the West Coast. If you do not believe this to be so, try making a reservation to Vancouver on "The Canadian". The type of accommodation you want will probably be sold out for the date you wanted to leave. Often all types of space are sold out well ahead of time. Obviously, speed is not the only consideration in planning travel. For a good many people it is not even the most important one, surprising as this may seem to aviation propogandists. Comfort, convenience, safety, reliability, and the pleasure of seeing the country enroute, are all important points, and points on which the modern train scores heavily over its rivals. Large numbers of travellers choose to go by train for these reasons, in spite of the already-existing time differential. Why should we assume that this situation will change greatly when an already fast air service is further speeded up?

Transcontinental travel is only a small part of the picture, however. There is a far greater actual and potential volume of travel between large and medium-sized cities up to a few hundred miles apart than there is ever likely to be on the long haul between East and West. In this important field up-to-date rail service need fear no competition from the air, for here the much-publicized time advantage of air travel is much less marked, and in many cases non-existent. You can travel from downtown Toronto to the centre of London by train in two hours and forty minutes at a total cost of four dollars. The same trip by air requires two hours and forty minutes, over half an hour longer, and costs nine dollars and forty-five cents, nearly two and a half times as much. Flying time is only fifty minutes, the balance being taken up by bus transfers between city and airport. Thus, even if the airline were to place in service on this run aircraft capable of making the flight in half the time, the total journey would not be greatly reduced, and it would still take longer to fly to London than to take the train, to say nothing of the greater cost, and the nuisance of those bus-to-plane and plane-to-bus transfers.

On slightly longer trips, such as Toronto to Montreal, air time shows some advantage over train time, but the difference is less marked than might be expected, when airport bus transfers are added in. And air fare plus transfer charges add up to approximately double the

train fare, an important consideration with many people. Not everyone who travels, or would like to travel, is a big executive on a well-padded expense account. Although air service has been available in the Toronto-Montreal territory for twenty years, vast numbers of people still prefer to take the train. In fact, rail travel between Canada's two largest cities has never been heavier than it is today, except possibly under the exceptional conditions of wartime.

The answer is, of course, that given freedom of choise, people will select the mode of travel that suits their individual needs and preferences. Some will fly, some will take the bus, and many will choose the train, if the train service is of good modern standard. On a busy run like that just discussed, there is, or should be, enough traffic for all to share, and there are numerous and largely unexplored possibilities of increasing business by improving service. After all, except for the creature comforts of air-conditioning and reclining seats, no improvements have been made in the Toronto-Montreal train service in a quarter of a century. With rail travel at a peak in spite of this, what might not be accomplished if real energy and imagination were put to work on improving service and promoting additional travel, instead of hopefully predicting the imminent demise of the railway passenger service? The fact is that all transportation media have their part to play, and the country's best interests will not be served by allowing a facility as valuable as rail passenger service to be arbitrarily dropped in favour of another method of travel, useful as this other method may be in its proper sphere.

Why then are some rail officials ready, and even anxious, to bid the passenger train farewell? It is well known that, generally speaking, the passenger business has never been a money maker compared with other railway operations. Many railway executives have probably long cherished a secret wish that the passenger end of the business could be dispensed with, and in recent years this wish has, in come cases, become less secret. Heeding the propoganda that pours forth so freely from aviation sources, some rail men have become convinced that the passenger train is outm ded just as the airline fellows say, and have found it easy to persuade themselves that the time has now arrived when it is feasible to gratify their secret longing, and eliminate the nuisance of passenger service at last.

But may we humbly offer a work of caution? The railway is the only form of transportation which enjoys exclusive use of roadway and other facilities all its own. While this is an inestimable advantage in many ways, it also means that no one else shares the heavy costs of building and maintaining these facilities. Highway costs are shared among the private auto owner, truckers, bus lines, and the general taxpayer. Airports and other facilities used by commercial airlines are shared with private and military aviation, and receive generous support from public funds. Canals and harbour facilities used by water carriers are provided by the taxpayer at little or no cost to the shipowner. Without becoming embroiled at this time in the controversy over the rightness or otherwise of this situation, we would like to point out that since a railway company has to carry by itself the entire costs of building, maintaining, and operating all its own facilities, it can function economically only as a large volume carrier. The more traffic that moves over a given line, the more

thinly can costs be spread out. What better way of building up a large total volume of traffic than by carrying as many different classes of traffic as possible? Many of a railway's expenses do not increase in proportion to increases in traffic, and therefore do not decrease proportionately to a drop in traffic. If one or more classes of traffic are eliminated, those remaining must carry a larger share of these fixed costs. If passenger traffic is discarded to concentrate on freight, which rail officials like to call their "bread and butter", the previously profitable freight business will become burdened with the entire load of fixed charges which were previously shared with passenger and other services. If freight revenue must support the entire load, there is danger that it too may approach marginal or unprofitable status. And then what will be left?

With the advent of diesel power, lightweight cars, vista domes, the RDC, CTC, automated ticketing and accounting systems, and many other modern techniques and types of equipment, the railway executive has at his disposal a greater array of tools than ever before for reducing costs and increasing the attractiveness of passenger service. A few roads are making bold use of some or all of these new tools. Why should others not be doing likewise, instead of suggesting the abandonment of a service that so many people will continue to need and want, no matter how fast aeroplanes eventually fly? The welfare of the railway industry and of the country as a whole will be served best by making imaginative use of every available method of holding and increasing passenger business, and of putting it as nearly as possible on a paying basis. This may not be the easiest way out, but it will be the best way.

J.A.M.

C.N.R. LOCOMOTIVE RETIREMENT LIST - 1956

(showing also early 1957)

(Note: the dates shown in this list are official "retirement" dates and are not necessarily the dates when the locomotives were scrapped. In some instances a given locomotive may not be scrapped for some months after its retirement date).

No.	Region	Date	No.	Region	Date	No.	Region	Date
45	Central	Aug. 24	[illegible]	Nfld.		1365	Western	Oct. 5
300	Nfld.		[illegible]	"		1380	"	Sept. 13
301	"		598	"		1404	"	May 31
302	"		599	"		1429	"	July 20
304	"		7[illegible]	Central	Aug. 17	1438	"	July 20
306	"		1111	Western	Aug. 7	1439	"	Oct. 5
307	"		1117	"	June 29	1446	"	June 21
309	"		1123	"	Sept. 23	2097	"	Aug. 7
310	"		1125	"	Sept. 27	2100	"	Nov. 7
311	"		1131	Atlantic	Dec. 31	2116	"	May 31
312	"		1133	"		2147	"	Aug. 14
313	"		1147	"		2148	"	July 20
315	"		1150	Western	July 27	2171	"	Dec. 21
590	"		1152	Atlantic	Feb. 1/57	2183	Atlantic	Dec. 31
591	"		1294	Western	Oct. 5	2200	Central	Feb. 6/57
592	"		1332	"	Sept. 27	2350	"	Oct. 31
595	"		1337	Central	Aug. 24	2356	Atlantic	Dec. 31

2360	Central	Sept. 14
2361	"	Aug. 10
2397	"	July 20
2399	"	Aug. 17
2401	Western	May 31
2432	Central	Aug. 17
2434	Western	Sept. 13
2446	Central	Aug. 10
2451	Western	July 20
2475	D.W.& P.	Aug. 22
2478	"	Aug. 9
2479	"	Aug. 21
2499	Central	Jan. 4/57
2516	"	Dec. 28
2524	"	Sept. 14
2557	"	Sept. 14
2563	Atlantic	Jan. 25/57
2581	Central	Feb. 6/57
2590	Atlantic	
2594	Central	July 20
2596	"	Aug. 3
2624	Western	Oct. 19
2628	Central	Dec. 28
2653	"	Aug. 3
2661	Atlantic	
2670	G.T.W.	Dec. 17
2750	Western	July 20
2821	"	May 31
2823	"	June 29
2825	"	Oct. 19
2826	"	July 27
2828	"	June 21
2829	"	June 21
3204	"	June 21
3212	"	June 21
3245	"	June 21
3260	"	Sept. 27
3268	Central	Sept. 28
3278	Western	Sept. 27
3279	"	Dec. 28
3303	"	Nov. 7
3305	"	Oct. 5
3311	"	Aug. 29
3330	"	Sept. 13
3341	"	Oct. 21
3369	"	Oct. 19
3376	"	Oct. 5
3379	"	July 20

3383	Western	Oct. 19
3387	"	Oct. 31
3389	"	Sept. 13
3403	"	Aug. 14
3412	G.T.W.	Mar. 1/57
3424	Central	July 13
3433	D.W.& P.	
3437	Western	Aug. 14
3439	Central	Aug. 3
3440	Atlantic	Jan. 25/57
3446	"	Feb. 1/57
3453	"	
3454	Central	Jan. 16/57
3477	"	Aug. 10
3479	"	
3487	"	Sept. 14
3488	"	Aug. 24
3490	"	Aug. 24
3502	"	Jan. 14/57
3504	Central	July 20
3506	"	July 27
3507	"	Jan. 9/57
3511	"	Jan. 25/57
3706	"	Feb. 15/57
3711	"	July 3
3722	"	July 20
3726	"	Sept. 21
4009	"	Jan. 23/57
4042	"	July 20
4102	"	Jan. 10/57
4201	"	Feb. 25/57
4202	"	July 20
5030	G.T.W.	
5032	"	
5040	Central	Jan. 4/57
5045	"	Jan. 25/57
5050	"	Aug. 31
5051	"	Aug. 24
5067	"	July 27
5069		
5070	"	Sept. 14
5155	Western	Aug. 29
5273	Atlantic	Dec. 31
5503	"	
5504	Central	Oct. 12
5585	"	Aug. 31
7234	"	Sept. 24
7238	"	July 27

7329	Central	Aug. 31
7242	"	Aug. 31
7243	"	Sept. 21
7245	"	Aug. 31
7302	Western	Dec. 28
7303	"	Dec. 31
7323	Atlantic	
7325	"	Feb. 1/57
7332	"	
7338	Western	Nov. 7
7339	"	Aug. 29
7365	"	Oct. 19
7366	"	Nov. 7
7374	Atlantic	
7382	Western	Dec. 21
7386	"	Dec. 21
7387	"	Dec. 21
7390	"	Dec. 21
7399	"	Oct. 5
7400	"	Sept. 27
7406	"	Dec. 21
7412	"	Sept. 27
7417	"	Aug. 29
7426	Central	Jan. 23/57
7437	Atlantic	
7519	G.T.W.	Nov. 11
7534	Western	Dec. 21
7539	"	Dec. 21
7541	"	Dec. 28
7543	"	Dec. 21
8312	G.T.W.	
8313	"	
8334	Western	Aug. 29
9058	Central	Jan. 30/57
9138	"	Jan. 30/57

CENTRAL VERMONT RAILWAY

453	
462	July 31
463	July 31
473	July 31
474	July 31
500	July 31
600	July 31
601	July 31
701	
703	

THE LAST PASSENGER RUN ON THE C.P.R ST. MARYS BRANCH

by John Freysing

In order to participate in the last passenger run over the Canadian Pacific Railway's St. Marys Subdivision, a small group of five U.C.R.S. members congregated in the town of St. Marys on Saturday, April 27th. Two members travelled to St. Marys in the morning via C.P.R. Train 21, "The Chicago Express", from Toronto and Train M681 from Woodstock, thus making the last northbound trip from Zorra. The other three members reached the town in the afternoon on C.N.R. train 111 from Toronto behind Northern 6404.

At 4:50 P.M., the ticket cabinet was locked after the small gathering, along with the engine crew and the clerks in the station, had watched Forster Kemp of Montreal buy the last ticket, a one-way coach for Uniondale.

Without fanfare, the train crew and passengers boarded the eleven car train M682, which consisted of hopper cars, two box cars, a tank car, combine 3288 (which had been cleaned for the first time in many moons), and a caboose. At 5:20, Engineer J.P. DeGroote pulled back the throttle, starting the final passenger run, the departure being announced by a series of explosions from a half dozen track torpedoes. There were very few acknowledgements by the local citizens along the line of the final run. The showery weather seemed appropriate for the occasion.

Although the departure was late, time was regained quickly, and the train had to pause at Embro for five minutes in order not to reach Zorra ahead of time. At 6:30, D-10 1086 rushed up to Zorra, bell clanging and whistle screeching, announcing the final arrival of Train M682 from St. Marys. Instead of waiting for nearly an hour before proceeding to Woodstock, as the timetable prescribes, M682 was annulled between Zorra and Woodstock. Five minutes later, eastbound extra 1086 swung on to the main line and raced to Woodstock, arriving at 6:52. Engine 1086 was cut off and run out to the yard to join D-10 961 and G-2 2662. D-10 816, the yard switcher, removed the eleven cars from the station after a few pieces of express had been unloaded from the combine.

So, another last run was completed, this one rather quietly. As firemen W.E. Everson stated: "The only different thing about this trip was that the conductor and the rear brakeman wore uniforms, for the first and last times."

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The old station of the Schomberg branch of the Toronto and York Radial Railway (Schomberg and Aurora Division) at S.& A. Junction on Yonge St. south of Aurora was recently demolished. This building, in use for many years as a restaurant, was conspicuous because it was situated at an odd angle to the street, having originally been parallel to the track of the diverging branch line.

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One of the many oddities of the Niagara, St. Catharines & Toronto Railway, a drawbridge over a dry river bed at Crowland on the Welland Subdivision, has been removed.

MOTIVE POWER NOTES

- On April 22nd, the following New York Central steam power was observed dead in Montrose yard at Niagara Falls:

7505	0-8-0	) rods removed
7511	0-8-0	)
2003	2-8-2	) rods being removed
7508	0-8-0	)

At Fort Erie yard were the following:

7507	0-8-0	)
7539	0-8-0	) rods removed
1131	2-8-0	)

- At Fort Erie C.N.R. roundhouse on the same day, the following locomotives were observed, stored with rods greased and lubricated, tenders full of coal and stacks capped:
  2-8-2's: 3218, 3313, 3416, 3431, 3452, 3480, 3486, 3491
  4-8-4's: 6140, 6254, 6257, 6303.

- C.P.R. Royal Hudson 2841 is back in service after being stored at John St., Toronto; it is in freight service.
- Toronto, Hamilton and Buffalo GP-9 road-switcher 401 brought train 762 into Toronto on April 19th because of the failure of a C.P.R. diesel; it returned light to Hamilton. This is the first known instance of the operation of a locomotive of this class into Toronto.

- C.N.R. deliveries:
  6525-6625: Apr. 12 6526-6626: Apr. 24
  6527-6627: Apr. 30
  8195 (M.L.W. 1000 H.P. switcher): Feb. 5

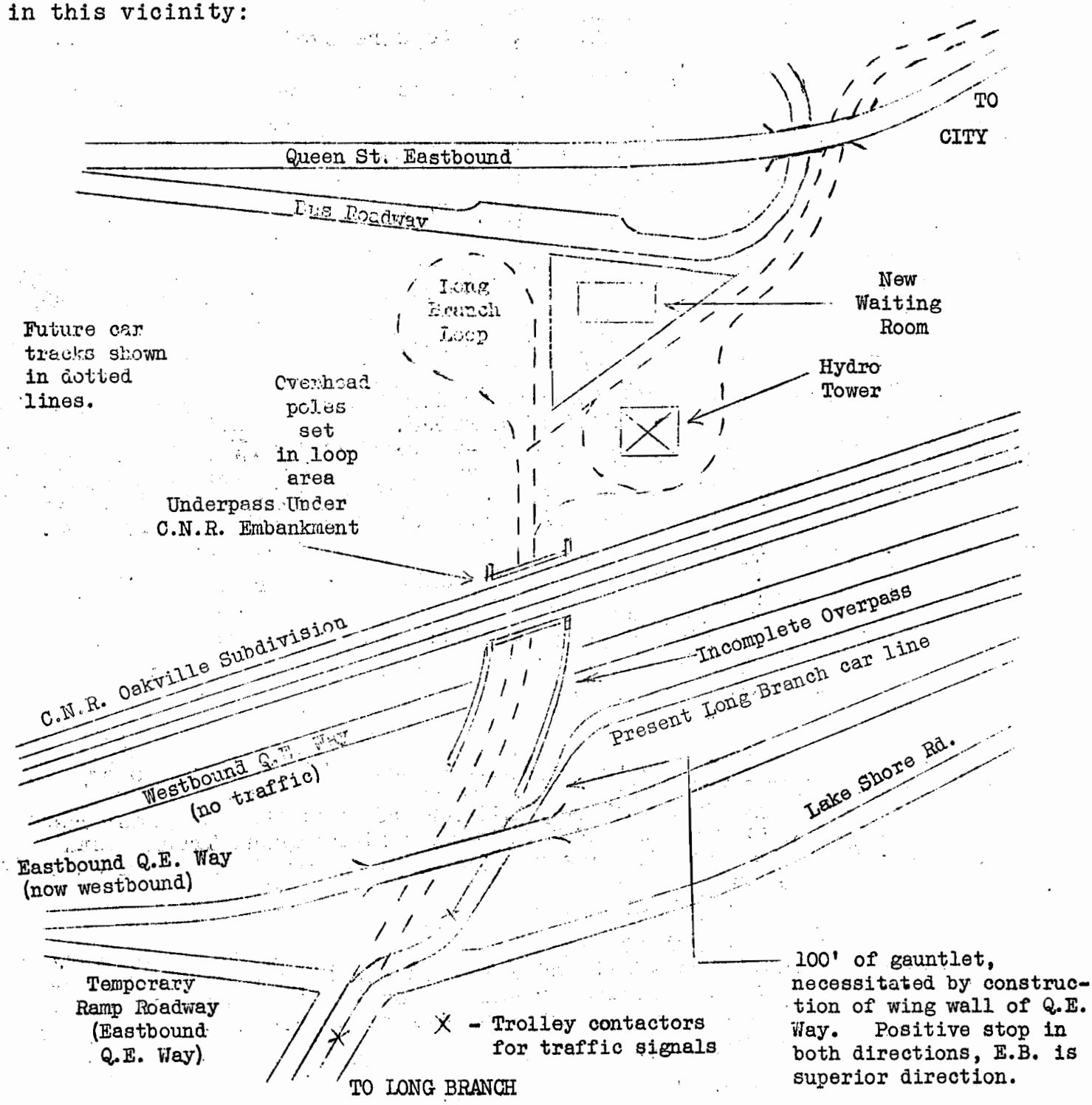
- About 25% of the C.N.R.'s Niagara Falls roundhouse is in the process of being demolished.
- Also on the subject of roundhouses: A portion of the T.H.& B.'s now oversized Hamilton roundhouse is being put to a most peculiar use-space has been rented to the Canadian Westinghouse Co. for the storage of stoves, refrigerators, etc.
- Our contemporary, THE MICHIGAN RAILFAN, reports that the last run of a steam locomotive on the C.N.R.'s subsidiary Grand Trunk Western Port Huron - Chicago main line was made by Northern 6322 on April 6th.

EXCHANGE SECTION

Entries for the Newsletter's Exchange Section have been very few of recent months. This will advise that this service has not been dropped, but has not appeared regularly of late purely because of the lack of insertions. Further entries will be welcomed at any time and there is no charge.

QUEEN ST. EXTENSION PROGRESS

While little has happened in recent months as concerns the track-laying on the Queen St. diversion carline, much has been happening around the Humber end in the way of construction of overpasses, diversion of traffic, etc. The following diagram illustrates the situation in this vicinity:



INCORPORATED 1952

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

ADDRESS NEWSLETTER CORRESPONDENCE:
STUART I. WESTLAND, EDITOR
16 SONORA TERRACE, TORONTO 13

JUNE 1957 NUMBER 137

The Society has decided, by virtue of Resolution of the Directors passed at a meeting held on May 23rd, 1957 to extend the season of indoor meetings in Room 486, Toronto Union Station, to include the month of June. (Meetings were heretofore held from September to May.) There will accordingly be a meeting of the Society at the standard time and location on the third Friday of this month, i.e. June 21st. Entertainment planned for the evening will include a quiz on railway subjects.

There will be no meeting on the first Friday of July or August, but the series of these meetings will resume on September 6th. Outdoor meetings will be held on the third Fridays of July and August as in past years, with the July meeting scheduled to be an observation session at Bayview Junction.

Forthcoming Informal Excursion -- The next in the series of informal excursions sponsored by the Society will be held on Saturday, July 6th and will be routed from Toronto to Port Burwell and return. The last portion of the trip will be made on mixed trains 659-660, which are to be discontinued shortly, possibly even before the next general timetable change. The Port Burwell branch is one of the most interesting in this area, and features several high trestles, a long steep grade into Port Burwell, a station at Tillsonburg so located that all trains must back into it, and the terminal facilities in connection with the Port Burwell to Ashtabula train ferry which is the last such service on the Lower Lakes. Motive power on the mixed train will undoubtedly be a D-10 class 4-6-0, and a second such engine is stationed at Port Burwell to switch the ferry. Members will leave Toronto Union Station via C.P.R. train 21, 8:00 A.M. E.S.T. on July 6th; please be on hand early so that special reduced-rate tickets may be purchased if the group is large enough.

The Society's Corresponding Secretary, Mr. John Mills, has been forced through pressure of other activities to relinquish this post, and the Directors of the Society received his resignation with regret at their meeting of May 23rd. The duties of the Corresponding Secretary, which Mr. Mills handled ably and faithfully over a period of several years, have been taken over for the balance of 1957 by the Recording Secretary, Mr. Robert Sandusky.

EQUIPMENT NOTES

---The month's most startling news is that the Canadian Pacific Electric Lines (Grand River-Lake Erie & Northern Rys.) has reversed its decision to keep baggage and express car 622 and combine 626 for use as demotorized non-revenue equipment. Car 626 (only 9 years old) was burned on May 14th and 622 on May 16th. As was done with the other steel equipment, the body shells were cut up and shipped out in gondola cars.

--George Schaller

PLANNING THOUGHTS ON TORONTO TRANSPORTATION

The following is a series of extracts from a report prepared by the Metropolitan Toronto Planning Board and presented to the Royal Commission on Canada's Economic Prospects, and which have to do with local transportation in the metropolitan area:

---"The matter of most concern to the Metropolitan Corporation in the field of transportation is its ability to provide an adequate basic system of arterial highways together with adequate rapid transit. The Metropolitan Corporation as a municipality cannot stand the cost involved in providing a never-ending series of expressways which will be filled the day they are opened.

"The Toronto Transit Commission out of its reserves, accumulated earnings and debentures issued for its account expended $67 million on the Yonge Street Subway; so far, the debentures of the T.T.C. have been considered as self-liquidating debt which does not affect the Metropolitan Corporation's net debt position. But with its reserves of accumulated earnings, and its fare stabilization reserve exhausted, and operating at a loss for 1955, it is very doubtful that the T.T.C. can finance additional rapid transit facilities which are required. The decision regarding such additional rapid transit is one of the most important which the Metropolitan Council will have to make in the near future. While a basic system of arterial highways is essential and must be provided, there comes a time with $1 spent on rapid transit will accomplish as much as $5 spent on additional highways."

---"Toronto is served by the main east-west lines of the C.N.R. and C.P.R. and by seven other lines extending west and north into Ontario. The Union Station, serving all passenger trains of both lines, is adequate for all present and anticipated needs of inter-city passenger trains, but apparently limited in its capacity to handle additional suburban trains. The freight terminal facilities and marshalling yards of both railroad companies are mostly located in areas which are densely built up, making expansion difficult and costly, and in some cases, blighting the surrounding areas. It appears doubtful whether the existing system, originally designed to serve an urban area of about 60 square miles with a population of perhaps one million, can be made to serve efficiently the 300 square miles and almost 3 million people anticipated in about 25 years. A thorough study of the railroads' requirements for expansion and possible rearrangement of their systems, related to the future land uses in the area, is called for. Any such expansion and rearrangement will invitably involve substantial changes in the street system, including the construction of under- and overpasses requiring the co-operation of the Metropolitan government."

---"Buses and street cars can continue to operate in the more densely developed older sections of the area; however, it must be recognized that a decreasing percentage of the population will live in these sections. The main function of public transit is to serve the movement into and out of the central business district. The number of jobs in the central part of the city is expected to increase by over 50%, while at the same time, the percentage of the total area population living in the citywill drop from one half to one quarter of the total area population. The resulting greatly increased traffic from and to the central city cannot be handled by private cars; at the same time the number of potential passengers is more than sufficient to justify rapid transit, which alone can compete in total travelling time with the private automobile. Access to stations by feeder bus lines will allow wider spacing of stations, hence greater speed.

"In wide and expanding sections of the Metropolitan area, the density is too low even for feeder bus services. Here the private automobile must act as feeder for rapid transit. With adequate parking provided at the stations, and with frequent and rapid trains this service should be able to compete with travel by private automobile directly from the suburbs to the central city. This type of transit could best be supplied by the railroads on existing lines."

---"Proposed Rapid Transit - The present Yonge Street Subway has proved eminently successful and is now operating almost to capacity. The T.T.C. proposes that it be extended from its southern terminal at the Union Station north on University Avenue to Bloor Street. There it will connect with an east-west line, initially 9 miles and ultimately 13 miles long, and with a 9-mile long line to be located in the centre strip of the Spadina Expressway, when these facilities are built. At a somewhat later stage it is planned to build a second line, 5 miles long, on Queen St.

---"Proposed Suburban Railroad Lines - The existing railroad network is ideally located for suburban service, and the establishment of such service would greatly benefit the area. In order to compete effectively with the private automobile, this would have to be a frequent service with fast, light diesel-electric units, trains consisting mostly of only 2 or 3 cars, with single cars during off-hours.

"It is recognized that the addition of such a frequent service on already heavily used facilities presents formidable operational problems for the railroads, and furthermore that suburban commuter services are generally unprofitable because a very high percentage of the demand is concentrated in very short periods. It is hoped that these difficulties can be overcome; certainly the public authotities concerned would be fully justified in aiding in their solution in every feasible way.

"Particularly attractive, both because of the areas served and because their character as through lines is advantageous for operation, are two east-west lines: (1) The C.N.R. main line from Oshawa to Oakville and possibly to Hamilton; (2) the C.P.R. line from Cooksville (possibly from Streetsville) through the North Toronto Station to Leaside, Don Mills and Agincourt. This line avoids the apparently overloaded Union Station. North Toronto Station is presently unused and directly adjacent to the Summerhill Station of the T.T.C. Subway, on which passengers could continue to downtown destinations. A third possibility is the C.N.R. line from Union Station to Weston, Malton and Brampton, and possibly to Georgetown."

---"Estimated Cost of Rapid Transit Facilities -

Line	$ Million	Mileage
University Ave.	40	4
Bloor Street	115	13
Queen Street	50	5
Spadina (combined with expressway)	15	9

(The total of these projects is $220 million, which is only 36.6% of the entire cost of rapid transit facilities, expressways, other metropolitan highways and parking facilities as proposed in the report.)

Toronto's suburban Danforth Station has recently undergone a considerable facelifting, includin g re-siding with gray asbestos shingles; the operator's office has been enlarged and there are now two ticket windows.

The Galt Station of the Grand River Railway is being converted into what appears to be a super-market; the former double track in front of the station has been reduced to single track.

EQUIPMENT NOTES

-- The C.N.R. placed RDC-3 No. D-301 on Trains 19 and 20 on the Duluth, Winnipeg and Pacific Ry. on April 7th, cutting an hour from the time of the previous steam trains.

-- New C.N.R. deliveries:

G.M.D. 1750 H.P. "A" and "B" passenger: 6528-6628 May 8; 6529-6629 May 14; 6530-6630 May 24; 6531 May 31; 6532 May 31. (End of order)

G.M.D. 1750 H.P. GP-9 road-switcher: 4588 and 4589 June 10; 4590 and 4591 June 12.

-- The C.N.R. has assigned MLW road-switchers 1720 and 1721 to Palmerston, the first diesels to be assigned here.

-- C.P.R. scrappings (Eastern Lines):

Number	District	Date	Number	District	Date
487	Ont.	Oct. 22/56	1047	Ont.	Dec. 7/56
2315	Ont.	Oct. 23	5328	Ont.	Dec. 5
2547	Ont.	Oct. 5	3956	Alg.	Jan. 31/57
2621	N.B.	Oct. 29	6227	D.A.R.	Feb. 14
2646	Ont.	Oct. 29	2528	D.A.R.	Mar. 8
3953	Alg.	Oct. 18	869	N.B.	Mar. 29
5159	Alg.	Oct. 12	3744	N.B.	Mar. 28
5167	Que.	Oct. 26	422	N.B.	Apr. 5
5312	Que.	Oct. 31	1045	Que.	Apr. 26
5753	Que.	Oct. 18	1096	Que.	Apr. 26
6273	Ont.	Oct. 9	1110	Que.	Apr. 26
6904	Que.	Oct. 11	2327	Alg.	Apr. 24
6920	Que.	Oct. 11	3727	Ont.	Apr. 22
6931	Ont.	Oct. 17	5119	Que.	Apr. 17
839	Ont.	Nov. 2	5151	Que.	Apr. 29
1218	Que.	Nov. 28	5181	Que.	Apr. 9
2212	Que.	Nov. 29	5321	N.B.	Apr. 18
2222	Que.	Nov. 29	5329	Que.	Apr. 10
2395	Que.	Nov. 21	6935	N.B.	Apr. 16
2418	Que.	Nov. 8	1079	D.A.R.	May 2
2422	Que.	Nov. 8	2306	Ont.	May 8
2453	Que.	Nov. 12	2419	Que.	May 3
2465	Ont.	Nov. 12	3474	N.B.	May 9
2510	Ont.	Nov, 25	3510	Que.	May 9
2601	Que.	Nov. 23	5103	Ont.	May 10
5301	Ont.	Nov. 22	5133	Alg.	May 6
5453	Que.	Nov. 13	5166	Que.	May 10

(1047 was scrapped at West Toronto; all others at Angus Shops.)

-- As of May 17th, 1054, 2318, 2401, 2808, 5129, 5176 and 5180 were being scrapped, and the following locomotives were authorized for scrap:

Number	District	Number	District	Number	District
2337	Ont.	5111	Ont.	5191	Ont.
2411	Ont.	5117	Ont.	5193	Ont.
2417	Ont.	5143	Ont.	5302	N.B.
2927	Que.	5150	Que.	5335	N.B.
3002	Ont.	5158	Ont.	5356	Ont.
3003	Que.	5186	Ont.	5425	Ont.

-- The C.N.R.'s St.Clair Tunnel Co. electric locomotives are not still bringing passenger trains through the tunnel, as passenger trains have operated through with their own diesel units since permanent dieselization began. When the trial runs were made in 1956, the usual four electric units were coupled on, while the diesels idled through. The principal concern at that time was fumes, rather than engine vibration; however it is apparently felt that passenger runs are sufficiently far apart that the fumes dissipate to the point that there is no element of danger.

-- As of May 17th, the following engines were held at Angus Shops to be repaired only on demand:

Number	District	Number	District	Number	District
457	N.B.	3471	Ont.	5217	N.B.
1225	Que.	3475	N.B.	5228	Ont.
2215	Ont.	3545	Que.	5239	N.B.
2227	Que.	3618	Ont.	5332	N.B.
2359	Alg.	3726	Ont.	5371	Ont.
2426	Alg.	3738	N.B.	5377	Ont.
2537	Que.	3751	Ont.	5379	Ont.
2623	Que.	5106	N.B.	5396	Que.
2624	Que.	5161	Ont.	5402	Ont.
2816	Ont.	5178	Ont.	5414	Ont.
2925	Ont.	5201	Alg.	5421	Que.
3428	Ont.	5215	N.B.	5448	Que.

-- In early May there were eleven C.N.R. 4-8-4's in dead storage at Sarnia coupled together on an unused siding, in addition to other locomotives.

--Fred Lesco, Sarnia.

MISCELLANY

-- Passenger operation came to life once again on the London & Port Stanley Railway on May 28th, as the Niagara Frontier Region of the National Model Railroad Association ran a two-car fantrip over the entire length of the line.

-- The T.T.C. is renewing double tangent track on Bathurst St. between Queen and King Sts.

-- Recent plans to roof over further sections of the Yonge St. subway open cut have run aground: a plan to build high-rise apartments and offices on a deck over the Rosedale-Summerhill portion was shelved after violent opposition from the South Rosedale Ratepayers' Assn. A further plan to roof over a portion north from Chaplin Crescent overpass to provide a parking deck has been similarly thwarted by nearby residents. While not for the same reasons as those advanced by neighbouring residents, railfans generally deplore the idea of decking over the open cut, also.

-- Rails were recently lifted on the C.N.R.'s Scotia Jct. - Falding line, abandoned two years ago.

-- Another relic of the Toronto & York Radial Railways' Metropolitan Division, the York Mills Substation, is soon to be demolished and replaced by a modern structure. (The old substation stands very close to the widened Yonge St. just north of the river crossing in Hoggs Hollow). It has not been used for railway purposes since 1930, and was not used by the North Yonge Railways.

-- Railfans in search of interesting operations should investigate the junction at Caledonia, Ont. On Saturdays at least, a quadruple meet at this point seems to be usual: Mixed train 233 for Simcoe,(4-6-0 or 4-6-2), Mixed train 218 for Fort Erie (4-6-2 or 2-8-2), a westbound freight (4-8-4) and a wayfreight (2-8-0). The station at this point is also being "face-lifted", with knotty-pine panelling and modernistic ticket counter in the waiting room.

End

INCORPORATED 1952

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

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16 SONORA TERRACE, TORONTO 13

JULY 1957 NUMBER 138

SOCIETY ACTIVITIES The Society will meet on the third Friday only, during the months of July and August. The July meeting will consist of another of the periodic pilgrimages to Bayview Junction (near Hamilton, where C.N.R. main lines to Niagara Falls and Sarnia diverge), which is perhaps the best vantage point in the entire province for the observation of main-line train operation. The meeting place and time will be Front & Yonge Sts. at 7:00 P.M. on Friday, July 19th. From this point members will drive to Bayview Junction; those who own automobiles are urged to provide transportation and are requested to notify the Editor beforehand of their intention to do so, in order that accommodation may be arranged for the non-drivers in attendance.

The Society is planning the operation of a fantrip in connection with the opening of the relocated street car line on the Queen St. extension. It is the intention to charter a 4400-series PCC and, if at all possible, to tour the new trackage, and that to be abandoned, on the same trip. At time of writing, the date of opening is not known, (although expected to be late in July), and further details cannot be given. However, all local area members will be notified by special mailing of final arrangements as soon as these have been settled.

PAST MEETINGS: June 7th - Outdoor meeting at Port Credit Station. Approximately 12 members in attendance; an excellent display of C.N. steam power, mainly 4-8-4's and 4-8-2's, and also C.P. 5375 and 2838.

June 21st - Indoor meeting, 16 members in attendance. Program consisted of a review of the Woods & Gordon report on the T.T.C., followed by a "100 Question" quiz, won by Jack Maclean.

MOTIVE POWER NEWS

--After a lingering decline, steam is now dead on the Ontario Northland Railway. Pacific 701 pulled a special train including three business cars from Timmins to North Bay (with detours to Cochrane and Rouyn) over June 24th and 25th, the operation of which train constituted the official observance of 100% dieselization. For the last few years, the handful of remaining O.N.R. steam locomotives, if operated at all, had been restricted to wayfreight and work train operation. 48 diesel locomotives, consisting of GMD "A" units and road-switchers, and MLW road-switchers and 1000 H.P. switchers, now do all the work on the railway. U.C.R.S. member Fred Sankoff was an invited guest of the O.N.R. on the last steam-hauled train.

--Recently renumbered C.N.R. 0-8-0 8438 (old 8211) at Toronto still bears the 82nn front number plate. The plate has been reversed and "~~8411~~" 8438 painted in yellow on the back thereof.

--In addition to the 222 new diesel locomotives ordered by the C.N.R. in recent months, and listed in Newsletter 135, the railway has on order one GE 380 H.P. 44-ton steeple-cab unit which will bear the number 6 and be classified ER-4c. Numbers 1-5, already on the system, are of similar type.

--On a tour of Spadina roundhouse on June 14th, the Editor noted 2-8-0 2631 and 4-6-2 5556 stored outside out of service. 4-8-4's 6401 and 6403 are stored out of service at Stratford.

CANADIAN ELECTRIC RAILWAY EQUIPMENT UNDER HISTORICAL PRESERVATION - A CHECK LIST

Co. for which last operated	Car No.	Type	Builder	Const.	Present Colours
A. TORONTO AREA CARS					
(Built for T.T.C. Relic collection)	11	ST DE open tlr, turtle roof, 10 bench.	Hillcrest Shops, circa 1932	Wood	Dark red & cream
Toronto St.Ry.	16	ST DE closed horse car, deck roof	?	Wood	Dark red, green & cream
Toronto Ry.Co.	64	ST DE closed tlr, deck roof	J.M.Jones & Sons, 1891	Wood	Brown & cream
Toronto Ry.Co.	306	ST SE closed mtr, deck rf.	Toronto Ry. Co., 1892	Wood	Brown & cream
(Built for T.T.C. Relic collection)	327	ST SE open mtr, turtle roof, 10 bench	Hillcrest shops, circa 1932.	Wood	Dark red & cream
Toronto Transp. Comm.	W-24	ST SE closed motor, deck roof	Toronto Ry. Co., 1913	Wood	Brown & cream
Toronto Transp. Comm.	1326	DT SE closed motor, deck roof.	Toronto Ry. Co., 1910	Wood	Red & cream
Toronto Transp. Comm.	2210	ST DE motor, arch roof	Preston, 1915	Wood	Dark green, silver trim.
B. MONTREAL AREA CARS					
Mont. Transp. Comm.	200	DE Birney safety	Brill, 1919	Steel	Green & Cream
Mont. Tramways Co.	274	ST SE closed deck roof	Newburyport, 1894	Wood	Pale cream
Mont. Tramways Co.	350	ST SE closed deck roof, open platform	Brownell, 1892	Wood	Brown & cream
Mont. Transp. Comm.	997	DT SE closed, Montreal roof	Ottawa, 1910	Wood	Pale cream
Mont. Transp. Comm.	1046	DT SE closed, arch roof	Mtl.St.Ry. 1902.	Wood	Orange & Cream
Mont. & Sou. Counties Ry.	9	DT DE wood suburban	Grand Trunk Ry. 1911	Wood	C.N.R. Green
Mont. & Sou. Counties Ry.	104	DT DE Wood MU Suburban	Ottawa, 1912	Wood	C.N.R. Green

Preserved by	Location	Restored to, or being restored to original condition	Remarks
Branford Elec. Ry. Assn.	Short Beach, Conn.	In orig. Cond.	Built as replica of original Car 11; to B.E.R.A. July 1953. While on T.T.C. was used as trailer to 327.
T.T.C.	Hillcrest Shops	Yes	Preserved by Toronto Ry. Co. as historical exhibit and passed to T.T.C. relic collection.
T.T.C.	St.Clair Carhouse	No	Preserved as relic by T.T.C., 1923; coupled to motor 306. Used originally as horse car.
T.T.C.	St.Clair Carhouse	No	Preserved as relic by T.T.C., 1923.
T.T.C.	St.Clair Carhouse	In orig. cond.	Built as replica of original car 327, reputed to be the first horse car converted to electric operation in 1892.
Branford Elec. Ry. Assn.	Short Beach, Conn.	Yes	In passenger service as Car 1706 until 1924, when converted to rail grinder. To B.E.R.A. Jan.'55 being restored by J.R.Stevens.
Ont.Elec.Ry. Hist.Assn.	Rockwood, Ont.	No	Retired March 30, 1951 after ceremonial last run for wooden cars in Toronto. Placed in relic collection until 1954 when decision to scrap made. To O.E.R.H.A. June 1954, the formation of which was primarily to save this car.
Ont.Elec.Ry. Hist.Assn.	Rockwood, Ont.	Yes	Built as Toronto Civic Rys. 55, and being so restored. Converted to snow scraper 1931. To O.E.R.H.A. June 1954.
M.T.C.	Montreal	No	Built for Detroit United Rys., to Montreal Tramways 1923. Used in later years as fare box car. Last Birney owned by a transit system in North America.
Can.R.R.Hist. Assn.	St.Denis Carhouse	Yes	Used latterly as a salt car. To C.R.H.A. 1951.
M.T.C.	St.Denis Carhouse	Yes	Montreal's original electric car. Retired 1914, held for many years as an "unofficial" relic, not restored to original condition until 1956.
M.T.C.	Montreal	Yes	Retired from passenger service in 1955.
M.T.C.	Montreal	No	Used originally on Montreal Park & Island Ry., retired in 1954.
Branford Elec. Ry. Assn.	Short Beach, Conn.	In orig. cond.	To B.E.R.A. 1955; originally a combine.
Can. R.R. Hist.Assn.	Railway siding, Montreal	,	To C.R.H.A. Nov. 1956.

Co. for which last operated	Car No.	Type	Builder	Const.	Present Colours
Mont. & Sou. Counties Ry.	107	DT DE Wood MU Suburban Combine	Ottawa 1912	Wood	C.N.R. Green
Mont. & Sou. Counties Ry.	504	Baggage-Express motor	Ottawa 1924	Wood	C.N.R. Green
Mont. & Sou. Counties Ry.	610	DT SE MU Interurban	Ottawa 1922	Wood & Steel	C.N.R. Green
Mont. & Sou. Counties Ry.	611	DT SE MU Interurban	Ottawa 1917	Wood & Steel	C.N.R. Green
Mont. & Sou. Counties Ry.	621	DT DE MU Interurban	Ottawa 1930	Steel	C.N.R. Green
C. MISCELLANEOUS CARS					
Lake Erie & Northern Ry.	797	DT DE MU Int. Combine	Preston 1915	Wood & Steel	C.P.R. Red
Niagara St.Cath. & Toronto Ry.	135	DT DE MU Interurban	Preston 1915	Wood	Dark red
Saskatoon Municipal Ry.	12	ST DE City Turtle roof	St.Louis 1912	Steel	Green & Cream
B.C.Electric Ry.	53	ST DE City Dock roof	B.C.E.R. 1904	Wood	Red & Cream
B.C.Electric Ry.	1304	DT DE MU Interurban	B.C.E.R.	Wood	Red & Cream

C.P.R. LOCOMOTIVES TIED UP SERVICEABLE (EASTERN REGION)
As of April 30, 1957

No.	Location	Date	No.	Location	Date
136	Chipman	March 31	1226	St.Luc	April 18
421	Aroostook	March 19	1363	St.Luc	March 29
439	Lambton	April 30	2209	St.Luc	April 5
453	Woodstock	Feb. 26	2229	St.Luc	March 25
492	West Toronto	March 1	2237	St.Luc	March 22
842	Quebec	March 28	2528	St.Luc	March 8
870	St.Luc	March 19	2412	St.Luc	April 1
871	Sherbrooke	April 25	2470	St.Luc	March 25
890	St.Luc	April 26	2501	Glen Yard	March 21
946	Farnham	March 23	2514	Smiths Falls	March 26
1027	St.Luc	April 13	2541	St.Luc	March 7
1039	St.Luc	March 25	2583	Brownville	April 16
1066	St.Luc	April 3	2597	Brownville	April 26
1072	Sherbrooke	April 22	2644	McAdam	April 15
1074	Quebec	March 29	2660	McAdam	April 9
1080	St.Luc	April 11	2663	Sherbrooke	April 20
1083	Sherbrooke	April 10	2811	St.Luc	Oct.21/56
1092	St.Luc	March 22	2820	St.Luc	March 21
1217	Glen Yard	March 21	2821	St.Luc	March 27

Preserved by	Location	Restored-Yes, or being restored to original condition	Remarks
Ont. Elec. Ry. Hist. Assn.	Rockwood, Ont.	In orig. cond.	To O.E.R.H.A. May 1956.
Seashore Elec. Ry.	Kennebunkport, Me.	In orig. cond.	To S.E.Ry., 1955
Seashore Elec. Ry.	Kennebunkport, Me.	In orig. cond.	To S.E.Ry., 1955
Can. R.R. Hist. Assn.	Railway siding, Montreal	In orig. cond.	To C.R.H.A. Nov. 1956.
Seashore Elec. Ry.	Kennebunkport, Me.	No	Originally Windsor, Essex & Lake Shore Rapid Ry. 501; out of service 1932-1940 when bought by M.&S.C.; to S.E.Ry. 1955.
Syracuse Chapter, N.R.H.S.	Sandy Pond, NY (Rail City Museum)	No	Originally L.E.&N. 209; used latterly as straight baggage-express. To U.S.A. 1955.
R.G.Snetsinger	Farm of G.S. Cornell, near London, Ont.	No	Body only preserved; obtained from railway June 1949.
Bay Area Elec. Railfans'Assn.	Oakland, Cal.	No	Owned by member Eldon Lucy; went to U.S.A. May 1951.
City of Vancouver (?)	Pacific Nat'l Exhib. Grounds	Yes	Used as sand car 1916-1955; placed in P.N.E. grounds after abandonment of last city car line.
Willamette Valley Elec.Ry. Assn.	Forest Grove, Ore.	No	Originally private car; was donated to Seashore Elec.Ry. and re-donated to W.V.E.R.A. in 1956.

C.P.R. Engines Stored Serviceable (Cont'd.)

No.	Location	Date	No.	Location	Date
2825	St.Luc	Sept.14/56	5171	McAdam	April 25
2859	St.Luc	March 26	5175	Ottawa	March 30
2926	McAdam	Dec.29/56	5357	McAdam	April 29
3004	Glen Yard	March 21	5361	McAdam	April 29
3442	St.Luc	March 25	5394	Sherbrooke	April 10
3476	St.Luc	Feb. 21	5400	Farnham	March 31
3529	Brownville	April 17	5406	Farnham	April 22
3632	St.Luc	April 11	5410	Farnham	April 29
3637	Bay Shore	April 12	5421	Farnham	April 9
3682	McAdam	April 15	5455	Farnham	April 22
3692	Bay Shore	April 10	5456	Farnham	April 3
3700	Bay Shore	April 17	5750	St.Luc	April 30
3719	Bay Shore	April 10	5751	St.Luc	April 30
3752	Bay Shore	April 8	5752	St.Luc	Aug.29/56
5102	St.Luc	March 22	5754	Bay Shore	April 12
5118	Ottawa	March 31	5755	McAdam	April 8
5145	McAdam	April 15	6275	Lambton	Aug.23/55
5147	Ottawa	March 31	6298	Sudbury	Oct.31/56
5162	St.Luc	April 10	6301	Lambton	Feb. 14
5170	St.Luc	April 1	6961	Bay Shore	April 18

T.T.C. NOTES

-- The repainting of the odd Large Witt car has taken place in recent weeks. Among the five or six done to date are 2302, 2314, 2360, 2376, 2388, and 2442. Many of the others are badly in need of attention.

-- Trackage on the Queen St. Extension is virtually complete at time of writing except for the section through the C.N.R. underpass.

-- The extra advertising bracket being applied to the rear end of PCC's as mentioned in recent issues is for non-revenue advertising. It is being used for a series of ads promoting transit riding, known as "The T.T.C. Story". Typical of these is the current card which reads "More People, Fewer Vehicles -- Today's Traffic Prescription." Application of these brackets to the street cars has been a slow process, although they were applied very quickly to trolley coaches and buses. Peter Witts are not receiving them, as there is no suitable position.

-- The Dundas & Church track intersection was recently renewed, in the course of which work the northbound and eastbound left-hand curves were made inoperative with the removal of certain portions of the special work.

-- Ceiling fans are being removed from the Cleveland cars, although the roof monitor is remaining. A circular plate, flush with the contour of the ceiling, is being bolted over the holes from which the fan assemblies protruded. The only summer in which some of the fans are known to have been used was 1953, the year when the cars were placed in service in Toronto. In more recent years, an anti-draft cover, originally bolted over the louvres during winter months, was left in place all year.

-- The J.D.Woods & Gordon report on the T.T.C. forecasts (not recommends) that by 1980 street cars will operate only 3.7 million miles a year as compared to the 23.5 million miles which they operated during 1956. (Ed. Note: How many other cities on this continent will have street cars at all in 1980?)

-- In partial contrast to the above is the recent statement of T.T.C. officials in rebuttal to two east-end aldermen who had criticised the condition of track on Queen St., Kingston Rd. and Coxwell Ave., and suggested replacement of cars on these streets with buses; The official statement was that there is no intention of abandoning street car operation on any of these streets, and that Queen St. in particular is expected to be a carrier of heavy street car traffic for many years to come.

The C.N.R. has sold to the Municipality of Metropolitan Toronto 62 acres of land in the vicinity of the once-projected Scarborough Junction yard, which became surplus following the decision not to proceed with the construction of a yard in this location. Metro intends to use this land for a portion of a future expressway which is projected to parallel the C.N.R. for many miles through Scarborough Township.

The Canadian Car Co. (until recently Canadian Car & Foundry) has purchased the Canadian business of the Standard Railway Equipment Co. This will enable Can-Car to produce certain freight car parts such as box car roofs, hopper car doors, coupler centring devices etc.

Operation of C.P.R. mixed trains 747 and 748 (Orangeville-Fergus-Elora) was discontinued on June 3, 1957. A wayfreight follows somewhat the same schedule, however.

NEW BOOK

DAYLIGHT THROUGH THE MOUNTAIN, by Frank N. Walker, 442 pp., published by the Engineering Institute of Canada, available from Sir Isaac Pitman & Sons, Toronto (see pamphlet enclosed with this issue).

This book consists of a biography of two early Canadian civil engineers, brothers Walter and Francis Shanly, who surveyed, engineered and supervised much of the early railway construction in Eastern Canada and to some degree in the United States, their most noteworthy exploit having been the completion of the Hoosac Tunnel, the construction of which had been initiated, and badly mishandled, by the State of Massachusetts. The first three chapters of the book review biographically the careers of the Shanlys, beginning with their work on the Ogdensburg Railway (now part of the Rutland), and so to the Bytown & Prescott Railway, the Toronto-Sarnia line of the Grand Trunk, and the Hoosac Tunnel work, as well as briefer references to the many other railways in Southern Ontario (Canada Atlantic, Great Western air line, Credit Valley, Toronto Grey & Bruce etc.) on which they were engaged.

The bulk of the book consists of the reproduction of selected letters from a voluminous file of those written by Walter Shanly to his brother Francis over the period 1843-1877, and which has been preserved to the present day. The reading of these letters reveals much in the way of engineering thinking of the day, together with a goodly amount of railway history. The author's footnotes in this portion of the book are numerous and also contain much historical information.

There are a number of photographic plates and smaller drawings, together with the reproduction of a number of railway timetables of 1856. The book is highly recommended to serious students of Canadian railway history. The author has produced a number of other articles and booklets on Canadian railway history, best known of which is "Four Whistles to Wood Up".

EXCHANGE SECTION

---James V. Salmon, 113 Holcolm Road, Willowdale, Ont. has a considerable number of items of electric railway hardware to trade for negatives of Peter Witt cars and Toronto Railway cars under T.T.C. ownership.

---William L. Reddy, 51 Century Drive, West Seneca Branch, Buffalo 24, N.Y. wishes to trade data on Lima Shays, Climax and Heisler locomotives; also has short line, industrial, lumber and coal railroad rosters for trade. Will answer all mail.

Sunday bus operation on all Ottawa street car lines except the Britannia line commenced July 14th. Ottawa Transportation Commission officials stated that the step was taken as an economy measure, and might later be extended to include Saturdays.

The Huntsville & Lake Of Bays Ry., for many years operated daily except Sunday, began daily except Saturday operation on July 7th.

End

INCORPORATED 1952

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

ADDRESS NEWSLETTER CORRESPONDENCE:
STUART I. WESTLAND, EDITOR
16 SONORA TERRACE, TORONTO 13

AUGUST 1957 NUMBER 139

SOCIETY ACTIVITIES The Society meets once only during the months of July and August. The August meeting, to be held on Friday the 16th, will consist of a tour through the Canadian Pacific Lambton roundhouse and engine servicing facilities, located at the southwest corner of St.Clair Ave. and Runnymede Rd. Members will assemble at 7:45 P.M. at the entrance gate on the south side of St.Clair west of Runnymede. Following the tour, the meeting will adjourn to the nearby C.P.R. West Toronto Station for train observation.

The first Friday meetings will recommence on Sept. 6th, with a combined steam and electric observation evening at the T.T.C.'s new Humber Loop. This meeting will convene at 7:30 P.M.

Members are reminded of the auction of railfan material to be held as part of the entertainment at the September meeting in Room 486. It is hoped that members will be on the lookout for items suitable for auctioning.

COMING EXCURSION: The Society will operate an excursion on the Niagara St. Catharines & Toronto Railway on Sunday, Sept. 8th. This will be a 6-hour trip, using Car 83, and will leave the St.Catharines at 11:00 Daylight Time. An innovation for those who do not wish to drive to St.Catharines, the car will meet C.N.R. train 102 at Merritton immediately after leaving St.Catharines, and will connect with train 91 at the same point at the conclusion of the trip. Fare will be approximately $2.50, payable on the car.

JOINT WEEKEND WITH C.R.H.A.: In pursuance of the policy of holding joint events with the Canadian Railroad Historical Assn. of Montreal, the first of what is hoped will be an annual series of Joint Weekends will be held in Montreal on October 5th and 6th. The program embodies a special car tour of the remaining lines of the Montreal Transportation Commission on Oct. 5th, using one of the famous open observation cars, weather permitting, or a closed unit of the M.T.C. Historical collection in the event of rain.

The following day, Oct. 6th, a special Fall Foliage excursion will be operated on the Canadian Pacific as far as Labelle, using a H-1-a class Hudson and air-conditioned coaches. Also included in the train will be an open-platform observation parlour car, one of the few remaining in Canada. For those who do not wish to go all the way to Labelle, side trips will be operated at slight extra cost to the famous mountain resorts at Mont Tremblant.

Fare for the Montreal street car trip will be $1.50. For the Labelle trip, fare in coaches $5.00, in parlour car $7.00. Further information and reservations from the Canadian Railroad Historical Assn., Box 22, Station B, Montreal, Quebec. Reservations must be received by September 15th.

PAST MEETINGS: July 19th - Observation meeting at Bayview Jct.; a good summer attendance (15 members), but the onslaught of mosquitoes from the nearby marshes at sundown caused the early breakup of the meeting.

July 28th - the T.T.C. excursion mentioned in the last issue was scheduled for this date, after the date of opening of the Queen St. extension became known. However, the apparent apathy of the regular membership toward this trip (because of vacation interference and a lack of enthus-

Cont. on Page 3

T.T.C. OPENS QUEEN ST. EXTENSION CAR LINE

The long-awaited relocation of Queen and Long Branch car service from Lake Shore Road to the new central mall car tracks on Queen St. West extension was accomplished in the early hours of Sunday, July 21st. The final touches to the new route were made during the week preceding the 21st, culminating almost two years of heavy construction. Among the final touches were the installation of a new east-to-north curve (Queen to Roncesvalles) at the east-end intersection, and the placing of a top layer of ballast along the length of the open track, which covers the ties and makes the track rather less open in appearance. The west-end track connection (where the new tracks join the old on Lake Shore Rd.) was of course not made until the actual changeover date, although overhead had been tied in as switches previous to this time.

On Friday, June 19th, PCC car 4104, carrying T.T.C. officials and invited guests, made a special run from Roncesvalles carhouse westerly over the new trackage to the Queen route loop and return, stopping for inspection purposes at numerous points. It remained, however, for two U.C.R.S. members, John Kelley and Harold McMann, to mark the opening of the new line in a much more thorough and painstaking fashion. Staying up all night to observe the actual changeover and the operations in connection therewith, they gathered the facts which follow.

---The last Long Branch car to pass over the old Lake Shore Rd. trackage was 4711 on Run #7 which left Humber Loop to run into Roncesvalles Carhouse at 2:15 A.M.

---The last Queen car (and the last car) to pass over the old track was 4086 on Run #25, leaving Humber Loop at 2:21 A.M. and arriving at Roncesvalles & Queen at 2:25 A.M. The only passengers it carried were Messrs. Kelley and McMann, and one drunk who was not aware of the historical significance of the trip (our informants state that he was not aware of much of anything). One other passenger boarded eastbound at Ellis Ave.

---With the passage of car 4711 by the point of junction of the new and old lines at the west end of the diversion just prior to 2:15 A.M., track crews began the work of removing rails at the junction point from the alignment of the old line, and swinging them over to that of the new. After 4711 and 4086 ran in, there was no night car operation west of Roncesvalles Ave., with two buses doing duty on Long Branch and one on the affected portion of the Queen route. The bus on Queen service travelled on Lake Shore Rd. rather than the Queen St. Extension, so that the actual switchover to the new routing did not come about until the emergence of the first day cars at 5:00 A.M.

---Crane car C-2 ran through the new subway under the C.N.R. Oakville Sub. at 4:00 A.M. to assist in moving over the westbound track. With this completed, it ran out to Hillside wye and returned to shift over the eastbound. Also undertaken during the 2½-hour gap was the removal of extraneous overhead at the King-Queen-Roncesvalles-Lake Shore Rd. intersection, being that on the Lake Shore Rd. side of the intersection which was abandoned after the passage of car 4086.

---The first car in regular service to run over the new trackage was 4105 on Run #1, Queen route, leaving Roncesvalles Ave. at 5:00 A.M. after emerging from the carhouse; leaving the new Humber Loop at 5:10 A.M. and arriving at Roncesvalles Ave. again at 5:15 A.M. in a 15-minute curcuit of the new car line. The first Long Branch car was 4702 on Run #1, leaving Roncesvalles Ave. at 5:05 A.M. and Humber Loop at 5:12 A.M. to become the first car in regular service to pass through the railway underpass. Operation of the first few cars was gingerly as the operators "felt out" the new track.

At time of writing, operation over the reserved track still appears to be slow, but it is supposed that this is due to a too-generous schedule and that adjustment will follow. As predicted, the new line has proven a great

boon to the operation of the Queen route, which formerly was affected by some of the worst traffic jams in the Toronto area, in the vicinity of the Humber River where the Queen Elizabeth Way debouched its traffic on to city streets. The Lake Shore motor traffic and the street car operation are now totally separated, much to the relief of all travellers in the area.

The Queen St. extension carline is a model surface electric railway facility and proves that rails in the present day transit picture should not necessarily be restricted to the third-rail, full-subway type of installation. The only regret that can be expressed at its opening is that a great many more examples of the same type of thing do not exist, both in Toronto and in many other cities.

OTHER T.T.C. NOTES

---The Long Branch and Queen night car services were combined as one long route from Neville Loop to Long Branch, effecyive July 28th. This is the longest local car routing (over 15 miles one way) ever operated in the Toronto vicinity.

---The T.T.C. has called tenders for the construction of an additional entrance at the west end of the Eglinton subway station.

---PCC car 4018 is currently operating on an experimental set of light weight one-piece steel wheels. Similar in appearance to inboard-bearing truck wheels on a steam locomotive, these wheels give a peculiar ringing sound when the car is crossing special work.

---The T.T.C. has sold its last steam passenger ferry boat, and one of the last paddle wheelers on the continent, the TRILLIUM, to the Municipality of Metropolitan Toronto for conversion to a scow to assist in carrying fill to build up the level of Toronto Islands. This ends a 48-year career for this venerable ferry, which in latter years was used at peak periods of island travel only.

The sister ferry BLUEBELL was retired in 1956 and has already suffered the same fate as that planned for the TRILLIUM.

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LAST MEETINGS (Continued from Page 1)

iasm for a ride over the new line a full week after it had gone into operation) caused cancellation of the excursion.

The July activities of the Society could hardly be placed in the successful classification; however, two things were learned which will guide planning in the future:

(1) For future observation meetings at Bayview Junction, the mid-summer months should be avoided;

(2) Unless much careful preparation is undertaksn (announcements many weeks in advance etc.), charter excursions are risky during July and August.

Those who were disappointed by the cancellation of the T.T.C. trip will be glad to learn that a Small Witt trip is now being planned for October.

EDMONTON OBSERVATIONS - By J.D.Knowles

The Edmonton Transit System has retained intact street car No. 1, a double truck, monitor roof car. It sits on a short section of track in the weedy yard of the 80th St. carhouse, which is now a bus and trolley coach shed. The car is sadly neglected, with all glass missing, but still carrying large signs on the sides from the last day of rail operation. Nearby in the yard are the bodies of Preston-built "Prairie-type" car 29 and arch roof car 61, also a Preston product. These three cars were all single enders. There is also the body of work car No. 6. In Westlock, Alta., there is another body similar to that of 61.

The modern 80-series Peter Witts were finally sold for scrap.

Although there is no rail to be seen in the downtown streets, the (open) double track and overhead on the famous High Level Bridge still remain in place.

REPORT ON JULY 6th EXCURSION
by John Freyseng

A casual observer in the Toronto Union Station on the morning of July 6th would have seen a group of people trying to tell a bewildered agent that the C.P.R. does run a train to Port Burwell. This was indeed the group of U.C.R.S. members who turned out for the scheduled informal summer trip. Train 21 left for Chicago at 8:00 A.M. E.S.T., and after making stops at Parkdale and West Toronto, was already late. Another member joined the party at Streetsville. At Milton, P-1 5135 passed by with an extra freight while a C.N.R. Consolidation with the Allandale wayfreight waited patiently at the diamond. Train 643, the connection at Guelph Jct. for Guelph, was a steam train consisting of G-1 2231 with two wooden cars, instead of the usual S.P. car . P-1 5169 was observed in the yard. G.R.R. motor 226 was passed at Galt and road-switcher 8437 was in the siding at Orrs Lake with an eastbound freight. Upon arriving at Woodstock a few minutes late, the party detrained and went forward to aid in the inspection of units 4098 and 8467. After No. 21 left town, D-10 986 backed out from the engine yard to pick up train M660, the Port Burwell mixed. At this point, much to the dismay of several members, it was found that the windows of combine 3307 were stuck fast. However, with the aid of a pole obtained from the baggage section, and a few solid whacks on the outside frames with a tripod, all the windows were opened, causing a few disgruntled looks on the faces of the local passengers.

The train left town with 19 cars, combine 3307 bobbing on the rear, 15 minutes late. At Ingersoll, a stop of twn minutes was made while express was unloaded for the St.Thomas mixed (D-10 1086 and combine 3357). The ample time gave the members a chance to inspect the odd manual gates which protect the C.P.R. from Highway No. 2. The control levers are mounted on a box on the station platform at least a hundred yards from the highway. Direct connection to the gates is made by two rods.

After crossing over to the Port Burwell Subdivision, we left Ingersoll at 12:05, 20 minutes late. The next stop was Tillsonburg, where the complicated track layout of the Tillsonburg Loop Line was examined. A story has it that when the line was being built, the railway was offered a substantial sum if the station was located within a mile of the town hall. The route, however, was already planned to pass through the edge of the town, outside the one-mile limit. In order not to lose a tidy sum, the railway built a spur towards the town and built the station at its end, within the limit. To further complicate matters, the C.N.R. Brantford-Tillsonburg line crosses the C.P.R. at the point where the station spur joins the Port Burwell Sub. An interlocking tower controls the switches to the interchange and the station spur as well as the crossing. Southbound C.P.R. trains arrive at and leave the station via one route while northbound trains use a different route. Much backing up is involved, especially in the case of northbound trains which turn off the main line onto the interchange track, then reverse over the C.P.R. main line into the station. Upon leaving the station, the train moves forward across the C.P.R. main line, backs up onto the main line, then runs forward crossing the interchange track and the C.N.R.

After unloading a few pieces of express, train M660 left town in a hurry in order to gain time, much to the pleasure of the railfans on the rear vestibule who were scanning watches and calculating speeds as high as 50 M.P.H. A mile south of Tillsonburg the train roared over Otter Creek on the first of the high trestles. South of Eden, Little Otter Creek and a parallel highway were crossed on a mignificent trestle towering, it seemed, at least 150 feet in the air.

Around twenty pieces of express were unloaded at Staffordville while the engine crew chatted with the lady agent. Arrival at Port Burwell was at 1:45 P.M., only ten minutes late.

The main point of attraction was the train ferry "Ashtabula". She had already docked when we arrived, and D-10 888, with four idler flats, was busily engaged in unloading. This fascinating operation is very ticklish due to the weight of the loaded hoppers. Only sections of each string of cars are drawn off at a time so as to keep the ferry as much as possible on an even keel. Most of the freight is coal although a little general freight is shipped across from Ashtabula, Ohio. The "Ashtabula" is quite a large ferry with a high hull. She has two funnels and in most respects resembles the older train ferries operating on Lake Michigan. She is the only ferry operating on any of the Great Lakes other than Lake Michigan.

The bread and butter of Port Burwell, like the rest of the "Ports" on Lake Erie, is the fishing industry. The author was greatly interested in watching the fishermen repair their nets, build new boats and prepare their sturdy craft which dotted the harbour. Among other points of interest was the C.P.R.'s antiquated coaling system. A pole crane operated by a hand winch lifts a large wooden bucket of coal tothe top of the tender where it is dumped by hand. This is not only a laborious task, but also about the dirtiest in Port Burwell.

Alas, the time flew too quickly, and under great clouds of smoke train M659 stormed out of town. It was all engine 896 could do to move the fourteen cars, most of them hoppers full of coal, up Port Burwell hill. The remainder of the cars the ferry had brought over had to go out later in an extra.

Combine 3307 is an all-steel car rebuilt from a colonist sleeper with the uppers and lowers still in place in the passenger section. Two ingenious members decided to have a rest, so with much clatter, Lower 1 was made up and in no time at all the prodigy children were resting in peace.

Two panel-truck loads of homing pigeons were loaded on at Tillsonburg after the train was carefully weaved onto the Loop Line. D-10 961 was in the siding at Ostrander with a southbound caboose hop. It would meet 888 further down the line and bring up the remainder of the cars from Ashtabula.

Because there was only one short stop, which was made at Ingersoll, M659 arrived at Woodstock on time. D-10's 882 and 1086 were in the engine yard. At 5:30, just before the party boarded train 632 for home, a three-way meet took place. A westbound freight behind H-1 Hudson 2817 and train 632, the "milk train" behind 8472 arrivedat the same time. Both trains took siding, leaving the main line clear for Dayliner 629, comprising the usual 9050, 9051 and 9052.

At Galt, 632 picked up an express car and at Puslinch it met 37, the westbound "Royal York". P-1 5152 was again passed, this time westbound with the help of 2223 at Guelph Junction. The trip was completed with an on-time arrival at West Toronto where most of the members departed.

Those who attended will agree that a good day with near perfect weather was enjoyed by all.

MISCELLANY

---The C.P.R. discontinued the operation of Trains 612 and 613 between Kingston and Sharbot Lake on June 17th. A bus service is now given on the same schedule. The mixed train service between Orangeville and Walkerton and between Orangeville and Wingham-Teeswater was withdrawn after August 3rd, on which date a party of U.C.R.S. members made a last trip over the latter line. Mixed train service on the Dranoel-Lindsay-Bobcaygeon line (M605,606) is expected to be withdrawn shortly.

---The two long sidings on the east side of the Don River between a point north of Gerrard St. and Eastern Ave. were recently removed to make way for a Hydro pole line. These tracks served no industries, and were used by the C.P.R. only for the occasional storage of surplus or bad-order freight cars.

EQUIPMENT NOTES

---C.N.R. engines stored in tallow on Central Region at June 1, 1957:

Sarnia:		Stratford:		Ft. Erie:		Palmerston:	Lindsay:	Belleville:
3458	6182	3459	6126	3218	6254	81	7464	90
5109	6184	3470	6131	3313	6257	1530		
5114	6236	5134	6222	3416	6303	5066		
5143	6243	5264	6255	3431	6512	5575		
5576	6249	5279	6401	3452	8297	5584		
5605	6306	5285	6403	3480		5601		
6100	6317	5292	7446	3486				
6124	6324	5296		3491		London:	Hamilton:	Pt.Huron:
6147	6536	5298		3509		7511	8337	7529
6148	7499	6022		6140			8359	
6174	7520	6030		6151				

Turcot:				Joffre:		Allandale:	Carreol:	Nakina:
1325	3464	6021	7531	3231	3338	1322	3242	3216
1500	3704	6153	8298	3235	3345	1357	3244	3290
2553	3715	6155	8371	3239	3377	1397	3263	3291
2610	3753	6156	8435	3248	3436		3335	3334
2611	4054	6173	8446	3256	3463		3372	3396
2612	5559	6208		3263	3481	Limoilou:	3386	
3406	5561	6231		3283	3500	4207	3395	
3411	5562	7475		3293	3594		3398	
3419	5597	7527		3295	3736			
3429	6002	7530		3332				

---The C.N.R. has ordered 48 steam generator cars from Canadian Car Company for year-end delivery. Each car will have two steam generating units, a diesel generator set, water tanks with a 3000 gallon total capacity and 500 gallon fuel tanks. Paint scheme of these cars will match the colours now standard for C.N.R. passenger equipment.

---Both major railways have recently placed substantial orders for new diesel-electric motive power. During June, the C.N.R. ordered 146 units from Montreal and G.M.D. for Canadian lines in addition to four, from E.M.D. and Alco, for American lines. The C.P.R. during June ordered 117 units from Montreal and G.M.D. Full details as to types, classes and road numbers will be given as soon as this information has been assembled.

---C.N.R. deliveries:
4592, 4593 June 13; 4594, 4595 June 18; 4596, 4597 June 21; 4598, 4599 June 25; 4600, 4601 June 27; 4602, 4603, 4604 June 29; 4605, 4606 July 4; 4607, 4608 July 9; 4609, 4100 July 11; 4101, 4102 July 16; 4103 July 17.

---C.N.R. scrappings:
7220, 7225, 7360 May 31; 93 May 15.

---C.N.R. ten-wheeler 1311 was rented to the Barrie Tannery, Barrie, in May after an explosion destroyed the plant's boiler.

---The C.P.R. dieselized Peterborough switching on July 19th, when 660 H.P. 6589 (new from MLW) arrived to replace ten-wheeler 815, which had been the regularly assigned yard locomotive for at least 20 years.

---Unfortunately, the item on C.N.R. 8438 came out in rather peculiar fashion in the last issue of the Newsletter; the way in which it should have read is: "Recently renumbered C.N.R. 0-8-0 8438 (old 8211) at Toronto still bears the 8211 front number plate. The plate has been reversed and "8438" painted on the back thereof.

The Montreal Transportation Commission abandoned carlines 2-Centre, 22-Notre Dame East, 35-Notre Dame-Cote St.Paul and the inner end of 91-Lachine on June 23rd. On the same date, in order to complete the removal of cars on Notre Dame East, routes 10-Delorimier, 44-Papineau and 58-Rosemont were shortened at the inner end, no longer running downtown to Place d'Armes. This involved the construction of a small amount of new track, probably the last to be built in Montreal.

INCORPORATED 1952

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

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SEPTEMBER 1957 NUMBER 140

SOCIETY ACTIVITIES The Society meets on the first and third Fridays of every month. The first indoor meeting of the 1957-58 season will be held on September 20th at 8:00 P.M. in Room 486, Toronto Union Station. The feature of this meeting will be an auction of railroadiana, the first held by the Society since 1950. All members are urged to bring surplus material of railroad interest to the meeting to enter same in the auction, which will be open to all members, resident and associate, together with any guests who may attend. A 10% commission on all sales will go to the Society, and members are requested to have as much changeas possible with them to avoid problems of changing twenty dollar bills, etc. All items must be paid for in cash by the successful bidder.

The October outdoor meeting will be held on the evening of the 4th at 8:00 P.M. at the intersection of Bathurst and Front Sts., where the throat of the downtown yards is always alive with switching movements, in addition to the passage of main line trains. This meeting, of course, will be attended by what is hoped will be not too large a group, with all others headed for Montreal for the joint weekend on the 5th and 6th.

PAST MEETINGS -- August 16th. Tour of C.P.R. Lambton Roundhouse, 16 members in attendance guided by Locomotive Foreman Walter Clifton, to whom appreciation is extended by the Society for giving up his evening. Several members congregated at West Toronto Station following the tour.

NUMBERING AND CLASSIFICATION OF C.N.R. DIESEL ORDER

Following is data on the 150 diesel locomotives ordered by the C.N.R. in June (first reported in Newsletter 139, P. 6):

No. of Units	H.P.	Type	Builder	Road Nos.	Class	Weight per Axle
Canadian Lines						
10	1750	RPA	G.M.D.	6533-6542	GPA-17e	65000 lb.
7	1750	RPB	"	6631-6637	GPB-17e	"
30	1800	RS	M.L.W.	3671-3700	MR-18c	62000
17	1750	RS	G.M.D.	4228-4244	GR-17q	57500
14	1750	RS	"	★4588-4601	GR-17r	62000
16	1200	RS	"	1289-1304	GR-12l	56000
29	1200	RS	"	1000-1028	GR-12m	40000
1	1200	RS	"	1900	GRG-12n	40000
19	900	SW	"	7243-7261	GS-9d	58500
3	1200	RS(NG)	"	935-937	GR-12p	38000
U.S.A. lines						
2	1750	RS (for CV)	EMD	4928-4929	GRG-17s	63500
2	1000	RS (for GTW)	Alco	1950-1951	MRG-10e	62000

★ 4588-4601 represent the second use of these numbers; 4496-4501 and 4588-4609 previously delivered are to be renumbered 4200-4205 and 4206-4227 respectively.

THE RAILWAYS OF ALASKA AND YUKON TERRITORY

by John D. Knowles

(Editor's Note: Beginning with this issue, the Newsletter will carry a series of articles dealing with the observations made by member J.D.Knowles on a 3-week tour of Alaska and Yukon Territory during the past summer. The map in this issue will help to locate the railways discussed for those unfamiliar with the geography of the extreme northwestern portion of the North American continent.)

Part One -- The Seward Peninsula Railroad

The three foot gauge road at Nome, Alaska, was built about 1900 to serve gold mines in the area north of Nome. Originally a steam road, it was later taken over by the Alaska Roads Commission, which operated it with a four-wheel Whitcomb gasoline locomotive and some Fordson tractors with flanged wheels and side rods. The Fordsons could haul about 40 tons.

At its greatest extent, the line ran 87 miles to Shelton and Bunker Hill. The Roads Commission used it in connection with road construction in the interior. Under the Commission's control the line became virtually a public highway, with various firms and persons running gasoline freight rigs and speeders on it. Section car trailers hauled by Eskimo dog team also used the track regularly. There was no formal dispatching system, but few accidents attributable to this circumstance occurred.

During World War II, the U.S.Army hauled supplies to the asphalt plant used in building the present Nome airport, and brought in two heavier locomotives, which were subsequently removed. The weight of these engines and the heavy loads they could haul did much damage to the track, some of which was laid on no other roadbed than a pair of 2 x 8 stringers placed on top of the sodden tundra, with crossties laid on top.

All operation within the City of Nome has now ceased, including the short haul between the harbour and the U.S. Smelting, Refining & Mining Co. 's plant. The track has been dismantled haphazardly as the land was required for other purposes or the rail was removed for shipment to mine tramways elsewhere in the Territory.

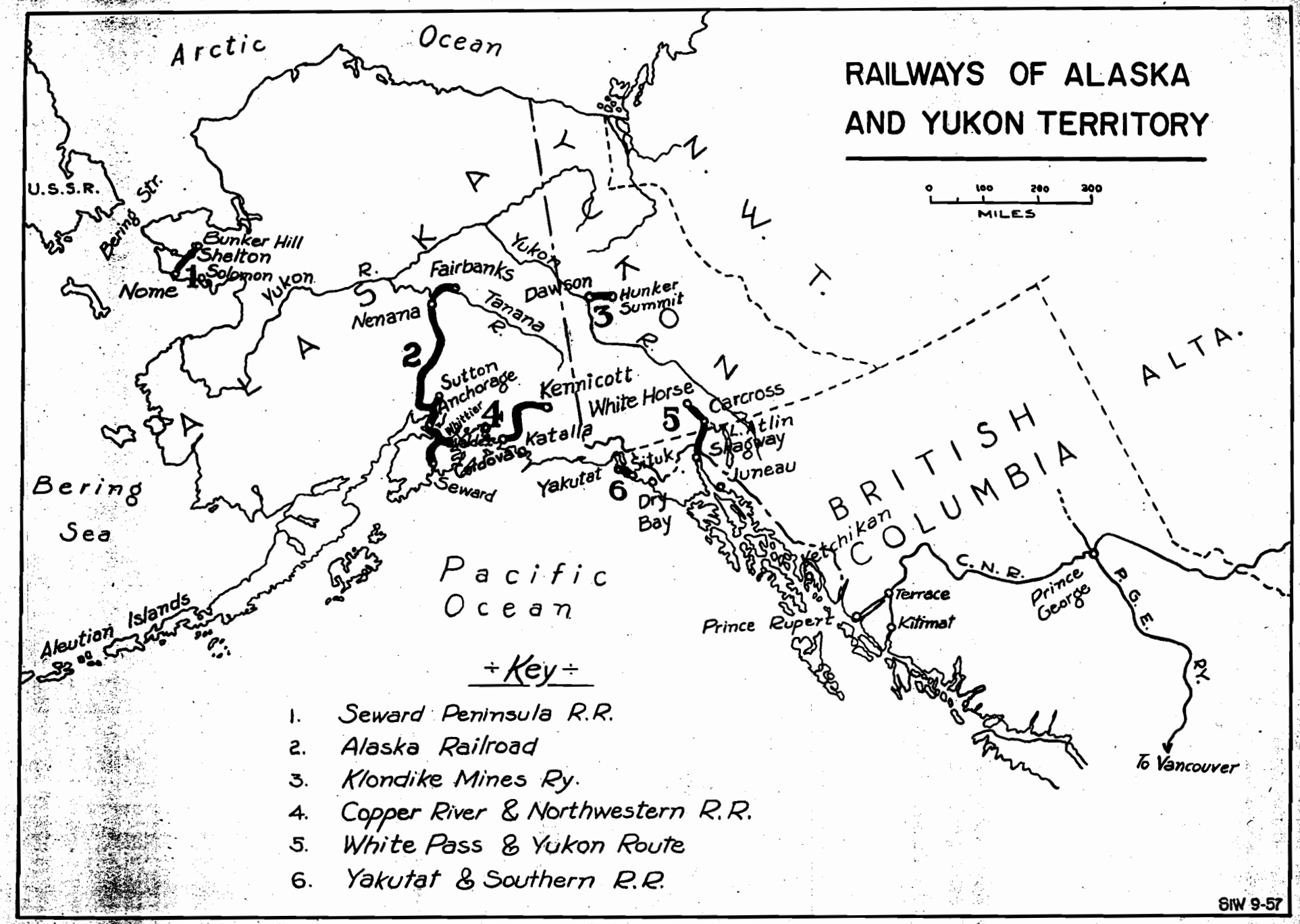
Today, 17 miles of track commencing about Mile 4 are under lease to a Nome hotel proprietor who was once a Roads Commission trainman. He hauls tourists over a small fraction of this mileage in a home-made 4-2-0 rail car with a Ford model "A" motor and transmission. The car hauls a two-wheel passenger trailer up the steep ascent to Anvil station at 10 M.P.H. This operation is publicized as the Curly-Q R.R. or the Arctic Tundra R.R., and runs almost daily from June to September.

Some of the right of way between Nome and Mile 4 has been worked across by gold dredges, making the cost of restoration prohibitive. Much of the remaining 60-odd miles of track not under lease has been buried by road construction or torn up.

The ruins of the Road Commission's motive power and other freight rigs are to be seen today at various points, along with numerous 32-ft. flatcars. Some of the flats have link and pin couplers, while others have slotted knuckle couplers. Many of the wheels of these cars are dated about 1890.

The Seward Peninsula steam engines were dumped into the water along the shore about 1936 to construct a sea wall in front of a machine shop. Only one, a Porter-Bell six-coupled engine, is to be seen today, lying on its side near the present stone sea wall. Nearby is a pilot beam having a dual link and pin coupler for hauling either standard gauge or three-foot gauge cars, doubtless a relic of a previous ownership.

Since no steam engine is available today as a tourist display, consideration is being given to bringing an engine from another abandoned rail project at Solomon, 30 miles further east on Norton Sound.


RAILWAYS OF ALASKA AND YUKON TERRITORY
0 100 200 300
MILES
Arctic Ocean
U.S.S.R.
Bering Str.
Bunker Hill
Shelton
Solomon
Nome
1
Yukon R.
Fairbanks
Nenana
2
Tanana R.
Yukon R.
Dawson
Hunker Summit
3
Sutton
Anchorage
Whittier
Kennicott
4
Katalla
Cordova
Seward
White Horse
5
Carcross
L. Atlin
Skagway
Juneau
Yakutat
6
Situk
Dry Bay
Ketchikan
Prince Rupert
Terrace
Kitimat
Prince George
C.N.R.
P.G.E.
R.Y.
To Vancouver
ALASKA
YUKON T.
BRITISH COLUMBIA
ALTA.
Bering Sea
Pacific Ocean
Aleutian Islands
÷Key÷
1. Seward Peninsula R.R.
2. Alaska Railroad
3. Klondike Mines Ry.
4. Copper River & Northwestern R.R.
5. White Pass & Yukon Route
6. Yakutat & Southern R.R.
SIW 9-57

A RAILFAN TOURS THE WEST

by John M. Mills

July 20, 1957, saw the beginning of a long-awaited trip to the West Coast which, while not intended primarily as a railfan trip, produced a number of observations of railway interest. C.P.R. Train 702 for Port McNicoll, hauled by spick and span Pacific 1271, is one of the few trains whose crew includes a Purser, who checks tickets for the steamer connection for Fort William. At Ypres was seen 4-6-0 891 on the Camp Borden mixed train which does not appear in the public timetable.

From Port McNicoll to Fort William the trip was by way of the C.P.R. steamer "Assiniboia" which is a very comfortable ship and represents an interesting way of adding variety to a transcontinental journey; it is made at moderate extra charge (for cabin and meals) on a first-class train ticket. The many islands in Georgian Bay, the concentration of shipping at "The Soo" and the rugged grandeur of Thunder Cape at the Lakehead make it a memorable trip.

Connecting train 53 to Winnipeg, a thrice-weekly local, was hauled, rather surprisingly, by Hudson 2854. Many freight trains were passed on this interesting day's trip, mostly hauled by 2-8-2's. The eastbound "Canadian", passed at Hawk Lake, included a single red tourist car in an otherwise all-stainless steel consist. There were signs of a recently-abandoned railway heading north from the C.P.R. at Whitemouth; the track has been removed but the body of a gas-electric car rests on blocks at the west end of the C.P.R. station and the water tank has a second spout at the rear which now serves only a gravelled roadway.

A change of trains at Winnipeg gave opportunity to examine the 4-4-0 "Countess of Dufferin", the first engine into Winnipeg, which is preserved on the lawn in front of the C.P.R. station. Now fortunately without the flowers which formerly grew on the running boards, it appears in good condition, though most of the cab fittings have disappeared. No traces of the street car era are visible in the downtown area apart from occasional "Car Stop" signs; in fact, this statement could be made of all the former street railway cities visited.

From Winnipeg to Calgary we travelled on "The Canadian". Its duplex roomettes are masterpieces of compactness and are greatly to be preferred over conventional Pullman sections at a trifling additional cost. Their only drawback is that only one side of the track is visible as it always seems that the party across the corridor likes to keep his door closed. Morning comes to "The Canadian" in the neighbourhood of Swift Current, and we arose early to find the domes already filled with passengers prepared to spend the day in order to be sure of a seat for the mountains in the afternoon. Sandwiches are eaten, magazines are read, and lost sleep is regained in the dome but the seats are occupied. Here, surely, is a forceful argument for providing more than 48 dome seats for a train of upwards of 15 cars.

The station at Calgary is in the throes of a major reconstruction. The access tracks at each end are being completely redesigned and converted to automatic operation; the actual locations of the platform tracks are being changed and underground access by stairways to the platforms installed. The result is fairly chaotic, and the confusion is increased by the fact that trains are scheduled to arrive in groups with little activity at other times of the day.

A visit to Alyth yards just east of the downtown area was disappointing, with only a few switchers active. These comprised, besides the usual diesels, several 3600-series 2-8-0's and two 0-8-0's. Very little freight was moving on the main line. The layout of the yard is such that most switching moves at the west end must pass through an interlocking plant at the west end of the yard, and it was often observed that three or four separate movements would be waiting at the same time, all whistling or honking in codes to indicate which of the several routings was wanted.

In hopes of better things we took the Dayliner to Lethbridge. The line is surprisingly crooked and heavily graded in spots, with many speed restrictions on curves, and the RDC has difficulty in keeping to the 2 hour and 25 minute schedule. Our hopes for more activity were not to be realized; only 0-8-0 6964 braved the heat of the afternoon. 4-6-0 1026 appeared anxiously on the scene at one point, raising our hopes, but evidently it only wanted to approve what 6964 had done for it very soon returned to the nearly-empty roundhouse while we, after inspecting the long viaduct nearby, returned to our book in the city park.

We travelled to Edmonton by Train 527, "The Eskimo", comprising five coaches and powered by two diesel units. The train was 15 minutes late at the busy division point of Red Deer, and arrived at Edmonton, 99.1 miles and five stops away, on time. This remarkable record was attained by the fastest running this observer has experienced on rails, reaching 97 M.P.H. between Ponoka and Wetaskiwin. It is on this speedway that the C.P.R. achieved the only gas-electric entry on the annual "Speed Survey" for several years in succession.

A journey on the Northern Alberta Railways from Edmonton to Barrhead was next on the itinerary. It must be said at the outset that the N.A.R. seems to consider its timetables as ideals to aim at rather than statements of how its trains will run. If this situation is accepted, a day on the N.A.R. can be an interesting experience. Motive power is entirely steam, though the recent order of five diesels promises to end this situation shortly. Some of the engines are borrowed from the parent lines (it is owned jointly by the C.P.R. and C.N.R.) and partly the N.A.R.'s own roster.

The Barrhead combine, a gas-lit and very shabby wooden car, was taken from Edmonton C.N.R. station to Dunvegan yard by Train 7, the Waterways passenger, hauled by N.A.R. 2-10-0 53. At Dunvegan it was dropped for 40 minutes while the Barrhead engine, another 2-10-0 numbered 102, collected its consist of freight cars. In due course 102 coupled on and hauled us about half a mile to the end of double track where we waited an hour for Train 2 from Dawson Creek which was, typically, late. Eventually it arrived at great speed behind C.N.R. 5147 and we departed for the north. The line for its first miles is built along a wide river valley, first travelling up the east bank and crossing it on a high wooden trestle on a sweeping reverse curve, to follow the west bank for a few more miles. At Carbondale a traffic jam developed, with three trains stopped head to tail: first a freight for the main line with a C.N. 2-8-0, then the Barrhead mixed, and last another mixed train, not on the timetable but which we were informed went to Lac LaBiche, with N.A.R. 2-10-0 55. By the time we left Carbondale (Mile 19.2) we were 1 hour and 15 minutes late. At Morinville (Mile 24.9) the C.N.R. line to Athabaska branches off. This formerly crossed and found its own way to Edmonton, but C.N.R. trains now use N.A.R. rails to Morinville. The Barrhead branch, which has two trains a week, leaves the main line at Busby (Mile 40.1). The territory through which the branch passes seems largely uncultivated, though occasional grain elevators show that some farming is undertaken. From the train, however, the scenery is largely scrubby spruce and birch trees, with a few rivers to break the monotony. Busby was left 1 hour and 50 minutes late, and arrival at Barrhead was the same.

The track layout at Barrhead is most unusual, with a wye shaped exactly like a capital "Y", with the added complication that most of the switching leads branch off immediately at the point of the "Y". While switching, the engine travels up both legs of the wye at different times according to which direction the particular track being switched branches off, in order that the engine crew can see the crew members on the ground.

The train left Barrhead 1 hour and 55 minutes late, with a fragrant car of pigs coupled immediately next to the combine. The return trip was uneventful until we reached Morinville where we took siding to await No. 1 which was, as expected, late. Eventually we departed, in a violent hailstorm, and arrived at Dunvegan Yard about 2 hours and 35 minutes late, from which point we were conveyed to Edmonton by taxi, to which the N.A.R. issues transfers.

Our westward trip was resumed from Calgary on Train 13, "The Mountaineer" chosen because of the open observation car attached to the train. These cars are well-modified coaches with open sections at each end and a closed portion, with high windows, in the centre. They are much superior to domes from almost every point of view. The beauties of the C.P.R. line through the mountains are too well known to require comment here. Signs of the now-vanished steam era can be seen in half-dismantled water towers, abandoned wyes, boarded-up helper engine terminals and the like. There can be no doubt that diesel power has revolutionized railroading in the mountains, and only the die-hard lover of the picturesque can regret the change in this case.

Train 6, which was passed near Beavermouth, had 7 diesel units, 11 cars, the private car "Thorold" and two cabooses. Visions of stupendous grades ahead were stilled by the information that four of the units were helpers returning to the foot of the steep grade ascending to the Connaught Tunnel. Brief glimpses of the former steeply-graded line over Rogers Pass are visible just at the east end of the tunnel.

At Vancouver a short visit was paid to the one remaining rail line of the B.C.Electric Co. (The B.C.E.Railway name is no longer used). This is the Marpole-Steveston line, which has nothing to recommend it apart from the shabby 1220-series St.Louis-built interurban cars which serve it in two-car trains. It starts from a dingy terminal on the outskirts of the city and runs to a particularly smelly fish processing plant at Steveston, but does a fairly heavy passenger service between. It is now on a day-to-day reprieve from abandonment until a dispute over replacement bus routings is settled. When passenger service is abandoned, we were informed that the line would revert to the C.P.R. which actually owns the track, and all electric operation on Lulu Island would cease.

A visit to the Pacific Great Eastern revealed that much is happening to this once-orphaned railway. The train which arrived at the new mostly-glass station at North Vancouver consisted of three orange coaches and a yellow one, all numbered in the 4400 series and lettered THE MILWAUKEE ROAD. A number of these cars have been bought and pressed into service without repainting, owing to the condemnation of the older P.G.E. equipment. Construction work is actively under way from Prince George northerly into the Peace River country; we were told that trains have already travelled 50 miles north from Prince George on the way to Fort St.John and Dawson Creek. Rumour states that streamlined passenger equipment will be acquired to serve the new extension when completed, and the RDCs which now run all the way to Prince George will be restricted to Squamish local service. Another rumour states that the Great Northern and the Northern Pacific are interested in purchasing the line from the B.C.Government. In any case, if construction proceeds on schedule, it will be possible to travel from Edmonton to Vancouver, via Dawson Creek, late in 1958.

Neither major railway is completely dieselized in the Vancouver area: a few 3600-series 2-8-0's still run between Coquitlam and Vancouver for the C.P. At Port Mann on the C.N.R., 2512 and 7540 were seen at work, the latter unusual in having square steam chests. The C.N.R. also has three or four 2100-series Consolidations on Vancouver Island in freight service. These, like some other western engines, have Pennsylvania-style horizontal bars rather than vertical slats on the pilot.

The Great Northern Railway between Vancouver and Seattle is a very scenic line, bordering on Puget Sound for most of its length. Sternwheel steamers are still to be seen in this area acting as tugboatss G.N. double track has recently been reduced to single track at a number of points. From Seattle to Portland the trip was via Union Pacific, aboard the original "Train of Tomorrow" which toured the continent several years ago. Enlarged with the addition of several lightweight coaches, and painted U.P. yellow, it makes a round trip over the line daily. The trip is four hours long, almost entirely in daylight, yet the original dome sleeper is retained in the consist.

Portland Traction Co. still operates two interurban lines: a 44-mile line to Oregon City and a shorter suburban line called Bellrose. Cut off from downtown Portland by the usual traffic improvement, the cars terminate inconspicuously in the back yard of a factory at the point where they formerly entered on the city streets. An old trolleybus parked on the site serves as a waiting room. From this point the two lines share the same trackage for several miles. The Oregon City line is quite scenic in spots, and seems to do a considerable volume of local business en route. The line has many curves, and some of these are badly out of alignment, giving an unpleasantly rough ride at such points. Equipment consists of former Interstate Public Service (Indiana) suburban cars and former Pacific Electric centre door cars, the latter with centre doors blocked off and bus seats placed against them. The P.E. cars are modernized with PCC lights and seats, but since they are double-end cars, all the seats are installed with their backs toward the centre of the car, so half the passengers are riding backwards at all times. These two types were mixed about equally in service, aided in rush hours by some small Master-Units and one rather odd-looking car from the Key System, Oakland, Cal. There is a well-developed system of trolley-actuated block signals, rather a rarity in these days.

The Esquimalt & Nanaimo was ridden from Victoria to Ladysmith. This line is a succession of steep grades and curves which raised squeals of protest from the flanges of the RDC which now provides all passenger service on the line. The track would be quite scenic if it were possible to see past the spruce trees which crowd both sides of the train. Half an hour after leaving Victoria, we ground to a halt in a particularly uninteresting cutting and remained there for 1¾ hours while repairs were made to one of the large new diesels which have taken over freight service on this difficult line, and which was stopped on the main line ahead of us.

At Ladysmith, arrangements had been made to view theextensive railway operations of the Comox Logging & Railway Co. Unfortunately, the entire operation was closed down for holidays, but we were taken on a tour of the railway by truck. The logs are brought out of the actual cutting areas by truck, and are dumped into a convenient lake for storage. From this they are extracted by a large steam crane and deposited on railway cars which consist of little more than a long steel beam equipped with trucks and couplers, and two large U-shaped racks to hold the logs. These cars are known as "skeletons" and long trains of them are dragged slowly past the crane by cable, to be picked up by the locomotive when 25 or 30 have been loaded. The trains run some 22 miles to salt water at Ladysmith, where the logs are again dumped and rafted across to the pulp mills on the mainland. There are five steam locomotives on the property plus a small gas engine. Two steam engines are not used: No. 2, a light 2-6-2T, and No. 12, a large Shay geared engine, a relic of the days when the cutting areas were less far-flung, and the railway carried the logs for their entire land journey. The other three engines are all Baldwins: No. 11, a 2-8-2; No. 16, a 2-8-2 tank engine with a tender (side tanks hold water, the tender holds fuel oil), and No. 7, a large 2-6-2. None of the engines is original on the railway, but we could get no information as to their origin.

The railway was originally much shorter, serving some now-abandoned mines a few miles inland. After lying dormant for some years, it was taken over in the late 'twenties and extended to its present length. It is built to a high standard, and is maintained in a manner which many much more important railways might envy.

For 17 of its 22 miles, the Comox railway is shared with a neighbouring operation, the Chemainus camp of MacMillan & Bloedel Ltd. Their engine, a lovingly-maintained 2-6-2 tender engine with a high number (1170), hauls similar log trains to Ladysmith where they are turned over to the E.&N. for the five-mile haul to the mills at Chemainus. Apart from their practice of transshipping direct from truck to train, the Chemainus operation is similar to Comox.

C.N.R. MOTIVE POWER OBSERVED AT LINDSAY, AUGUST 5, 1957

by R.F.Corley

4-6-0	1520 (ex 1223)	Spare engine to protect Lindsay-Bancroft; also used on wayfreights if short of power.
2-8-0	2580, 2616, 2649	Used on wayfreights (with 2644, 2648) between Lindsay and Belleville, and out of Belleville.
2-8-2	3401, 3402, 3476	Used on through freights, Midland-Belleville (with others)
4-6-2	5560, 5589	One used on Trains 603-604 for summer, other as a spare engine.
0-6-0	7509, 7464	To protect 8496. Boarded up - in field.
Diesel	1705	Lindsay-Haliburton and Lindsay-Bancroft.
Diesel	8496	Yard switcher.
Diesels	Three 1200-class Road-switchers	Work up from Toronto at night and return in late evening. Normally one drops off at Lindsay and 2 go on to Peterborough to do switching. On Saturdays and holidays, one engine goes to Peterborough. Lindsay engine used to Coboconk or for industrial switching with 8496. If 2 engines, the other substitutes for Pacific on trains 603-604.
Gas car	15832	Replaced by Pacific for summer. Stored in field.

MISCELLANY

--Further information has been made available on the six subway cars which have yet to be delivered on the order for 34 placed by the Toronto Transit Commission in 1955. The cars will bear numbers 5110-5115, and it is probable that they will operate in numerical order in a six-car train, as only cars 5110 and 5115 will have conventional driving facilities. One of the other cars will have a simple pushbutton controller for inching forward or in reverse. Pushbutton electro-pneumatic brake control will also be provided on this car. All six cars will have dynamic braking controlled by E.P. brake wires, and thus could be operated with any other cars already on the system.

Traction motors on the six cars will be of a type different from that used on the other 134 cars owing to the high dynamic braking voltage; two trucks with rubber journal and bolster suspension ("Metalastik") will be included on the order. These cars will thus be truly experimental units and may presage changes to be made in the future on the older cars. Delivery is expected in the last quarter of 1957.

--A summary of T.T.C. Large Witts retired over the last year is as follows:

Car	Cause of Retirement	Date of Retirement
2326	Collision	Jan. 20, 1957
2410	Body condition	Jan. 3, 1957 *
2416	Body condition	Dec. 27, 1956
2436	Collision	Nov. 2, 1956
2438	Body condition	Feb. 27, 1957

* Car 2410 on July 29, 1957, left Hillcrest Shops aboard a trailer float for a most unusual use -- the car was given intact (even to trolley pole) to a boys' camp to provide amusement for the campers.

The other cars listed above are still in storage at time of writing at Russell Division.

EXCURSION OF SEPTEMBER 8, 1957

The Society excursion on the Niagara St.Catharines & Toronto Ry. was a most successful and unusual one. Departure of Car 83 from Merritton was on time following the arrival of Train 102 from Toronto. First on the itinerary was the Interlake Tissue Mills spur in Thorold. After exploring this T-shaped spur to its extreme ends, the car derailed close to the main line switch on the return trip. Nothing daunted, the excursionists accumulated large stocks of joint bars and metal plates and, together with some expert work on the part of the conductor and motorman, succeeded in restoring the car to its natural path after about 45 minutes' work. Investigation showed that the derailment was caused by out-of-gauge track together with badly-aligned joints; the chief beneficiary was the businessman in front of whose confectionery store the "disaster" took place.

While a most interesting occurrence, this incident whetted the appetites of the participants in addition to banishing all hope of keeping to the prepared timetable. Therefore we proceeded to Thorold Station for lunch, after which the car traversed the Pine St. spur in Thorold. Next, Car 83 made its way to the end of the track on the former Port Dalhousie (West) line with a side trip down the Welland Vale spur, nicknamed the Water Level Route. Following a short trip out Facer St., we proceeded to Port Dalhousie East and from there to Merritton again, thus travelling the full length of the Grantham Subdivision, formerly a C.N.R. branch line electrified by the N.S.&T. in the mid-'twenties. Frequent photo stops and run-pasts for motion picture photographers were made, and the 34 participants, some from as far afield as Detroit and Montreal, enjoyed perfect weather.

MORE MISCELLANY

--The C.N.R. diesel order detailed on Page 1 of this issue introduces new numbering series and new locomotive types as follows:

1000 series: GMD or EMD built 1200 H.P. RS with light axle weight (as distinct from 1200's with heavier axle loading, and 900's which are narrow gauge)

1900 series: GMD or EMD built 1200 H.P. RS with steam generators.

1950 series: Alco or MLW built 1000 H.P. RS with steam generators.

4200 series: GMD or EMD built 1750 H.P. RS with light axle weight (as distinct from 4400-4600)

--It is our advice that Ontario Northland 4-6-2 701, which hauled the much publicized last steam run on June 24th and 25th, is to be placed under permanent preservation by the railway at Englehart, Ont.

--Some weeks ago the C.N.R. donated Consolidation 2099 to the City of Brandon, Man., who accepted it with enthusiasm during the municipality's 75th Anniversary celebrations. The City Council has subsequently asked the C.N.R. to take the locomotive back, claiming that the engine is too large and expensive to maintain.

--The Niagara St.Catharines & Toronto Railway has begun to paint the cabs of its electric locomotives in C.N.R. green. The first to be finished was 17, quickly followed by 18.

--Just to prove that it is never really safe to report anything until it actually happens, even if the advice is from official sources, the North York Hydro Commission has renovated, rather than demolished, the old York Mills substation of the Toronto & York Radial Railways. Information printed in Newsletter 137 (Page 5) came directly from the present owners of the old building, and may have precipitated a rush by historically-minded railfans to photograph same. In any case, the need for haste is over as the building appears to be safe for some years yet.

INCORPORATED 1952

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

ADDRESS NEWSLETTER CORRESPONDENCE:
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OCTOBER 1957 NUMBER 141

SOCIETY ACTIVITIES The Society meets on the first and third Fridays of every month. The October 18th meeting will be held in Room 486, Toronto Union Station at 8:00 P.M., the program consisting of pictures, both still and moving, taken by members during the past summer.

The November 1st outdoor meeting will be a train observation gathering at Scarborough Junction Station, on the C.N.R. main line at Midland Ave. in Scarborough Township.

PAST MEETINGS September 6th - 16 members at an observation session at Humber Loop, highlighted by the appearance of a bewildered and senile U.S. motorist driving down the open track.

September 20th - Approximately 35 members in attendance; a highly successful auction of railroadiana, with over sixty dollars changing hands during the evening.

T.T.C. PHOTOGRAPHIC EXCURSION - OCTOBER 27th

On Sunday, October 27th, the Society will charter a Small Witt car for a four-hour tour of west end trackage of the T.T.C. system, including the recently opened Queen St. extension. The usual good photographic opportunities are being arranged for. The fare for this trip will be $2.00 per person.

The car will leave St.Clair Carhouse at 9.00 A.M. STANDARD TIME and members can pick it up at the corner of St.Clair Ave. West and Wychwood Ave., or at any southbound car stop on Bathurst St. a few minutes after starting time.

A heavy attendance by Toronto and nearby area members will make this trip the success that the Society's T.T.C. excursions have always proved to be.

THE WOODS & GORDON REPORT ON THE T.T.C.

(Editor's Note: When the Newsletter carried a note to the effect that a review of the J.D.Woods & Gordon Report on the affairs of the Toronto Transit Commission formed part of a recent meeting program, several members not present requested that the information made available verbally at that time be repeated in this publication. For the benefit of members not in close touch with the Toronto transit situation, it should be explained that the Municipality of Metropolitan Toronto in 1956 retained the firm of J.D.Woods & Gordon Ltd., management consultants, to investigate the efficiency of the present operation of the T.T.C., making recommendations for changes where apparently advisable and making some general prognostications as to the system's future. The report was rendered and made public earlier this year. While the answers to many questions that railfans would ask as to the future will not be found in the text of the report, a précis of the sections of greatest interest to railfans will be found on the next page.

THE WOODS & GORDON REPORT ON THE T.T.C.

A. Observations of Efficiency of Present Operation

1. The T.T.C. system carried 304 million passengers in 1956. The subway and the street car system operated with an efficiency unexcelled by any comparable property on the continent; operating costs were equal to or lower than those of any other system. The trolley coach operation placed fourth lowest in cost, and the motor bus operation fifth lowest.

2. The conclusion was reached that business methods employed in all departments are modern and efficient.

3. Operating methods were cited as comparing favourably with other systems and equipment is kept in "far better condition than most."

B. Forecasts of Future

1. By 1980, there will be a 77% increase in the number of fare-paying passengers, although the overall percentage of transit riders will then be smaller.

2. By 1980 the total number of vehicle miles per year will be almost twice the total for 1956, with rapid transit and feeder motor bus mileage approximately equal and accounting for the great bulk of operation at that time. The trolley coach operation will not be expanded but the present system will still be in operation in 1980. Street car operation will have greatly diminished by 1980 as the trunk lines are replaced by rapid transit, and the amount of surface rail operation at this time will be generally comparable to the amount of trolley coach operation on the system at present (something under four million vehicle miles per year).

3. Major expenditures estimated 1956-1980 (other than for rapid transit):
- $11½ million for renewal of street car tracks.
- $24 million for replacement of buses.
- $22 million for additional buses
- $5 million, miscellaneous.

C. Recommendations

1. Reorganization of executive setup (give General Manager more to do, the Assistant G.M. less)
2. Split Treasurer's Dept. into Treasury and Accounting sections.
3. Transfer maintenance functions of Engineering Dept. to Operations Section; Engineering Dept. would be a planning and design section.
4. Train maintenance personnel as operators for duty on extras etc.
5. Metro Corporation to absorb ferry losses ($200,000 per annum)
6. Set up a separate administrative unit for the subsidiary Gray Coach.
7. Forecase transit budget in 5-year periods and attempt to determine amount of any fare increases necessary to implement the program.

D. Financing of Rapid Transit

The report recognizes the planned subway network of 35 miles, to materialize by 1982. It suggests an immediate partnership with the Metropolitan Corporation to fanance the Bloor and University lines, but that Metro not interfere with management. A 70%-30% cost-sharing arrangement is proposed, with the T.T.C.'s 30% consisting of the provision of shops, rolling stock, signals and station installations. The report recommends that the T.T.C. make the maximum contribustion possible to subway construction, suggesting 4% of gross revenues (with $1½ million to be handed to Metro in 1957) until the Bloor line is in operation, and then help Metro pay off principal and interest on the subway rights-of-way.

THE RAILWAYS OF ALASKA AND YUKON TERRITORY

by John D. Knowles

Part Two--- The Yakutat & Southern Railroad

The Yakutat & Southern, sometimes referred to as "Alaska's First Standard Gauge" was projected from Yakutat sixty miles southwards to Dry Bay in the early years of this century. Track actually constructed consisted of 15 miles from Yakutat to Situk, with a half-mile branch to Lost River. It was originally a lumber road, and while lumbering has long since ceased, tree stumps of 4½ ft. diameter are still to be seen along the line.

The Y.&S. now hauls fish from Situk to Yakutat. Until recent years it was steam operated, and owned about eight double truck freight cars (flats and gondolas) and two coaches. There were also some track autos which were wrecked in head-on collisions due to exclusive reliance on "smoke orders".

At the present time an ex-U.S.Army Chev four-wheel-drive truck performs the service, hauling a four-wheel 18-ft. gondola with straight air brakes. Three section pushcars can also be used as trailers. The Chev grinds along at 15 M.P.H. over a track the ties of which are buried beneath moss, grass and wild flowers. Tree branches continually brush both sides of the truck, which operates through a clearing in the woods little wider than the track gauge. Deferred right-of-way maintenance is a recent development; less than 10 years ago a regular section gang worked continually at ballasting and tie replacement. A short section of track on ballast-filled cribbing high above the shore of Yakutat Bay still requires frequent attention. The only other work done this year was on the Situk bridge and the numerous culverts. The track is probably now unsuitable for the heavier equipment once used and still on hand.

The well-known firm of Libby, McNeil and Libby formerly operated the Yakutat cannery and railroad. In 1951 the Bellingham Canning Co. took over. Now fish are iced at Yakutat and shipped elsewhere by boat for canning, the Yakutat cannery having been closed. The branch to Lost River is overgrown by brush, as fish caught there are hauled to Yakutat ice plant by road. There is still no road to Situk.

Once there was also a cannery at Dry Bay, and about 20 miles of railroad which operated for a short time, The Dry Bay settlement no longer exists.

The U.S.Civil Aeronautics Administration has a Dodge pickup rail truck at Yakutat Airport, four miles from the village, and uses it for occasional trips to Situk. It is kept in a shed on the tail of a wye with very short radius curves. This truck helps out whenever the Chev breaks down. On one occasion when the Situk bridge was impassable, cutting off access to the turntable, the two trucks were coupled back to back, one hauling the other as a trailer; thus backup operation was avoided.

The terrain is generally muskeg or gravelly plain; there are no grades of note except for a stiff curving climb from Yakutat cannery wharf up to the yard and a short undulating section leaving the yard. The main line consists of very long sections of tangent with a few short curves. The railroad operates during the fishing season only - from May or June to mid-October. Sometimes it is necessary to clear snow off the line through the woods with a bulldozer before commencing the year's operations.

Yakutat has a population of less than 300; Situk is even smaller. The only buildings in the vicinity of Situk terminal are a large shed for the company's skiffs and shelters for the motors of the conveyors which transfer fish from boats to the railroad. Situk village is some distance away by water. The yard facilities consist of one siding ending at a 14½-ft. turntable for the rail trucks. Two gondola cars are abandoned at the end of the main line.

Tucked away in Yakutat engine house is No. 2, the remaining steam locomotive. It is a strange little 2-6-2 built by the Standard Bioler & Machine Works of Seattle in 1929. With 34 in. drivers and 22 in. pony, trailing and tender wheels, a coupled wheelbase of only 7 ft. and a total engine wheelbase

of only 17½ ft., this must surely be one of the smallest standard gauge engines on 10 wheels. Innocent of both pneumatic and electric equipment, it sports an oil headlight. There is a siphon on the tender to permit drawing of water directly from the bay.

Sharing the engine house is a yellow B plus B box cab unit with Hall Scott power coupled to the axles by driveshaft. This machine has inside-frame trucks with siderods. Nearby in the yard are an open-platform coach broken down by snow, two flats, a gondola, an old Packard track auto, and three four-wheel steel dump cars, all disused.

The operation is curtailed as far as possible short of complete abandonment, and that would doubtless occur immediately if a road were constructed to Situk.

RAILWAYS INAUGURATE PIGGYBACK SERVICE FOR COMMON CARRIER TRUCKERS

On September 16th, the C.N.R. and C.P.R. commenced handling truck trailers of "for hire" or common carrier trucking firms between Montreal and Toronto, following the recent lead given by several U.S. roads. The first run on the C.N.R. from Toronto consisted of an all-piggyback train which left at 8:00 P.M. on the 16th for Montreal. The following firms have made arrangements with the railways for the hauling of trailers by rail between the two cities: Asbestos Transport Ltd., Kingsway Transports Lts., Smith Transport Ltd., Inter-City Truck Lines Ltd., Direct-Winters Transport Ltd., Motorways Ltd., Husband Transport Ltd. and Reliable Transport Ltd.

MOTIVE POWER NOTES

--Steam locomotives stored at C.P.R. Angus Shops, Montreal, as of Sept. 15th (observations of T.McIlwraith): 452,473,474,1084,1253,2215,2326,2404,2623, 3428,3471,3475,3545,5200,5217,5220,5228,5332,5335,5356,5402,5419. The following had disappeared, presumably scrapped, since June 19th: 2511, 3618, 3726,3751, 6930,3738,5188,2925,457,5396,5371,2538,5106,5178,5377.

--C.N.R. deliveries (from General Motors Diesel Ltd.): 4104,4105 Aug. 16; 4106, 4107 Aug. 23; 4108, 4109 Aug. 26; 4110, 4111 Aug. 29; 4112, 4113 Aug. 30; 4114, 4115 Sept. 4; 4116, 4117 Sept. 6; 1271,1272,1273 Aug. 30.
(from Montreal Locomotive Works): 3625,3626,3627,3628: dates not available. 3629,3630 Aug. 19; 3631, 3632 Aug. 23; 3633, 3634 Aug. 27; 3635, 3636 Aug. 30.

--C.N.R. scrappings: 2353 July 26; 2385 July 5; 2387 July 23; 2447 July 12; 3405 July 9; 5284 July 12; 5554 July 18; 7315 July 25; 7328 July 5; 8338 July19.

--Ontario Northland Ry. Consolidation 500, Mikados 303, 306 and 313, and 4-8-4 1103 arrived in Buffalo N.Y. on September 1st and 2nd for scrapping by Summer & Co.

C.P.R. TRAIN NUMBER CHANGES

With the fall timetable effective October 27th, the C.P.R. will effect certain number changes on the T.H.&B. passenger service as follows:

Old	Eastbound	New	Old	Westbound	New
712		322	721		321
772		326	741		323
732		328	761		325
792		330	801		327
832		332	821		329
762		334	763		331
			765		333

R.D.C. CARS ON CANADIAN RAILWAYS
Serial No. Tabulation Indicating Order of Construction

Serial No.	Type of Car	Railway	Road No.
5816	RDC-1	C.P.R.	9050
5817	RDC-1	C.P.R.	9051
5904	RDC-4	C.N.R.	D-400 (exD-150)
5909	RDC-3	C.P.R.	9020
5910	RDC-3	C.N.R.	D-300 (ex D-100)
5913	RDC-1	C.P.R.	9052
5916	RDC-1	C.P.R.	9054
5918	RDC-1	C.P.R.	9053
5923	RDC-1	C.N.R.	D-100 (ex D-200)
5924	RDC-1	C.P.R.	9055
6002	RDC-2	C.N.R.	D-200 (ex D-250)
6014	RDC-2	C.P.R.	9100
6016	RDC-2	C.P.R.	9101
6018	RDC-3	C.P.R.	9021
6019	RDC-3	C.P.R.	9022
6021	RDC-3	C.P.R.	9023
6022	RDC-3	C.N.R.	D-350 (ex D-101)
6218	RDC-1	C.N.R.	D-101 (ex D-201)
6221	RDC-1	C.P.R.	9056
6223	RDC-1	C.P.R.	9057
6229	RDC-2	C.P.R.	9102
6230	RDC-4	C.N.R.	D-450 (ex D-151)
6231	RDC-4	C.P.R.	9200
6305	RDC-3	C.P.R.	9024
6306	RDC-4	C.P.R.	9250
6307	RDC-4	C.P.R.	9251
6308	RDC-2	C.P.R.	9103
6309	RDC-2	C.P.R.	9104
6310	RDC-2	C.P.R.	9105
6311	RDC-2	C.P.R.	9106
6312	RDC-2	C.P.R.	9107
6313	RDC-2	C.P.R.	9108
6314	RDC-2	C.P.R.	9109
6317	RDC-1	C.P.R.	9058
6318	RDC-1	C.P.R.	9059
6319	RDC-1	P.G.E.	BC-10
6320	RDC-1	P.G.E.	BC-11
6321	RDC-1	P.G.E.	BC-12
6322	RDC-1	C.P.R.	9060
6503	RDC-2	C.P.R.	9110
6504	RDC-2	C.P.R.	9111
6508	RDC-3	P.G.E.	BC-30
6509	RDC-3	P.G.E.	BC-31
6510	RDC-3	P.G.E.	BC-32
6601	RDC-3	P.G.E.	BC-33
6602	RDC-3	C.N.R.	D-301
6607	RDC-2	C.P.R.	9112
6608	RDC-2	C.P.R.	9113
6609	RDC-2	C.P.R.	9114
6611	RDC-1	C.P.R.	9061
6612	RDC-1	C.P.R.	9062
6617	RDC-1	C.P.R.	9063
6618	RDC-1	C.N.R.	D-102
6619	RDC-1	CPR ~~C.N.R.~~	9064
6701	RDC-3	C.N.R.	D-351

R.D.C. Listing (continued)

6702	RDC-3	C.N.R.	D-302
6703	RDC-3	C.N.R.	D-352
6706	RDC-1	C.P.R.	9065
6707	RDC-1	C.P.R.	9066
6708	RDC-1	C.P.R.	9067
6709	RDC-1	C.P.R.	9068
6801	RDC-4	C.N.R.	D-451
6802	RDC-4	C.N.R.	D-452
6803	RDC-4	C.N.R.	D-401
6804	RDC-4	C.N.R.	D-402
6805	RDC-1	C.N.R.	D-103
6806	RDC-1	C.N.R.	D-104
6807	RDC-1	C.N.R.	D-105
6808	RDC-1	C.N.R.	D-106
6809	RDC-1	C.P.R.	9069

R.D.C. Totals by Railway and Type:

	RDC-1	RDC-2	RDC-3	RDC-4	Total
C.N.R.	7 (D-100 to D-106)	2 (D-200, 201)	7 (D-300 - 302, D-350 - 352, plus one)	6 (D-400 - 402, D-450 - 452)	22
C.P.R.	20 (9050-9069)	15 (9100-9114)	5 (9020-9024)	3 (9200,9250,9251)	43
P.G.E.	3 (BC-10 - 12)	-	4 (BC-30 - 33)	-	7
Totals	30	17	16	9	72

Since the compilation of this list, the C.N.R. has received two additional cars, one RDC-2 and one RDC-3, and the C.P.R. has ordered six RDC-2's from the Canadian Car Co. (now licensed to build RDC's in Canada). There is therefore a grand total of 80 cars in service or on order for Canadian railways.

The T.T.C. sold for scrap during September the four Peter Witt cars (other than 2410) listed on Page 7 of Newsletter 140. They were disposed of by the Western Iron & Metal Co. in the usual fashion.

Traction fans would do well to acquire the October issue of Trains Magazine, which contains what is probably the best electric photo spread that has ever appeared in this publication, and the subject matter is the interurbans of Southern Ontario. N.S.&T. 620 (ex M.& S.C.) has the spotlight, but there are also views of L.&P.S. and L.E.&N.-G.R.R.

EXCHANGE SECTION

Robert F. Wagner, 209 E. 66th St., New York 21, N.Y. wants to contact Canadian fans interested in collecting builders' plates from electric railway cars and railroad coaches; wants also paperweights issued by railroads, locomotive builders and supply companies.

INCORPORATED 1952

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

ADDRESS NEWSLETTER CORRESPONDENCE:
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NOVEMBER 1957 NUMBER 142

SOCIETY ACTIVITIES The Society meets on the Third Friday of every month in Room 486, Toronto Union Station at 8:30 P.M., the next meeting being held on November 15th. The program at this meeting will consist of a talk on the electric lines of Western Canada.

The December outdoor meeting will be held on the evening of the 6th at Leaside Station.

Past Meetings: October 4th - Bathurst & Front Sts., with only four members in attendance.

October 18th - 26 members in attendance at meeting in Room 486 featured by an excellent program of 35 mm. slides taken by members on trips during the summer of 1957.

THE C.R.H.A.-U.C.R.S. JOINT WEEKEND

On October 5th and 6th a group of U.C.R.S. members were guests of the Canadian Railroad Historical Association in Montreal for the first joint weekend held by the two organizations. Sunny weather and colourful foliage ensured the success of the steam and electric excursions which were held.

Those arriving Friday night and early Saturday morning spent the morning of the 5th at various locations such as Montreal West, Turcot, and divers tram lines.

An electric excursion using MTC observation car #1 left St.Denis carhouse at 1:10 P.M. with a full load. The car proceeded at once to the Mountain line and after photo stops at the Summit loop came upon 1347, the regular car, the front pair of wheels of which had been derailed by a rock on the track just outside the mouth of the tunnel. Soon an inspector's auto, followed by an emergency truck, came bumping up the open track and by 2:30 1347 had been rerailed. The excursion then proceeded down the mountain. This was the last trolley trip over this route for most of the passengers on #1, since it had suddenly been announced that the line would be abandoned on the afternoon of the 6th, in order to make way for a proposed auto roadway over Mt. Royal. The car then travelled via Mount Royal Ave., Papineau, Ontario, Park Ave., St.Antoine and Notre Dame to Lachine, stopped there for 10 minutes, then returned to St.Denis via Girouard, Queen Mary Rd. and Cote St.Catherine Rd.

On Sunday morning the steam excursion to Labelle left Windsor Station behind C.P.R. 4-6-2 2467. The train included a baggage-buffet-passenger car, 3 air-conditioned coaches, a parlour car and a buffet-parlour-observation car. A shack bar was opened in the combine and a group of hard-working C.R.H.A. members spent the day dispensing sandwiches, hot dogs and liquids to the hungry passengers.

On the northbound trip photo stops were made at Shawbridge, Mile 36.4, Mont Tremblant and Mile 71.7. At Shawbridge C.P.R. # 453 passed northbound behind 1257 and the C.N.R. train for Lac Remi was observed also. Those remaining with the train as far as Labelle observed 1262 and 5223 in the 4-stall engine shed there, along with RDC-1 9061 on a siding. 2467 then turned itself, the combine and two parlour cars on the wye, reassembled its train and pulled into a siding until it was time to leave. At 8:50 P.M. E.S.T. the train arrived on time at Windsor Station after a fast run from Labelle.

COE HILL -- A DECLINING C.N.R. BRANCH
by R.F.Corley

I visited Coe Hill on August 30, 1957, to see the extent of the decline of the short branch line which operates to this point from Ormsby Jct. on the C.N.R.'s Trenton-Maynooth line. The lumber yard and a small gas storage depot still require rail transport, and the station is open daily for telegraph and express business. The train, now freight only, comes in every Tuesday, using MLW road-switcher 1705 from the Lindsay-Bancroft trains (325-324 Mon. & Thurs., 323-326 Wed. & Sat.), since it lays over in Bancroft on Tuesdays.

Until April 29, 1956, Coe Hill had mixed train service - Thursday only, when the Bancroft to Belleville mixed train 316 detoured in and out of Coe Hill as trains 311 and 312. At the same time the Lindsay-Bancroft ("Irondale, Bancroft & Ottawa") engine from Lindsay on Wednesdays and Saturdays, returning Fridays and Tuesdays, was used on its layover period (Thursday) to power mixed 321 and 320 to Maynooth and back.

Trains 311 & 312 and 321 & 320 were discontinued on April 29, 1956, and the "IB&O" engine was transferred to making a freight-only run (Bancroft-Coe Hill-Bancroft) on its layover day, which was still Thursday. On Sept. 30, 1956, the "IB&O" run was changed to leave Lindsay Mondays and Thursdays, and the layover day was changed to Tuesday. This is the operation that is in force at present.

The Coe Hill train register revealed what was probably the last run of steam into town. Regular "IB&O" engine 1223 (4-6-0) was in on July 26, 1956. Regular IB&O engine 1401, replacing 1223 which became a spare, was in on Aug. 30, 1956, its last run before being transferred to Palmerston. Diesel 1705 started regularly on the IB&O run in September, 1956. Spare 4-6-0 1520 (renumbered from 1223 in August, 1956) was in again later in September, and its last appearance was on Tues., April 2, 1957, no locomotive other than 1705 having been in Coe Hill after that time up until the day of the visit. 1520 is still held as a spare at Lindsay at this writing.

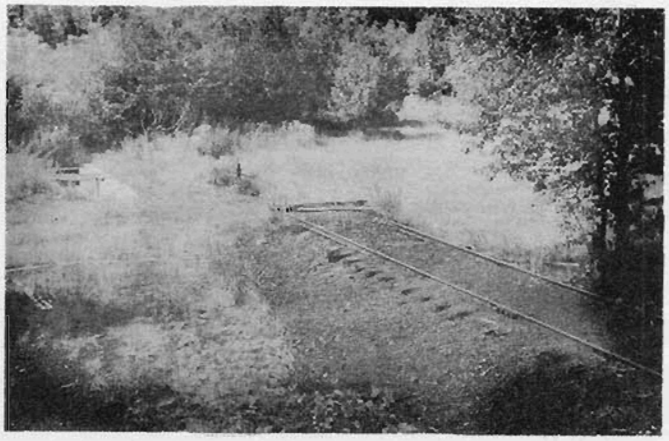
The Coe Hill engine house, a single stall structure with a concrete pit, and the turntable have long since been demolished, but the foundations are yet to be seen. An ashpit track has been built over the edge of the turntable pit (now filled), but this track is unnecessary now with the almost exclusive use of a diesel into town.

Looking back to 1927 by contrast, we find that Coe Hill had daily except Sunday service, with the engine staying at Coe Hill every night. The 1933 timetable shows Trenton-Bancroft trains calling at Coe Hill in both directions, giving four trains a week at Coe Hill. By 1935 the service is by two trains in each direction weekly between Coe Hill and Trenton, with the engine apparently laying over in Coe Hill on Wednesdays, Thursdays and Sundays, since the trains are shown operating into Coe Hill Tuesday and Saturday, and out Monday and Friday. This arrangement remains until 1940, when northbound Trenton-Bancroft trains (to Maynooth Fridays) call three days a week. By 1943 it is southbound trains which call three days a week, and this arrangement continued until September 25, 1955, when Coe Hill got Thursday-only service, and six months later the mixed gave way to freight-only service as has been related earlier.

1958 DUES NOW PAYABLE

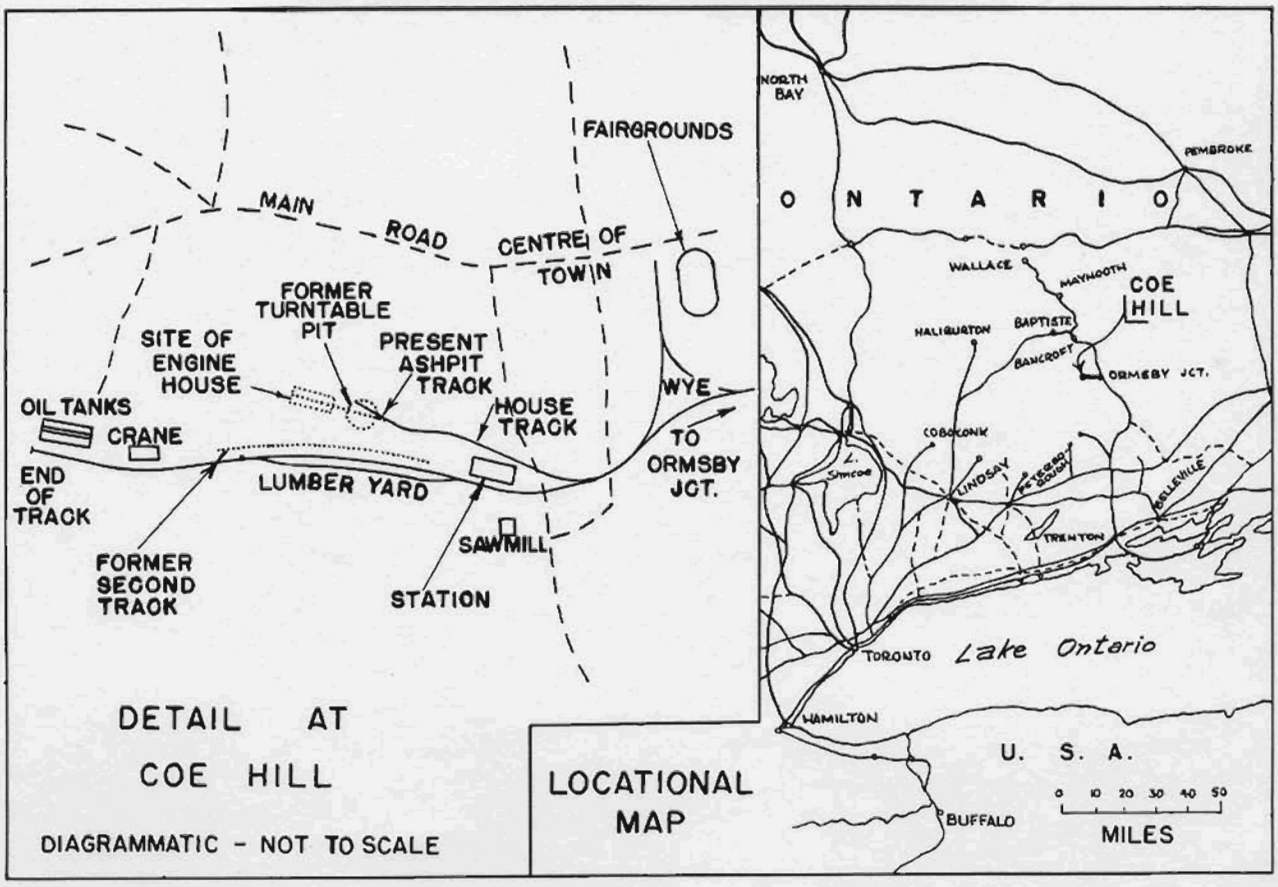
Members are reminded that all memberships in the Society expire with the next (December) issue of the Newsletter. Members can greatly assist the Secretary by renewing promptly, avoiding a "rush" of renewals in January. The rates are unchanged from previous years, $2.50 for Resident members and $1.50 for Associate members.

COE HILL: *A Declining C. N. R. Branch*



ABOVE- Approach to Coe Hill Station looking west, with house track switch in foreground; station building is in centre background, between tracks.
ABOVE R.-A view of the site of former turntable and engine house, with the recent ashpit track built over the turntable pit on the right.

LEFT- Looking toward the end of track from a point east of the crane; the tank car in the distance is spotted at the oil depot. The end of track is approximately 2500 ft. west of the station.



T.T.C. EXPROPRIATES FOR BLOOR SUBWAY CARHOUSE AND YARD

Newspaper headlines in Toronto on Friday, November 1st, were concerned with an item of news of great interest to railfans. The T.T.C. had made its first definite move toward acquiring real property required for the Bloor Subway project. The car yard and shop building is to be located west and south of the intersection of Danforth and Greenwood Aves., using principally the now-level site of the old "Greenwood Dump". However, in order tto round out the necessary 40-acre site, expropriation of 70 surrounding properties is necessary, and letters of notification to the affected owners were sent out late in October. Blocks of residences required for the site are those on theeast side of Byron Ave., the south side of Oakvale Ave. and the west side of Greenwood Ave. between the C.N.R. Oshawa Subdivision and Oakvale Ave. The latter frontage includes also a church, a fire hall, an auto wrecker's establishment and an aluminum products plant. The expropriation priceedings will result in an estimated expenditure of $2 million. It is expected that most of the properties will actually come to the T.T.C. by negotiated sale rather than by force of expropriation.

Construction of the yard and shops will begin on the dump site while property acquisition in the expropriation area is proceeding. The site is being planned for the eventual storage and servicing of 300 subway cars. The current dispute regarding subway route location is not regarded as having an effect on the matter of the storage yard, as it would appear that the subway will be running along the line of Danforth Ave. at Greenwood in any case, irrespective of its midtown location.

OTTAWA OBSERVATIONS
by William Hood

The long "A" Britannia route has joined the ranks of the three other OTC carlines as "Monday-to-Friday only" lines, being replaced by buses on Saturdays, Sundays and Holidays. Delivery during the week of October 20th of 15 Canadian Car diesel buses made this changeover possible. Ottawa is now without any rail service on those three days. An encouraging note was that track crews were out replacing worn-out ties on the P.R.W. section of the "A" line.

Most of the remaining 600's have been withdrawn from service, and on the day of the visit (October 29th) only one of this type was observed (and ridden) in service, that being 692, making on trip as an extra on Britannia during the evening rush hour. The car swayed and pitched violently on the P.R.W., and generally gave the impression that it would not be around much longer. Indeed, on passing the Richardson Ave. yard near Britannia Park, six 600's were observed being scrapped; these were 659, 662, 669, 681, 682 and 684.

Maintenance on the 800's and 900's continues to be excellent, and several cars were seen in fresh paint jobs. As usual, the four 1000's were used during the rush hours only.

The Model Railroad Club of Toronto advises that their annual show will be held this year on the afternoons of November 16th and 17th from 2.00 to 5.00 P.M. The admission price is 35¢.

THE RAILWAYS OF ALASKA AND YUKON TERRITORY

by J.D.Knowles

Part 3 - The White Pass and Yukon Route

Note: It is assumed that the reader is familiar with the general description of the W.P.&Y., as contined in articles appearing in Railroad Magazine for April 1956, and Trains magazine for January 1951; therefore such a description has not been included in these notes.

The five much-publicized General Electric 1200 H.P. diesel "A" units purchased by the W.P.&Y. have not caused the complete demise of steam. The diesels work in pairs on the daily Skagway-Whitehorse mixed trains. Since a round trip takes two days, four diesels are kept busy, the fifth being in Skagway Shop for maintenance. Steam still powers the tourist specials operated to Carcross each time a cruise ship arrives in Skagway. Enthusiasts who visit the line in summer can expect to see a solid train of about nine open-platform parlour cars leave Skagway powered by as many as 3 of the modern 70-series 2-8-2's. Also still on hand but looking rather grubby are the former Sumpter Valley 2-8-2's, 80 and 81, used in winter when the diesels' inability to rock themselves free with jammed in a snowdrift is a handicap.

The spare engine at Whitehorse is 190, one of 11 2-8-2's ~~built~~ ordered by Baldwin in 1943 to the order of the U.S. Corps of Engineers for metre-gauge lines in ~~Iran~~, but alt. as 36" and diverted to the W.P.&Y. to help move the vast amount of equipment and supplies used in building the Alaska Highway. No. 190 is kept as spick and span as the 70's. No. 192 stands intact but disused in Skagway yard. Two more of the group, 195 and 196, are cannibalized and tenderless nearby, along with 4-6-0 66. The rest of the 190-200 class have been disposed of, as their high drivers made them unsuitable for mountain service. The tenders of some are still in use. The modern trucks from one such tender are now under depressed-centre flatcar 1200, built by Skagway shops this year.

The shop is now turning out new 1000-series 42-foot flatcars built from ready-made welded steel frames. Over two dozen of these flats have been placed in service in the last three years. The W.P.&Y. obtained many flats second hand from Colorado, and more recently bought some boxcars in Hawaii and had them cut down to flats before shipment. At least one car from Hawaii was made into a tank car, but most are still flats and are numbered in the W.P.&Y. 1100 series.

Flatcars have always been popular with Yukon and Alaskan roads because of the low cost of shipping them by boat as compared with that for other types. They can be piled several high with trucks removed, occupying a minimum of space.

Boxcars and refrigerators are on the way out on the W.P.&Y., as most shipments are handled in containers. These containers are filled in Vancouver, shipped by boat to Skagway, by rail to Whitehorse, and may continue from there by highway. They are handled at the docks by crane, and at railway sidings by large fork trucks. Containers have greatly speeded and simplified freight handling, reduced paper work, cut costs and eliminated pilferage. They are color-coded by type: orange ones can be fitted with self-contained heating units; aluminum ones have electrical refrigeration, green ones are "dry" containers having neither heat nor refrigeration, and red ones are for explosives. The steel 42-ft. flatcars have a capacity of four containers, while the shorter old wood flatcars carry three. The container operation is not a one-way haul; asbestos mined in the Yukon is carried southbound. The overflow of the asbestos traffic is handled loose in the remaining old wood boxcars.

There are about 30 tank cars numbered from 1 upwards which see intensive use in petroleum traffic, and also a few short steel hopper cars in the 850 series for ballast service. The only stock car seen was 955.

The W.P.&Y. is another road employing the odd-and-even numbering system. Box and refrigerator cars have even numbers, while the old wooden flats have the odd numbers in the same series. The 1000 and 1100 series flats have consecutive numbers, as no boxcars are being bought now. Coaches and parlour cars have even numbers in the 200 series, while express and combination cars have odd 200's. Parlour cars carry names of local lakes in addition to numbers.

Some parlour cars were converted from coaches by removing alternate window posts. The large windows permit the taking of pictures through windows on the opposite side of the train from which one is sitting. This is necessary because most of the good views of scenery between Skagway and Carcross are on the west side of the line, the east side being blocked for much of the distance by high hills and cliffs close to the track.

Tourists are favourably impressed by the parlour car interiors, which feature full-width carpets and moveable tubular-frame arm chairs with rubber foam cushions and blue fabric upholstery. The sagging bodywork and platforms usually found on open-platform equipment are absent here, for the underframes now contain considerable steel; some cars have also been steel sheathed. All appear to be in excellent condition. There is only one all-metal passenger car, open-platform parlour "Lake Lebarge", 256, bought from Hawaii.

Four passenger train cars are equipped with cupolas for use on Skagway-Whitehorse mixed trains. These are express cars 203 and 207, and two former Sumpter Valley combination cars with "covered wagon" arch roofs, 209 and 211. Two other former Sumpter Valley cars with the same distinctive roofs are used as service cars, being converted from a coach and a railway post office car.

Snow is cleared in winter by nose plows on the engines and by two Cooke rotary plows. The five road diesels have permanently-attached plows instead of pilots. The home-made Jordan spreader has been wrecked. In the Skagway boneyard there is a third Cooke rotary, 980, with a burned-out boiler. It was brought in by the U.S. Army during World War II, and was formerly D.& R.G.W. #0N. It was once standard gauge and still has the original trucks and full-length axles, on which the wheels are now mounted closer together.

Skagway roundhouse is a 20-stall sheet iron building. While all of its accommodation was doubtless necessary during the war years, when 35 locomotives were busy hauling supplies for the Alaska Highway, much of it is now given over to car repair.

The track layout in Skagway has been somewhat simplified in recent years. Three separate routes from the shop down through town to the wharf have existed, but the only one remaining runs along the east edge of the valley in which the town is situated, very close to the bluffs which tower above it. Another line was located on the opposite side of the town by the airstrip, which is beside the Skagway River on the west side of the valley. The third line ran down Broadway, which has become the main street of Skagway in its declining years.

North of the roundhouse the whole valley bottom is a gravelly flood-flat, consequently the railway yard bears the brunt when the Skagway River goes on the rampage. Obsolete flatcars, boxcars, tenders and locomotives have been dumped into the river during floods to prevent the carving of new river channels through the railway property and the town beyond.

In addition to the roundhouse at Skagway, there is a two-stall roundhouse at Bennett, B.C., and a two-track engine shed of recent construction with a capacity of four locomotives at Whitehorse, Y.T. Adjacent to this shed the Yukon River fleet of the British Yukon Navigation Co. is laid up, for all river service has been discontinued. Five sternwheelers, "Aksala", (built 1913) "Casca" (1913), "Keno" (?), "Klondike" (about 1900) and "Whitehorse" (1901) have white paint jobs with black-topped funnels and red sternwheels. These vessels still look quite presentable, but the long-disused "Bonanza King" (1904) and "Yukoner" (1898) are blackened with age. The former had its bow cut off, paddle wheel and most other fittings removed, while the latter had the superstructure completely removed and was being scrapped for its heavy timbers.

Another sternwheeler, "Tutshi", formerly used on the West Taku Arm service to Ben-My-Chree, is out of the water at Carcross. Here also is a collection of work train boxcars and the tiny parlour car "Lake Fraser", 200. The ancient Baldwin 0-6-0T "Duchess", which has an excellent paint job, is on display surrounded by a railing.

The "Duchess" contrasts sharply with the other W.P.&Y. historical locomotive, Brooks 1881 2-6-0 No. 51, which stands at the site of the old Whitehorse engine shed in battered condition, its cab gone and its wheels resting on skids rather than on rails. Nearby its detrucked tender rests on another skid. It is one of three Brooks 1881 2-6-0's in the area. Another, once W.P.&Y. 63, is a remnant of the long-abandoned Klondike Mines Railway at Dawson City, and has a tender once used with No. 51. The third such engine, W.P.&Y. 52, is abandoned at Taku B.C. on the old portage railway between Taku Inlet and Scotia Bay on Lake Atlin. This three-mile railway, though owned by the W.P.&Y., was far removed from the main line, being reached by a journey of more than 70 miles by water from Carcross. The "Duchess" also formerly worked on the portage.

While these historic locomotives are still to be seen, many other interesting machines are now gone. The U.S.Army brought in engines from the East Tennessee & Western North Carolina, the Dolorado & Southern, the Silverton Northern and the Denver & Rio Grande Western. The seven D.&R.G.W. engines were 2-8-2's well suited to mountain service. Numbered in the W.P.&Y. 250 series, they were former Rio Grande 470's. After the war they were shipped to an ordnance depot at Salt Lake City. While their original owner was interested in getting them back, they ended as scrap instead.

The equipment supplied by the U.S.Army carried "U.S.A." reporting marks, indicating ownership by the government rather than by the railway, and not merely that the vehicles had been repainted while the army was running the road. Today almost all equipmentnis faithfully stencilled with W.P.&Y. reporting marks or the slogan "White Pass - Gateway to the Yukon". Most other isolated roads not engaging in car interchange are content with marking their equipment with numbers only. Some passenger stock carries in small letters the supplementary marking "P.&A.R.&N.Co." for Pacific & Arctic Railway & Navigation Co.", the name of the subsidiary company owning the portion of the line in Alaska. The road is subject to restrictions on the use of equipment on which Canadian duty has not been paid, just as the standard gauge lines are.

While the White Pass is sometimes represented as a quaint and outdated railroad operating with ancient rolling stock, it appears in reality to have a progressive spirit, as demonstrated by the introduction of the container service, the construction of numerous new flatcars including a depressed-centre car, the rehabilitation of its passenger stock, the purchase of diesel motive power, the attractive renovation of the Whitehorse station, and the relaying of much track with heavier rail.

Note: For those interested in studying the geography of Alaska and the Yukon in some detail, "Kroll's Map of Alaska" is suggested. This 33" x 48" sheet is lithographed in six colours, on an approximate scale of 40 miles to the inch. Included are an index of nearly 1500 place names and population statistics.

Published by the Kroll Map Co. of Seattle, Wash., U.S.A., it is priced at $1.50.

MOTIVE POWER NOTES

---C.N.R. Scrappings:

80	Aug. 9	3451	Aug. 9	5556	Aug. 23
2187	Aug. 23	3494	Aug. 9	5573	Aug. 23
2348	Aug. 16	3498	Aug. 16	6026	Aug. 8
2352	Aug. 23	4032	Aug. 16	7348	Aug. 30
2359	Aug. 30	4206	Aug. 30	7353	Aug. 2
2497	Aug. 2	5053	Aug. 30	7354	Aug. 23
2547	Aug. 30	5087	Aug. 16	7431	Aug. 16

---New C.N.R. Locomotives:

From MLW:		From GMD:		From GMD:	
3625-3626	Aug. 13	1274-1275	Sep. 10	4118-4119	Sep. 11
3627-3628	Aug. 15	1276-1277	Sep. 18	4120-4121	Sep. 13
(3629-3636 reported		1278-1279	Sep. 30	4122-4123	Sep. 16
previously)		1280-1281	Oct. 10	4124-4125	Oct. 11
3637-3638	Sep. 6	1282-1283	Oct. 23	4126-4127	Oct. 16
3639-3640	Sep. 11	1284-1285	Oct. 30	4128-4129	Oct. 18
				4130-4131	Oct. 23
				4132-4133	Oct. 31

---The C.P.R. recently ordered five 44-ton diesel-hydraulic switching locomotives from Canadian Locomotive Co.

---Correction to RDC information in Newsletter 141: The grand total of cars in service or on order for Canadian railways is 78, not 80. (The two latest cars for the C.N.R. were counted twice - in the summary tabulation and as cars still on order)

T.T.C. NOTES

---The construction of a permanent bus turning loop at the St.Clarens loop property would seem to indicate that the cutback of the Harbord carline (because of grade separation work west of Lansdowne) will be permanent. Henceforth three vehicles will have to be ridden in order to travel on Davenport Rd. from Old Weston Rd. to Bathurst St.

---The six subway cars still on order are not expected to arrive in Toronto until early in 1958, according to recent official advice.

---The T.T.C. recently renewed Bathurst route trackage on two segments: from Dundas St. to College St. and from Nina Ave. to the entrance of the loop at the north end of the line.

OCTOBER 27th T.T.C. EXCURSION

On Oct. 27, about 33 U.C.R.S. members enjoyed a 4-hour tour of T.T.C. trackage in newly-repainted Small Witt 2890. The first objective was the new Lakeshore Extension, which was traversed twice in each direction, the second time being prolonged to the Hillside Ave. wye in Mimico where the car was turned. 2890 then proceeded to the Keele-Dundas wye where there was a 15-minute stop. The T.T.C. route and destination signs had been replaced with previously-adapted curtain signs from Montreal, Detroit and St.Catharines, resulting in extremely unorthodox sign indications which proved equally puzzling to hopeful passengers and oncoming motormen. From Keele the next destination was Bloor & Jane during which journey added interest was provided by the third derailment to affect as many electric excursions, when the front truck of 2890 split the little-used south to west switch at Bloor & Dundas Sts. Fortunately the car was rerailed by backing up. The rest of the trip passed without incident: via Harbord St. to Bedford Loop, then via Bloor and Bathurst to Aven Loop, and back to St.Clair carhouse. The weatherman co-operated well, and as usual the trip was enjoyed by all participants.

End

INCORPORATED 1952

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

ADDRESS NEWSLETTER CORRESPONDENCE:
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DECEMBER 1957 NUMBER 143

SOCIETY ACTIVITIES Meetings of the Society are held on the first and third Fridays of every month. The December general meeting will be held on the 20th in Room 486, Toronto Union Station, commencing at 8:30 P.M. An interesting and unusual program of 16 M.M. movies is being prepared.

The January outdoor (first Friday) meeting will be held on the evening of January 3rd at Sunnyside Station.

Past Meetings: November 1 - seven members at a Scarboro Junction station gathering with much operation, including steam operation, in evidence.

November 15 - General meeting: a talk by member David Calvin concerning Western electric lines and oddities of the Montreal Tramways. 31 members and one guest in attendance.

It will be noted that the starting time for regular meetings in Room 486 has been switched back to the old time of 8:30 P.M. instead of 8:00 P.M. The President, chief instigator of the 8:00 time, soon became the chief violator in the observance thereof, owing principally to an even deeper recent immersion in the slough of domesticity wherein he is charged with the responsibility for performance of certain nightly chores involving such mundane items as diapers, baby powder, bedtime stories, et al., ad nauseam. As the situation deteriorates further, members may expect meetings to commence at 10 P.M. if they commence at all, unless the said members rise up in a body and install a new President who is either a bachelor or a wife-beater.

On a more serious note, members are reminded at this time that the January meeting is the Annual Meeting of the Society, when the election of Directors for 1958 will take place. Any Resident Member of the Society may be nominated for the position of Director provided that a written nomination form carrying two signatures is in the hands of the Chairman of the Annual Meeting at the time of commencement of the meeting, and that the nominee has signified his willingness to stand for office. Further nominations can be made from the floor at the Annual Meeting, when called for by the Chairman.

Members are reminded that all 1957 memberships expire with this issue of the Newsletter. The membership rates are the same as last year, $1.50 for Associate members, and $2.50 for Resident members. It will be appreciated if members will forward their renewals promptly to avoid delay in handling, which may result in publications missed.

Members who feel the need of a well-written, continent-wide, up-to-date source of railway and transit news will be interested in the "Railway Review", whose first specimen issue has been received. The publishers hope to combine up-to-date reporting with accuracy and readability. This is a new endeavour and the support of interested persons is requested. Subscription, we believe, $2.00 per year. Specimen copy from Railway Review, Box 181, Paoli, Pa.

THE PRESIDENT AND DIRECTORS OF THE SOCIETY EXTEND SEASON'S GREETINGS TO ALL MEMBERS AND FRIENDS

TORONTO'S P.C.C. FLEET TO INCREASE AGAIN; 30 CARS PURCHASED FROM KANSAS CITY

Easily the biggest news of the past month is the announcement that the Toronto Transit Commission has purchased thirty all-electric PCC cars second-hand from the Kansas City Public Service Co. Earlier this year, this company ceased all passenger rail operation and a 184-car PCC fleet was without further use (many of the cars had actually been sold or scrapped prior to the last run). The last 30 cars left on the property are those which have been sold to Toronto, and they consist of two groups, i.e. 27 cars built in 1946, and 3 cars of another group built in 1947.

The T.T.C. availed itself of these cars primarily to permit the retirement of an equal number of Large Witt cars, many of which are in need of major repairs. It is also felt that the availability of 30 additional PCC's in the fleet will improve the situation with regard to operators volunteering for extras.

The world's largest fleet of P.C.C. surface cars will thus be increased from 714 to 744 units. The group will be renumbered T.T.C. 4750-4779, and a tabulation of old and new numbers follows:

K.C.No.	TTC No.	K.C.No.	TTC No.	K.C.No.	TTC No.
526	4750	760	4760	779	4770
535	4751	762	4761	780	4771
551	4752	765	4762	782	4772
727	4753	767	4763	784	4773
740	4754	769	4764	785	4774
747	4755	771	4765	789	4775
749	4756	773	4766	790	4776
754	4757	775	4767	792	4777
756	4758	776	4768	793	4778
757	4759	778	4769	794	4779

The following is a roster of all Kansas City PCC cars, from which information pertinent to the cars arriving in Toronto can be gleaned:

Nos.	No.in Group	Builder	Delivery Date	Elec. Eqpt.	Oper.	Lgth.	Wdth.	Ht.	Net Weight	Pass.
501-585	85	St.Louis	12/47	W	All-Elec.	46'5"	8'4"	10'2"	37280	50
701-716	16	St.Louis	6/41	GE	Air-Elec.	46'0"	8'4"	10'0"	35760	54
717-724	8	St.Louis	6/41	W	Air-Elec.	46'0"	8'4"	10'0"	35760	54
725-799	75	St.Louis	3-8/46	W	All-Elec.	46'5"	8'4"	10'2"	38600	50

All cars are single-end, single-unit, one-man operation; all cars have Clark B-2 trucks with Westinghouse track brakes on 701-724 and GE track brakes on the other cars.

The first car of the group to arrive in Toronto at the T.T.C.'s Hillcrest Shops was 793, appearing on November 25th. Two days later it was followed by 776, 778 and 782. The usual temporary standard-gauge portable track has been laid at the north-west corner of the shop property, permitting moving of the cars from the unloading ramp to the shop's transfer table.

These cars are standard post-war all-electric cars, with one very noticeable difference, peculiar to Kansas City. This is the absence of standee windows, and the much greater area of the main windows which are extended upwards. An inspection of the new arrivals has revealed the following features on the cars, some of which will undoubtedly be altered or removed before service in Toronto: back-up controllers with opening rear windows, blinker doors with sensitive edges, a blue-tinted inside sash convering the upper quarter of the main window area, window cars on the closed side (inside), single seats and stanchions (like the old stanchions on Toronto's A1 group) on the closed side, and Luminator type (rectangular) inside lighting fixtures.

Some cars have arrived displaying "spectaculars", a type of advertisement now finding favour on various U.S. transit systems. This consists of a very large sign painted directly on the car body, and covering the entire area between the belt rail and body bottom.

The Kansas City paint job is a striking combination of pale yellow and black. The cars are reputed to have been very well maintained by their previous owners, who have been condemned in several U.S. railfan journals for scrapping a street railway system that was in excellent physical condition, and no portion of which was in any way obsolescent.

The following 30 Large Witt cars will be stripped of certain parts to assist in readying the Kansas City cars for Toronto service, with scrapping an almost certain following fate:

2318	2346	2364	2400	2414	2430
2332	2350	2372	2402	2422	2434
2336	2352	2380	2404	2424	2440
2342	2354	2384	2408	2426	2444
2344	2356	2398	2412	2428	2446

Of these cars, 2352 is already stored out of service at Russell Division with certain parts removed.

U.C.R.S. FANTRIP PLANNED -- In accordance with what has become custom, the Society will charter the first of the Kansas City cars released from Hillcrest for a photographic excursion, and it is hoped that this will be before the car has entered regular revenue service. The date of this excursion cannot be forecast at this time, of course, but close check will be kept on the progress of the first car through the shop, and members will be notified of full details when a definite date can be set.

C.N.R. LOCOMOTIVE NOTES

Deliveries:

--G.M.D. 1200 H.P. road-switchers: 1286, Nov. 11; 1287, Nov. 11; 1288, Nov.15
--G.M.D. 1750 H.P. road-switchers: 4560, 4561, 4562, 4563, Nov. 2; 4564, Nov. 14; 4565, Nov. 14; 4566, Nov. 22; 4567, 4568, Nov. 20; 4569, Nov. 22.
--G.M.D. 900 H.P. switcher: 7233, Nov. 22.
--M.L.W. 1800 H.P. road-switchers: 3641, 3642, Sept. 17; 3643, Sept. 26.

Renumberings:

A. Steam Locomotives

Old	New
1500	1119 (was originally 1119)
1009	1165
1012	1166
1017	1167
1018	1168
3801-3805	4093-4097
4203	4191
4204	4192
4207	4193
4209	4194

B. Diesel Locomotives

1100-1104	850-854 (being rebuilt from 6-axle
1200-1203	1500-1503 to 4-axle locomotives)
1222-1226	1504-1508
3043-3049	3800-3806
3050-3057	3807-3814
3066-3073	3815-3822
(4496-4501	4200-4205 (Previously reported-see
(4588-4609	4206-4227 (Newsletter 140, Page 1)
4350-4369	4800-4819
4370-4373	4820-4823

EDITORIAL

BIG NOISE FROM CLEVELAND -- WITH A LOCAL ECHO

The past two months have witnessed two blatant, short-sighted and biased attacks on Toronto's Bloor Subway project in particular and electric rail transit in general. That these outbursts should have emanated from the two cities (Cleveland and Toronto) that have proven beyond any doubt that entirely new rail transit facilities, even in this auto-minded age, can be a successful civic asset, is in itself ironical.

The author of one of these attacks is a certain Albert S. Potter, represented as the County Engineer of Cuyahoga County, Ohio (in which Cleveland is situated). His unwelcome advice to Toronto formed the subject of Toronto newspaper articles during November, and these same papers carried convincing rebuttals, editorial and otherwise, which had the effect of putting Potter quickly in his place. There is no need to deflate Potter's arguments here -- the readers of this publication are the very last persons requiring to be told of the fallacy of the Clevelander's observations. The following extract from his remarks, which is in the "real gem" category, serves to set the level for the whole diatribe:

"The cost to provide a bus is $20,000 plus the salary of the operator. Rail transportation costs four times as much, or $80,000 a unit".

This is the total extent of his economic comparison -- and this "reasoning" comes from one reputed to be a "top flight engineer"!

The second issuance of anti-rail propaganda to find its way into print is a frenzied and insidious piece in the October issue of "Canadian Motorist", organ of the Ontario Motor League. This was written by one Warren B. Hastings, the editor of this publication. Again, it is in the vein of "Expressways, not subways". Oblivious of the journalistic fact that there is an optimum length for an editorial article to have maximum effectiveness, he rants on for page after page on the general theme that the T.T.C., and Chairman Lamport in particular, are endeavouring to rob the motoring public to further "selfish transit interests". (At times, however, the tedious piece strays so far from the main theme that the reader loses the entire thread of Hastings' argument, if any.) A flambuoyant style, combined with the use of big words, does nothing to hide the lack of rational thought or the venturing beyond the bounds of good taste -- the article in truth puts the publication on a plane with the scandal tabloids.

If the Toronto public, or any parge segment of it, is ever to be convinced that the expansion of rail transit is not in the public interest, it will not be so convinced by literature of the calibre turned out by Hastings. The mass of public opinion today is fully aware of the fact that "public transit interests" is fully synonymous with "the public interest"; the day of the traction baron is long past.

Hastings himself purports to represent the public interest, and perhaps he honestly believes that he is doing so; at the same time, it is extremely difficult to imagine how anyone could feel justified in arguing against a facility such as an off-street rapid transit line which would be of such obvious benefit to the entire pupulace, transit rider and motorist alike.

--S.I.W.

C.N.R. Locomotives scrapped:

1360 Sept. 27	3421 Sept. 6	5507 Sept. 13
2430 Sept. 20	3427 Sept. 6	5535 Sept. 3
2433 Sept. 27	3443 Sept. 13	5587 Sept. 27
2436 Sept. 13	3484 Sept. 27	5595 Sept. 27
2443 Sept. 27	4031 Sept. 13	6134 Sept. 20
2517 Sept. 6	4041 Sept. 27	7311 Sept. 13
3418 Sept. 6	5252 Sept. 24	7351 Sept. 27

NOTES ON THE "FOR HIRE" PIGGYBACK OPERATION

by R.J.Bost

Since October 7, 1957, both the Canadian Pacific and Canadian National Railways have been operating a daily train each way between Montreal and Toronto bearing semi-trailers of "for hire" motor carrier firms. The following are the salient facts regarding these piggyback trains:

C.P.R.: Train 930 operates eastbound leaving Toronto (John St.) at 10:00 P.M. It arrives in Montreal (Grove Hill) at 6:30 A.M. daily.

Train 929 operates westbound, leaving Montreal (Grove Hill) at 9:50 P.M. It arrives in Toronto (John St.) at 6:30 A.M. daily.

The average start-to-stop speed of these trains is 40 M.P.H. All flat cars used in the service (numbered from 500000 upwards) are roller-bearing equipped. The C.P.R. trains are shown in the employees' timetable as regular second class freights having rights over all but passenger trains. This is deemed necessary so that the trucking companies can schedule tractors to be on hand with the arrival of trains, to haul away their companies' trailers with a minimum of delay. The C.P.R. reports that eleven trucking companies have signed the piggyback agreement; to date about 90% of the trailers hauled have been those of Smith Transport Ltd.

Apparently "Flexivan" and other types of cars were considered for this service but were rejected because of their lack of real flexibility in carrying any type of highway trailers or vans.

C.N.R.: Train 300 operates eastbound leaving Toronto (Bathurst St.) at 9:50 P.M. It arrives in Montreal (Bonaventure) at 6:40 A.M. This train operates daily except Sundays and Holidays.

Train 301 operates westbound, leaving Montreal (Bonaventure) at 10:00 P.M. It arrives in Toronto (Bathurst St.) at 7:00 A.M. This train operates daily except Mondays and Holidays.

The average start-to-stop speed of these trains is 37 M.P.H. The flat cars used in the C.N.R. service at 50% roller-bearing equipped at the present time; both 46' and 52' cars are used. It is expected that all cars will eventually be equippedwith roller bearings.

Six trucking companies are signed: Inter-City, Reliable, Smith, Direct-Winters, Kingsway and Husband.

The C.N.R. trains do not appear in the timecard as regular freights. This permits them to run ahead of schedule, which they nearly always do, by sometimes as much as 35 to 40 minutes, thereby equalling the C.P.R.'s start-to-stop performance unofficially.

General: Both companies have arranged a charge for each trailer based on a minimum weight of 38000 lbs., which will bring the railways a good return on their investment. Nevertheless, the trucking companies realize a substantial saving in over-the-road expenses, and it is very likely that the type of operation will expand; it has been reported that piggyback trains to the western provinces are under consideration.

Despite this new operation, there is no great threat to the service operated with railway-owned semi-trailers, because the latter provides overnight service between Montreal and Toronto, while the transport companies cannot at present distribute before the second morning at each end. This handicap is due to the fact that the trucking companies' trailers must be hauled to their own terminals and the contents split up for delivery to the various consignees. On the other hand, larger and bulkier items can be handled by the trucking companies' trailers due to the fact that most of them are 35-footers as opposed to the railways' 22-footers.

There is a maximum consist of 60 cars on these trains, and on occasion the consist is rounded out to this maximum by the addition of merchandise cars. An interesting note on the C.P.R. operation is that despite the usual use of two 1750 H.P. road-switchers on these trains, a Royal Hudson was used during the week of November 4th to 10th when it was in pilot service from John St. to Agincourt.

C.N.R. OPENS CHIBOUGAMAU LINE

President Donald Gordon of the Canadian National Railways officiated on November 6thNovember 6th at the ceremonies marking the official opening of the new 160-mile line between Beattyville and Chibougamau, Quebec. Many of the 3500 inhabitants of the new town attended the ceremony at which time the President dispatched a 25-car concentrates train.

The actual opening of the line came a month earlier, on October 7th. Operation on the line is tri-weekly, with a split at Miquelon, halfway between Senneterre (on the National Transcontinental line) and Chibougamau. Trains operate Mondays, Wednesdays and Fridays northbound from Senneterre to Miquelon, and Tuesdays, Thursdays and Saturdays southbound; from Miquelon to Chibougamau the operation is reversed, i.e. Tuesdays, Thursdays and Saturdays northbound and Mondays, Wednesdays and Fridays southbound. The combined operation covers 215 miles through Laurentian rock and muskeg. The Barraute-Beattyville portion of the branch was constructed ten years ago. The principal function of the branch is to bring out ore concentrates from the Chibougamau area, and to develop a lumbering industry along the route. The railway reduced the haulage costs on concentrate by $2.00 a ton over previous methods of transportation.

The 185-mile line from Cache Lake (6 miles south of Chibougamau) to St. Felicien is now being pushed ahead actively, with opening scheduled for 1959; some track has already been laid, and a good portion of the grading is complete. 80 and 85 lb. relay rail is being used on this line; there will be 14 substantial bridges and 3 on-line stations.

The C.N.R. has recently opened shorter branches in two other widely-separated locations. A 30-mile branch from Sipiwesk to Thompaon, Manitoba (to serve an International Nickel Co. mine) had its last spike driven in recent weeks, this spike appropriately being made of nickel.

Also new in operation is the 22-mile branch line from Bartibog to Heath Steele Mine, N.B.

By contrast with the above is the news that Nova Scotia's Cumberland Railway & Coal Co. will discontinue operations on its 32-mile Springhill-Parrsboro line, which has seen only very light traffic of recent years. The railway's principal function, that of hauling coal from the Springhill mine over the comparatively short segment to Springhill Junction and a C.N.R. connection, will continue.

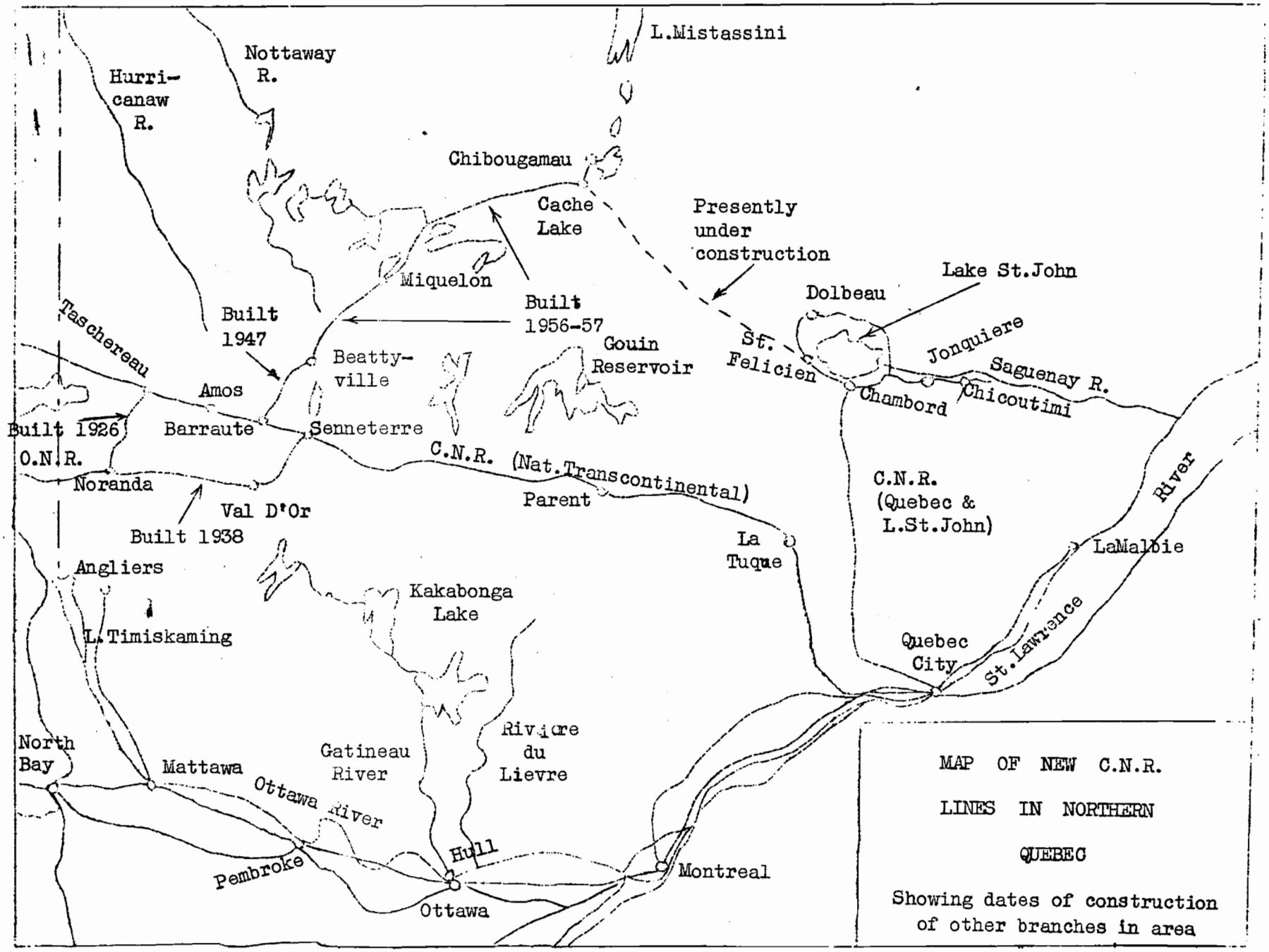
MONTREAL TRAMS -- HOW LONG WILL THEY LAST?

by Forster A. Kemp

The question which forms the title of this article is being asked by electric railway enthusiasts all over North America, and the Montreal Transportation Commission recently provided an answer. Apparently 1959 will be the last year for street cars in Montreal.

During the year 1957, street cars were replaced by buses on routes 58 & 60 WELLINGTON (April 28); 2 CENTRE and parts of 12 DELORIMIER, 44 PAPINEAU, 54 ROSEMONT and 91 LACHINE (June 22); 11 MOUNTAIN (October 6) and 31 ST.HENRI and 48 ST.ANTOINE (November 3).

During the year 1958 it is planned to change over the following routes: 5 ONTARIO and 5A ONTARIO-McGill, 9 RACHEL, 29 OUTREMONT, 80 BLEURY and 82 BLEURY-Aylmer, 87 DAVIDSON, 96 VAN HORNE and 97 VAN HORNE-Aylmer, 61 VAN HORNE-Mile End, and the rest of 91 LACHINE. No definite dates have been givan for these changes except on the LACHINE line, which will be changed on January 5th. All recent substitutions have occurred on Sundays, and with the exception of the MOUNTAIN route, the last runs have been in the early hours of the morning.



MAP OF NEW C.N.R. LINES IN NORTHERN QUEBEC

Showing dates of construction of other branches in area

Route 11 MOUNTAIN was abandoned as the result of a long-projected roadway through Mount Royal Park, which has heretofore been closed to public motor traffic. A contract was let at the end of September for a roadway to follow the M.T.C. right-of-way. The Commission then announced on October 3rd that the MOUNTAIN line would cease operation on Sunday, October 6th. The last run was made at about 6:00 P.M. on that date by car No. 1347 (It will be noted that this number was wrongly reported as 1437 in Newsletter 142). The line was entirely on private right-of-way and abounded in curves, steep grades and rock cuts. It featured a 338-foot concrete-lined tunnel and a view of the eastern part of the Island of Montreal from a shelf blasted from the rock of the mountain side. The line was one of the most scenic trolley lines in North America, and will be sorely missed by Montrealers and by railfans everywhere. Ten cars of the 1325 series were used in the service, and were specially fitted with dynamic braking. They were the last cars of the series to be retained. All have now been retired except 1339, which will be kept for snowstorm service on the LACHINE line and when will become part of the M.T.C. Historical Collection. These cars provided daily service from 10:00 A.M. to sunset in July and August, and Saturday and Sunday service during the Spring and Fall. Track on the line was removed by a gang of about 20 men, using two motor trucks, crane car W-3 and flat car 3102. About four weeks were required for the task. So ended Route 11 MOUNTAIN (1929-1957).

The remaining portion of Route 91 LACHINE is also located almost entirely on private right-of-way. Its replacement comes about as the result of several circumstances. It is intended to build a trunk sewer from Lachine to Montreal, and the M.T.C. right-of-way forms the most convenient location. A road will then be built on the right-of-way. It is now the only route operating out of St.Henri division, and can be reached only via the Outremont line and Girouard Ave. Buses replacing this route will follow the North Bank Road along the Lachine Canal, which is now undergoing drastic improvement. The line formerly extended from Place d'Armes in the downtown area of Montreal, to 44th Ave. in Lachine. It is presently necessary to make two trabsfers in this distance, one at 6th Ave. and the other at Cote St.Paul Road, which are the present terminals of the trolley line. The last trip will be made early in themorning of January 5th, and a commemorative excursion will be operated by the Canadian Railroad Historical Association on January 4th in Car 1046.

...

MISCELLANY

-- Over the past few months, the C.P.R. has been testing a demonstrator locomotive from Montreal Locomotive Works, a 2400 H.P. 6-motor, 6-axle road-switcher known as DL-624. This is the first and only unit of its kind from this builder in Canada, and is designed to compete with the Canadian Locomotive Company's "Trainmaster", of similar size and rating. The locomotive was completed in May, 1957, and assigned to the C.P.R., on which property it was painted in standard colours and given the road number 7007.

--As the result of a head-on collision on August 8, 1957 near Moosehead Lake, Maine, C.P.R. M.L.W. 1500-H.P. RFA unit 4016 has been dismantled and is being rebuilt as a 1600 H.P. road-switcher with 75 H.P. gearing, to be numbered 8824, class DRS-16k.

-- The C.N.R. has written off two road-switchers badly damaged in recent wrecks, and which will be scrapped. These are C.L.C. 1621 (formerly 7621), a 1200 H.P. unit built in 1952, and GMD GP-9 4538, new as recently as January of this year.

C.P.R. LOCOMOTIVE NOTES

A. Steam locomotives scrapped at Angus Shops:

Number	District	Date	Number	District	Date
2337	Dom.Atl.	May 24	3751	Quebec	Aug. 19
			3753	Ontario	Aug. 28
488	Quebec	June 12	5106	Quebec	Aug. 29
880	Quebec	June 13	5115	Ontario	Aug. 20
2394	Quebec	June 11	5192	Algoma	Aug. 19
2411	Ontario	June 14	5333	Quebec	Aug. 26
2927	Quebec	June 11	5371	Ontario	Aug. 27
3002	Ontario	June 10	5373	Algoma	Aug. 12
3003	Quebec	June 19	5399	Quebec	Aug. 8
3369	N.B.	June 21	6930	N.B.	Aug. 13
5143	Ontario	June 25			
5150	Quebec	June 28	421	N.B.	Sept. 24
5158	Ontario	June 20	485	Ontario	Sept. 20
5191	Algoma	June 25	832	Ontario	Sept. 10
5302	N.B.	June 20	998	N.B.	Sept. 9
5319	N.B.	June 10	1051	Ontario	Sept. 20
5379	Ontario	June 28	1075	N.B.	Sept. 11
			2359	Algoma	Sept. 9
876	Quebec	July 9	2417	Quebec	Sept. 24
2537	Quebec	July 9	2507	Quebec	Sept. 24
2538	Quebec	July 9	3955	Algoma	Sept. 26
2925	Ontario	July 12	5161	Ontario	Sept. 9
5111	Ontario	July 4	5178	Ontario	Sept. 27
5118	Quebec	July 11	5179	Algoma	Sept. 18
5396	Quebec	July 11	5417	Ontario	Sept. 23
457	N.B.	Aug. 6	473	Quebec	Oct. 7
1005	Quebec	Aug. 30	474	N.B.	Oct. 15
2396	Quebec	Aug. 12	896	Ontario	Oct. 1
2511	Quebec	Aug. 12	1084	Quebec	Oct. 8
3439	Algoma	Aug. 12	2215	Quebec	Oct. 16
3563	Quebec	Aug. 26	2404	Ontario	Oct. 1
3618	Ontario	Aug. 19	5332	N.B.	Oct. 8
3726	Ontario	Aug. 20	5377	Ontario	Oct. 7
			5402	Ontario	Oct. 10

B. Locomotives being scrapped:

836	Ontario	2400	Ontario
1017	Ontario	2457	Quebec
2202	Quebec	2526	Dom.Atl.
2227	Quebec	2805	Quebec
2323	Ontario		

C. Locomotives authorized to be scrapped:

452	Ontario	3738	N.B.
456	Ontario	5154	Ontario
816	Ontario	5223	Quebec
837	Ontario	5335	Ontario
944	N.B.	5341	Quebec
1225	Quebec	5356	Ontario
2406	Quebec	5368	Ontario
2580	Quebec	5419	Quebec
2623	Quebec	5425	Ontario
2624	Quebec	6277	Ontario
2817	Ontario	6922	Quebec
2824	Quebec	6962	N.B.
3417	Quebec		

D. Locomotives held to be repaired only on demand: 1219, 1253, 1268, 2426, 2810, 3428, 3471, 3475, 3545, 5200, 5201, 5204, 5215, 5217, 5220, 5228, 5239, 5414, 5421, 5448.

Observations on a Visit to the Rapid Transit Systems of New York City

by J.R. Oakley

Prior to the inauguration of rapid transit service in Toronto, local railfan interest in this aspect of the hobby was limited, primarily due to the long distance which had to be traversed to witness such service. Since the service in Toronto commenced, and the realization that rapid transit is essential for large centres of population has been achieved, interest has much increased.

There are three rapid transit operators in New York City:
1. The Hudson and Manhattan Railroad Company, 2. The City of New York through the New York City Transit Authority, and 3. the Baltimore and Ohio Railroad, through its subsidiary, the Staten Island Rapid Transit Railway.

The Hudson and Manhattan Railroad Company operates trackage from Journal Square in Jersey City to Hudson Terminal in New York City, from Hoboken to Hudson Terminal, from Journal Square to the 33rd Street Terminal. Through a joint operation over trackage of the Pennsylvania Railroad, its trains also operate from Journal Square to Newark, New Jersey. Trains traversing the latter trackage operate from Newark to Hudson Terminal in New York City. The cars are of the subway type and are operated in trains of two to six cars. Trains on the Newark run have a car equipped with automatic train control and a headlight on each end, as the trackage of the Pennsylvania Railroad is equipped for such control. The Hudson and Manhattan Railroad was designed to provide an access to New York City for passengers from railroads terminating on the New Jersey side of the Hudson River, such as the Erie and the Lackawanna. The H&M Railroad has suffered a severe drop in patronage, from 113,000,000 in 1927, to 37,000,000 per year at present, due to competition from buses using the Lincoln and Holland Tunnels. The bus lines are able, in many instances, to provide a one-vehicle ride for many desiring transportation to New York, whereas, when using one of the railways terminating on the New Jersey side of the Hudson, a transfer to the Hudson and Manhattan Railroad is required. In anticipation of extremely-heavy traffic on this railway, a huge concrete structure, designed to prevent use of certain trackage by more than one route, was constructed on the surface at the New Jersey side and sunk into the ground to meet the tubes by which the railway passes under the Hudson River. Only a portion of this is used; tiled-over entrances to unused portions can be seen from the front door of trains. The skill of motormen operating trains on this railway is remarkable; signals turn to [illegible]ed indication just as the lead car is about to pass. The 33rd Street, or "Uptown" terminal of this railway in New York had to be reconstructed when the 6th Avenue line of the Independent Division of the New York City Rapid Transit System was built. At this terminal, the latter line, the BMT Broadway line of the same system, and the tunnels of the Pennsylvania Railroad converge, making an extremely complicated underground construc-

tion. Operations of the Hudson and Manhattan Railroad in New York City are confined to the division of that city known as the Borough of Manhattan. At the Journal Square Station of the railroad, cars of the railroad, pantograph equipped multiple-unit cars of the Pennsylvania Railroad, and electric locomotives and diesel-electric locomotives of the latter road can be seen. The Hudson and Manhattan Railroad is well qualified for being the most interesting electric railway operation, as it combines operation adjacent to mainline diesel- and electrically-operated railways, operation in under-river tubes, operation in open cut, and subway-type operation.

The Staten Island Rapid Transit Railway operates in the division of New York City known as the Borough of Richmond. It operates on a private right-of-way on the surface and employs cars of a similar design to the subway cars used on the Brooklyn-Manhattan Transit Division of the New York City Transit Authority. It provides a connection between points in the Borough of Richmond and the ferry from St. Georges in that Borough to South Ferry in the Borough of Manhattan. Trains of up ti six cars are used. The cars are equipped with headlights and pilots, as there are some grade crossings. Bus competition resulted in the abandonment of a large portion of the Railway; some of the cars are now used on the Franklin Avenue - Prospect Park line, of the Brooklyn-Manhattan Transit Division, in the division of New York City known as the Borough of Brooklyn.

The New York City Transit Authority operates rapid transit services in the Boroughs of Manhattan, Brooklyn, Queens and The Bronx, which, along with the Borough of Richmond, mentioned in the preceding paragraph, form the five divisions of New York City. A map of routes operated by the Authority, which also shows the routes of the Hudson and Manhattan Railroad, can be obtained from the Authority on application to the Authority, located on Jay Street, Brooklyn, N.Y. This map will make the reading of this article more interesting. The Authority operates three divisions: 1. The Interborough Rapid Transit (IRT), 2. The Brooklyn Manhattan Transit (BMT), and 3. The Independent (IND). The first two divisions were originally a private operation; the third has always been city-operated. The IRT Division was the first established; it commenced operation in 1904. In 1940, all lines were unified under civic operation. There are 820 track miles and 290 route miles of rapid transit operated by the Authority.

Since the Third Avenue Elevated Railroad was abandoned in 1955, all rapid transit operations in the Borough of Manhattan, with the exception of a viaduct in the upper portion of that Borough, have been in subways. In the Boroughs of Queens, Brooklyn, and the Bronx, much of the operation is on elevated structures over streets. In Brooklyn, there is considerable open-cut operation. In the central portion of Manhattan, subways are all four track, with one track for local and one for express service in each direction. As an example of the time saved through the use of an express train, eleven minutes can be saved if the express operation on the IRT Lexington Avenue line is used for its entire length which extends from Brooklyn Bridge Station to 125th Station. In this portion, there are three express stops and nineteen local stops. The longest express run is on the IND Division from 59th Street to 125th Street, 3.35 miles, which is approximately equal to the distance from Queen Street to Davisville Avenue in Toronto.

Speed in this portion is restricted, however, by signal, to 33.5 mph. It will be seen that care must be exercised to avoid taking an express when a local train should have been used. In the boroughs of Queens and Brooklyn, there is a location where express trains follow a different route from that taken by local trains.

The Lexington Avenue subway of the IRT Division, from 42nd Street to 125th Street, is constructed in two levels, with the express tracks between the local tracks. This arrangement reduces the number of passengers having to ascent and descend to the lower level. The Eighth Avenue line of the IND Division, between 59th Street and 125th Street, is also constructed in two levels, but with a local and an express track on each level. The express tracks are under the side of the street adjacent to Central Park. This is the portion of the line over which the longest express run, previously mentioned, is operated. As few passengers originate from the side of Eighth Avenue adjacent to the park, this design relieves the majority of passengers of the necessity of crossing the Avenue to reach a station entrance.

None of the routes provides express operation over the entire route. Trains designated "Express" operate as local trains where express tracks do not exist, and provide service over an entire route. Local trains provide service over only a portion of routes. For example, on the IRT Broadway-7th Avenue Line, local trains operate from 137th Street and South Ferry, while express trains operate from Van Cortlandt Park in the Bronx Borough to either Flatbush or New Lots Avenue in Brooklyn Borough.

Station platforms on the IRT Division are designed to accommodate cars nine feet wide; those on the IND and BMT Divisions are designed to accommodate cars ten feet wide. Cars on the IRT Division are not, therefore, interchangeable with cars of the other divisions. Trains vary in length from the two-car train on the Bowling Green - South Ferry Shuttle, to eleven cars, with nine being the most common. On longer trains, two guards are employed, one on the second car from the front and one on the second from the last. The Authority operates about 6,000 rapid transit cars.

There are two extremely short shuttle services, with only terminal stations: the Times Square - Grand Central and the Bowling Green-South Ferry, both on the IRT Division. The first of these operates under 42nd Street and has a three-track right-of-way. It was a portion of the first subway in the City, which operated north under 4th Avenue, west under 42nd Street, and north under 7th Avenue and Broadway. The time required to ride the 42nd Street shuttle was 80 seconds, with power being on for only 40 seconds. The traffic on this shuttle is heavy; the three tracks are used in rush periods and two tracks during other periods. Trains on the southward two tracks of this shuttle can be moved readily to the Lexington Avenue subway but the train on the northward track can only be moved from the shuttle line after a specially-designed passenger ramp over the track connection to the Seventh Avenue subway has been removed. A ride on the Bowling Green - South Ferry shuttle required only 66 seconds. During rush periods, a motorman is stationed at each end of the trains on these shuttles, to afford prompt return operation.

One of the most interesting features of the system can be seen at the express tracks in the 14th Street station of the Fourth Avenue

line of the IRT. These tracks are curved where they pass through the station, with the result that a hazardous gap would exist between some car doors and the platform if movable platform extensions were not provided. After a train enters the tracks, a platform employee moves an elevator-type switch which effects the projection of the extensions. As the train leaves, it pushes the extensions back to the retracted position. The system is interlocked to prevent the extensions from being operated unless a train is at the platform.

The South Ferry Terminus of the IRT Division is on a loop which also creates gaps between doors and the platform. Extensions are not used at this station, however, railings are erected at points of maximum gap and, except for the first car on trains, trains are stopped so that doors are at points where a minimum gap exists. At the preceding station, the motorman must leave his cab and render the centre door on the first car inoperative.

At 42nd Street and Lexington Avenue on the IRT Division, there are three levels of operation; the shuttle described above, the Lexington Avenue line, and the Queensboro line. An elevator is provided to service the latter line.

On most designs of cars, guards use a footplate on each of two adjoining cars to stand between the cars and operate door-control pushbuttoms. On some recently-acquired cars, door operation is from the cab, as on the Toronto subway cars and, on some cars of the BMT Division, door controls are located on the pillar between the centre doors. One type of car on the latter division was designed for one-man operation of trains, with the intention of a mirror being used by the motorman to ascertain when doors could be closed. This arrangement was never used in service. Some of the more recently-acquired cars are equipped with a public address system for station announcement and for cautions in boarding and leaving trains. All cars are fan ventilated. Subway structures are not illuminated between stations.

Subway construction in New York is extremely costly, as compared with Toronto, for, in addition to problems resulting from conflicting sewage, water, communication, and surface transportation systems, existing subway lines must be considered. In constructing the Sixth Avenue route of the IND Division a then-existing elevated line had to be underpinned, part of the line was built adjacent to the subway of the Hudson and Manhattan Railroad, a line of the BMT Division had to be crossed over at 14th Street, another line of that division had to be crossed under at 34th Street, a line of the IRT Division had to be crossed under at 41st Street and another line of that division had to be crossed over at 42nd Street. In addition, a complicated junction with the 53rd Street line of the IND Division had to be built.

In Toronto, the provision of rapid transit operation reduced travel time between many portions of the city and the downtown area to a reasonable period. However, New York City is so vast an area that, even using express subway trains, the average time to reach downtown, from points within the city limits, would be in the order of fifty-five minutes. Such a trip might involve the use of a bus to reach a subway line, a local subway train, an express subway train, a shuttle subway line, and another express and local train. Many passengers are standees for a lengthy period, as trains at outer terminals carry standing loads during rush periods.

The rapid transit lines of New York provide fast and convenient service for 4-1/2 million persons each working day, but, as has been demonstrated in Toronto, delays can cause extreme inconvenience and hazard. On one occasion, a 75-minute delay occurred when a third-rail shoe on a train became defective while the train was in an underwater tunnel, during a rush period. Two following trains had left the preceding station when the incident occurred, with the result that 7500 persons had to remain in darkened trains, or leave by an emergency exit. Those who chose the latter alternative reached the street in an extremely dirty condition. The tie-up on this line affected other routes with the result that additional thousands were much inconvenienced.

Tokens, purchased at a price of 15¢, are used on the rapid transit lines; there is no provision for children's fare; those under five years go under the turnstile.

Concessions in rapid transit structures are extremely numerous. Vending machines are affixed to almost every pillar in stations. Cleansing tissue, soft drinks, gum, candy, and shoe shines are some of the items sold. These concessions lead to the accumulation of a large volume of litter which presents a very untidy aspect. In one year, concessions, space rented to various types of stores, and advertising space, yielded a net income to the Authority of $409,000.

The Dyre Avenue line in the upper east portion of the Bronx Borough is especially interesting, as it is on the former right-of-way of the New York, Westchester and Boston Railroad. Operation of this route is mostly surface but the Pelham Parkway station is in a tunnel. This route is now served by express trains of the Seventh Avenue Line of the IRT. As the platforms of the Dyre Avenue line are of insufficient length to accommodate all cars of trains used on the Seventh Avenue line, doors are opened only on a portion of each train while operating on the Dyre Avenue line.

The route of the IND which operates from the upper portion of the Bronx Borough to either Rockaway or Far Rockaway provides a combination of riding on the following types of right-of-way: subway, earth embankment, earth fill, trestle and lift bridge. The latter portion of the route was formerly operated by the Long Island Railroad.

Because of the complexity of the rapid transit routes in the New York area, it is recommended that any fan planning to visit them arrange for a guide through the Electric Railroaders' Association Inc., which offers such a service. If this is not done, rapid transit users should: 1. Study a route map in advance and trace the various routings, 2. Note whether a train is an express or a local, 3. Follow direction signs in stations; (in some instances coloured lamps are used to indicate passages to be followed through stations to reach desired trains), 4. Note the destination sign displayed on the side of each car, as a number of routes share some trackage and, in the Borough of Queens, trains of the IND and BMT Divisions share some trackage, 5. Be certain to enter the correct turnstile where, as is frequently the case, one street entrance leads to more than one rapid transit line.

Railfans will find much of interest in the New York City area; it is hoped that this article will be of some assistance in locating features of special interest.

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