

newsletter

August/September 1969 • 1.00



Upper Canada Railway Society



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newsletter

2834

Number 284

August/September, 1969

Published monthly by the
Upper Canada Railway Society, Inc.,
Box 122, Terminal A, Toronto 116, Ontario.



Robert D. McMann, Editor.

Contributions to the Newsletter are solicited. No responsibility can be assumed for loss or non-return of material, although every care will be exercised when return is requested.

To avoid delay, please address Newsletter items directly to the appropriate address:

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

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The Cover

This is how the Don Station appeared to the camera of Don McCartney, on a blustery March day in 1954. The station has been preserved by the East York Foundation.

Coming Events



Regular meetings of the Society are held on the third Friday of each month (except July and August) at 589 Mt. Pleasant Road, Toronto, Ontario. 8.00 p.m.

Nov 21: Regular meeting. Carl Ehrke on the subject of Mexican railroading. (Fri)

Nov 28: Hamilton Chapter meeting, 8.00 p.m. in the CN Station Board Room, James St. N., Hamilton. (Fri)

Dec 19: Regular meeting. Subject to be announced. (Fri)

Dec 26: Hamilton Chapter meeting, 8.00 p.m. in the CN Station Board Room, James St. N., Hamilton. (Fri)

1970.

Jan 16: Regular meeting. Subject to be announced. (Fri)

Jan 25: The date of the UCRS Winter Steam Excursion--Toronto to Stratford. Details forthcoming. (Sun)

Jan 30: Hamilton Chapter meeting, 8.00 p.m. in the CN Station Board Room, James St. N., Hamilton. (Fri)

Readers' Exchange

WANTED: Old and new negs or slides of passenger equipment, name trains in scenic or station settings, Canadian shortline diesels. Buy or trade. Gerry Burridge, 65 Cremazie W., Quebec 6, Quebec.

FOLDING CAMERA for sale Kodamatic 616, ideal for scenes and equipment shots. f/4.5 lens, shutter 1/10-1/200, B & T, eye-level and waist-level finders, good bellows, flash sync and 10 second delayed action. With case 20 dollars. R. J. Sandusky, 38 Drayton Rd., Pointe Claire 720, Quebec.

WANTED: Information concerning the Carter-Halls-Aldiner Co. Ltd. of Winnipeg and their engine 1056 4-6-0 ex-CN. When was this engine bought and when scrapped. What business was the company in and did they have any other engines. E. Emery, 398 Runnymede Road, Toronto 160, Ontario.

WANTED: Prints, slides or negatives of the first CRHA railway excursion, Oct. 1, 1950 featuring CN railcar 15837. Specifically required are photos of the wood coach used as trailer on that trip. R. W. McLarty, 716 Indian Road North, Sarnia, Ontario.

WANTED: TH&B lead pencils, hat badges, buttons, Canadian public timetables pre-1966, railway and other transportation postcards.

For trade: Employees timetable no. 22 March 26, 1939 Interurban Electric Railway. Good shape. Leonard Wallis, Apt. 1, 12 Lake St., St. Catharines, Ontario.

FOR SALE: UCRS Bulletins 25,26,28,29,30,32,33,34,35,36,38,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55, 56, 57. UCRS Newsletters June '61 #185 complete through Dec. '66 #251, President's Reports, Calendar. All mint condition; will sell as a complete package only for the best reasonable off plus postage. W. H. Dauterman, 5449 Paradise Valley Road, Hidden Hills, California, 91302, U.S.A.

WINNERS of the UCRS Hamilton Chapter raffle, held to raise funds for the maintenance of TH&B 103, were Mr. F Burchill of Scarborough and Mr. D. Thompson of Hamilton. The winning tickets were drawn during the October 25th steam trip.

UCRS Hamilton Chapter express their appreciation to all those who bought tickets, and special thanks to Bill Blaine for providing the prize photographs.

RAILWAY NEWS AND COMMENT

TRAIN-OFF BIDS FOLLOW CTC'S HARD LINE PASSENGER STAND

The Canadian Transport Commission is taking a hard, unsentimental policy line that holds out little hope for maintaining the present level of rail passenger services in Canada. The Commission has been increasingly concerned with mounting passenger deficits on Canadian National and CP Rail services—estimated to be up to \$80 million now, and climbing by as much as \$20-million a year.

The bright hopes of CN's aggressive Red, White and Blue passenger marketing policy have been dashed by the decline in traffic since 1967. The CTC now has little hope that passenger services can pay with existing technology.

The first sign of the new hard line was CTC's recent order defining rail passenger services in Canada and setting minimum frequencies.

The CTC minimum is one train in each direction a day or service on as many days as is now provided. But railways must convince the Commission they are still providing an 'adequate and suitable' passenger service, as provided by the National Transportation Act, if they make their cuts. Cuts in service may be made on 30 days' notice to the Commission, though it will have a hard look at applications if they raise a public outcry.

What is new is the CTC's determination not to order a train service continued just because of a few scattered objections. The new flexibility will lead to some major changes in high-frequency CP and CN service in Ontario and Quebec. The two railways run 10 trains a day each way between Montreal and Quebec City and between Montreal and Ottawa, for example. The order will permit dropping passenger service on most mixed passenger-freight routes unless there is no alternative means of transport. But it requires both CN and CP to maintain their loss-making transcontinental services with at least one train a day.

Predictably, the railways were not long in filing abandonment applications for money-losing passenger runs. CP Rail took the most drastic approach, seeking through 18 separate applications to end all of its inter-city passenger service throughout the country, including its transcontinental, *The Canadian*; according to CP, passenger operations lost more than \$30-million in 1968. Less extreme was CN, which filed applications for the withdrawal of 13 services which lost \$11.6-million last year; no abandonment application for CN's transcontinental service was announced.

If CP Rail were successful in all its applications, it would still carry some passengers on its commuter runs, which are excluded from the compensation formula. Its only commuter trains are in the Montreal area.

However, the CNR has asked the Commission to set up formulas by which the losses it is incurring on two Montreal area commuter services can be calculated. CN also operates its own commuter service between Toronto and Weston.

Even if the Commission agrees that some of the applications now before it are valid, but that service remains essential to the public good, the railways may not collect specific compensation payments for maintaining passenger trains on the routes.

Under the terms of the National Transportation Act, the railways are already receiving a total subsidy of \$68-million, as part of a declining scale of general subsidies that will disappear in 1975.

At the time the act was passed in 1967, the railways received a \$110-million subsidy. However, the legislation stipulated that the subsidy would decline by \$14-million annually—and would disappear entirely in eight years.

The act stipulated that there will be no specific subsidies paid on individual passenger lines unless the total compensation required for passenger service, branch lines and freight rates exceeds the general subsidy. As both railways claim losses for the time being of only \$41-million on their passenger service, it would appear unlikely they can collect any specific subsidies for possibly another two years.

Each application filed by the railways is being examined. After a public report on the losses, the Commission will then decide whether specific services should be maintained in the public interest. The Commission may call for public hearings in the area involved in each case. Ultimate subsidies on services ordered continued in the public interest will total 80 per cent of the loss incurred, as computed by the CTC formula. The formula itself is under fire by CP Rail.

The Canadian Pacific case is that the costing formula developed by the CTC to be used in deciding when a given service is, or is not profitable, is inadequate. It does not allow the railways, CP argues, to include enough of their true costs and so they can be forced to continue operating services at an actual loss, while appearing to break even or make a profit. Mr. Justice Louis-Philippe Pigeon ruled CP had the basis for an appeal, despite the concerted opposition of the provinces, the federal government and various user associations.

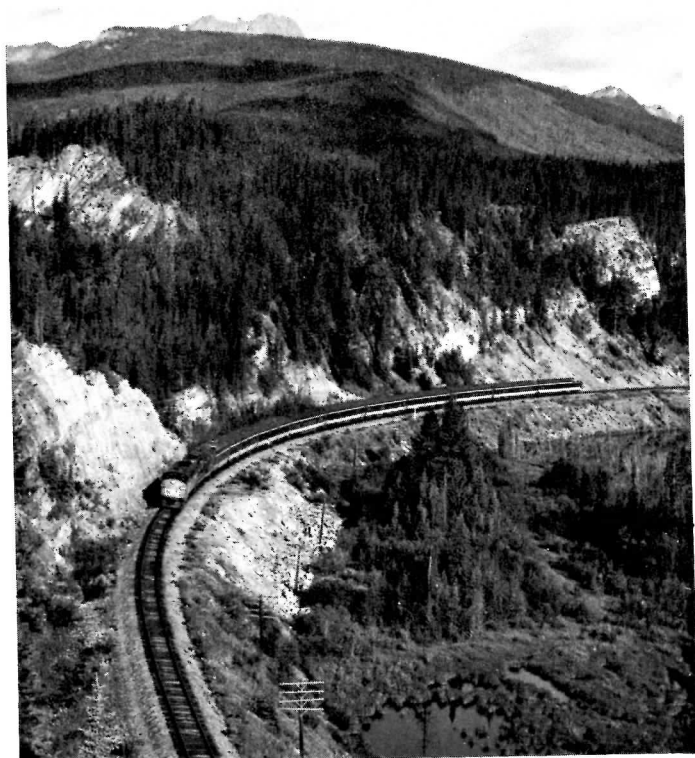
No date has been set for the hearings, but the feeling in Ottawa is that it will be January at the soonest before they can begin. It is certain to be a long and complicated case. Meanwhile the CTC will continue to give abandonment rulings based on its existing formula, although these will presumably be subject to retroactive alterations if the Supreme Court agrees with CPR and orders a new costing formula worked out.

CP Rail has filed applications to cancel the following services (with losses in 1968 listed in brackets):

| | |
|-------------------------------|----------------|
| Montreal-Toronto-Vancouver | (\$19,550,900) |
| Halifax-Yarmouth | (\$317,100) |
| Montreal-Saint John | (\$2,145,100) |
| Montreal-Quebec City | (\$1,905,600) |
| Montreal-Sherbrooke-Megantic | (\$437,000) |
| Montreal-Mont Laurier | (\$159,500) |
| Montreal-Ottawa, North Shore | (\$727,800) |
| Montreal-Ottawa, South Shore | (\$1,054,800) |
| Toronto-Peterborough-Havelock | (\$414,900) |
| Toronto-Owen Sound | (\$109,200) |
| Toronto-Hamilton | (\$334,900) |
| Toronto-Windsor | (\$829,000) |
| Sudbury-White River | (\$243,400) |
| Sudbury-Sault-Ste. Marie | (\$260,800) |
| Calgary-Edmonton | (\$1,088,800) |
| Calgary-Lethbridge | (\$202,500) |
| Lethbridge-Medicine Hat | (\$169,800) |
| Victoria-Courtenay | (\$139,800) |

CN has filed applications on these routes:

| | |
|-------------------------------------|---------------|
| Toronto-Markham | (\$61,785) |
| Toronto-Guelph | (\$114,205) |
| Montreal-Chambord-Chicoutimi | (\$1,602,176) |
| Chambord-Dolbeau-Quebec-Chicoutimi | (\$2,892,768) |
| Quebec-Senneterre-Cochrane | (\$7,901) |
| Montreal-Hervey | (\$14,019) |
| Senneterre-Noranda-Rouyn | (\$915,114) |
| La Tuque-Parent | (\$3,303,343) |
| Parent-Senneterre | (\$19,257) |
| Toronto-North Bay-Kapuskasing | (\$420,937) |
| Winnipeg-The Pas-Thompson-Churchill | (\$2,091,345) |
| Wabowden-Gillam-Churchill | (\$246,310) |
| Edmonton-Camrose-Calgary-Drumheller | (\$4,073) |
| Jasper-Prince George-Prince Rupert | |
| Moncton-Saint John | |
| McBride-Prince George | |



Canadian National train #10 winding its way through the Rockies on the upper reaches of the Miette River between Yellowhead Siding and the Continental Divide.

-- Clayton F. Jones.



'END OF THE LINE, SIR JOHN'

-- Macpherson,
TORONTO DAILY STAR.

FREIGHT RATE ADJUSTMENTS MEAN MORE REVENUE FOR RAILWAYS

The Railway Association of Canada says \$4-million in additional revenues will be generated by Canadian railways as a result of temporary increases that will be applied to some freight transportation charges Sept. 1 to Dec. 31 this year. The association said extra revenues were required to offset higher costs of operation and added that the move will affect about 28 per cent of total traffic moved by rail in Canada. "The increases are being established on a temporary basis to allow time for the examination of the railways' total cost and revenue position in 1970," the association said.

Export grain and flour, moving on statutory rates, will not be affected by the increases. International traffic shipments moving on agreed charge contracts, certain rates published to and from the Maritimes and rates on some other types of traffic will also be excluded.

In addition, the freeze on Maritimes rail freight rates—originally established in 1967 when Parliament passed the National Transportation Act—was lifted on September 23rd. While the Act allowed railways freedom to set their own rates for most freight, governed only by competition with other forms of shipping, the Maritimes area was specifically exempted for two years.

A spokesman for Canada's major railroads said that as a result of the decision to lift the freeze, Canadian National Railways, Canadian Pacific Railway Co. and other Canadian railroads are filing tariff changes with the Canadian Transport Commission covering adjustments in class and normal commodity rates on shipments to, from and within the Maritimes. The increases average 11 per cent.

It is expected the adjustments will yield approximately \$2-million in additional revenue for the railways during the remainder of this year. This represents about one-half of one per cent of total freight revenues of the railways.

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An educational campaign aimed at lessening the toll of death and injury at level crossings is being conducted this Fall by the Canada Safety Council in co-operation with the railway industry.

A recent study carried out by a special committee made up of representatives of the Canada Safety Council, the railways and the Canadian Transport Commission showed unmistakably that carelessness by drivers of private automobiles is the biggest single cause of accidents at highway-railway level crossings.

Fewer than one-half of one per cent of all highway accidents occur at level crossings. Yet death or serious injury to the motorist is more likely to result from a train-car collision than from any other type of accident.

The highway-railway crossing study revealed that four of every 10 crossing accidents in the latest five-year period involved motor vehicles driven into the side of trains, and almost one-third of all level crossing accidents happened at crossings protected by automatic warning devices such as bells, flashing red lights and gates.

Between 1962 and 1966 there were 480,000 motor vehicle accidents involving death or injury on all highways in Canada, resulting in 22,928 deaths and 688,642 injuries. In the same five-year period accidents at highway-railway level crossings caused 804 deaths and 2,891 injuries.

Investigation of accidents revealed the prime cause to be failure by the driver to make proper observations in approaching a crossing or to abide by the existing laws, but other factors were also identified. They include the physical condition of the crossing, lack of uniformity of laws governing driver action, and divided jurisdiction among various levels of government.

The Canada Safety Council has urged provincial authorities to revise existing laws dealing with driver behavior in approaching grade crossings. At the present time laws differ in varying degrees from province to province. The Council claims that the safety of the motoring public depends on realistic, integrated and uniform legislation in each province.

By the end of 1968 there were 2,504 grade separations--overpasses or underpasses--representing 7.4 per cent of the total of 33,984 highway-railway crossings in Canada. Another 5,347--15.7 per cent of the total--are manually or automatically protected crossings. The rest are marked by crossing signs.

A railway grade crossing fund, established by the Federal Government and administered by the Canadian Transport Commission, supplies money to help finance the elimination of dangerous level crossings, and to help finance construction work and signal installation at other level crossings to make them safer.

The fund covers 80 per cent of the cost of level crossing elimination up to a grant of \$500,000; the highway authority pays 15 per cent and the railway five per cent.

For new or improved automatic signal devices and for improvements to visibility and approach grades, the fund covers up to 80 per cent of the cost, the highway authority pays 12½ per cent, and the railway 7½ per cent.

The railways completed a program in 1968 under which 32,000 crossing signs were reflectorized to increase the range of their visibility.

But in spite of all measures to make level crossings safer, the Canada Safety Council maintains that only an increase in driver awareness will lessen the number of accidents.

Elliot Lake, Ontario has a new point of interest for the traction buff--a 1.3 mile \$1.25 million electric railroad. The semi-automatic electric train has been hauling uranium ore for Rio Algom Mines Ltd. from the New Quirke uranium mine to the mill at Old Quirke for the past few months. The 37-ton trolley locomotive hauls thirteen 15-ton cars at twenty mph, transporting ore at 400 tons per hour.

Operation of this facility culminates eighteen months of intensive planning, engineering and construction by Rio Algom Mines Ltd. It also constitutes the last surface link in the development program started in 1958, suspended during the slowdown of uranium operations in 1960, and reactivated again three years ago.

In 1960 many methods of moving ore were considered but no final decision was arrived at. When the problem was considered again during 1967 the systems of haulage were compared on the basis of combined capital and operating costs.

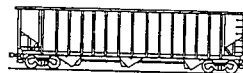
Trucks, both highway and heavy duty, were the most obvious method, but also proved to be the most costly. A rubber conveyor or an aerial tramway could be operated at a much lower cost, but operations during winter months would increase costs.

Pipeline transportation was feasible but the complex requirements for ore preparation at New Quirke resulted in high overall costs. An electric railroad was found to be most economical, reliable and well suited to full automation.

A few months ago ore produced at New Quirke was emptied from the bin into trucks which dumped it into an ore pass at Old Quirke. The ore passed down to the underground loading pocket, into skips, and was hoisted again to the Old Quirke ore bin at surface.

Now ore is diverted from the New Quirke bin via a chute to a new ore pass adjacent to the shaft house. It drops 150 feet to the new underground train loading station. The train moves slowly under the chute as material is continually fed in. Both the chute and the train are remotely controlled by the train operator. Overlapping cars ensure that spillage of ore is minimized. When loaded, the train travels 1,000 feet through a small tunnel, passes under Panel Road, and emerges on the surface to begin its trip across the muskeg to the Serpent River. The width and shallowness of the river at this point required the building of a causeway constructed of mine tailings to carry water and power lines, the railway and a road. The train then climbs a one percent grade to the unloading station, passing through at three miles per hour as the cars automatically unload.

As the train reverses direction to return to the loading station, the ore is fed from the receiving hopper onto a conveyor belt forty feet below the track. This belt carries the ore the final 350 feet into the Old Quirke ore bin and onto the mill circuit.



Agreements with the Grand Trunk Western Railroad have removed one of the remaining obstacles to the Norfolk and Western-Chesapeake and Ohio Railroad merger, N&W-C&O said recently.

In a petition filed in Detroit with the ICC, N&W-C&O said they agreed to sell N&W's interest in the Detroit, Toledo & Shore Line Railroad to the Grand Trunk for \$3-million and to grant that line certain trackage rights to an automobile manufacturing plant in Michigan. Both agreements will be effective on consummation of the N&W-C&O merger. The DT&SL Railroad operates 50 miles of line between Detroit and Toledo. It is owned jointly by N&W and Grand Trunk.

The trackage right agreement involves a two-mile section of C&O line serving a Ford Motor Co. plant at Wixom, Michigan.

As a result of the Grand Trunk agreements, only the Penn Central and the State of New York remain as major opponents of the N&W-C&O merger, the railroads noted.

Canadian National has placed an order with ATCO (Quebec) Ltd. for 400 portable housing units at a total cost of some \$3-million. The purchase is part of CN's plan to improve accommodations for its maintenance-of-way personnel across the system.

In 1968 after completing a study of its field employees' housing facilities, CN began a program to design, develop and test various prototype housing units. Following controlled testing at CN's research and development centre at Montreal, 16 units were put into regular service in Newfoundland and underwent a year of successful field testing.

A far cry from the traditional downgraded passenger cars, the housing units can be transported on railway flatcars or mounted on steel trailers for towing behind trucks. They can also be hooked to a power generator for lighting and contain built-in water pressure systems with hot and cold water for showers and sinks. Each unit is equipped with thermostatically controlled forced-air furnaces, aluminum windows and modern sanitary facilities. Their metal sheathing exteriors will be covered with baked-on white paint.



Also a star of the United Appeal Campaign was CN 6218, shown here at Belleville Station on September 13th. The locomotive and 11 cars were used to haul people between the town and Anson Jct., with eight trips being operated.

-- Ted Wickson.

STEAM RETURNS TO CRAWFORD NOTCH

Part of the romance of New England railroading will return to operations in Crawford Notch, N.H. next spring. This will result from a unique agreement between the Maine Central Railroad and Crawford Notch Steam Railroad, Inc., a new concern. From May 1 to Nov. 1, a two-coach excursion train will run on a regular 15-mile schedule over the Maine Central tracks from Bartlett through Crawford Notch to Crawfords, and back. This will be a daytime activity. The Maine Central uses the track for freight only on a regular basis, and ordinarily at night.

The locomotive to be used in the operation is not known at present.



This psychedelic CN caboose served as campaign headquarters for the United Appeal in Belleville, Ontario during the week of September 13th to 20th. CN personnel donated time and services to help the United Appeal meet its objectives.

-- Ted Wickson.

CARGO-FLO IS CN'S NEW SERVICE TO SHIPPERS

Both large and small-scale producers were introduced to what CN terms a more economical and efficient means of transporting goods to market, in September.

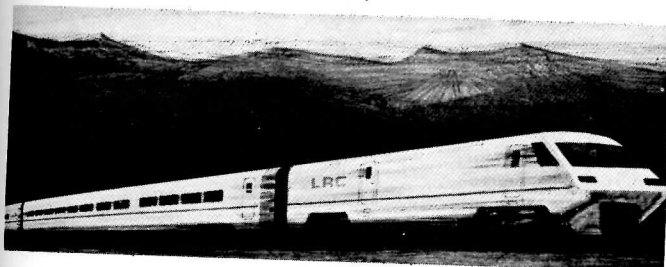
CN's first full-scale Cargo-Flo terminal, the start of a planned cross-Canada chain of transfer depots, opened Sept. 16 in Toronto. By combining low cost railway transportation with a flexible highway delivery system CN hopes to encourage smaller industries to penetrate high population areas with large shipments. The terminals will be used as transfer points for solid and liquid bulk commodities hauled from production point by rail, transferred by air pressure or pumping to tank trucks and carried by road to local destinations.

The railway is offering two plans. The first provides transportation from production point to the user and the second transportation from plant to the terminal. The latter is primarily for customers who own and operate their own trucks.

CANADIAN CONSORTIUM DESIGNS LIGHTWEIGHT TRAIN

MLW-Worthington Ltd., Alcan Aluminum Ltd. and Dominion Foundries and Steel Co., have acquired a loan from the federal government under the Program for the Advancement of Industrial Technology (PAIT) to build a 120-mile-an-hour train for both domestic and export markets.

The basic unit will be comprised of a diesel locomotive and five coaches with a capacity of 328 passengers. Two basic units can be combined with one locomotive pulling and the other pushing. The train was designed and computer tested by the consortium before a government loan was received. Company and government spokesmen declined to reveal the size of the loan.



-- MODERN RAILROADS.

The train itself was designed around existing technology rather than experimenting with more radical concepts, such as the air cushion vehicle or jet engines. "We have exploited known technology to its maximum limit," John Byrne, transportation division manager of MLW said in an interview. "We are using a fully-developed powerplant but have changed the shell considerably."

'The shell' is built almost entirely of aluminum, insulated from track noise. The train rides on a banking suspension system specially designed for this purpose and will incorporate many of the comfort features of airliners. However, after the flurry of publicity which has surrounded many unsuccessful rapid transit projects, including the Turbo Train, MLW is reluctant to praise its new brainchild too highly. "We don't want to talk about what we might do in the future," Mr. Byrne emphasized. "All we can say at the moment is that we have designed a new train, got the money to build it and tested the project on a computer."

The company has also done a considerable amount of market research with CN and CP Rail, although no negotiations have been carried out. The government loan comes at a time when MLW, like many companies in the railway supply business, was recovering from a severe slump.

CN chairman and president, N. J. MacMillan, has hinted that the Maritime provinces might see first application of the prototype train.

Were bilingualism isn't enough
for present-day Ontario Northland
clientele, as witness this dodger --
printed in English, French and Cree.

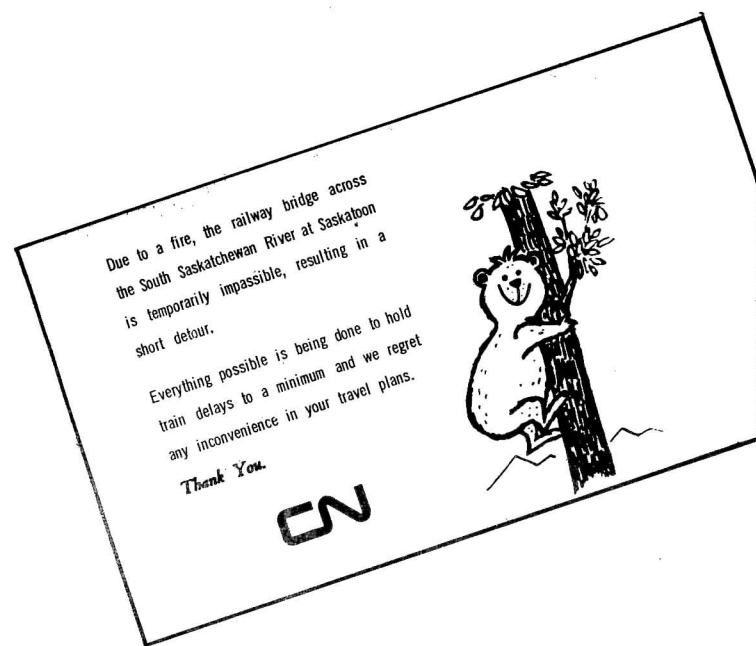
NOTICE
May We Remind You
Consuming Alcoholic Beverages
In Railway Coaches is Illegal
Under the Liquor Control Board of Ontario
Regulations

AVIS
Nous vous rapellons que
d'après les règlements de la Régie des Alcohols
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FIRE KNOCKS OUT CN'S SASKATOON BRIDGE

A spectacular fire, attributed to sparks from a flaming journal bearing on a potash hopper car, destroyed the decking of CN's South Saskatchewan River bridge in Saskatoon on August 2nd. For some 750 feet of the 1,200-foot-long structure, rails were twisted into incredible contortions by the heat, and steelwork distorted.



For almost a month, while repairs were being made, CN's transcontinental passenger trains detoured through Saskatoon and eastward on CP Rail's Sutherland Subdivision, while RDC service to Regina terminated at CN's Clarence Avenue Station in Saskatoon, east of the damaged bridge. Railiner service to Prince Albert was not affected. Freight traffic operated in large measure via Prince Albert and Dauphin over CN lines.



At the height of the blaze, 20 m.p.h. winds fanned the flames on CN's Saskatchewan River bridge in Saskatoon. -- Saskatoon STAR-PHOENIX.

THE INSIDE STORY ON THAT MYSTERY TRAIN

Security was the name of the game this summer for a group of oil executives about to bid at the \$900-million sale of drilling rights on Alaska's north slope oil field.

To get it, they chartered a 14-car CN passenger train which "ghosted" its way between Calgary and Edmonton for four days while the bids were worked up.

At a cost of from \$10,000 to \$15,000 per day, the mystery train appeared and disappeared along CN's main route from Edmonton to Calgary, after picking up the oil business executives who quietly appeared on-board.

Unfortunately for the 60 oil people involved, the story leaked out in Edmonton where the train was made up. From then on the news media had it under constant surveillance and used all the tricks in the trade, including hiring private detectives to try to get on board.

On the fourth day the secret came out at a press conference at which Paul Marshall, vice-president of Hamilton Bros. Oil Company, Calgary, who arranged the charter with CN regional vice-president D.F. Purves, revealed the purpose and identity of those on board the Special.

"We had the train planned for a month," said Mr. Marshall. "It cost us quite a bit, but we sure got our money's worth." He explained that isolation was essential because the companies involved were bidding as a group on some of the more than 100 tracts offered. On other tracts they were bidding as individuals or part of another group.

The need for security was understandable when the bidding for drilling rights opened at Anchorage, Alaska, Sept. 10, the day the charter ended. One 2,560-acre parcel brought a \$72-million bid--the highest bid ever for oil land in the U.S. Any leak of information from the train could have been disastrous had it reached rival oil interests.

An indication of the tightness of the security is seen in the fact that the hearing aid of one member of the Blue Sky crew was examined to make certain there was no miniaturized transmitter incorporated. All equipment was searched for "bugs". Since everyone, including passengers, received the same scrutiny, no one was offended.

CN'S VANCOUVER PROJECT NEARS COMPLETION

Canadian National's four-year program of major expansion of its rail facilities in the Vancouver area is virtually completed.

The \$32-million project, representing the largest investment in CN rail facilities since the railway began operating in B.C., includes:

- . Construction of a two-mile tunnel under sections of Burnaby and Vancouver;
- . Construction of a two-railway bridge across the Second Narrows;
- . Doubling in capacity and streamlining operations at CN's Port Mann yard, the major freight marshalling yard for Greater Vancouver and the Fraser River delta;
- . Construction of a new railway yard in North Vancouver.

The new route takes CN freight trains through the tunnel and on to the new bridge. As a result, long and heavily laden trains can now move direct between Port Mann yard and North Vancouver without having to go through the busy Vancouver downtown and waterfront bottleneck. In the past, CN trains for North Vancouver moved from Port Mann into the CN's Terminal Ave. yard in the heart of Vancouver. There they had to be broken up, transferred to CP Rail tracks and doubled back along the waterfront to the old Second Narrows bridge. The new route, while expediting freight movements to and from the North Shore, also eases the congestion in downtown railway yards.

CP RAIL MAY BUILD AUTOMATED YARD AT WINNIPEG

CP Rail is studying the possibility of locating a modern marshalling yard in the St. James-Assiniboia area, northwest of Winnipeg. According to a company spokesman, a study is underway; however, he discounted rumors that CP has already begun assembling land for the project, which would be comparable to Canadian National's highly-automated Symington Yard in Transcona, which covers 628 acres and cost \$24-million.

The following figures are attributed to the AAR by the French journal "La Vie du Rail", and represent the cost of moving 5000 tons of merchandise by three different modes from Atlantic to Pacific. Only depreciation, fuel and labour are involved. No cost has been attributed to rights-of-way, terminal facilities, roads or airports. It is suggested that the results would be much more overwhelmingly in favour of rail were the attributable costs for plant charged against the appropriate modes.

| | Rail | Highway | Air |
|--------------|---------------------------|---------------------------|----------------------------|
| Depreciation | \$ 4,691 (15 yr basis) | \$ 6,742 (10 yr basis) | \$222,564 (15 yr basis) |
| Fuel | 6,273 | 33,821 | 122,637 |
| Labour | 8,728 | 58,041 | 37,500 |
| Totals | \$19,692 | \$98,604 | \$382,701 |

(The odd amounts are the result of conversion from francs to Canadian dollars at current rates, i.e. .2821 cents per franc. Undoubtedly US dollars were originally transcribed into francs at some point so that these figures were probably originally rounded to a degree.)

'Rail' contemplates two trains, or a total of 84 cars and eight diesel units.

'Highway' contemplates 11 tractor and semi trailers of 600 hp.

'Air' contemplates five Lockheed cargo ships of 150 ton payload.

* * *

CANADIAN WESTINGHOUSE SELLS AIRBRAKE BUSINESS

* Canadian Westinghouse Co. Ltd. of Hamilton, a subsidiary of Westinghouse Electric Corp. of Pittsburgh, has agreed to sell its air brake business to Westinghouse Air Brake Co., a subsidiary of American Standard Inc. of New York, for about \$5 million. Westinghouse Air Brake offers to keep all 300 employees. Before the end of the year, a new company is to be incorporated in Hamilton as a subsidiary of Westinghouse Air Brake that will operate from Jan. 1 in space leased from Canadian Westinghouse.

Canadian Westinghouse says the sale makes sense because it was making air brakes under licence from Westinghouse Air Brake. Westinghouse Air Brake was sold to American Standard in 1968.

When Canadian Westinghouse was incorporated in 1903 it took over the assets of Westinghouse Mfg. Co., which had started to produce air brakes for the Canadian market in Hamilton in 1896. The acquisition will return the brake division to its original ownership.



CP RAIL PLANS MAIN LINE REALIGNMENT

CP Rail's transcontinental main line is being altered for the first time since 1916 as the company literally moves mountains to cope with an expected 80 per cent freight traffic boost by 1981.

A spur of Grotto Mountain at mile 61 Laggan Sub, west of Calgary near Gap Lake, is being blasted away to permit straightening of a curve which now slows trains to half normal speed at that point. The effect will also be felt at CP Rail's east-end Calgary Alyth switching yards. There 172,000 cubic yards of ballast carved from Grotto Mountain will anchor tracks in a new \$15-million computerized yard which will double CP Rail's freight handling capacity by 1971.

Projections of CP Rail freight handling graphically outline the need. Potash shipments will be up 850 per cent by 1981 and the sulphur traffic will rise 200 per cent. Forest products and miscellaneous traffic, including piggy-back and auto loads will almost double by that time. Grain shipments, which now provide the bulk of CP Rail's freight business, will increase at a slower rate.

Planning experts say 480,000 cars of all kinds will be handled by 1971 in Calgary, an increase of 25 per cent over 1966. By 1981, 690,000 cars will be handled, 300,000 cars more than in 1966.

* * *

A CORRECTION.....

Contrary to the information published in the May/June '69 issue of the NEWSLETTER, page 52, the Vintage Locomotive Society Inc. of Winnipeg was unable to operate Winnipeg Hydro No. 3 and her train around the city. Continued red tape problems kept the ex-CPR 4-4-0 and her three coaches stored in Transcona.

However, No. 3 and her train were operated for the benefit of the members of the Vintage Locomotive Society within the confines of Transcona Yard on the 9th of August and again on the 21st of September. Two coaches No's. 354 and 355 (ex-GWWD) are owned by the Society. The combine is leased from the City of Winnipeg.

It is the hope of the Vintage Locomotive Society that this diminutive 4-4-0 and her train will be operated around the City of Winnipeg during the summer of 1970.

GWWD No. 3 is seen steamed up with her train of vintage equipment in Transcona Yard, for the benefit of the members of the Vintage Locomotive Society.



-- K. Gordon Younger.

EQUIPMENT NOTES...

CANADIAN NATIONAL MOTIVE POWER NOTES

* Eleven SD-40's, class GF-30f, have been delivered to the Grand Trunk Western from the Electro Motive Division of General Motors Corp. All are assigned to the GTW's Battle Creek, Mich. shops.

| | |
|-------------------|--------------------|
| 5900 -- Aug 27/69 | 5906 -- Sept 19/69 |
| 5901 -- Aug 27/69 | 5907 -- Sept 21/69 |
| 5902 -- Aug 27/69 | 5908 -- Sept 21/69 |
| 5903 -- Aug 27/69 | 5909 -- Sept 21/69 |
| 5904 -- Aug 27/69 | 5910 -- Sept 28/69 |
| 5905 -- Aug 30/69 | |

* Four additional class GF-30e SD-40's have been received by CN from the Diesel Division of General Motors of Canada:

| | |
|-------------------|-------------------|
| 5112 -- Oct 10/69 | 5114 -- Oct 24/69 |
| 5113 -- Oct 10/69 | 5115 -- Oct 27/69 |

Nos. 5098-5110 are assigned to Symington (Winnipeg), while Nos. 5111-5125 -- equipped with dynamic brakes, as are the first eight SD-40's on CN, Nos. 5000-5007 -- are assigned to Calder (Edmonton), for ultimate use on coal unit trains.

In a trade of assignments, Toronto Yard assigned SD-40's 5076-5097 have been transferred to Calder, while Calder-based Nos. 5008-5030 (less 5011) are now at Toronto.

* CN's espousal of the SD-40 continues with a further order for fifty from the Diesel Division of General Motors of Canada. Slated for 1970 delivery, the units, to be classed GF-30h, will be numbered 5126-5175. Nos. 5126-5130 will be equipped with dynamic brakes.

* C630's 2004-2011 have been transferred from Montreal Yard to Moncton, the latter four on August 1st, and the remainder on September 1st, 1969.

* CN reports the retirement of thirteen diesel units and two steam generator cars, as follows:

| | |
|--------------------|--------------------|
| 34 -- Sep 16/69 | 3093 -- Sep 29/69 |
| 38 -- Sep 29/69 | 3816 -- Aug 22/69 |
| 1802 -- Aug 19/69 | 3851 -- Aug 19/69 |
| 3022 -- Aug 22/69 | 3863 -- Aug 19/69 |
| 3077 -- Aug 22/69 | 3874 -- Aug 19/69 |
| 3082 -- Sep 29/69 | 9061 -- Sep 16/69 |
| 3083 -- Aug 22/69 | |
| 15412 -- Aug 19/69 | 15615 -- Aug 19/69 |



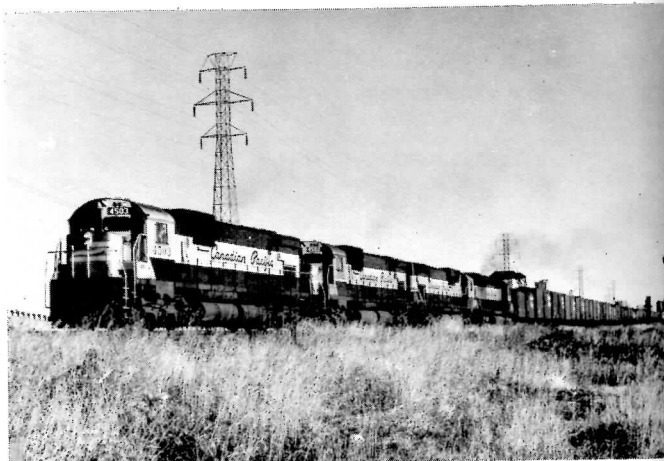
New PGE Century c-630's 701-4 are seen working their way westward over CP Rail to their new home. The scene is near Cambie, B. C., as the train rumbles out of the approaches to Eagle Pass.

--Clayton F. Jones.

CP RAIL MOTIVE POWER NOTES

* Delivery of the eleven C630's of the DRF-30d class has been completed by MLW-Worthington. The locomotives are equipped with a variety of specialized appliances for particular application to unit coal train service in British Columbia (May/June NL, page 58). Delivery dates are as follows:

| | |
|-------------------|-------------------|
| 4508 -- Nov 4/69 | 4570 -- Oct 17/69 |
| | 4571 -- Oct 17/69 |
| 4550 -- Oct 2/69 | 4572 -- Oct 23/69 |
| 4551 -- Sep 29/69 | 4573 -- Oct 24/69 |
| 4552 -- Oct 14/69 | 4574 -- Nov 3/69 |
| 4553 -- Oct 14/69 | 4575 -- Nov 7/69 |



CP Rail's mountain divisions in the west were formerly GM and CLC territory. Now MLW power is making inroads as seen by this brace of locomotives--4503, 4502, 4501, and 5553 heading a freight on the Laggan Sub at Bow Trail, Alberta.

-- Robert A. Loat.



Former CP Rail 14, now lettered for here new owners, Crestbrook Forest Industries Ltd., is seen at here new owner's mill at Canal Flats, B. C.

-- Clayton F. Jones.

BRIEFLY...

* CP Rail official car 'Mount Royal', assigned to Toronto has been renamed 'Ontario', no doubt in keeping with its assignment; a second official car at Toronto, 'St. Andrew' has received the aluminum-and-Action Red CP Rail paint treatment.

* Grand Trunk Western has purchased from private owners the Budd-built business car 'Adios II', formerly NYC official car 28. The new car takes the GTW number 90, while the incumbent 90 (purchased from C&O in 1964) is renumbered 81, displacing the existing 81 which takes the number 80 pending its retirement.

* The five sets of twin-diners leased some time ago from the Pickens Railroad by CN have been purchased by the company; they carry CN numbers 600-605 and 608-611.

* CN has placed an order for 500 box cars, at a cost of \$10 million, with National Steel Car Corporation of Montreal.

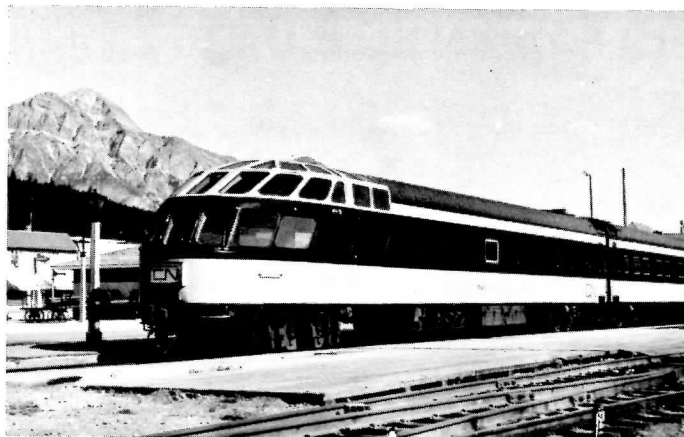
The cars will be built at National Steel Car's Hamilton, Ontario, plant. Each has a capacity of 70 tons and will be used for newsprint service.

Delivery is scheduled to begin in January 1970 and will continue at the rate of ten to twelve cars a day until the order is completed in March 1970.



Formerly Canadian Pacific, Algoma Central 416 is seen at Canyon, Ontario on August 9th.

-- John Thompson.



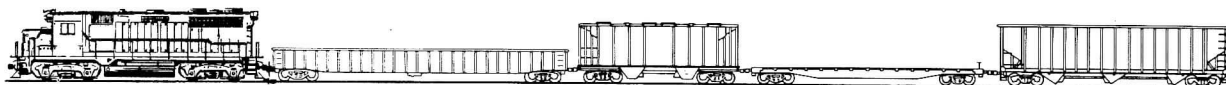
The first extended visit of CN's Skyview cars to Western Canada occurred this past summer when three such cars were used on the Jasper - Prince Rupert trains. Witness "Trinity" as Jasper on July 23rd.

-- Clayton F. Jones.

CP RAIL DONATES ROLLING STOCK TO HERITAGE PARK

* A Canadian Pacific official car and caboose, No. 436209, have been donated to Calgary's Heritage Park by the Company.

The official car, No. 5, began life in 1902 as the dining car 'Warwick', constructed in the Canadian Pacific's Hochelaga Car Shop in Montreal. In 1917, it became a parlor car, but retained its original name; a year later, both name and number were relinquished in favor of the name 'Amiskwi'. It became a business car in 1919, carrying the name 'Rupertsland'; subsequent designations were 'British Columbia' in 1946, 'Pacific' in 1947, and No. 5 in 1961.



WORTH NOTING...

- * CP Rail has commenced construction on a new passenger station in St. John West, N. B. The \$480,000 structure will enable CP Rail to vacate the present Union Station site, required by a provincial urban renewal plan.
- * U.S. Warehousing magnate D. H. Overmeyer plans to establish a \$50-million unit train operation over the next three years to link Vancouver and Montreal. The 100-car trains--permanently coupled container flats--and their locomotives would be owned by Overmeyer under his plan, although rail ownership was not ruled out.
- * That's the trouble with success! ONR was forced to suspend liquor service on its Cochrane--Moosonee excursions this summer because it became a physical impossibility to serve the 800-900 people that rode each train.
- * Train travel during 1968 was 24 times safer than automobile travel and three times safer than going by airliner, according to the Association of American Railroads. It said 13 rail passengers died accidentally last year compared with 36,000 motorists and 258 airline passengers.
- * Northern Pacific has dropped the U.S. portion of its trains 13 and 14 between Winnipeg and the Twin Cities; the RDC still shuttles between Winnipeg and Pembina, N.D.
- * An open-switch accident at Mirror, Alta., injured 30 persons on August 26th when a CN RDC collided with a number of stationary boxcars.
- * CN's International Consulting Division--an arm of the Company equipped to provide professional transportation consultation to foreign countries--will be contributing skilled personnel to transportation studies for the Korean National Railroad. Already CN experts have taken assignments in India, Turkey, Pakistan, Argentina, Nigeria, Tanzania, and Jamaica.

A MOST UNUSUAL PRIVATE CAR



By John D. Thompson. Photograph the Author.

Between the 11th and 20th of August 1969, Toronto Union Station played host to a unique railway car. The vehicle was the photographic demonstration car "Silver Messenger", owned by the Nord Photo Engineering Corporation of Minneapolis, Minnesota. Until early 1968 the car had been Pullman sleeper 1456, the "Eugene Field", of the St. Louis-San Francisco Railway. At this time, following the demise of Frisco passenger train operations in 1967, the car was purchased by the Nord Corp. as a mobile showroom for their photographic products. The "Silver Messenger" is hauled around the United States and Canada in the consists of regularly-scheduled passenger and freight trains, following a planned itinerary. The car is set out at various communities along its route for periods varying in length from one day to over a week. During this time the "Silver Messenger" is visited by local professional photographers at the invitation of the Nord Corp. A maximum of forty people visit the car during the course of any one day, and no more than twenty visitors are inside the car at any one time. Photographic lectures are given in the car's lounge area, using a blackboard and motion pictures, by three Nord employees who travel with the car. The visitors are also invited to make colour enlargements free of charge in the car's two darkrooms. At the conclusion of the car's stay in a given city, the car is then attached to a regularly scheduled train for its journey to the next community on its itinerary. Regular charges for handling private cars—twenty first class, or, in the CN's case, white or blue fares, in addition to switching and storage charges, are levied by the railways.

The "Silver Messenger", ex-"Eugene Field", was built by Pullman-Standard in October 1947 as a fourteen roomette, four double-bedroom lightweight sleeping car. It was one of seventeen such cars bought by the Frisco as part of their postwar passenger train modernization program. These sleepers was service to such farflung cities as New York, Miami, Chicago, Kansas City, and San Antonio, as part of the interline Pullman operations of the Frisco. Several of the Frisco Pullmans were operated in trains 1 and 2, the "Texas Special", which was a pooled operation of the Frisco and the MKT between St. Louis and San Antonio, Texas. This train consisted of sleepers, diners, coaches, baggage and observation cars from both railroads. Some of the streamlined cars used did not have their owners' names on the letterboards, but instead carried the name "Texas Special" in red script in this location. By 1962 the Frisco's passenger operations had declined to the point where the sixteen sleepers (one had been scrapped following a wreck) were in excess of existing requirements. Therefore five of the streamlined Pullmans, including the "Eugene Field", were leased for operation on other railroads, which included troop train service. By 1965 the Frisco's sleeping car operations had ended, and twelve of the railway's lightweight sleepers were sold to the Canadian National for further use.

The "Eugene Field" and the other three remaining sleepers were sold in early 1968 to a Kansas City scrap dealer. Although the Pullmans were still in good condition, it was deemed to be more expedient by the Frisco to sell the cars for junk rather than as operating equipment to another railway, such as the N de M. The Canadian National, although advised of the availability of the cars declined to purchase them.

At this stage the availability of the Frisco sleepers became known to Mr. Roy Clapp, President of Nord Corp. This gentleman had been seeking a modern passenger car for his company for use as a travelling school for professional photographers and to acquaint them with Nord Corp. Accordingly Mr. Clapp journeyed to Springfield, Missouri and inspected the four sleepers at the Frisco's shops. Inasmuch as all of the cars were in equally good condition, the "Eugene Field" was selected as the Nord car on a purely random basis. The scrap dealer re-sold the "Eugene Field" to the Nord Corp. for \$6,000. The sleeper was then delivered to the Nord plant at Hinckley, Minnesota in April 1968. Here the car underwent alterations to prepare it for the role of a photographic demonstration car. The fourteen roomettes were completely removed, the four bedrooms being left intact. Two small darkrooms were installed in the centre of the cleared section, using plywood sheathing attached to a steel frame as walls. The remainder of the space formerly occupied by the roomettes was converted into a lounge and dining area. Redecoration included new carpeting, armchair walnut finish and vinyl wall treatment, as well as accent tile and recessed lighting on the ceiling. A small kitchenette area consisting of a sink and hot plate was installed in the area which formerly contained the porter's berth, one end of the car. The steam ejector air conditioner was removed and replaced by two electro-mechanical units driven by a pair of newly-installed Onan twelve kilowatt diesel electric generators. These generators also operate electric radiators in lieu of the conventional steam heating system and provide power for the car in place of the original belt-driven generator. Although the car's batteries were now surplus, they were retained in their boxes as ballast. The steam piping in the water tank was replaced by electric immersion heaters and additional insulation was placed on the tank. The purpose of all of these changes was to make the "Silver Messenger" self-sustaining, thus permitting operation in freight trains. The car retains its Frisco colours of red ends and trim along the sides. Equipment carried by the "Silver Messenger" includes a motion picture projector, screen, tape recorder, enlarger, roll paper and a processor. The bedrooms are used for storage of material and as sleeping quarters for the three attendants who accompany the car on its travels.

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Following completion of alterations, the "Silver Messenger" was sent on a tour of the north-western United States during the autumn of 1968. Among the cities visited were Butte, Idaho, Portland, Oregon, and Seattle, Washington. The car travelled in the consists of such trains as the Northern Pacific's "North Coast Limited", the Great Northern's "Western Star", and the Union Pacific's "Portland Rose". At the end of this tour the car was returned to storage at Nord's siding at Hinckley, Minnesota. In mid-January of 1969 Nord sent the car on a tour which saw the onetime Pullman pay a visit to San Antonio, Texas, before touring the southern and eastern United States. On June 28th the car arrived in Montreal in the consist of D & H No. 9, "The Montreal Limited". It was then turned over to Canadian National for the start of a two-month tour of Eastern Canada. Among cities visited were Sydney, Halifax, St. John, Moncton, Campbellton, Quebec City, Shawinigan, Ottawa, Sudbury, Toronto, London, and Windsor. While in Canada the private car was carried in the consists of such famous trains as the "Scotian", "Panorama", and "International Limited". Following completion of the car's stay in Windsor it was taken by car ferry to Detroit and turned over to the Chesapeake & Ohio. From Detroit the "Silver Messenger" was moved to Toledo, Fort Wayne, Decatur, St. Louis, Kansas City, and finally Des Moines, Iowa, where it wound and returned to storage at the Nord plant.

The Nord Corp. has been well satisfied with the operation of the "Silver Messenger", which was a public relations and business promotion project intended to bring the company's name before professional photographers. Although it was planned for 1970 to send the car into the southwestern United States, such an operation has been made difficult by the discontinuance of so many passenger trains in that country. To add to the problem many railroads are reluctant to handle the car on freight trains. Consequently it is undecided as to whether the "Silver Messenger" will see future operation. The former Pullman sleeper may continue to survive, however, as President Clapp of Nord is interested in seeing it preserved in a railway museum when his company is through with it. This would certainly be a fitting conclusion to the story of the "Eugene Field".

Special thanks are due to Mr. Roy Clapp, President of Nord Corporation, and to Messrs. Carl Ehrke, and Arthur Johnson, who supplied information for this article.

New car checks track conditions



-- Canadian National.

A new invention of Canadian National is helping that company keep tabs on the condition of the company's 25,000 miles of mainline track throughout the country.

Called a track recorder car, this invention is a joint development of scientists of CN's Technical Research Centre and the CN Engineering Department.

The car is a converted coach, and is filled with machines and computers. It is capable of measuring and evaluating track conditions at speeds of up to 100 miles an hour. When the car is in action nothing touches the track but its wheels, through which electric impulses are sent to a computer in the car. The computer analyses the information it receives and gives a print-out reflecting the condition of the track as well as a profile of each rail.

With a printed record of this kind, maintenance engineers can see irregularities in the track and take steps to correct them. Allocating funds for maintenance is also made easier.

The car, staffed by three technicians, will log more than 50,000 miles of track in a year, covering the system at least twice in that time. CN is now negotiating with private companies interested in purchasing manufacturing rights for the car.

A LOOK AT WELDED RAIL

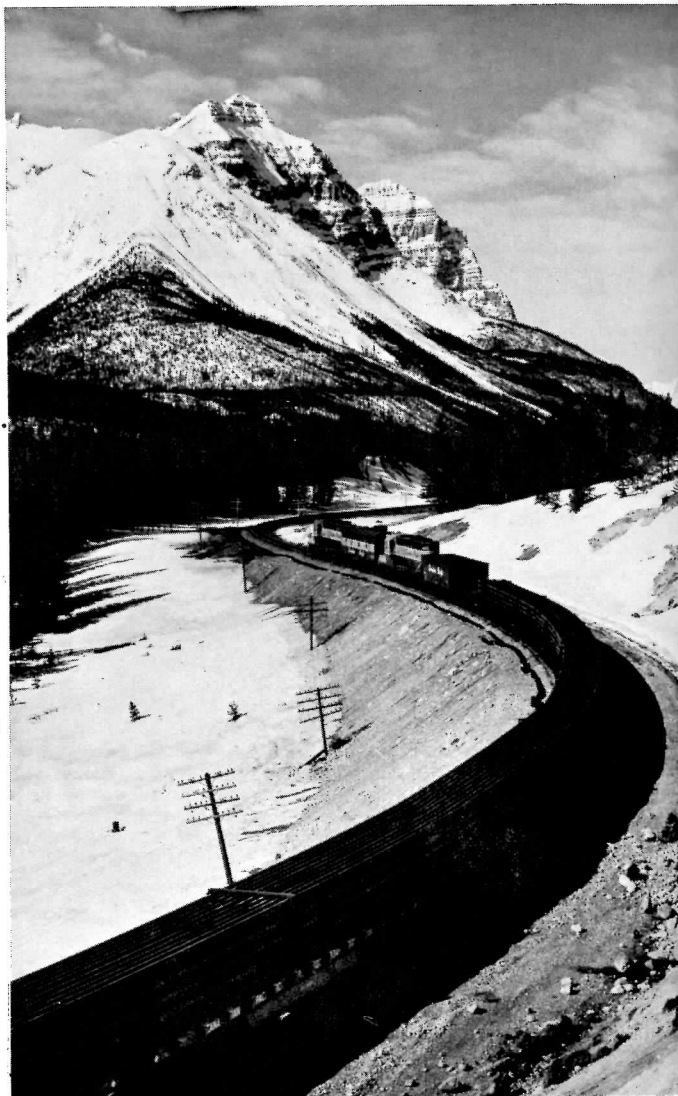
A sound quite familiar to all railroad passengers -- the "clickety-clack" of steel wheels passing over rail joints -- is fast becoming a thing of the past on Canada's railways. This sound is disappearing all over the country as Canada's railways install welded rail in a continuing program of track maintenance and line upgrading. By reducing the number of joints per mile of track from 270 to four, the railways are realizing savings in maintenance costs, and savings in wear and tear on rolling stock.

Both major railways are undertaking programs of welded rail installation. On the CNR, a program begun in the early 1960's is being accelerated, with 300 miles laid in 1968, and another 400 miles laid this year. CP Rail began laying welded rail on the Keewatin Subdivision east of Winnipeg in August 1968.

Welded rail is not a new innovation on the railway. The first installation of welded rail was undertaken on the Delaware & Hudson Railroad in 1933 and was reported still in use up to four years ago. It is estimated that the life of a continuous welded rail section is almost double the life of a standard bolted joint rail section. Standard 39 foot rails are welded into sections from 78 up to 1440 feet by means of electronic flash welding. This process fuses the two ends of the rails together in such a manner that there is complete intermingling of material from each rail so that the two pieces are atomically bonded. This means that the weld becomes as strong as the parent material.

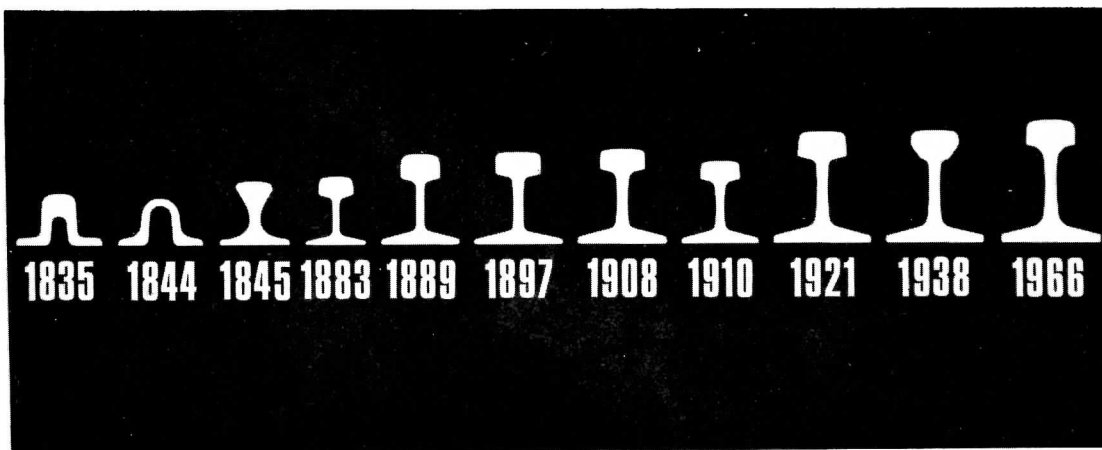
The first iron rails produced in the Western Hemisphere were produced in New Glasgow, Nova Scotia in 1829. Steel came into use for rails after the development of the Bessemer steel making process.

In the 1880's 56 pound (to the yard) rail was the standard in use on the CPR. Weight was gradually from 60 pound to 80 pound rail, the standard for mainline use at the turn of the century. In 1908 the CPR began replacing old track with 85 pound rail. This became the standard weight for mainline trackage and remained so until 100 pound was introduced in 1937. Today branch-line trackage is laid with predominantly 85 pound rail.



A train of welded rail snaking its way through the Rockies on its way to the installation site.

-- CP Rail Photograph.



The shape of CP Rail tracks has not changed in the last one hundred years -- only the weight.

-- CP Rail Photograph.

CP rail is fabricating continuous welded rail sections in an ultramodern facility at Smith's Falls, Ontario. The plant is portable, being housed in three bright green railway cars. As the rails enter the first car they are cleaned and polished to remove any foreign matter that may have been left on the rail at the rolling mill. The cleaning assures absolute contact on welding. The two rail ends are clamped and aligned and copper electrodes are placed in contact with each rail as close as possible to the end to be welded. This keeps heat penetration into the body of the rail to a minimum. Contact between the two rail ends causes a short circuit that induces resistance heating and the complete preheating cycle brings the rail ends to a plastic, molten stage at which point forging takes place. Great pressure squeezes any foreign matter, gases and surplus molten metal from the joint. This is known as the "final flash". The excess metal can be seen at the joint like tooth paste emerging from a crack in the middle of the tube. After grinding the rail is inspected. A magnetic particle test is run to assure that no surface imperfections show up. The massive length of rail is visually inspected for any hooks or kinks.

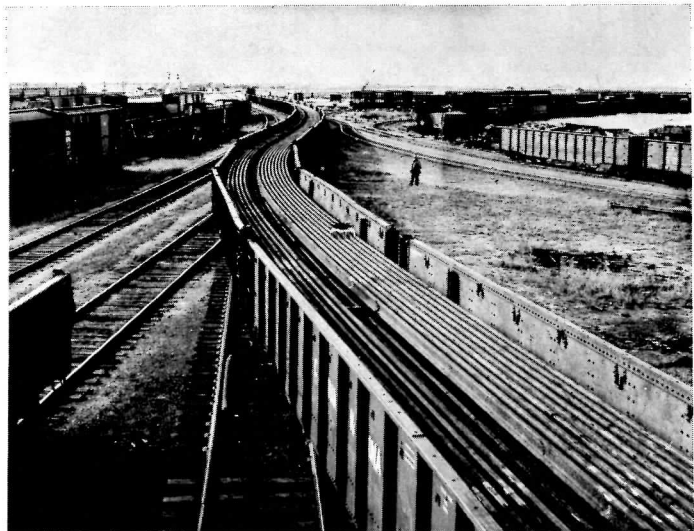
Canadian National uses both in-shop welding and welding on line techniques. CN operates rail-welding plants at Winnipeg and at Edson, Alberta. Recently a combination of the two techniques were employed to produce a 19-mile stretch of unbroken track between Hudson Bay and Canora--the longest joint-free section of rail in Canada.

The extra long lengths of rail are transported in trains of up to 30 flatcars or open gondolas. The flatcars used are designed to hold the rails loosely in what are known as pigeonholes, much in the way that slats of venetian blinds are held, so that the train can move freely around curves.

The 1969 welded-rail laying of both railways is well underway. 130 pound sections are being laid by CP Rail through the Rocky Mountains. Canadian National is laying welded rail in the Maritime Provinces in sections of northern New Brunswick and the Gaspé.

An interesting question is posed by the use of welded rail on Canada's railways: How does one allow for expansion and contraction on a quarter mile strip of track? The answer is fairly simple; the track must be spiked down within a certain temperature range and three times the number of spikes are used in every mile of welded rail as opposed to standard track.

* * *



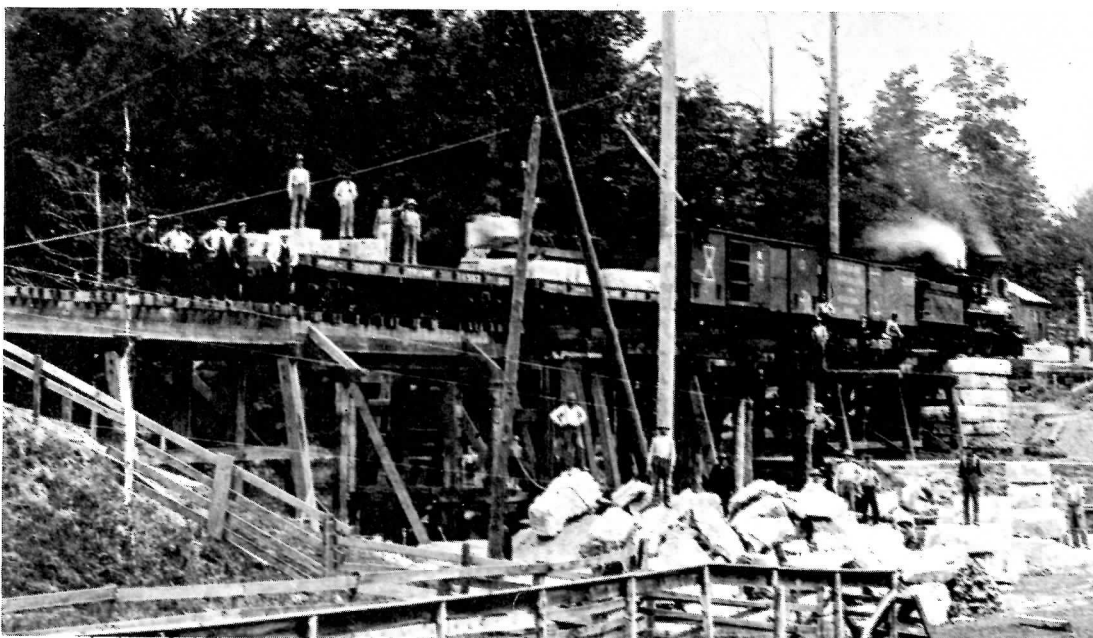
A train of welded rail sections emerging from the CN plant in Winnipeg.

-- Canadian National Photograph.

IDENTIFICATION WANTED

This interesting old photograph is of a Grand Trunk construction train hard at work somewhere in Southern Ontario. This is about all we know about the picture. Perhaps some knowledgeable reader may be able to help with identification by shedding some light as to location and the probable date. One expert has made a guess as to around 1890.

What do you make this out to be? All guesses gladly received by the Editor.



-- J. Roach Collection.

OCTOBER 25TH.....6218 TO ST. THOMAS

By Carleton Smith.

Saturday, the 25th of October dawned clear and cool over Toronto. 6218 departed Union Station at 8:15 AM, right on the advertised, with neither a jerk or sudden lurch to warn us of our departure. After a fast run, with cinders sounding like hail on the baggage car roof, we arrived in Hamilton at 9:15 AM. Our locomotive was cut off and backed down to the diesel shops for coaling and watering, and to pick up our helpers, a pair of 1200-series switchers--1204 and 1209, very degrading for our proud locomotive. I am still undecided whether these helpers pulled or were actually pushed up the Niagara Escarpment.

On to Caledonia where the diesels were left. Thank goodness!! After a short operational pause we moved on to the well-known trestle over the Grand River, mile 17.6 Hagersville Sub, for the first runpast of the day. At this runpast and at each succeeding one the engineer gave us an excellent example of a steam engine performing as it had for many years--high speed, lots of smoke, and cinders flying, just what the photographers, sound men and fans wanted. After this most successful runpast we proceeded on to the second photo stop which was at mile 64.2 Cayuga Sub at a small bridge. Here again an outstanding show of modern steam power in operation was given by our engineer. Leaving this location we travelled on to Simcoe where the locomotive was watered by the local Fire Department.

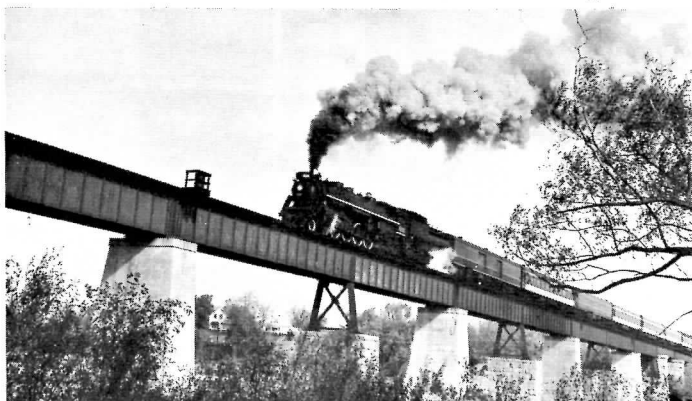
After leaving Simcoe we moved on to mile 96.2 Cayuga Sub, a level crossing, where once again we had the opportunity to watch our locomotive in action and to record it on film and tape. Another fast run took us on to our destination St. Thomas, where we had a chance to visit Pinafore Park and ride the Pinafore Park Narrow Gauge. This line operates the rolling stock from the former Huntsville and Lake of Bays Railway which was moved to St. Thomas by the late Percy Broadbear and his son Don, now the operator of the railway.

During this time the train was wyeed and prepared for the return trip. The 'all aboard' was sounded and we were ready for departure when word arrived that a diesel and a car had fought a duel at a level-crossing at the east end of the yard. This resulted in a delay and our departure was held up for about an hour. Finally quitting St. Thomas, we returned to Simcoe where our locomotive was again watered.

Between Simcoe and Caledonia Noreen McNairn picked the winning tickets of the UCRS Hamilton Chapter draw.

There was an operational pause at Caledonia and then on to the escarpment for a night view of Hamilton and its many lights. The locomotive was watered and coaled in Hamilton for the return trip to Toronto.

Not only was 6218 appreciated by the 600 fans on the train including our V.I.P. of the day, Colonel Harlan Sanders, but also the many people who lined the tracks to see CN's famous 4-8-4 pass through their towns.



The locomotive is seen here on former London and Port Stanley trackage, wyeing the train at St. Thomas.
-- Robert D. McMann.

A RAIL...



Colonel Harlan Sanders, of Kentucky Fried Chicken fame, was an enthusiastic patron of the steam excursion. He is seen posed beside the cab of 6218 at Simcoe.

-- Robert D. McMann.



6218 crossing the Grand River on the first runpast of the day, giving the fans a fine showing of smoke and sound effects.

--Robert D. McMann.

...GOOD WEEKEND

By Godfrey Mallion.

OCTOBER 26TH.....A TOUR AROUND TORONTO ON THE TTC

Sunday, October 26, 1969 turned out to be a grey and overcast day. This was the day of the UCRS autumn trolley trip. Upon arriving out in the east end of the city at Russell Division (Queen and Connaught), I noticed that I was not the first fan there. Four fans (including one from Guelph and one from Buffalo) were all ready standing on the sidewalk in front of Russell and were busy surveying the scene and taking pictures. Scarifier TP-11 and track plough W-1 were two pieces of work equipment commanding most of their attention. A-4 class air-electric PCC 4261 headed a row of Toronto and ex-Cincinnati air cars on track 18. This would be our car for the day.



With the operation of MU cars on the QUEEN streetcar route, it is a rare occasion to see an air car in Neville Loop. Pictured is fantrip car 4261, posed for the fans.

-- Robert D. McMann.



The highlight of the day -- 4464 and 4261 posed very nicely at Hillside Wye in the Borough of Etobicoke.

-- Robert D. McMann.

In the 45 minutes before the boarding time for our car 40 fans joined our group. At 9:25 AM we were allowed aboard 4261. The fans remarked at some of the evident signs of age. 4261 is the last of a group of cars (4260-4274) that were placed into service during January and February 1944. Twenty-five years of salt on the wintry streets of Toronto has caused rust to form on the exterior of our car. Even the advertising cards inside showed that buses are taking an increasing role in Toronto traffic. (A "Move to the Rear" poster showed a crowded bus.

A fan noticed the absence of a destination route sign index card (probably because air cars are now used only in rush hours on KINGSTON ROAD, CARLTON and KING routes.) Another fan checked our stop alighting bell. It performed without problem. The hissing of the rear exit doors reassured some trip veterans.

The driver was busy releasing the parking brake, and checking the indicator signs (both marked 'Private'). As we pulled behind the division office the operator checked the sand. The fans enjoyed the ringing of the car bell as we pulled out of the division. Enjoyment increased as we proceeded to our downtown boarding point at York and Wellington. The fans' merriment gained steam as we performed the first ever runpast of a certain UCRS member's car as he raced to beat us to the downtown boarding point. We have heard of steam train chasing, but streetcar chasing?? Some members will try anything to catch up with the popular trips.

As we waited on Church St. for our second car (all-electric ex-Cincinnati 4568) to arrive, the fans aboard 4261 had a chance to reflect on Saturday's steam excursion. The general feeling was that a good time was had by all.

With the arrival of 4568 the two cars began one of the most interesting (and well patronized) trolley fantrips to date. Some of the highlights are described below:

- * The operator's assistants. These two competent UCRS members handled the switch-changing and pole resetting chores. One chap aboard 4261 is still fatigued from resetting the pole eleven times during the day.

- * Photo stops. These were included as often as the regular service schedule would allow. Many automobile drivers craned their necks to see the "parade" when they noticed the fans lining the streets with their camera equipment.

Two fans are still mumbling about their choice of location on one of the morning photo stops. Just as they were about the photograph our cars making a circuit of an east end loop a bus pulled up to the bus stop beside them. One of them has a beautiful picture of a TTC union label for sale.

- * Wyeing of both cars at Hillside wye in Etobicoke. This operation, commonplace in the early part of the century, has now been replaced by the more efficient looping procedure. Fans took a multitude of pictures as 4261 and MU car 4464 (which had replaced 4568 because of its outside appearance) pulled into the stub track. Then the process of turning the switch and backing the cars out of the stub so that they now faced the opposite direction to the way in which they started, was completed. The fans loved every minute of it.

The trip was completed in bright sunlight at 4:00 PM at Russell Division. As I left I noticed the same four fans who were there early this morning. Their enthusiasm was burning even more brightly now.

the

DON STATION

PRESERVATION

Toronto's venerable old Don Station has found a new home. Now under the care of the East York Foundation, a historical group in the Borough of East York, the station was moved from its original site on the west bank of the Don River, at the intersection of King and Queen Streets and Bayview Avenue, to a new location in Todmorden Mills Park, north of Bloor Street on the east side of the Don Valley.

Built in 1910, the station was an embarkation point for troops leaving Toronto for two World Wars. The station was nearly destroyed by fire twice in its career. The station was closed in 1967 by Canadian Pacific, who provided staff to man the station in its last years.

The station was moved on the nights of August 2nd and 3rd in two sections. The station was moved in sections because of clearance problems encountered on the route followed to move it to the new location. The cupola was moved on the night of the 2nd, with the remainder on the 3rd. The move was completed in the early morning hours following Broadview Avenue to Pottery Road, then down to the valley floor to the park site.

Located in an attractive location in Todmorden Mills Park, the station faces northwest to the Don River. The building is currently being restored by the members of the foundation. The passenger office will house a display of historical photographs, records and memorabilia of transportation and communication in the Don Valley. The rest of the building will provide work and storage area for the workers of the foundation. It is expected that the building will be opened for display in the spring of 1970.

Cost of the actual moving of the station was between seven and eight thousand dollars, which is being raised by the East York Foundation. All persons wishing to make contributions will receive receipts which may be used for income tax deductions and cheques may be made payable to the East York Foundation (Room A, 550 Mortimer Avenue, Toronto 359).



The Don Station at its new location in a lovely setting in Todmorden Mills Park, on the east side of the Don Valley.

-- Robert D. McMann.



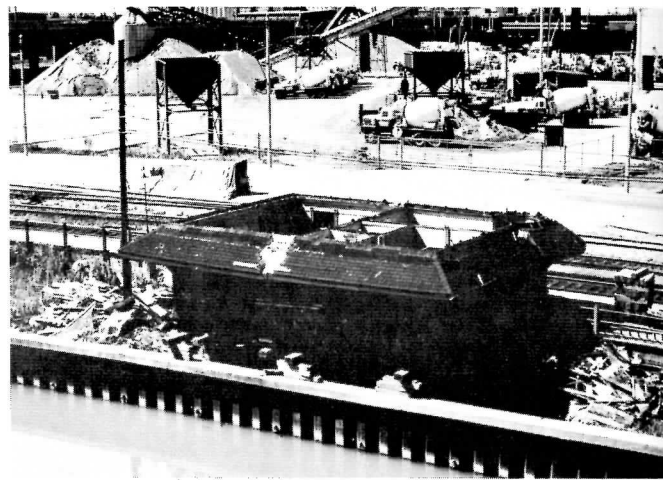
Toronto's Don Station, as it appeared the weekend before it was moved to its new location. Shown here are details of the work necessary to move the station in sections.

-- Robert D. McMann.



The back of the station, looking to the west and the former location of the Toronto Railway Company's King Division at St. Lawrence St., destroyed by fire in 1916.

-- Robert D. McMann.



The station as it appeared on Sunday, August 3rd, showing the interior of the building after the roof and cupola had been removed.

-- Robert D. McMann.

TRACTION TOPICS

Edited by Alf Nanders.

* On October 17th, 1969, Metropolitan Toronto Council voted 14 to 10 to approve construction of the second extension to the Yonge Street Subway from Sheppard to Finch Avenue. The first stage of the North Yonge Extension is presently under construction between Eglinton and Sheppard Avenue, with operation planned for 1972.

Construction of the extension is expected to begin in 1973, and will take about two years.

Last April, Metro Council decided not to extend the subway beyond Sheppard Avenue. However two weeks following the decision, the Province of Ontario announced that it would pay fifty percent toward the cost of construction instead of one-third. The Province's share will be \$10,254,000.

A total of \$15,862,000 will be paid out of the current two-mill tax levy and the remaining \$5,126,000 will be borrowed. The Toronto Transit Commission will bear no costs for the construction of the extension.

The Borough of North York has offered to build commuter parking facilities at the Finch Avenue terminal site.

* On October 28th, 1969 the TTC opened the tenders for new subway cars and found that prices had increased 65 percent since the last order of cars was purchased in 1966.

The lowest bid, submitted by MLW-Worthington Ltd. of Montreal, was \$167,734 for type A cars and \$164,734 for type B cars. Other bids submitted were by Canadian Vickers Ltd., \$243,152 for A and \$238,207 for B, and by Hawker-Siddley Canada Ltd. for \$181,090 and \$177,852.

Subway cars come in two-car units (A and B) with some equipment used for both cars in the A car only to save costs. Prices quoted were for the first eighteen pair of cars, and will come down when it is decided how many cars will be needed. Eventually between 74 and 100 cars will be needed for the extension.

In 1966 the TTC paid \$94,561 and \$93,082 for 164 cars for the Bloor-Danforth Subway, built by Hawker-Siddley Canada Ltd.

The new cars are required for the 4-mile North Yonge Extension now under construction and to meet expected additional service demands on Toronto's subway system. Delivery is to be completed during 1971.

Compatibility with existing subway cars delivered since 1962 is specified and the cars purchased will be required to operate in multiple with the existing fleet (5300-5499).

Special emphasis has been given in the specifications to reliability and ease of maintenance of cars, and minimum means miles between defects have been set out for a number of pieces of car equipment and components. Sound and vibration criteria which must not be exceeded are set out in considerable detail in the specifications.

The tender also makes provision for the inclusion of specific experimental features in some or all of the last six cars of the contract. These features are chopper controls which will provide true regenerative braking, low surface density radiant heating, augmented acoustic treatment to achieve a target reduction of at least five decibels in the specified design objectives, and alternating current auxiliary system for such components as ventilating and heating motors, damper motors, defrost motors, etc.

* The TTC carried out the first subway riders' travel survey since 1966 on October 30, 1969, in an effort to help plan future subway operations.

Passengers were given coded punch cards. They were asked to tear off perforated corners, one to indicate a transfer at the Bloor-Yonge Station, another to show a change of trains at St. George Station. The cards were collected at subway station exits for later computer analysis.

* Imitation is the best form of flattery, so it appears. The Edmonton Transit System, considering the construction of a rapid transit system using existing rail lines, contacted three potential Canadian car manufacturers, and three in the United States, asking them to deposit their bids for the Toronto subway car order in Edmonton in trust the day before the bids were to be opened in Toronto. Edmonton was to open the day after.

Edmonton requires from 24 to 30 cars for its system and wishes to use the TTC-designed car as its basic design making its own modifications. It wished to order its cars at the same time the TTC orders its cars for the North Yonge Extension, to achieve a saving in price.

Needless to say, the TTC Commissioners were not at all amused and took a very dim view of this backhanded way of design theft.

* The age of the "instant replay" has come to the Toronto Transit Commission. With \$5,000 worth of video-tape equipment, TTC planners will be able to make their case with pictures when they try to convince transit commissioners or Metro police of some necessary move or change.

The equipment consists of a camera and sound recorder on a tripod and a portable camera-recorder together with a TV screen on which tape can be played back instantly. When not in use for planning the audio-visual tape can be used for training TTC operators, showing safety procedures and public education.

* TTC PCC's 4321, 4333, 4712, 4755 and 4760, stored long time residents at Hillcrest (May-June NL), have been partially stripped of important parts. Only car 4455, reported in the above lineup, has since been repaired and returned to service.

* Car 4453, eastbound on the KING route suffered heavy damage to its front end when it was struck head-on by a motor vehicle at King and Shaw Streets recently. Several passengers were injured. PCC 4701 pushed the disabled car to Roncesvalles Carhouse.

* Never in recent years has the Canadian National Exhibition been served by fewer streetcars than in 1969. The KING-EXHIBITION route was shortened from its former terminus at Woodbine Loop to an interesting downtown loop. Cars were looped via Church, Richmond, Victoria, Adelaide to Church and return to King St. and thence to the Eastern Entrance of the CNE. On several occasions KING-EX cars were observed looping via Church, Richmond, Victoria, Queen to Church (the LONG BRANCH looping). This movement enabled streetcars to pass each other, a frequent requirement on the seasonal CNE transit routes.

The Western Entrance of the CNE was served by the DUNDAS-EXHIBITION route, operating from Dundas West Station, unchanged from 1968.

Despite curtailed KING-EX service, Russell Carhouse found it necessary to borrow seven cars from St. Clair Division. 4509, -21, -23, -26, -45, and -47 were returned to St. Clair following the closing of the CNE on September 1st.

* TTC track gangs were busy this summer and autumn, improving the quality of several miles of streetcar track.

Work on Queen Street East between Church and Parliament Streets was concluded. It was good to see the return of Thermit-welded joints on this project, as described in the last issue of the NL. Investment in such high quality and high cost workmanship indicates the long life expected of the QUEEN streetcar line.

By contrast, the lower cost and faster method of joining sections of new rail together with spot welded fish plates was used on Dundas St. West between Sorauren and Lansdowne. This 800 foot section, used by both the CARLTON and the DUNDAS routes, was the only outright replacement on this job. Between Lansdowne and Ossington only worn stop rails were replaced while the rest of the trackage was levelled and realigned. Gone finally, is the spot west of Dovercourt where roadbed and tracks has settled so badly (from a sewer project in the 1930's), that streetcars passing in opposite directions came close to scraping letterboards. During the trackwork the south to east curve from Lansdowne to Dundas was removed. It has not been used since Lansdowne Avenue trackage north of College was taken out of service in 1966.

Other recent track jobs in various locations on the C system:

The exit ladder track of the former Lansdowne Carhouse located on Paton Road west of Lansdowne has been removed by the road contractor during repaving work in front of what is now Lansdowne Garage.

During the night of October 8th and 9th, the eastbound rails on the private right-of-way on the Queensway between Riverside Drive and Windermere Avenue were turned, realigned and reballasted. QUEEN night cars were turned at Sunnyside Loop, while a shuttle bus carried passengers to and from Humber Loop where a connection was made to the LONG BRANCH night car (run on this one time only).

Major track renewal on Queen St. West between Dovercourt and Lansdowne did not materialize. Repaving of the curb lanes on Queen between Gwynne and Cowan (done by the City of Toronto) was the only work done, the track allowance having been repaved some years ago. Only the rail at four streetcar stops located in the repaving area was the only work done in October 1969.

Trolley coach operations will cease in two more Canadian cities, eliminating the last reminder of the trolleys they replaced a generation ago. Quiet pollution-free electric buses will give way to growling, smoky diesel vehicles on January 1st, 1970 in Thunder Bay, Ontario (formerly Fort William and Port Arthur), and in Halifax, Nova Scotia.

In stark contrast the TTC continues to show its faith in electric buses. TTC 9020, which has been operating for the past two months on route 61-NORTOWN, will be joined by 151 similar sisters over the next three years.

At the Commission meeting of November 11th, approval was given to a program to rebuild the TTC trolley coach fleet over the next three years. Following a nine-month comparison of trolley coach operation versus diesel bus operation, TTC staff concluded that the buses could be rebuilt for a cost of \$34,700 each, \$4,000 less than the cost of a new diesel bus. The job for the rebuilding program will go to Western Flyer Ltd. of Winnipeg, who rebuilt the 9020 as a prototype. They will handle the contract at the rate of fifty a year, the first buses to be rebuilt early in 1970.

Also intimated in the report was the information that trolley coaches would replace streetcars on certain routes starting in 1972 when the North Yonge Extension of the subway opens. The first route affected will be the ST. CLAIR route east of Yonge St. and the track-age up Mt. Pleasant Road.



The new look in rapid transit in Chicago--- a pair of the new Budd built cars on the Dan Ryan line at the 87th & State station.

-- F. W. Schneider III,
Collection of R. D. McMann.

For more information about vanishing electric buses, write Mr. Tom Gascoigne, P. O. Box 565, Oshawa Ontario. Tom is Membership Secretary of the North American Trackless Trolley Association, a group issuing an informative monthly newsletter on a subject clearly beyond the objectives of the UCRS.

* Traction news from cities south of the border includes both wins and losses:

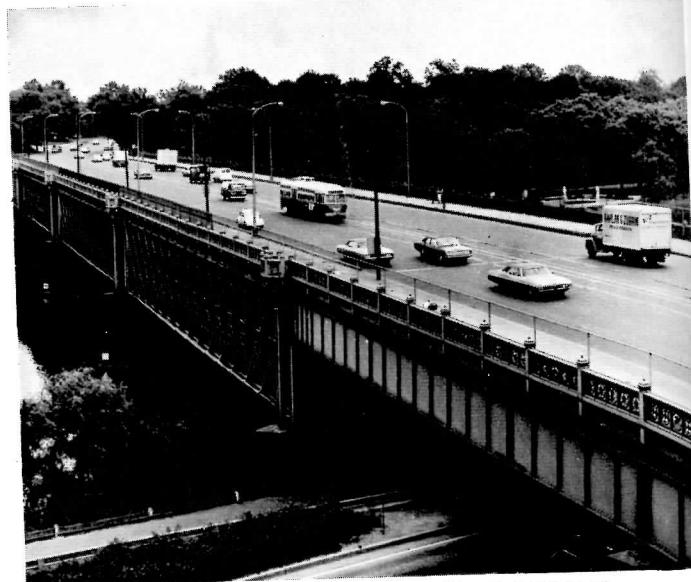
In Chicago an important extension to the already impressive rapid transit system was opened on September 28th. Service from the Lake Street elevated line is now through routed to the new rapid transit facility in the centre of the Dan Ryan Expressway as far as 95th St. The rapid transit line in the Kennedy Expressway is completed, but slow delivery of new rolling stock from Budd (and teething troubles with the new equipment) has postponed its opening until later this year.

While Chicago added a rapid transit line, New York City closed one. On October 3rd, the section of the Myrtle Avenue Elevated between Broadway and Jay Street in Brooklyn was abandoned and replaced by a new bus route (route MJ).

* On June 15, 1969 streetcars on Philadelphia's Route 47 were replaced by buses on a "trial" basis. The City of Philadelphia has refused to permit the South Eastern Pennsylvania Transportation Authority to remove wires and track from the streets served by Route 47 and declare the bus replacement permanent. The outcome is undecided and we can guess what the decision will be.

On October 26th, 1969 SEPTA cut back trolley Route 15 from its regular terminus at 63rd Street loop in West Philadelphia to the short turn loop at 26th Street. The absence of tram traffic will simplify rebuilding of the Girard Avenue bridge across the Schuylkill River. Route 15 is now operated from Luzerne Carhouse instead of Callowhill. This construction project has severed the track connection between the West Philadelphia lines (the subway-surface routes) and the rest of SEPTA's streetcar routes. Streetcars from Woodland and Callowhill Depots will have to be trucked across the gap to reach the Courtland Shops if major repair work is needed. Streetcar tracks will be installed on the rebuilt Girard Avenue bridge and Route 15 is expected to be reinstated in its previous length.

* Shareholders of the Philadelphia Suburban Transportation Company have approved the sale of their company to SEPTA for \$13.5 million dollars. SEPTA will soon be selling bonds to cover purchase and modernization of this transit system, also known as Red Arrow Lines. The system consists of one rapid line, two suburban trolley lines, and a score of bus routes operating mainly in Delaware County west of Philadelphia.



A SEPTA Route 15 PCC crossing the Schuylkill River on the Girard Avenue bridge, now closed to permit rebuilding.

-- F. W. Schneider III,
Collection of R. D. McMann.

FROM:
TO:

UPPER CANADA

BOX 122

DATED A

MAPLE LEAF RAMBLE

STEAM
EXCURSION

--VIA--

CN



SEPT. 27, 1969

FROM: **FORT ERIE ONT. CANADA**
TO: **HAMILTON ONTARIO**



UPPER CANADA RAILWAY SOCIETY

BOX 122 TERMINAL 'A' TORONTO

DATED ANNOUNCEMENT

FORT ERIE to HAMILTON (and back)

SATURDAY SEPTEMBER 27, 1969

The Upper Canada Railway Society is again pleased to offer a Fall Steam Excursion - - this time with the GIANT EX-READING T-1 2102. We invite you to join us as we ramble through the colorful Canadian autumn countryside. This trip will feature plenty of opportunities to photograph the GIANT EX-READING T-1 2102 in thundering -- breath taking action. It will also offer countless opportunities to photograph the surrounding countryside in autumn color.

We will as usual equip a baggage car with 110 volt power for those wishing to make tape recordings.

As in the past, lunch and beverage service will be available on board the train.

This is a once in a lifetime opportunity to ride the largest active steam engine in the world. We anticipate a complete sell-out. In order to avoid a disappointment at a later date, please use the attached coupon below and send in your ticket order now, for prompt return by mail. Remember our capacity is limited.

TICKETS ARE ALSO
AVAILABLE AT:

U.C.R.S.
% Brian West
49 Leaside Dr. Apt. 409
St. Catharines, Ont.

Canadian National Railroad
Ticket Office
424 Main St.
Buffalo, New York 14202

Steam Tours Inc.
P. O. Box 1048
Akron, Ohio 44309

SCHEDULE

LV. FORT ERIE 9:00
ARR. HAMILTON 12:25

LV. HAMILTON 3:30
ARR. FORT ERIE 6:45

FARES

Adult \$15.00
Children (5-12) \$ 7.00
Infant (under 5) \$ 2.00

(NOTE: Times shown are Eastern Daylight)

BUY TICKETS IN ADVANCE!! Tickets purchased on the day of the trip (space permitting) will be surcharged 50¢ per ticket.

TO: TRIP COMMITTEE, Upper Canada Railway Society,
Box 122, Terminal "A", Toronto 116, Ontario.

I enclose a certified cheque / money order for \$ _____;
please send the following tickets:

Adult full fares _____ @ \$15.00
Children (5-12) _____ @ \$ 7.00
Infant (under 5) _____ @ \$ 2.00

TOTAL REMITTANCE
ENCLOSED \$ _____



NAME _____ UCRS# _____

ADDRESS _____ CITY _____ ZONE _____ PROV. _____
ZIP _____ STATE _____

Certified cheques or money orders ONLY please, made payable to the Upper Canada Railway Society at par in Toronto. Include 25¢ bank handling charge for cheques drawn on out-of-town banks. Ticket orders received after September 19th must be picked up at the train gate on the day of the trip.