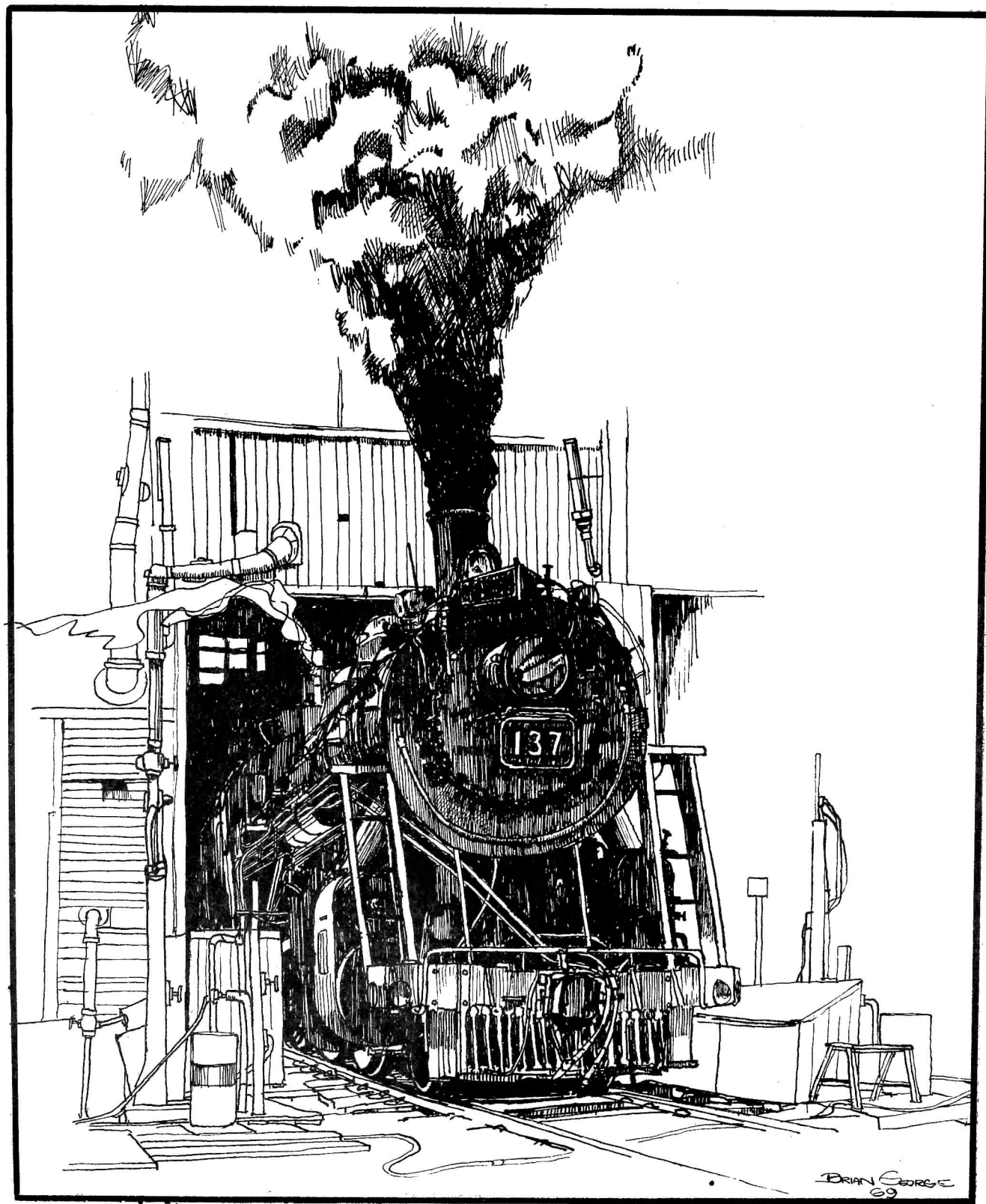


newsletter

May 1970 ■ 50c



newsletter

Number 292

May, 1970

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



Robert D. McMann, Editor.

Contributions to the Newsletter are solicited. Unless otherwise requested, every effort will be made to return material.

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

EDITOR: Robert D. McMann
80 Bannockburn Avenue
Toronto 380, Ontario

NEWS AND EQUIPMENT NOTES EDITOR: David M. More
24 Bonnington Place
Willowdale 441, Ontario

FEATURES EDITOR: John D. Thompson
20 Preston Place
Toronto 319, Ontario

TRACTION TOPICS EDITOR: J. A. (Alf) Nanders
3475 Homeside Gardens
Malton, Ontario

All Society correspondence, including membership inquiries, should be addressed to: UCRS, Box 122, Terminal A, Toronto 116, Ontario.

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

Contributors:

Brian George	Steve Danko
Jim Brown	W. D. Short
Ray Corley	Colin Williams
Keith Anderson	Ted Wickson
Omer S. A. Lavallee	Ron Cooper
Dave Page	Jack Knowles
Paul Gordenev	Dave Thompson
Carl Ehrke	Bill Sharp
	Bob Sandusky
	J. Bryce Lee

PRODUCTION: J. Bryce Lee
Brian George
Ted Wickson
Dave More
John Thompson

DISTRIBUTION: John Thompson
George Meek
Don McCartney
Bob Tortorelli
Bill Weighill

The Cover

This month's cover is a bit unusual --- a pen and ink drawing of Ontario Northland 2-8-0 137, done by member Brian George. The drawing was done on the morning of the UCRS excursion with the locomotive in August, 1968, while the locomotive was sitting outside the diesel shop at North Bay. The drawing was done in light pencil, the inking done with pen and India ink at a later date. For more of Brian's excellent work see pages 50 and 51---ONR STEAM. Your comments on these drawings are invited, and if there is enough interest, the drawings might be reproduced for sale at a later date. In addition, more of Brian's work may be seen in the Newsletter sometime in the future.

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.

May 29: Hamilton Chapter meeting, 8:00 p.m. in the CN (Fri.) Station Board Room. James St. N., Hamilton.

May 30: RDC trip. See below. (Sat.)

June 19: Regular meeting. To be announced. (Fri.)

June 26: Special Hamilton Chapter tour. See below. (Fri.)

July 4 : UCRS Steam Excursion to Gravenhurst, with 6218 (Sat.) and return. Full details available shortly.

July 5 : UCRS TTC streetcar trip. Full details available shortly. (Sun.)

July 17: Regular meeting. Movie night. (Fri.)

ATTENTION RDC FANS! SPECIAL UCRS RDC TRIP! Saturday, May 30, 1970. A special trip over predominantly freight only trackage of CN in the Toronto region. From Union Station, via the Oakville Sub to Burlington, then over the Halton Sub to Georgetown, Brampton and over the York Sub to Toronto Yard. From Toronto Yard east to Pickering, then westerly over the Kingston Sub to Union Station. Runpasts planned. Departs Union Station 10:00 a.m. EDT, return approximately 3:00 p.m. Fare \$6.00, available from the Trip Committee, c/o Box 122. Get your tickets today; capacity limited to 150.

UCRS HAMILTON CHAPTER is sponsoring a tour of the CN Express Freight Terminal & Diesel facilities in Hamilton on Friday, June 26th. Tour participants are requested to meet at 6:45 p.m. in the board room in the basement of the Express Terminal. Parking is available in the CN lot at Stuart & Hess Sts. If coming into Hamilton via 403, exit at the York St. ramp, down York to Hess, left on Hess over to Stuart St.



Readers' Exchange

FOR SALE: Folding camera, 2-1/4 square 120, Zeiss Super Ikonta III, 75 mm f/3.5 Zeiss Novar lens, Prontor SVS shutter 1-1/300 sec. speeds + B & ST. Excellent condition. With case, \$40.00. Robert McMann, 80 Bannockburn Avenue, Toronto 380, Ontario.

RAILWAY NEWS AND COMMENT

HIGHLIGHTS OF CN'S 1969 ANNUAL REPORT

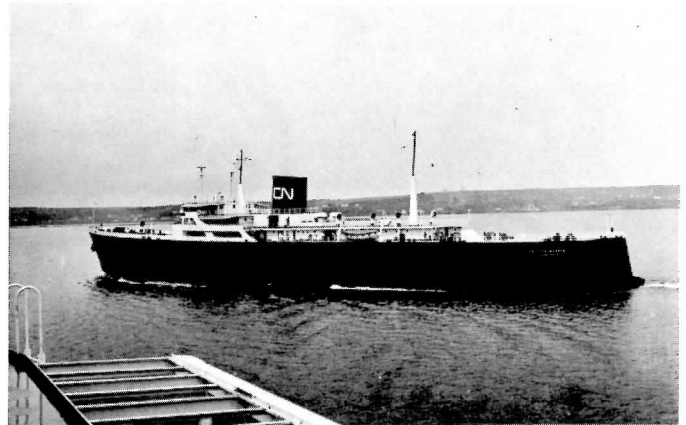
In spite of only moderate economic growth and strikes in key industries, Canadian National was able to increase its volume of business and improve its deficit position after payment of interest on debt. N. J. MacMillan, QC, chairman and president of CN, said in the company's annual report, tabled in the House of Commons April 27th. Mr. MacMillan reported that the deficit was reduced by \$4.6-million under that of 1968, to \$24.6-million. It was the twelfth year in the past thirteen that CN has been able to improve its financial position.

Before payment of interest on debt--which amount to a record \$74.2-million--the company's financial statement shows a net profit on its 1969 operations of \$49.6-million, compared to \$41.2-million in 1968 and \$29.2-million in 1967. The net operating profit was the highest since 1956, and the second highest in the past 25 years.

The railway's gross revenues were the highest in history--\$1.133-billion, and of this, \$1.014-billion were in railway operating revenues. Railway operating expenses also climbed to a new high of \$995-million. Carload freight revenues were \$745.6-million (6.9% increase); express services revenues climbed by 17.1% to \$89-million; and passenger revenues were off by 1.4% at \$76.4-million. Railway operating expenses increased by \$53.8-million. After eliminating the effect of additional wage award costs of \$34.1-million, other operating expenses increased by \$19.7-million. The number of passengers using CN's train services declined by one million since 1968 to 13.8-million, a 7% drop.

CN Telecommunications operations yielded a profit of \$12.4-million--\$3.7-million higher than last year. The net income for the company's hotel services, including those operated for CN by Hilton, and Place Ville Marie Restaurants, was \$2,903,594.

"According to present indications, real economic growth in Canada in 1970 is likely to be lower than in 1969 while costs for wages, supplies and materials will tend to increase although, hopefully, at a somewhat lower rate than in recent years," Mr. MacMillan said. "This means that we at CN will have to continue to work hard and efficiently to obtain profitable business and to maintain the progress of recent years," he concluded.



The CN carferry "Patrick Morris" is shown leaving North Sydney, Nova Scotia, June 24, 1967.

-- James A. Brown.

CN CARFERRY SUNK IN STORM

The 9,777-ton Canadian National carferry "Patrick Morris" sank in a wild spring storm off the coast of northern Cape Breton Island on April 20th. The ship was assisting in a search for survivors of a sunken Newfoundland fishing vessel at the time. Lost with the ferry were four crewmen, including the captain; 47 men were saved. The marine supervisor for CN Newfoundland Area, Captain Murdock Fudge, stated that succession of heavy seas pounded the stern doors of the ferry, 'finally broke it down', and the vessel filled with water and sank.

CN is considering the possibility of salvaging the \$10-million ferry, which went down in 250-300 feet of water 12 miles off Cape Breton. A diver will be sent down soon to examine the ship.

'FLYING SCOTSMAN' TO VISIT SOUTHERN ONTARIO

Alan Pegler's famous Pacific 4472--the 'Flying Scotsman'--may be seen by railfans in Southern Ontario late this summer. The locomotive and train are making a second tour of North America this summer, after a most successful tour through the eastern United States last fall.

Stored over the winter at Lubbock, Texas, the original itinerary as published elsewhere called for a routing as follows: Lubbock-Los Angeles-San Diego-San Francisco-Vancouver-Edmonton-Calgary-Winnipeg-St. Paul-Green Bay, - & c. This original itinerary has been changed as the participating American railroads would not allow the locomotive to cross the desert from Lubbock to California, fearing difficulty in easy access to water in case of emergency.

According to newly received information, the schedule for the 'Flying Scotsman' in Southern Ontario is as follows:

After a week of exhibition in Detroit to September 6th, the train will enter Canada at Windsor. Cities to be visited and the dates are: London September 8; Toronto September 9 to 15; Kingston September 16; Ottawa September 17 to 24; Montreal September 25 to 30; Kingston October 1; Hamilton October 2; and Niagara Falls October 3 to 5.

The train will reenter the United States and will be on display at Buffalo October 6 to 11; Cleveland October 12 to 16; Toledo October 17 to 20; Fort Wayne October 21 and 22; Chicago October 23; and thence to Green Bay for winter storage.



The 'Flying Scotsman'--LNER 4472, is shown standing in the station at Hartford, Conn., on its highly successful tour of the Eastern United States. The date of this photograph is October 12, 1969.

-- Ted Wickson.



Elmira, Ontario was the destination of this passenger extra, shown here at the Sarnia depot. The "Maple Syrup Special", as the train sponsored by the Sarnia Lambton Regional Tourist Council was called, hauled visitors to the Elmira Maple Syrup Festival on the weekend of April 4th and 5th.

-- W. D. Short.

'CALIFORNIA ZEPHYR' LAST RUN ON WP MARCH 21

The 'California Zephyr', introduced 20 years ago as a luxury train between Chicago and Oakland, bowed out for the last time on the Western Pacific, with the last westbound run arriving Oakland March 22nd, and the last eastbound run leaving Oakland one day earlier--March 21st.

The service over the Western Pacific was replaced with alternate connections. A new tri-weekly service has been introduced between Chicago and San Francisco via Burlington Northern-Denver & Rio Grande Western between Chicago and Salt Lake City-Ogden, with train-to-train connections being made at Ogden with Southern Pacific trains 101 and 102. Westbound days of operation from Chicago are Sundays, Wednesdays and Fridays; from Denver and Salt Lake City on Mondays, Thursdays, and Saturdays. Eastbound days of operation from San Francisco-Oakland are Mondays, Thursdays, and Saturdays; from Ogden-Salt Lake City on Tuesdays, Fridays, and Sundays.

With the passing of the 'California Zephyr' as all who have ridden the train know it, yet another plank has been nailed over the coffin of the American long-distance passenger train.

FRENCH TURBO MAKES FIRST COMMERCIAL RUN

France's Turbotrain made its first commercial service run between Paris and Caen on March 16th. The self-propelled train with four cars took exactly two hours, with a stop at Evreux, to cover the 144 miles between Paris and Caen. This is 18 minutes faster than the next fastest train now in operation.

The front and rear cars of the Turbo power the train. One of the cars has a turbine which develops 1500 h.p. and runs the wheels with the aid of a hydraulic transmission; the other is a conventional diesel used in populated areas where the noise of the turbine might be disturbing. The train is capable of attaining a top speed of 108 miles an hour.

TH&B STATION AT BRANTFORD NOW A RESTAURANT

The former TH&B Station on Market Street in Brantford, Ontario, has been converted into a restaurant--The Iron Horse. Acquired by nine businessmen, work on the station has been recently completed. The original waiting room forms the main body of the restaurant, while the ticket office now contains a small private dining room. A Victorian feeling is retained in the interior decor, in keeping with the Victorian architecture of the station. The entrance to the restaurant has a display of artifacts of the steam railroad era--coach lamps, tickets and receipts, photographs and other mementoes. The owners hope to acquire a steam locomotive for display adjacent to the restaurant.



The lead jeep of the "Maple Leaf" picks its way around the scene of a mishap on the Grand Trunk Western at Imlay City, Michigan. The accident occurred on April 2, 1970 at Imlay City, resulting in damage to half of the bridge structure seen in the photo, and demolishing 45 cars. The "Maple Leaf" was the first passenger train through after the mishap, on April 5th.

-- W. D. Short.

UNIT TRAIN HAPPENINGS

* A unit-train operating for the handling of limestone loads began operation on March 31st. The unit train is used by Inland Cement Company for the haulage of limestone from their quarry at Cadomin, Alberta to Edmonton. The stone is hauled in a 50-car (leased from Procor) unit train, 5,000 tons at a time, over CN lines.

* A 60-car unit train carrying the first load of 6,000 tons of coal for Japan left Grande Cache, Alberta April 7th. This was the first load from the McIntyre Porcupine Mine at Grande Cache. When in full operation, there will be three sets of 85 cars each maintaining a rate of two trains every three days each way between Grande Cache, over the Alberta Resources Railway and CN to Neptune Terminals at Vancouver.

* April 30th was the arrival date of the first CP Rail unit train of coal at the new Roberts Bank superport near Vancouver. The 88-car train carried a load of 9,000 tons of coking coal from the Kaiser Resources mine near Sparwood.

CN EXCURSIONS TO CHURCHILL, MANITOBA

Canadian National's Churchill, Manitoba excursions for 1970 will depart on August 7th and 14th. The price for the six-day, all expense tour of northern communities ranges from \$245 to \$325, depending on train accommodation.

ALCO ENGINE AND SERVICE SOLD TO WHITE MOTOR CORP.

White Motor Corp. of Cleveland, Ohio announced its intention recently to purchase the assets of Alco Engine Inc., and Alco Products Service, Inc., from the Studebaker-Worthington Corp. Alco builds the well-known 251 series locomotive type engine which also finds applications in marine and stationary uses.

In purchase of the Alco facilities, White Motor Corp. announced the formation of White Industrial Power Inc. consolidating the White Superior Division with the Alco Engine at Auburn, New York, and the Alco Products Service at Schenectady.

Included in the acquisition are all Alco diesel engine design rights, its Auburn manufacturing facility, and the associated businesses. Other portions of Alco, such as the locomotive works in Schenectady and the spring and forge operations in Latrobe, Pa., and Chicago Heights, Ill., are not included in the purchase.

White Industrial Power will assume the responsibility for the supply of repair and replacement parts for Alco diesel engines and locomotives on a worldwide basis. The present Alco warehouse and parts distribution system will function with increased emphasis on customer service.

Canadian National has started work on a capital program of approximately \$10-million to improve its rail services and facilities in Nova Scotia, New Brunswick, Prince Edward Island and the South Shore of the St. Lawrence and the Gaspé Peninsula. This year's plans include laying 85 miles of new and heavier rail, 200,000 track ties and a quarter of a million cubic yards of ballast.

21,000 feet of track will be laid at the Halifax container terminal in a unique loop arrangement that will permit trains to be made up almost alongside the ships. Three passing tracks on the line to Sydney and two between Rimouski and Rivière du Loup will be extended to handle trains up to 125 cars long.

There will be changes to the track layout, signal equipment, heating distribution and buildings in Saint John as a result of construction of the viaduct and thoroughway there. More roadways will be paved at the Moncton hump yard to allow operation of a mobile workshop for freight car inspections, servicing and light repairs. A 35-car loading siding will be built at Grande Asne, N. B., to handle the growing volume of peat moss traffic from the Caraquet coast to central Canada and the United States.

Funds are also included for the purchase of two mechanized tampers, a ballast regulator, tie handling equipment, a mobile crane and track motor cars to fill out the equipment needed for the railway's track forces. Funds are also included for building the Sydney car repair shop, destroyed by fire last year. More hot box detectors will be installed between Moncton and Truro and train-to-wayside radio will be extended by CN Telecommunications for direct contact between dispatchers and train crews for the road.

B.C. HYDRO RAILWAY SAMPLES HIGH HORSEPOWER UNITS

* During the month of March two unusual (for B. C. Hydro) diesel units were seen in operation on the B. C. Hydro Railway. On March 9th and 10th CN SD-40 5139 was observed hauling a freight train on the valley turn. Later in the month PGE MLW C-630 703 was also observed on the same turn between March 23rd and 26th. The valley freight is a demanding run for B. C. Hydro's diesels, as the train must negotiate the 2.2% Scott Hill, which has a sharp curve at its bottom and other curves enroute.

Tests with the MLW unit were not up to what B. C. Hydro had hoped. Hydro found that the unit would not pull the rated tonnage (1350 tons) on the hill. During the tests with the PGE locomotive, Hydro took the opportunity to repaint diesel 901 in yellow. Tests with the CN SD-40 were more successful, according to Hydro. Possibly Hydro may place an order with GM in the near future for up to three SD-38 units, as a result of the tests.



PGE 703 is seen testing out on the B.C. Hydro Railway, pulling a freight through New Westminster on March 24, 1970.

-- Keith Anderson.

EQUIPMENT NOTES...

CANADIAN NATIONAL MOTIVE POWER NOTES

* GF-30h SD-40 locomotives continue to arrive from General Motors Diesel Limited:
 5151 -- April 6/70
 5152 -- April 6/70
 5153 -- April 15/70
 5154 -- April 15/70
 5155 -- April 22/70
 5156 -- April 22/70

* In February, CN exchanged the units in northern Quebec service leased from DM&IR:

Returned to DM&IR: 111, 112, 117, 119, 120, 121, 123, 193.

Received from DM&IR: 124, 131, 135, 137, 144, 149, 150, 151.

A similar exchange was effected for Winnipeg-assigned DM&IR units:

Returned to DM&IR: 177, 178, 179.

Received from DM&IR: 155, 156, 157.



GTW EMD SD-40's are a little different from their CN bretheren. The most obvious feature is the relocation of the brake wheel to the rear platform. Two small road numbers are painted on the end; cab numbers are a different style to the CN type. GTW 5913 (new 1/70) is shown at Port Huron with cab 9023 as running mate.
 -- David M. More.

NEW BOX CARS FOR GRAND TRUNK WESTERN

* Grand Trunk Western Railroad will take delivery of 456 new box cars during 1970. Under lease GTW will acquire 300 50-foot 70-ton box cars equipped with cushioning devices from Pullman Standard and 30 50-foot 70-ton insulated box cars equipped with cushion underframes from North American Car. Pullman Standard deliveries are scheduled for June; North American deliveries were to be completed in March.

GTW will also get 35 50-foot 70-ton cars equipped with cushion underframes from Berwick Forge and Fabricating for August delivery. Deliveries were to be completed in March on an order for 91 60-foot cars with cushion underframes from ACF Industries.

BRIEFLY.....

* PGE's Robot car is now operational. Unit 704 was returned to service following a wreck in January.

* 262 "Lake Bennet" was the WP&Y parlor car burnt in the fire at Skagway last fall.

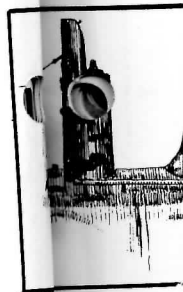
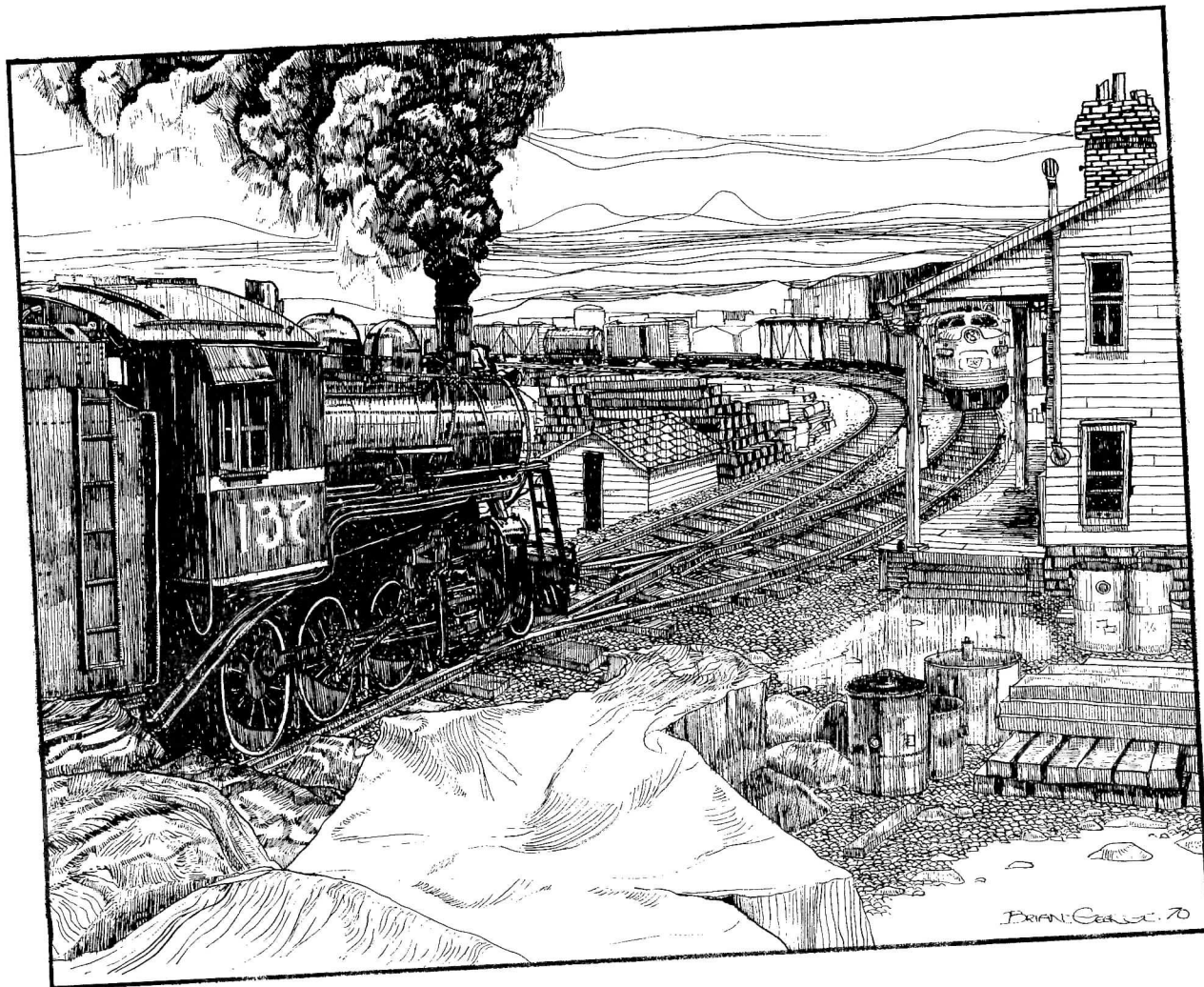
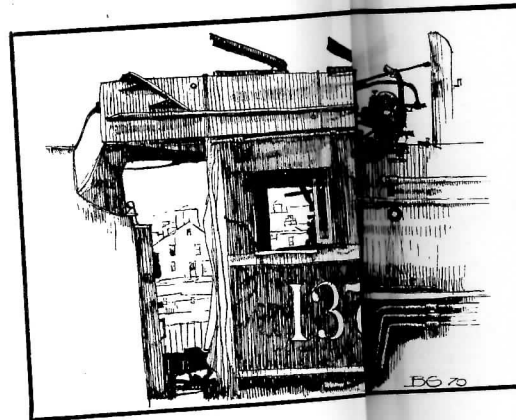
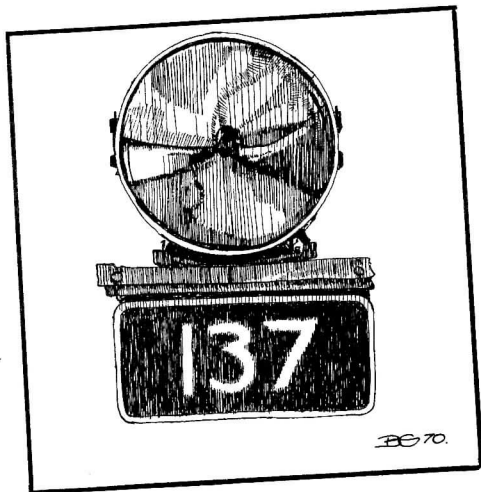
* The WCRA locomotive 16 is stored in a new location at Adam's Distillery in Marpole, B. C.

* CP business car 8 "Alberta" was recently purchased by Mr. G. O'Brien of Mohawk Handle Co. of New Westminster, B. C. The car is currently stored in New Westminster.

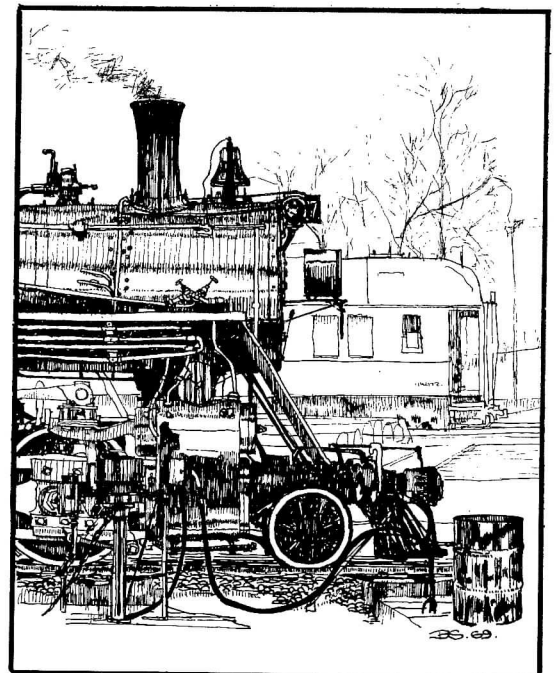
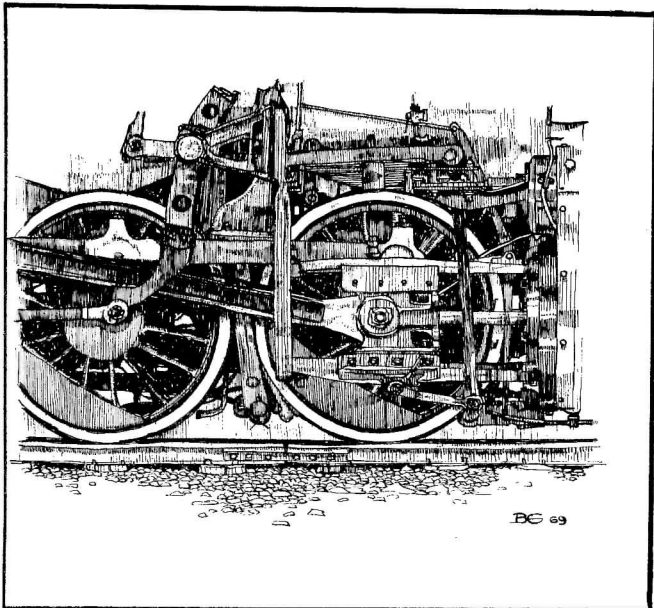
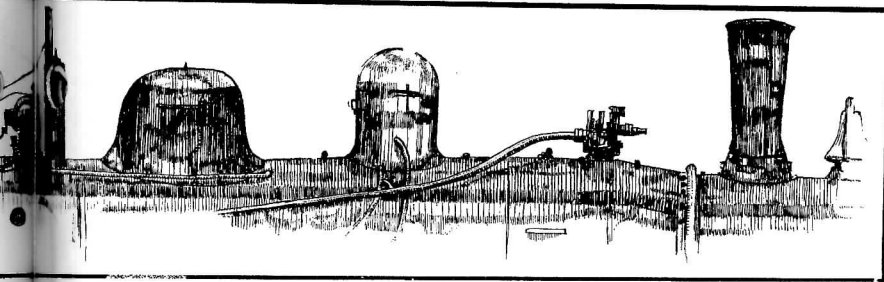
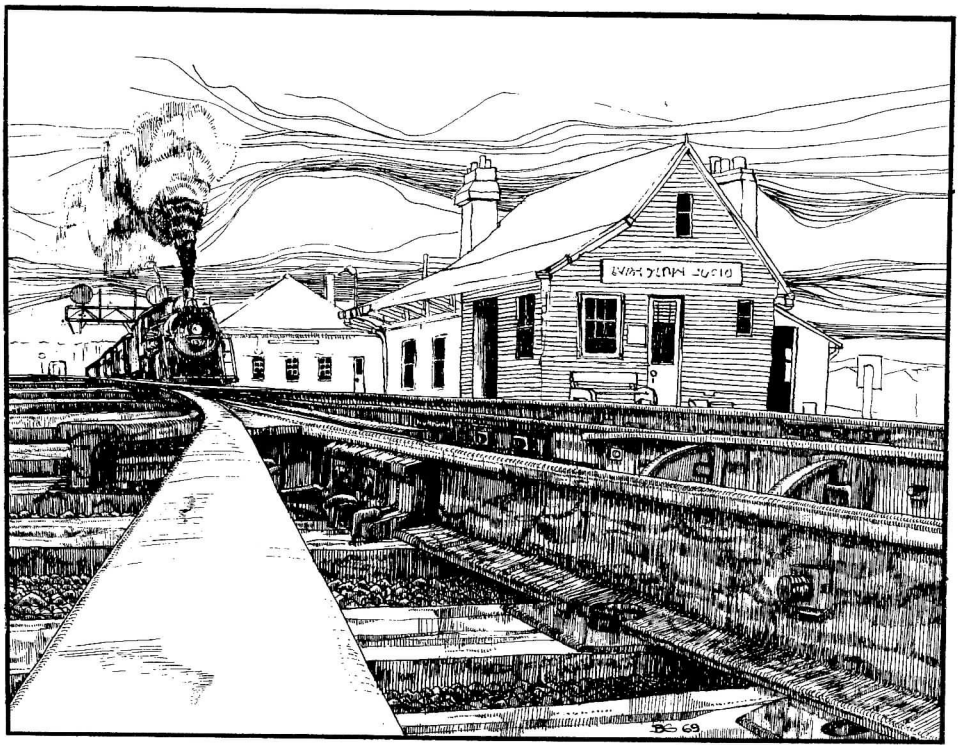
* MacMillan & Bloedel locomotive 1055 will likely see use at the Chemainus mill on an infrequent basis as needed. 1055 is in the best shape of all four M & B locomotives, having received an overhaul in October 1968 which included new flues.

ONR STEAM

INGS OF
ONTARIO NORT
BY BRIAN GEO



INGS OF
ARIO NORTHLAND 137
Y BRIAN GEORGE.



CP Rail's New Double-deckers



This is control car 900. When the locomotive is pushing the train, the engineer operates the train by remote control from the cab high up in the control car.

-- CP Rail.

[Material for this article kindly provided by Mr. Omer S. A. Lavallee.]

CP Rail's new double-deck commuter equipment was officially unveiled to the press and mayors of the communities along Montreal's "Lakeshore" commuter line in a colorful ceremony at Windsor Station April 21st. The train was brought in on track 9 and burst through a banner spanning the track. Later the mayors and members of the press were treated to a preview ride on the new equipment to Montreal West and returned to lunch at Le Chateau Champ-lain.

The new cars went into service on the Lakeshore line on April 27th. The nine air-conditioned cars, built by Canadian Vickers at a cost of \$2.8 million, is part of an extensive program undertaken by CP Rail to provide the 8000 Lakeshore commuters with improved schedules and equipment as well as more convenient tickets and ticket-selling methods. Along with rail diesel cars and lightweight steel conventional coach trains, the double-deck cars will give the Lakeshore commuters one of the most modern fleets of equipment in Canada. The gallery cars will replace all of the heavyweight steel coaches now in commuter service.

The new equipment will be used on one morning train and three evening trains each weekday, leaving Rigaud at 0648 and arriving Windsor Station at 0815; leaving Windsor Station at 1610 and arriving at Hudson at 1720; leaving Hudson at 1727 and arriving at Windsor Station at 1830; leaving Windsor Station at 1845 and arriving at Rigaud at 2015.

Other important changes in commuter schedules were outlined by S. M. Gossage, CP Rail vice-president and senior executive officer: "We are going to operate fast, more convenient train schedules that will get most of our commuters home earlier in the evening, will provide additional night service and extra weekend service between certain stations. Most of our trains will be made up either of air-conditioned rail diesel cars or air-conditioned double-deck cars."

Earlier this year CP Rail introduced a new commuter ticket system which included a change from 40-trip punch tickets to monthly flash cards and from 10-trip punch tickets to strips of 10 individual tickets. The new tickets were accompanied by a ticket-by-mail plan for purchasing monthly flash cards.

CP Rail will also provide a special ticket booth in Windsor Station concourse to be staffed during late afternoon and early evening rush hours with separate wickets for 10-trip and one-way commuter tickets. In addition to making it easier for commuters in a hurry to buy their tickets, this service is expected to reduce the number of cash fares now being sold on the commuter trains and thus assist in expediting traffic.

Highlights of the new commuter schedules include:

- Most commuters will get home earlier in the evening. This will be accomplished by scheduling extra stops for trains leaving Windsor Station at 1715, 1719, and 1723 and eliminating the 1727 train.
- Additional evening service will include trains leaving Windsor Station at 2100 and 2300 daily, including Saturdays, Sundays and holidays.
- Saturday evening service has been advanced to fit in with earlier store closing hours. A Saturday evening train will leave Windsor Station at 1805 instead of the present 1835 departure. This service will also be provided Sunday.
- Introduction of double-deck cars and increased use of rail diesel cars will permit faster schedules than conventional coach trains.



An interior view of one of the double-deck cars. The lower level consists of conventional two-abreast seating on each side of centre aisle. Upper level consists of galleries along each side of car with single seating and an aisle in each gallery.

-- CP Rail.

A LOOK AT THE NEW CARS:

- Builder - Canadian Vickers Ltd.
- Cost - \$2.8 million for 9 cars.
- Types of cars - Two control cars with engineer's control stations and seven trailer cars; each car equipped with own diesel-operated power plant to provide electric heating, air conditioning and fluorescent lighting.
- Construction - Stainless steel assembled by welding.
- Length - 85 feet.
- Height - 15 feet 11 inches.
- Weight - approximately 115,000 pounds.
- Method of operation - Push-pull with locomotive at one end and control car at other end so train does not have to turn around at terminals; when locomotive is pushing, train is operated by remote control from control car at head end.
- Loading & unloading - Three abreast loading and unloading through sliding doors at centre of car; spacious central vestibule divides car into two sections; sliding doors into each section; four sets of stairs, one on each side of car in each section, leading to upper section.
- Seating capacity - Trailer cars - 168, 96 in lower level and 72 in upper level; Control cars - 156, 94 in lower level and 62 in upper level.
- Type of seats - Lower level consists of two-abreast seats with throw-over backs on either side of centre aisle; upper level consists of galleries along each side of car with a row of single seats and an aisle in each gallery; upper level seats are combination of single conventional seats with throw-over backs and rows of theatre-type seats along walls; all seats are upholstered in plastic with rubber-filled cushions and backs.
- Interior finish - Walls and ceiling are covered with laminated plastic; floor in seating area on all levels is covered with rubber carpet; vestibule floor and steps, gallery stair steps and landings, and floor inside car up to partition at first seats is of stainless steel antislip plates.
- Windows - Two rows of six wide windows on each side of each half of car; double glazed with inside pane of graduated, tinted safety glass.
- Ticket collection - Conductor collects all tickets from lower level.

With the introduction of the new double-deck commuter cars on the Lakeshore service out of Montreal it is of interest to examine the following passenger movements to and from Windsor Station between 0700 and 1100 on April 6th, observations made by member W. T. Sharp.

Train	In/Out	Origin/ Destination	Consist	No. of Cars
240	in	Rigaud	9102-9072-9050-9054-9049-9116	6
283	out	Vaudreuil	9116-9049-9054-9050-9072-9102	6
213	in	Farnham	9103-9064-9067-9105	4
270	in	Vaudreuil	9104-9113-9111-9100 + 5 other RDC's	9
233	out	Ottawa	4071 ^o 4766-515-117-101	4
272	in	Vaudreuil	4072 ^o 801-816-809-812-803-1486-1303-1476-1350-1700	10
244	in	Rigaud	4069 ^o 802-827-828-825-819-823-835-814-831-837-834-836	12
180	in	Ste. Therese	9065-9071	2
280	in	Vaudreuil	4073 ^o 804-826-838-806-824-811-810-839-1310-1331-1465	11
274	in	Vaudreuil	4074 ^o 800-822-821-818-815-833-817-807-1480-1322-1349	11
221	in	New York	DH17 ^o PC Laurel Stream-PC Green Rapids-DH23-EL1302	5
246	in	Rigaud	4066 ^o 805-1347-1360-1356-832-830-813-829-820-808	10
220	out	New York	DH16 ^o DH56-DH42 James Park-EL1309	3
41	in	St. John	8568 ^o 4231-2295-514 Chateau Latour	4
276	in	Vaudreuil	9102-9072-9050-9054-9049-9116	6
131	out	Ottawa	9105	1
152	out	Quebec	1802 ^o 4224-Skyline-112-103-2257	5
132	in	Ottawa	not seen	?
250	in	Rigaud	9114-9062-9055-9109	4

Summary of equipment seen in commuter service:
5 locomotives, 25 RDC's, 40 coaches 800-839, 14 standard coaches. 5 double-deck cars parked in Windsor Station.
^o symbol denotes locomotive.

Seven of the new double-deck cars are seen with a 4000-series "A" unit in a test train at the Glen Yard on March 21, 1970.

-- Bob Sandusky.

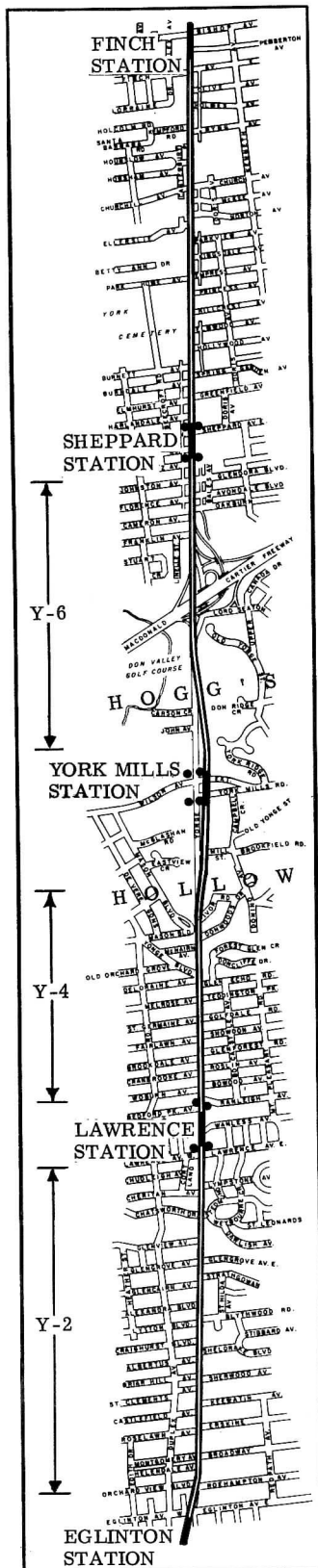


SUBWAY CONSTRUCTION TORONTO STYLE!



A LOOK AT WHAT IS HAPPENING UNDER NORTH YONGE STREET

by Ted Wickson.



Toronto's North Yonge Subway construction project is the Toronto Transit Commission's greatest undertaking involving tunneling. This expensive method of construction became TTC's 'choice' after ratepayer pressure in North Toronto forced an alignment directly under Yonge Street and kept the subway underground in Hogg's Hollow. (Over \$11,000,000 would have been saved if the original off-Yonge Street alignment coupled with cut-and-cover construction were adopted.)

Contracts Y-2, Y-4 and Y-6 (see map) are tunnel projects. Two basic methods of excavating are employed---the use of manual tunnel shields and the use of a mechanical digger ('mole'). The TTC in 1959 purchased four manual shields at a cost of \$150,000 each, to be used by contractors awarded various tunnel projects in the future. They have since been used on portions of the University and Bloor-Danforth Subways. With tunneling now becoming the rule rather than the exception, these shields have become a very good investment. Currently, all four TTC-owned shields are in use on contract Y-2. They were installed at the Lytton Blvd. access shaft in March 1969. Two are now driving twin 16-foot tunnels north to Lawrence Station and the other two are working south to Eglinton Station.

On contract Y-4, tunneling is progressing south from Ivor Road in Hogg's Hollow. A \$250,000 mechanical mole, owned by the contractor, R. H. McAlpine Ltd., had been used in one of the twin tunnels. Under ideal soil conditions this unique piece of machinery can make much greater progress than hand excavating. However, on Y-4 very dense material was encountered and the progress of the mole was less than expected. Its progress was only equal to that of a manual shield driving the other tunnel south, alongside the mole. Early in April the head of the mole (see photograph) was removed and it was converted to a manual shield.

Contract Y-6, only recently underway, will see two manual shields (owned by the contractor) working north to Sheppard Station from John Avenue in Hogg's Hollow. The first of these was lowered into place on May 5th.

Water conditions on Y-2 and Y-6 require the working area to be under air pressure---4 to 7 lbs. on Y-2 and 10 to 15 lbs. on Y-6. Contract Y-4 is being worked under 'free air' and consequently it presented the TTC photographer an easier opportunity to obtain the accompanying photographs.

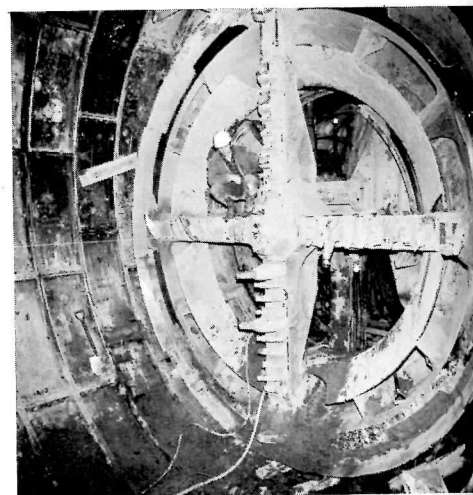
Construction progress on tunnel projects with three shifts working is generally 15 feet a day, marked by the installation of 7 or 8 rings. Each ring is comprised of 8 segments or tunnel liners. These tunnel liners are usually precast concrete but some cast iron liners are used as well. These may be clearly seen in the photographs of Y-4, where 27,864 tunnel liners will be in place when this contract is complete.

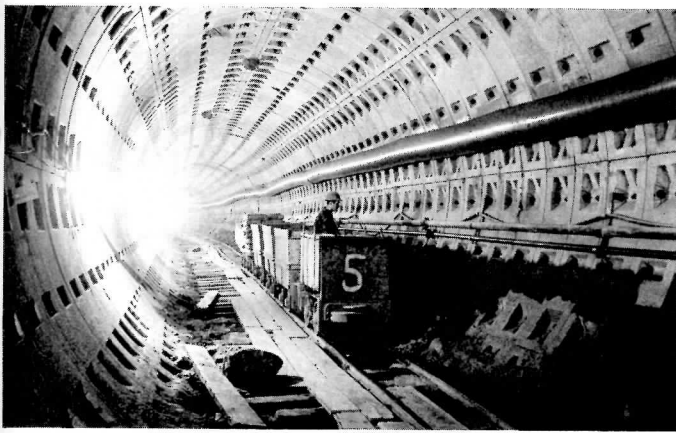
Target dates for completion of tunnel projects are as follows: Y-2--Jan. 15, 1971; Y-4--Dec. 28, 1970; Y-6--Feb. 18, 1972. Contracts north of Sheppard, to be tunnel also, are expected to be awarded in the spring of 1971. Barring any lengthy work stoppages, subway trains should be running to Sheppard late 1972 and to Finch early 1974.

Photo #1



Photo #2

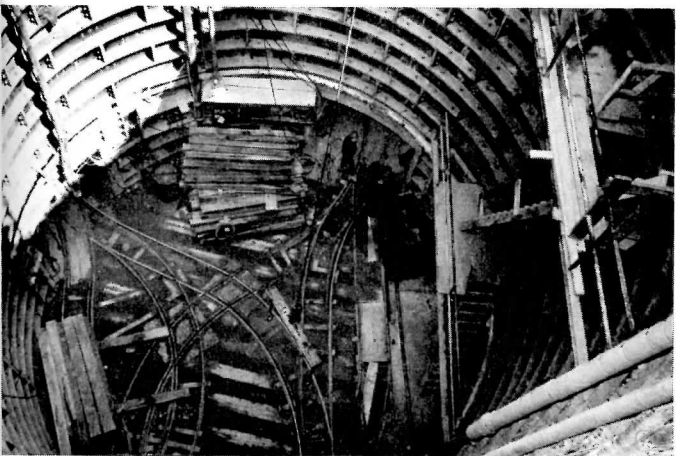




Battery-run dump trains, such as this one on Contract Y-4 are used to remove excavated material and to bring in construction supplies. On Y-4, excavated material is brought to the Ivor Road access shaft in Hogg's Hollow, where a crane lifts the cradles off their trucks to dump the loads on the surface.



A 70-ton tunnel shield was lowered into place, in one piece, at the John Avenue access shaft (see arrow) on May 5th. The large crane is shown here lifting this massive apparatus. The shield will be used for the drive north to Sheppard Avenue.



This is the access shaft at Lytton Blvd., Contract Y-2. Tunnelling north and south began here on this contract. Dump trains from each pair of tunnels are unloaded at this point--hence the interesting specialwork.

PHOTOGRAPHS PAGE 54: Photo #1: Manual tunnel shield. Hand excavating is done by the "muckers" working at the front of the shield. Conveyor belt removes excavated material dump train for removal to Hogg's Hollow.

Photo #2: The head of the mechanical digger with its awesome teeth is shown here being removed after soil conditions on Contract Y-4 proved too difficult. The mole has since been converted to a manual shield.

All photographs courtesy Toronto Transit Commission.

TRACTION TOPICS

Edited by Alf Nanders.

* Montreal rapid transit expansion has been given a shot in the arm with the creation of a metropolitan-type government for the Island of Montreal and Ile Bixard. The Quebec National Assembly recently passed Bill 75, the Montreal Urban Community Act. The new Montreal Urban Community is headed by a twelve-man executive committee and a council consisting of the mayor and councillors of the City of Montreal, together with the mayor (or a representative) from each of the other municipalities affected by the bill. The executive committee of the new body is a cabinet-type body, made up of seven members of the executive committee of the City of Montreal; the remaining five members were chosen to represent the other areas.

Also in Bill 75, provision has been made for the restructuring of the Montreal Transportation Commission (MTC) to a new authority--the Montreal Urban Community Transit Commission (MUCTC). The commission has the power 'to purchase, take on lease or use all servitudes, rights-of-way or immovables needed for the operation of the Metro', anywhere within the jurisdiction of the Community as well as to a point located in the City of Laval; this latter, only with the approval of the City of Laval and the Minister of Municipal Affairs.

Also mentioned in the bill is authority to [1] construct underground lines and their accessories, surface, depressed or elevated lines, and branches, and their accessories; and [2] to agree with any company to purchase, take on lease, or use in any manner the railway tracks of such company for the purpose of establishing a rapid transit system for passengers. MUCTC also has the power to establish, possess and operate a service for the public transport of passengers between a point within its territory and the new international airport at Ste. Scholastique.

This legislation gives the MUCTC the power to negotiate with CN and CP Rail for the use of the tracks and tunnel (CN) of these companies in their commuter systems.

The frequently postponed plans for the extension of Montreal's Metro were given a further shot in the arm in April with the announcement of a special Quebec Government grant of \$7.5-million to the MUCTC. The money was specified as half-coverage of this year's construction debt on the existing system, but Executive Committee Chairman Lucien Saulnier, said that the planned extension of the subway could now be tackled immediately.

Speaking on radio station CJAD, Saulnier would not confirm that the present plans for extension would include a possible use of the CN Mount Royal tunnel. Saulnier also revealed that the proposed extension would initially affect east-west traffic on the Metro; the present east limit being at Frontenac, with the western terminus now at Atwater.

* Streetcar track on Broadview Avenue was blocked by water-pipe construction just north of Gerrard Street on the Easter weekend from 7:00 p.m. March 26 to 5:00 a.m. March 30. KING and DUNDAS cars were shortturned as follows: KING cars left their route northbound on Broadview at Dundas, west on Dundas, north on Parliament, east on Gerrard to Broadview and back to route. DUNDAS cars left their route at Dundas and Parliament, north on Parliament, east on Gerrard, and south on Broadview back to route. Two buses (one at night) filled in between Broadview Station and the detour area.

* Small Witt 2778 was moved from storage at St. Clair Division to Hillcrest Shops under its own power in the wee hours of the morning of April 15. The 49-year old streetcar will receive an overhaul and will be regauged to standard gauge by exchanging its axles with four axles from a Cleveland streetcar. Members of the Northern Ohio Railway Museum delivered the axles just one day after a well-attended excursion was operated over lines of the Cleveland Rapid, and the Shaker Heights Rapid Transit. The occasion was the 50th anniversary of the Shaker Rapid, a high-speed limited tramline from downtown Cleveland and the wealthy suburb of Shaker Heights. The Northern Ohio Railway Museum hopes to operate 2778 on fantrips over the two Shaker Rapid lines.

* TTC Commissioner Crawford Smythe recently urged that a rapid transit structure be included in the rebuilding of the interchange between the Macdonald-Cartier Freeway and Highway 48 to meet the anticipated transit needs of the huge Malvern housing development, planned for a large area of publicly-owned land north of Sheppard Avenue and east of Highway 48 in Scarborough Borough. Stanley Randall, Ontario minister of trade and development, announced that the first houses in Malvern would be built in 1971. When completed the community will be larger than Peterborough.

The TTC would like to use an abandoned rail right-of-way which runs northeast from Warden Terminal to the Malvern housing development. In a February 1969 report on future rapid transit extension, the TTC recommended the use of one-man, light weight rapid transit cars with overhead current supply, designed for low level platforms and on-board fare collection as initial equipment for this line. The report even suggested the use of PCC equipment as a stop-gap solution, should the service be required in a hurry.

J. H. Kearns, general manager of operations for the TTC, said he had been discussing transit plans for months with the consultants laying out the project. The commission authorized him to continue these discussions.

* Tenders are being received by the TTC for contract Y 23 on the North Yonge Subway extension. The work consists of the design, manufacture and installation of a signal system for the North Yonge extension, and alterations to the signal system of the existing subway. These tenders will be opened on May 26th.

* A contract for the supply of creosoted switch ties for use on the North Yonge extension has been split among the two bidders, Domtar Chemicals Ltd., and Northern Wood Preserves Ltd.

* Contract Y 3 for cut-and-cover construction on the North Yonge extension from Lawrence to Ranleigh Avenues has been awarded to Robert McAlpine Ltd. on March 18th. This project, valued at \$11,292,000, will contain the Lawrence Station with its underground bus transfer platform. Construction has commenced. Trolley coach overhead is expected to be moved shortly to accommodate the excavation work.

* A new office building, to be erected on the southeast corner of King and York Streets, will have a direct underground pedestrian link to St. Andrew Station on the University Subway. The cost of the new entrance will be borne by the developers of the project.

* The TTC will spend \$116,000 for emergency electrical generators to keep the automatic signal system working during interruptions of electric power from Hydro sources. Presently, such failures shut down the signal system, forcing subway trains to stop at each signal and "key by" at a slow speed. Further details on these standby generators and their locations will appear in a future column.

* Trolley coach notes: The city council of Saskatoon, Saskatchewan has approved a tender call for 22 new diesel buses and will scrap 29 trolley coaches....TTC "new look" trolley coach 9020 has been returned to Western Flyer in Winnipeg for a refitting--a new four-piece windshield similar to TTC 7500-7509 and improvements to steering....Add trolley coaches 9002, 9071, and 9128 to the list of vehicles scrapped for salvage of electrical parts. 9128 is the first TTC Marmon-Herrington to go....North American Trackless Trolley Association is planning a TTC trolley coach excursion in July, using in part a Marmon-Herrington. Watch NL for details or contact Tom J. Gascoigne, Box 565, Oshawa....NATTA operated very successful Hamilton Street Railway trolley coach trip on April 5th using HSR 701. Not only was this NATTA's first fantrip, but was also the first time a trolley coach was chartered on the HSR.

* Sewer construction down the center of Bay Street between Dundas and College resulted in the temporary removal and later replacement of the left rail of each track. Trolley wires were moved to the side on their span wires. This construction project prevented the TTC from detouring DUNDAS cars when a fire blocked Dundas Street between Yonge and Bay on March 30 from 5:40 to 9:00 a.m.. DUNDAS-Broadview cars were turned through City Hall Loop west of Bay. East of Yonge DUNDAS cars were turned via Church, Richmond, and Victoria back to route.

* An apartment building with the Yonge Street Subway running through the "basement" is being erected between Wellesley and Dundonald Streets. It cost \$1 million to bridge the subway with a beam grid 14 feet high on which the 24-storey tower, costing \$5 million, will rest. Four trusses, each weighing more than 50 tons, will bear the weight of the building. Each 64 feet long, they span the roof of the subway tunnel and sit on caissons beside it.

Without a basement, the 175-suite luxury building was also without space for an underground garage. This is being overcome by erecting a parking garage of two tiers over the Wellesley Subway Station and eastward for a total of more than 155 feet. It will accommodate 215 autos. The parking garage in turn will provide a third level for a roof deck extending back to the apartment building for tennis courts and a roof garden. Entrance to the parking area will be from a ramp off Dundonald Street.

The building on TTC-leased property will be known as "The Bear" and is expected to be ready for occupancy in September.

* The Chicago South Suburban Mass Transit District has awarded a contract worth \$37,797,372 to the St. Louis Car Division of General Steel Industries, to build 125 double-deck electric powered commuter cars. The air-conditioned cars will be used on the commuter operations of the Illinois Central Railroad.

Two-thirds of the cost of the cars will be paid for by a grant from the U.S. Department of Transportation which will pay \$25.2 million. The other one-third will come from the Illinois Central Railroad, the first time a Federal grant has been used for transit improvement with the local share coming from a privately owned system. The Chicago South Suburban Mass Transit District will act as the agency for the contribution of the local share.

This 1500-volt pantograph catenary suburban electrification of 1926 is still being operated with its original cars. They are two-car motor-trailer sets with 72-foot bodies built by Pullman Car & Manufacturing Corp. and Standard Steel Car Co. between 1921 and 1928. (Some of the trailers were used for a few years behind steam locomotives prior to electrification, although they were designed as electric trailers).

A point of local interest is that some of the IC open-platform wooden coaches replaced by this electrification survived in the Toronto area until 1960 as boarding cars of the Therrien Construction Co., in whose yard opposite the Mount Dennis Kodak plant they were a familiar sight. These same cars has been used during World War II by Defence Industries Ltd. in the Province of Quebec to haul munitions workers.

SHORT TURN: Metro Council has ordered a transportation study in the Metro Toronto Planning Area, which covers the six Metro Boroughs and all adjacent municipalities.Stored at St. Clair Division are air-electric PCCs 4220, 4245, 4261, 4290, and 4600....4275 is stored at Hillcrest....delete PCCs 4410 and 4446 from assignment listing (January NL page 12) for Roncesvalles Division cars being converted to subway rail grinding train.... LONG BRANCH Downtown a.m. & p.m. tripper service comes off June 29th....new Gray Coach Lines commuter terminal at Elizabeth & Howard Streets won an architectural design award from the Toronto chapter of the Ontario Association of Architects....Metro Toronto recently called tenders for repaving of St. Clair Avenue including track allowance from Keele to Silverthorne and track allowance only from Silverthorne to Caledonia Park Road.

UPPER CANADA RAILWAY SOCIETY, LIMITED
(INCORPORATED UNDER THE LAWS OF ONTARIO)

BALANCE SHEET - DECEMBER 31, 1969

(With Comparative Figures for 1968)

A S S E T S

	1969	1968
Current Assets		
Cash in bank	\$ 7,322.05	\$ 8,428.61
Loan receivable -		
O.E.R.H.A.	500.00	500.00
Canadian Traction Publications - Note (1)	228.00	1,228.00
Prepaid insurance	221.69	-
	<u>\$ 8,271.74</u>	<u>\$10,156.61</u>
Fixed Assets - At Cost		
Equipment	\$ 4,508.14	\$ 2,945.97
Less: Accumulated depreciation	1,374.21	1,324.22
	<u>\$ 3,133.93</u>	<u>\$ 1,621.75</u>
	<u>\$11,405.67</u>	<u>\$11,778.36</u>

L I A B I L I T I E S

Membership fees paid in advance	\$ 74.50	\$ 1,047.89
---------------------------------	----------	-------------

MEMBERS' EQUITY

Balance, January 1, 1969	\$10,730.47	\$ 4,951.81
Add: Excess of revenue over expenditures for the year ended December 31, 1969	600.70	5,778.66
	<u>\$11,331.17</u>	<u>\$10,730.47</u>
APPROVED ON BEHALF OF THE BOARD:	<u>\$11,405.67</u>	<u>\$11,778.36</u>

R. McMann, President

R. Rundle, Treasurer

AUDITORS' REPORT

To the Members of the
Upper Canada Railway Society, Limited:

We have examined the balance sheet of the Upper Canada Railway Society, Limited as at December 31, 1969 and the related statement of revenue and expenditure for the year ended on that date. Our examination included a general review of the accounting procedures and such tests of accounting records and other supporting evidence as we considered necessary in the circumstances.

In our opinion, the aforementioned financial statements present fairly the financial position of the Society as at December 31, 1969 and the results of its operations for the year ended on that date, in accordance with accounting principles generally accepted for non-commercial organizations and applied on a basis consistent with that of the preceding year.

Toronto, Ontario
February 19, 1970

ATKINSON, VAN HAMME & CO.
Chartered Accountants.

NOTE (1) - The Upper Canada Railway Society, Limited has formed a partnership with the Ontario Electric Railway Historical Association under the name of Canadian Traction Publications, for the purpose of printing and selling various publications relating to railroad information. The Society's share of the profit for the year ended June 30, 1969 was \$320.57.

NOTE (2) - There exists an inventory of various publications which the Society keeps on hand for sale at club meetings and events. The cost of this inventory has been always charged to publication costs.

TREASURER'S REPORT FOR 1969

I take pleasure in submitting this financial report for the year 1969.

On looking at the Auditor's Report you will note the overall position is somewhat less satisfactory than last year. The bank balance is down by \$1,100.00 and membership fees are down \$35.00. Publication Sales are about the same as the previous year, the difference amounting to \$148.00. Publication costs have risen by nearly \$3,500.00; this rise is reflected by our publication "Locos From London" and two calendars. Revenue from Trips (net) was \$1,285 in round figures. Gross trip receipts decreased by \$5,800; this points up the rising costs of trip operation. Newsletter postage costs increased by \$445, but the total cost increase for the Newsletter was held at \$370. This shows that the printing and production costs have been reduced, and our two Newsletter editors are to be congratulated.

Submitted for your consideration and approval

R. Rundle
R. Rundle, Treasurer

UPPER CANADA RAILWAY SOCIETY

STATEMENT OF REVENUE & EXPENDITURE FOR THE YEAR

(With Comparative Figures for 1968)

Revenue

Membership fees
Publication sales
Fan trip income (net)
Miscellaneous
Profit on sale of private car

Expenditures

Newsletter costs
Publication costs
Rent
Membership
Insurance
Accounting and audit
Banquet
Depreciation - Equipment
Stationery, supplies, etc.
Miscellaneous
Legal

Excess of Revenue Over Expenditure
for the Year

EQUIPMENT ASSETS

	Original Cost	Accumulated Depreciation
Typewriter #1	\$ 260.00	200.00
" #2	40.00	32.00
" #3	242.00	145.00
" #4	619.00	123.00
P.A. System	248.00	108.00
Filing Cabinet #1	47.00	34.00
" #2	43.00	21.00
Addressing Machine	566.00	283.00
Collating Machine	190.00	95.00
Fire Extinguisher	18.00	9.00
Duplicator	1.00	-
Walkie Talkies - 2	251.00	23.00
Private Car - #13	1,874.00	137.00
Adding Machine	103.00	10.00
	<u>\$4,508.00</u>	<u>\$1,374.00</u>

We are all aware of the fight waged by the Government of Canada against the railway industry, caught by a somewhat fixed income, particularly in the field of passenger fares. We are forced, not by choice, to contribute to the increase in the cost of the railway calendar year.

Also in the coming year, it is hoped that the railway industry will be once again revived and made a more useful use of its resources. It is also to be fondly hoped that the railway industry could be preserved, by the acquisition of the railway industry relating to the railways of Canada.

In addition it is to be hoped that the railway industry will have a new Off-Season concert with the Directors, and a new operation of the Society for the year.

In closing, thanks are due to the railway industry for its contribution in making the Society function during the year. It is also to be remembered that those members who have contributed to the Society are those members who have contributed to the Society.

Respectfully,
R. Rundle
R. D. M.

FOR THE YEAR ENDED DECEMBER 31, 1969

(Figures for 1968)

1969	1968
\$ 5,336.70	\$ 5,373.05
5,195.37	5,046.66
1,285.34	3,802.04
202.54	131.50
732.84	-
<u>\$12,752.79</u>	<u>\$14,353.25</u>

\$ 3,762.89	\$ 3,392.74
6,021.00	2,542.48
1,200.00	1,080.00
161.42	324.27
193.55	134.85
85.00	110.00
-	38.06
450.73	294.50
167.48	292.70
88.42	274.59
21.60	90.40
<u>\$12,152.09</u>	<u>\$ 8,574.59</u>
<u>\$ 600.70</u>	<u>\$ 5,778.66</u>

AS OF DECEMBER 31, 1969

Accumulated Depreciation	Net Value
\$ 208.00	\$ 52.00
32.56	8.13
145.26	96.79
123.90	495.60
198.56	49.63
33.53	14.37
21.65	21.61
283.45	283.47
95.29	95.26
9.00	9.01
-	1.00
25.18	226.66
187.43	1,686.85
10.40	93.55
<u>\$3,374.21</u>	<u>\$3,133.93</u>

that is currently being
many individuals, the Society is
membership, and spiralling costs,
The incoming Directors may be
increase in dues for the 1971

that the UCRS Library will be
use by the membership. It is
could be used as an instrument of
(ation) of historical material

Officers of the Society, in
a broad long-range study of all
years.

their cooperation and effort
during the past year. Not to be
committees and in other offices

respectfully submitted,

Robert D. McMann
D. McMann, President.

PRESIDENT'S REPORT FOR 1969

The following is my report as President to the membership of the Upper Canada Railway Society for the year 1969.

1969, by most standards, may be judged as a year of moderate success and advancement for the Society. In terms of total membership, of which you will hear more a little later, the total for 1969 as compared to 1968 is only 2.1% less, which may be considered as not too bad a decrease, considering the fact that no active membership campaign was conducted during the year. As is known, the Society possesses legislation in its constitution, empowering it to form chapters in other centres. Early in the year, the Directors were presented with a petition asking for the formation of a chapter of the Society in Detroit, Michigan. Unfortunately one of the chief sponsors of the petition asked after its presentation, that action on the formation of the chapter be deferred, as he was subsequently drafted into the employ of the U.S. government.

Early in the year, successful negotiations were concluded with CP Rail, whereby the Society purchased a new steel business car --#13-- to replace former wooden business car "Nova Scotia" which was subsequently sold to the Middlesex Historical Society of London. Car #13 made its first appearance on a Society excursion on the 5th of July. This car has proved to be popular with patrons on each excursion on which the car has appeared since then.

1969 saw a full slate of excursions operated by the UCRS. CN's #6218 was the featured attraction on three trips--26th January, 5th July, and 25th October. May 17th saw the second trip operated by the UCRS on the Ontario Northland with T&NO #137. Efforts to promote a successful weekend trip behind steam on the Labour Day weekend came to naught because of insufficient patronage. Likewise efforts to provide fans with an alternate attraction in the form of another steam locomotive came to the same conclusion, largely because of the efforts of the Federal government. The traction fans were not forgotten, with one trolley trip and one trolley coach trip being operated during the year.

The Newsletter publication suffered because of a change of staff at midyear. Effective with the completion of the May/June issue, Mr. J.A. Brown resigned as Editor, with Mr. R. McMann being appointed as the new Editor-in-Chief, Mr. Brown as Associate Editor, and Mr. J.A. Nanders as Assistant Editor. Although a serious effort was made late in the year to get the publication back on time through the use of double issues, the magazine still remains late despite the best intentions of the staff. One good thing has been accomplished by the new staff, this being the increasing involvement of more of the members in the contribution of material, and particularly in the production area. Special thanks are due to those members who have helped. In the book field the book "Locomotives of London" saw the light of day, and late in the year, a 1970 CPR Steam Calendar was issued, which in spite of the claims of certain individuals that the publication would not sell, has just recently nicely recovered its publication costs.

Since its organization in the fall of 1968, the Publications Sales Department, under the direction of Mr. N.E. Kinsman, has been an outstanding success. Figures for this Department's sales for 1969 will be given in the auditor's statement. Needless to say, this Department has contributed much to the Club's revenues during 1969.

The preceding has been an all but brief look at some of the operations of the Society for the year just past. But now one must turn his attention to the future, and look at the operation of the Society for 1970, and a look farther into the future.

The 1970 Directors may do well to seriously consider the implications and questions raised by the second class mailing application for the Newsletter. It is to be hoped that they will consider the status of the Society with respect to this application, and perhaps the need to change that status, plus the implications raised as to the status of the Society with respect to the Income Tax Act. Also to be seriously considered are the perhaps necessary and drastic revisions to the format and content of the Newsletter in order to satisfy the requirements of this application.

The field of publications is one from which the UCRS may well have to derive a greater share of its income in the future. The Society is faced both from within and without by competition in this field. It is to be hoped that the Society will not lose out in an effort to publish a book largely by default to any other group. The membership would be well advised to consider the purpose of the Society, and make endeavours to contribute articles and other material to the Newsletter, and, if they really feel inspired, book-length manuscripts. The Society will continue its efforts in association with the OERHA in Canadian Traction Publications, in the worthy effort of the publication of electric railway histories, including the eventual publication of histories of the electric railways of the Toronto area.

We are all aware that the Canadian National's steam iron horse will not be around forever to haul Society excursions. We are as concerned as any other group in the country as to the future operation of steam in Canada, and more particularly in Southern Ontario. The Society will continue to investigate the alternate possibilities for operation of steam, should CN decide not to retain #6218 for operation. In addition the UCRS hopes, as ardently as any of the other railfan organizations which have operated the locomotive in fantrip service, that CN will keep the engine around after September 10, 1970.