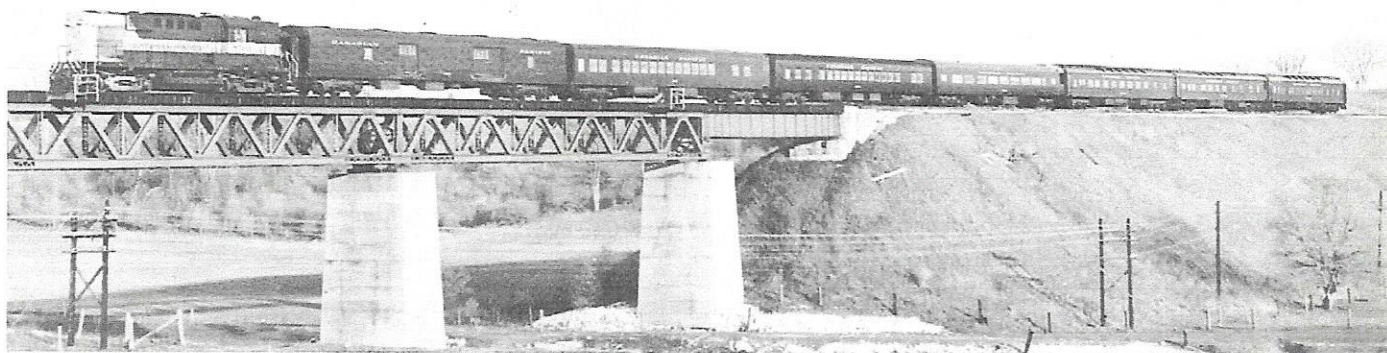


Few other changes are evident in the new CP timetable (which continues to be published in Standard time). Sunday-only Ottawa-Montreal train 236 has been rescheduled from late evening to mid-day, probably because of Expo travel. The St. Paul-Winnipeg service via the Soo Line has now been discontinued. Reference is made in the table to the imminent termination of the Toronto-Detroit Dayliners at Windsor. Finally, the tri-weekly northbound Toronto-Owen Sound train now departs later so as to connect with the inbound Canadian which, incidentally, has been receiving considerable promotion by CP in recent months.

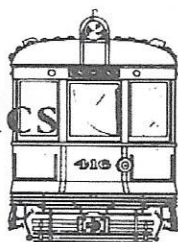
Canadian Pacific's Expo Limited at Woodbridge, Ont.

/J.A. Brown



## Traction Topics

Edited by John F. Bromley



\* Multiple unit service is now scheduled to begin at the commencement of the October period, subject to all conversion work and operator instruction being completed by September. Some of the overhead wiring for locking and unlocking contactors at electric switches has been installed, and special work and curves for Neville Loop are being completed at Hillcrest. Rebuilding at Neville will consist of installation of tangent rail in the loop itself to allow coupling and uncoupling to be carried out here after the evening rush hour, and the removal of the exit curves to Nursewood Road.

Humber Loop is scheduled to be rebuilt to include a passing track with a three-car capacity, and perhaps a two-car dead end spur. Work at Russell Carhouse will include installation of an exit track onto Queen Street eastbound from the trailer yard and the relocation of the westbound entrance into the trailer yard to a position slightly to the west of the existing track. Several intersections along Queen Street are receiving minor repair to insure smooth passage for two-car trains.

A test train, consisting of 4493-4691, was operated on March 30th between 1.38 a.m. and 4.44 a.m. on Queen Street and Kingston Road, accompanied by emergency crews and with electric switches plugged to avoid inadvertent operation. /SM, JFB

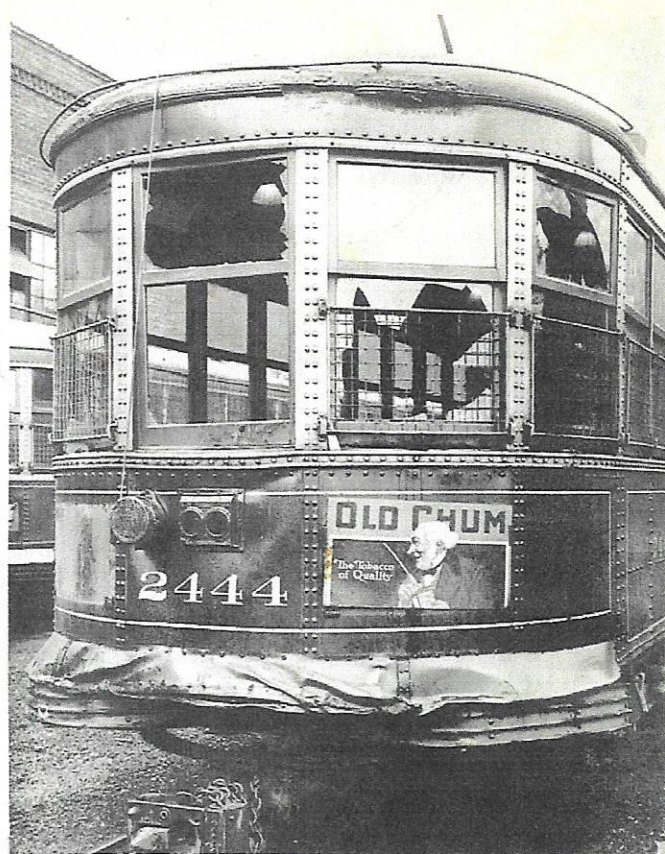
\* Two diversions of street car service occurred during the past month. On March 29th, at 7.09 a.m., car 4311, entering KING service, split the switch, west to north, at Queen and Broadview, blocking traffic in three directions for twenty-five minutes. KING, QUEEN, DUNDAS and both of the KINGSTON ROAD services were affected with the usual short turn arrangements in effect.

A section of fallen overhead at College and University on April 25th at 9.08 a.m. resulted in westbound CARLTON cars being diverted via Bay, City Hall Loop, Bay, Dundas and McCaul Streets for twenty-two minutes. /SM

\* The EARLSCOURT route will become a "rush-hours-only" operation effective with the beginning of summer schedules, on an experimental basis. As a result of the change, headways on St. Clair Avenue between Lansdowne and the Subway are to be increased from 3 to 4½ minutes, while headways on the balance of the ST. CLAIR route are reduced from 6 to 4½ minutes. The change is being made to aid inspectors in keeping ST. CLAIR service on a more even keel; under the present arrangement, inspectors cannot pull EARLSCOURT cars off of their runs to fill in for late ST. CLAIR cars as this would upset the schedules for the former service. It is hoped that the new arrangement will result in better service on an overall basis for the ST. CLAIR route.

There is a possibility that the 1967 KING-EXHIBITION service will be rerouted via either Parliament or Broadview and over the CARLTON route to Main Station. /SM, RM, JFB, TW





One of the cars now preserved by the C.E.H.A. at its Rockwood, Ont. museum is TTC large Witt car 2424. Its present appearance is considerably better than that of April 6th, 1929, when it came out second best in an altercation with car 2444. /TTC Photos

S Danforth Division became the TTC's newest bus  
H garage effective April 23rd, operating all  
O services formerly based at Sherbourne and some  
R from Birchmount. Unlike the former occupants,  
T the buses face east. A large number of street  
cars, both rotation and dead storage, remain  
T at the south end of the yard.....latest word  
U on the A1 and A2 class cars not going to Alex-  
R andria is that they will be scrapped, and all  
N are being shifted gradually to storage at St.  
Clair Division. Most are in poor shape, as the  
cars were not washed after being retired and  
salt has taken its toll.....shipping of cars  
to Alexandria will resume shortly.....rail was  
removed from Viaduct Loop prior to April 14th,  
and tenders have been called by the city for re-  
surfacing of Harbord Street, Ossington Avenue and  
Dovercourt Road. Davenport Road, from Dupont to  
Bay Street, is also scheduled for resurfacing in  
1967.....work is virtually completed on the rail  
renewal program on St. Clair Avenue. Work on Ron-  
cesvalles Avenue, Queen to Dundas, has been post-  
poned until 1968.....the last remaining street  
car overhead has been removed from Lansdowne Ave-  
nue and Lansdowne Carhouse.....odd assignments  
noted recently include 4596 on DANFORTH, 4601 on  
LONG BRANCH and 4426 on KING WEST.....the north  
bound track in the YONGE subway between Rosedale  
and St. Clair Stations is to be renewed during  
the summer.....Overhauled and painted air cars  
during the past month were 4199, 4220, 4239,  
4247, 4250, 4253, 4586, 4589, 4593 and 4599...  
....4431 has returned to service, and 4407 is ex-  
pected shortly. Also back in service after 18  
months is 4721, which is also the first car to

be equipped with a destination sign for "Main  
Station".....4538 and 4664 are undergoing re-  
pair for collision damage.....Crane C-2 was at  
St. Clair Shop in late April for several new  
wheels.....4553 and 4300 exchanged divisions  
between April 21st and April 25th.....RT-4 was  
badly damaged by fire north of Ellis Portal on  
May 6th at 2.25 a.m. RT-4 had just been over-  
hauled, and may not be repaired as it will be re-  
placed by a new car now under construction in  
Japan.....the TTC will spend over \$60,000 to  
re-body two as yet unidentified trolley buses,  
in an effort to avoid bus replacement on the  
trackless lines.....how many readers are aware  
of the fact that all wheel and axle maintenance  
for the PCC cars of the Shaker Heights Rapid  
Transit is performed at Hillcrest Shops?.....  
new bus arrivals are being numbered in the 7000  
series. The 6000 series was unavailable for bus  
numbering as this series is reserved for use on  
subway-surface cars. Subway-surface cars?.....  
W-26 has joined C-1 in dead storage at the far  
northwest corner of Hillcrest Shops, in the com-  
pany of London & Port Stanley cars 4 and 8 and  
several PCC cars stored for Alexandria. Storage  
of PCC cars, facing east-west on the Hillcrest  
soccer field has been discontinued, although the  
cars facing north remain in position for the time  
being.....  
/JFB, SM, RM, TW