



INCORPORATED 1952

BARTON MINE
ARTICLE

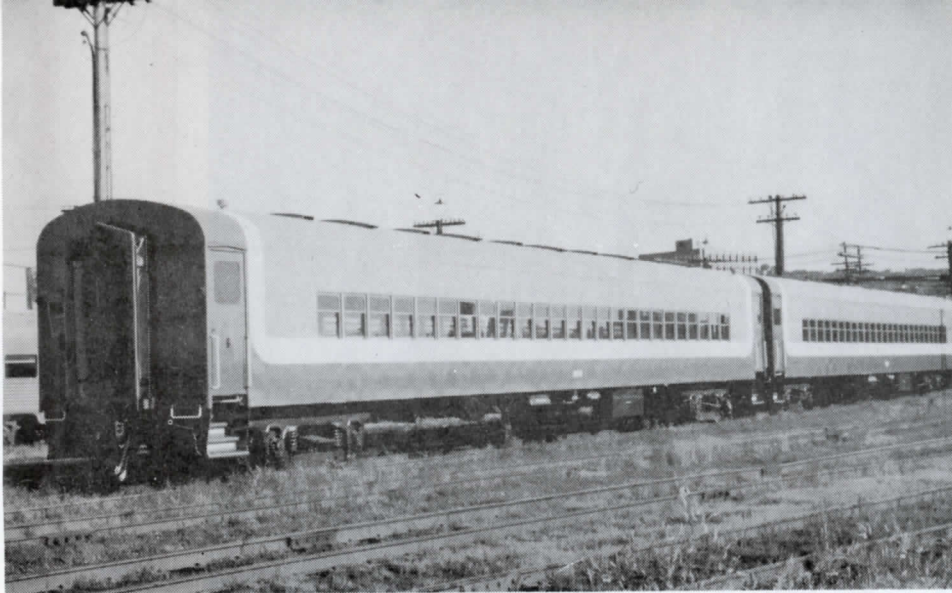
Newsletter

NUMBER 408

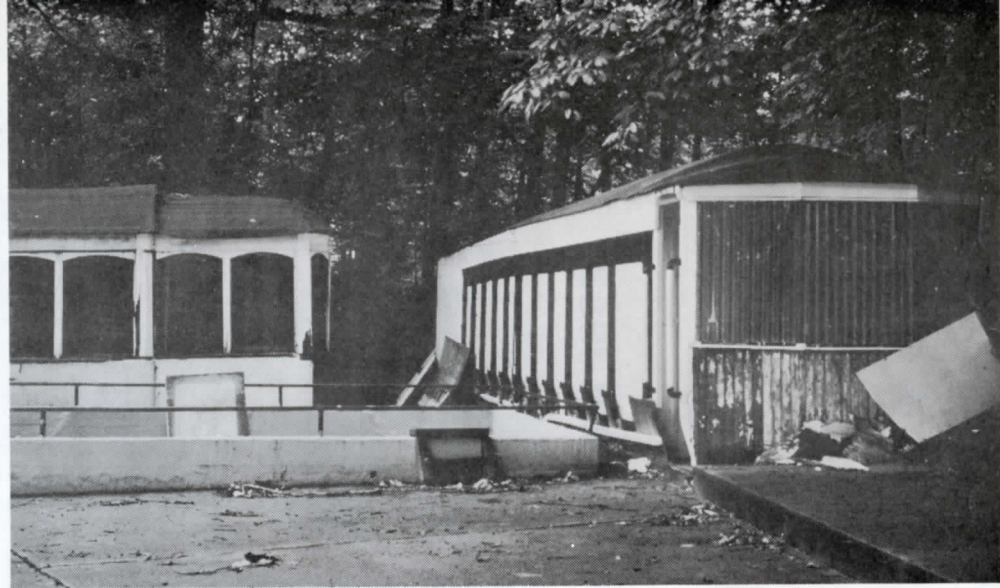
OCTOBER 1983



UPPER CANADA RAILWAY SOCIETY
BOX 122 STATION "A" TORONTO, ONTARIO



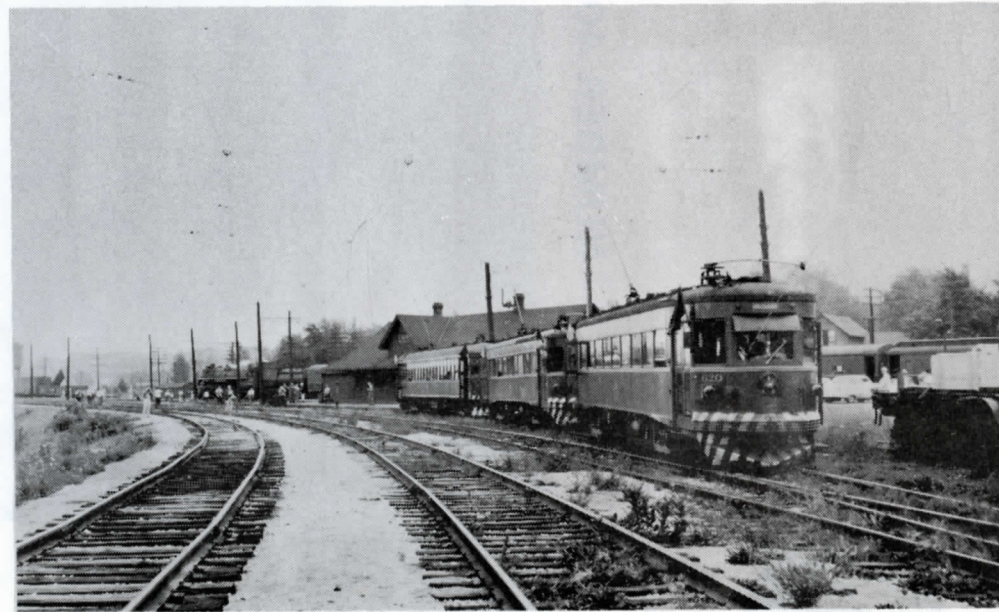
A pair of ex-CPR 800 series commuter cars, in the new Montreal Urban Community Transportation Commission livery of light blue, white, and dark blue, at CPR Glen Yard, Montreal, Aug. 15, 1983. The cars, built circa 1953, originally were in CPR maroon paint, followed by a silver paint scheme, prior to the recent MUCTC takeover. --Photo by Bruce Chapman



A London St. Ry. open car is pictured beside closed car 138 on July 30, 1983, in London's Springbank Park. The cars, used as change rooms at a swimming pool since pre-World War II days, were being stripped for parts by members of the OERHA street car museum near Rockwood, Ont. --John D. Thompson photo



CNR 5303 and 6247 have just brought the NRHS Convention Special into Stratford from Toronto, on Aug. 31, 1958. The classic station at Stratford is still used by VIA. --photo by Bob Sandusky



NS&T interurban cars 620, 623 (ex-Montreal & Southern Counties Ry., ex-Windsor, Essex & Lakeshore Ry.) and 83 (ex-Toronto Suburban Ry.) await NRHS fantrip riders at Merritton, Ont., who arrived from Stratford behind CNR 6247, background. Aug. 31, 1958. --photo by Bob Sandusky

"IN THE DRINK"

FOR OVER 100 YEARS

BY SANDY WORTHEN AND RAY CORLEY

Prefacing the following account, here is a part of the introduction to an article titled "The Trent River Ore Cars", by Arthur D. Dunn, P. Eng., of Ottawa, printed in the Bulletin of the Metallurgical Society of the Canadian Institute of Mining and Metallurgy (CIM), May, 1981:

"There is often a desire to follow some of the more outrageous leads in any investigation, even though they might in the first place appear to be somewhat in variance to the original intent of the enquiry: at times the lead takes one along a path that at first appears to be quite separate, but is indeed a part of the story that is to be followed. Such a case was the case of the lost ore cars of the Blairton Iron Mine at Trent River".

In the early part of Queen Victoria's reign (1834), eight landowners in the district of Newcastle, now part of Northumberland County, incorporated the Cobourg Rail Road Company. This charter was one of the two earliest railway charters in Upper Canada, today's Province of Ontario. This railway, with 27 miles opened in 1856 as the Cobourg and Peterborough Ry., and its successors, were never profitable enterprises. By 1865, the owners thought that a merger with the Marmora Iron Works would provide increased revenues from the iron ore shipments from the mines in the district.

So, in 1866, the Cobourg, Peterborough and Marmora Ry. and Mining Co. was formed and in Canada's Confederation Year (1867) a railway was completed from Trent Bridge ("The Narrows") on the Trent River eight and a half miles north-east to the Blairton Mine. The first shipment of iron ore went out by rail that autumn.

A special pier had been built at Trent Bridge so that the loaded ore cars could be run out on it and their contents dumped onto barges for the trip up the river to the outlet of Rice Lake at Hastings, where the locks between the river and the lake had been widened to accommodate the tugboat "Isaac Butts". The barges were towed up the lake to Harwood where they were off-loaded into hopper cars for the rail journey to Cobourg and thence by lake steamer to Charlotte, New York.

It was obvious by 1883 that the iron ore traffic had not and would not develop, and ore shipments ceased when trains were taken off the Blairton Branch. The Company's bondholders took the expected action and auctioned off the whole operation in April, 1886 to one T.P. Pearse for \$30,200. A year later a new company, the Cobourg, Blairton and Marmora Ry. and Mining Co. emerged to assume the residual assets.

When the Canadian Pacific was building its Ontario and Quebec Ry. through the county in the late 1880's, a Mr. E.C. Garlick, mining engineer and metallurgist of Cleveland, Ohio, intervened on behalf of Mr. T.D. Ledyard of Toronto, who owned deposits of iron ore located just north of Blairton near Crow Lake. Mr. Garlick advocated the connection of the northern portion of the Blairton Ry. to the Ontario and Quebec line and the continuation of the former to Crow Lake. It was obvious that the part of the isolated mine railway from the O&Q crossing to Trent River would be of no further use. W.C. (later Sir William) Van Horne did not respond to these recommendations.

The portion of the mine railway from Trent River to the O&Q crossing was removed in 1887 and the Grand Trunk Railway Company of Canada took control on April 1, 1893, officially abandoning and lifting the remaining three miles of the derelict route.

The Cobourgers, undaunted, tried to raise money from the Municipality, predictably without success. After the Company disappeared in the general amalgamation of Grand Trunk short lines, the latter abandoned the 15 remaining miles of the original Cobourg and Peterborough route from Cobourg to Rice Lake on Dec. 31, 1895.

At the time, it seemed as though this was the last of the physical assets of the Cobourg and Peterborough enterprise and the Blairton mining railway, but it wasn't. In his article, mentioned previously, Mr. Arthur Dunn described how the Blairton-Trent Bridge-Hastings-Harwood-Cobourg route was used from 1868 to 1879. After that, there was an anonymous newspaper account dated Aug. 9, 1881 which read as follows:

"The third and last victim (at the Blairton Mine) was Samuel Bray, an old pensioner of the British Army, who took pride in showing many scars received in fierce engagements in six years, his last being in the taking of Alma Heights in the Crimean War. Bray was drowned at the dumping ground at Trent Bridge. The track over the piers and dump openings was raised to allow the scows to go under and so receive the ore dumped from the cars. The train in question was nearly unloaded, and the boy, who was firing, made



The Newsletter is published monthly by the
Upper Canada Railway Society,
Box 122, Station "A", Toronto, Ont. M5W 1A2.

Editor: Stuart I. Westland, 78 Edenbridge Dr.,
Islington, Ontario Canada M9A 3G2.
Telephone (416) 239-5254

Assistant Editor: John D. Thompson
(416) 759-1803

Activities Editor: Ed Campbell (416) 255-1924

Please address all correspondence relative to
the Newsletter to the Editor at the
above address.

TRAIN CHASING--IS IT WORTH IT?

One of the most regrettable aspects of the railroad hobby is the vast shrinkage in the number of stations, yards and engine terminals where an afternoon rich in train watching and photographic opportunities can be spent. Slim schedules and abandoned facilities, to say nothing of the loss of steam, have caused at least a certain segment of the railfan fraternity to behave very differently from the typical pattern of 30 years ago.

It is much in vogue now to concentrate on a single train by "chasing" it, rather than to stand around in one spot during the increasingly long gaps between trains. It is sobering to realize that this changed behaviour is aided and abetted by two things, which have as much as anything else served to destroy the old order in the railroad industry--the private automobile and the multi-lane freeway. A train chasing cult has grown up--pursuing an ostensibly legitimate extension of railfan activity and indubitably providing evidence that the railroad enthusiast is among the most adaptable and dedicated of all hobbyists.

But train chasing can have a very dark side to it. While railfans point to the carnage on the highways in touting the safety of travelling by train, they will in the next minute jump into the flivver and careen down the road overtaking law abiding motorists and swaying multi-axled leviathans of the highway in a mad drag race with a train travelling safely on its own right-of-way without obstructions for the engineer to worry about.

One recent newspaper account told of a 40-car chase of an excursion train during which drivers "attempted to keep up with, and at times ahead of, the train" along a route of no less than 175 miles. Part of this drag strip was along a section of dirt road where the motorcaders travelled at 50 MPH with dust "flying all around". One driver said that he could not even see the road ahead and that the "chasers" had to turn headlights on. His companion, undaunted, said "once this gets into your blood, there's no cure for it". Well, there is one cure for it, one that he would presumably not care to think about.

Safety has been the number one watchword in railroad operations for many decades. It is ironic that some of the most dedicated aficionados of the industry have developed a way of pursuing their interest which at best is unsafe, and its more extreme moments cannot be described as anything less than foolhardy. Those with train chasing in their blood should pause to ask:

- Do I really need that many pictures of the same train on the same day?
- Would not the operators of this excursion be happier with me (and would it not be just as much fun) if I rode the train rather than being in that rat race on the highway?
- As a true railroad enthusiast, should I not be riding the rails at every opportunity?
- Do I hope to be around enjoying and photographing trains 10, 20 or whatever number of years hence rather than being six feet under?

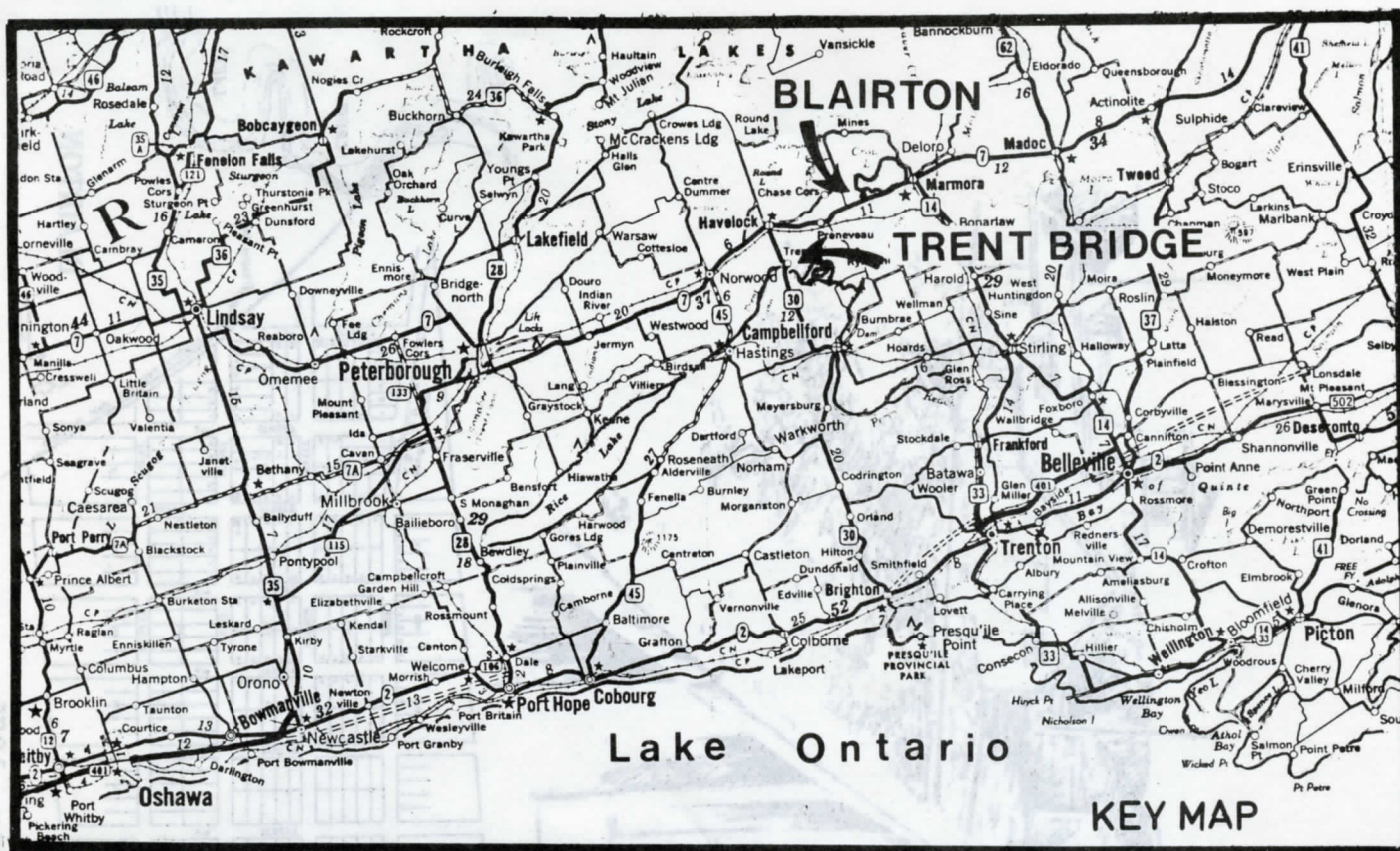
--The CN wooden caboose list in Newsletter 406 (page 15) erroneously included 79184, which actually is a steel caboose assigned to the Edmunston (N.B.) auxiliary. The wood caboose total as of June 13 was thus 36, not 37 as stated.

--Bruce Chapman

SUN KINKS--1983's persistent summer sun caused derailments by way of kinked rails at two Southern Ontario locations. At Mitchell (on CN's Stratford-Goderich line) several thousand feet of track, three cars and a caboose were damaged when rails bent under a train. The next day, on the Grand River Ry. near Hidden Valley Dr. in Kitchener, CP 8161 and several cars went off the track for a similar reason. The switcher suffered damage to its fuel tank and was repaired at Toronto Yard.

--George W. Roth in Tempo Jr.

COVER: CPR 1271 and 2839 are pictured approaching Guelph Jct., Ont. with the NRHS Convention Special on Aug. 30, 1958. By Bob Sandusky.



several useless attempts to push the remaining loaded cars to the dumping. The engineer, who was amusing himself a few rods away, became angered at the necessity of being disturbed, took charge of the engine and, with language too unsavoury for your columns prefacing the expression 'I'll put them up', put on fearful speed, knocking away the guard construction and plunging five empty cars over the outer pier".

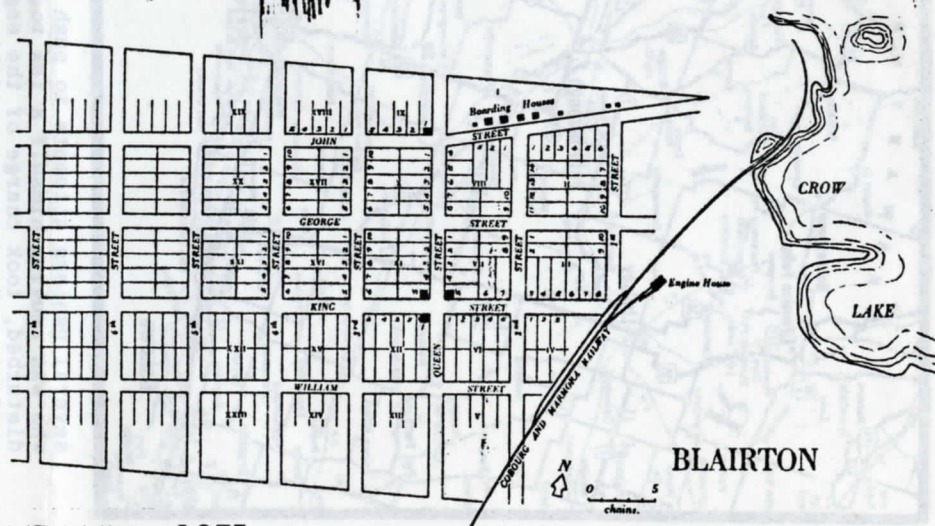
Thereafter, the five empty ore cars lay in and on the bottom of the river at Trent Bridge until Canada's Centennial of Confederation in 1967. In that centennial summer, some scuba divers, exploring the river bottom near the remains of the old railway pier, came upon some wheeled objects in the mud. As no one in the town seemed to know anything about them, inquiries were made in Peterborough; the artifacts apparently being of railway origin, Mr. Ray Corley was contacted and invited to the site and his opinion was requested. The remains of the "vehicles" could not be examined and so only conjectures were possible. Unfortunately, in the preoccupation with the country's centennial, no funds or volunteer manpower were available to raise one or all of the objects from the river.

After a lapse of more than a decade, the presence of railway type vehicles off the river pier at Trent Bridge came to the attention of Mr. Arthur D. Dunn, P. Eng. of Ottawa early in 1979. As an industrial archeologist, Mr. Dunn had a great interest in the iron ore workings in the Marmora region and he was curious as to the precise nature of these submerged artifacts. He asked some scuba diver friends to examine the underwater site and to take pictures of any submerged objects. This was done in the winter of 1979-80, when the river water was clearer and there was less interference from well-meaning spectators. The results of the examination were surprising and encouraging. The objects were identified as five ore cars, the ones that were described in the newspaper account of August, 1881. A conference was held early in 1980 to talk about the results and to plan future strategy. Environment Canada and Parks Canada had to be involved, for the submerged ore cars were at the bottom of a Federally controlled waterway. The Trent-Severn Waterway Authority had to be consulted and its assistance obtained. Further dives were necessary to retrieve samples of any accessory metallic objects. A wrought iron link chain and a piece of a brass bearing were recovered and sent to Ottawa for inspection and analysis.

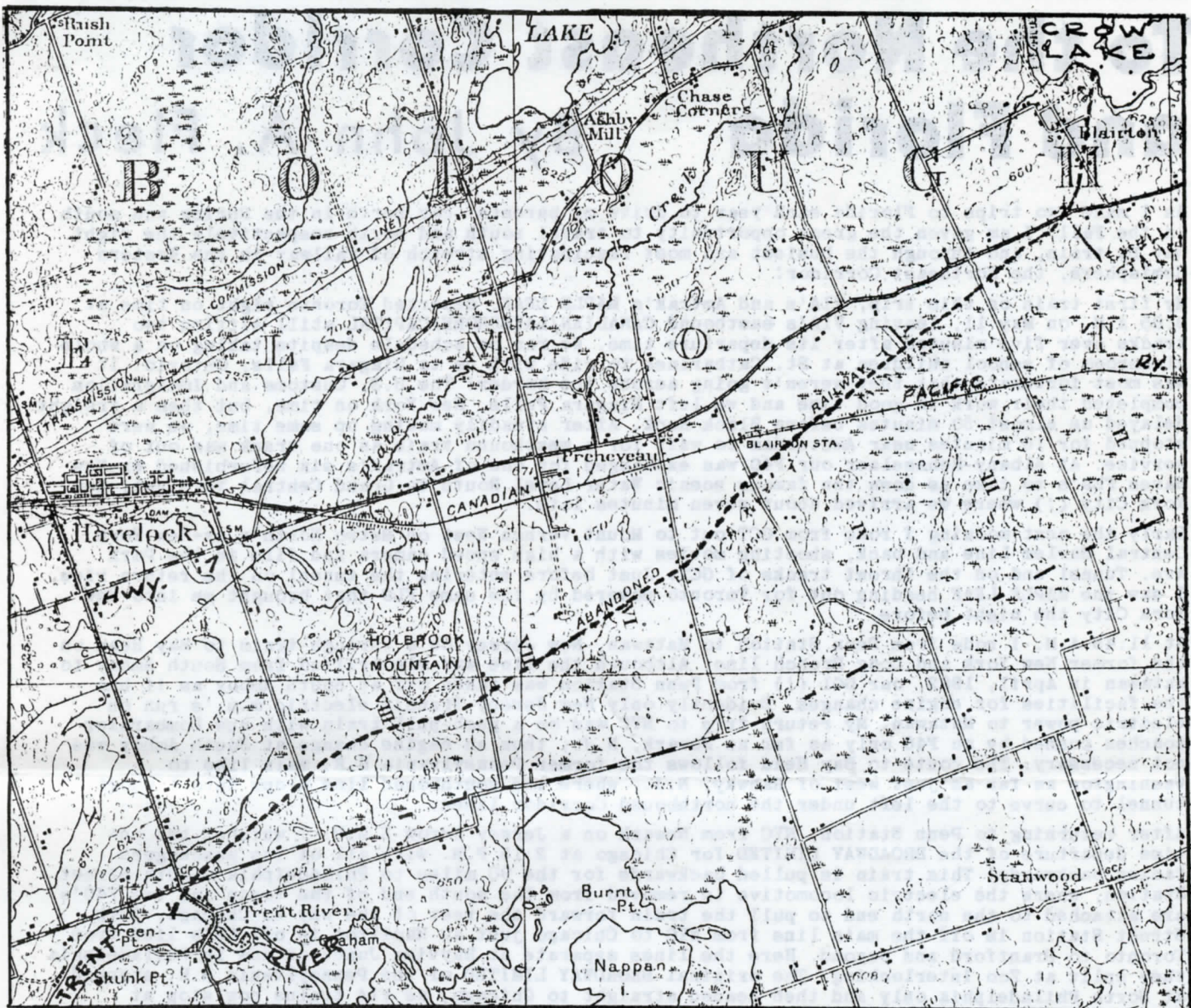
The use of the floating crane from the Trent-Severn Waterway Authority was requested to raise the ore cars, but it was available only after the summer's work program was completed. It was not until Oct. 8, 1980 that lifting of the ore cars could be started. On that date, they were raised without much difficulty. Four of the five cars were placed on a barge for transport to Peterborough, to be stored there until arrangements could be made for their conveyance to Ottawa for subsequent restoration and display, after more than a hundred years "in the drink". The most complete of the five cars was replaced gently in the Trent River, so that it would be "preserved" in its now natural surroundings until such time as restoration of the parts could be carried out.

The remains of three of the other four ore cars had been taken to Ottawa by the end of January, 1983. While reconstruction of one or all of them had been proposed, no funds had yet been allocated by Canada's Federal Government. All of the work done on the project had been paid for by donations from interested persons and a few organizations.

To date, Mr. Dunn's research has determined that these ore cars probably were built by the Cobourg Car Works (James Crossen, Iron Founder, Car Builder) of Cobourg, which made some 150 of them for



Both items from Historical Atlas of Peterborough County, 1875



Section of National Topographic Series Map Sheet 31C-5 showing the route of the Cobourg, Peterborough and Marmora Ry. ("Abandoned Railway") from Trent Bridge (Trent River) to Crow Lake.

the Cobourg, Peterborough and Marmora Ry. and Mining Co. of 1866. Some of the castings may have been made at the Helm Foundry, Port Hope, Ontario, but some of the wheel castings were made by the McDougall Co. of Montreal. Pig iron for these castings most probably came from Les Forges du St-Maurice, north of Trois-Rivieres, Quebec.

When the remains of the ore cars were raised, with all the attendant mud and rust, the measured distance between the wheel flanges was six feet, three inches, according to Mr. Dunn. This is greater than the gauge of the original Cobourg and Peterborough Ry., which was five feet, six inches. The newspaper account cited by Mr. Dunn also speaks of an engine. Where did it come from and where did it go?

It is hoped that one of these ore cars, when reconstructed, can be displayed in the Museum of Science and Technology, National Museums of Canada, in Ottawa. In the meantime, perhaps additional information about the Blairton mining railway, its motive power and its hundred year old ore cars, may come to light.

The assistance of Mr. Arthur D. Dunn, P. Eng., in the preparation of this report is acknowledged.

Bibliography: The Railways of Canada for 1870-71: J.M. & Edward Trout. pp. 117-120.
 The Monetary Times, Toronto, 1871. Historical Atlas of Peterborough County, 1825-75.
 Canadian National Railways--Sixty Years of Trial and Error: Vol. 1: pp. 428 et seq. Stevens, G.R. Clarke, Irwin & Co., Toronto, 1960.
 In Search of History--The Trent River Ore Cars: Dunn, Arthur D., P.Eng. Bulletin of the Metallurgical Society of CIM; May, 1981.
 Ray F. Corley: Personal researches and records.

To the Northeast Corridor and Florida

By John A. Fleck

As I make two trips to Florida each year to drive my parents' car north in the Spring and south in the Fall, I am given the great opportunity to travel south and north respectively the right way by train, and through the busiest and most fascinating stretch of railway in the Western Hemisphere, the Northeast Corridor!

My first train on this trip, VIA's and Amtrak's MAPLE LEAF, departed Toronto right on time at 9:05 A.M. on May 11, leaving VIA's eastbound CANADIAN/LAKESHORE/CAPITAL still sitting two tracks over five minutes after its departure time. We ran on schedule despite taking on a whole classroom of school children at St. Catharines to ride with us to Niagara Falls, Ontario. It was most fortunate that they weren't going across the border! The U.S. Customs and Immigration completed their work in good time and we left Niagara Falls, New York on time, but then a freight delayed us almost 30 minutes before Black Rock. After steadily making up some time, we were stopped for 10 minutes near Amsterdam to wait for a westbound train as one track was out of service. At Albany-Rensselaer our F40 was exchanged for one of Amtrak's six refurbished ex-New Haven FL9's to take us down the famous scenic Water Level Route to Grand Central Terminal, New York City (!) where we arrived about seven minutes late.

Early the next morning I rode from GCT out to Mount Vernon West on Metro North's ex-New York Central Harlem Line and back, shooting movies with a high speed camera and film in the Park Ave. Tunnel and on the throat tracks of GCT. Just before entering the tunnel on the return ride, I saw the MAPLE LEAF heading out for Toronto powered by the same FL9 that brought me into New York City the night before.

At 11:45 A.M. I rode from Penn Station to Matawan, New Jersey on a through train to Bay Head on the former New York and Long Branch line. Although the line was electrified from South Amboy to Matawan in April, 1982, our GGL (!) from Penn Station was taken off at South Amboy as it has the facilities for engine changes. Evidently only New Jersey Transit electric m.u.'s run on electric power to Matawan. My return trip to NYC was on a push-pull train with new Bombardier coaches pushed by an F40 only as far as Newark, N.J.; thus an engine change at South Amboy was not necessary. The route to Bay Head follows the former Pennsylvania R.R. main line to Washington as far as just west of Rahway, N.J., where the southbound line drops into a short tunnel to curve to the left under the northbound Corridor lines.

After returning to Penn Station, NYC from Newark on a Jersey Arrow E.M.U. I watched the on-time departure of the BROADWAY LIMITED for Chicago at 2:15 P.M. with all of its passengers facing backwards! This train is pulled backwards for the 90 miles to Philadelphia's 30th Street Station, where the electric locomotive is removed from the south end of the train and two F40's are attached to the north end to pull the train forward the rest of the way to Chicago. 30th Street Station is off the main line from NYC to Chicago just as Hamilton is off CN's line from Toronto to Brantford and beyond. Here the lines separate at Bayview Junction and in Philadelphia they split at Zoo Interlocking. The original BROADWAY LIMITED of the Pennsylvania R.R. stopped at North Philadelphia only and then headed straight to Chicago, as VIA trains now stop at Burlington and by-pass Hamilton.

I then walked to 424 West 33rd St. in Manhattan where the "Official Railway Guide" is published and where a railway book store called "Broadway Limited Antique Shop" is located on the 9th floor. The spectacular thing about this bookstore is that its windows look straight down on the open cut west of Penn Station between 9th and 10th Avenues. At the east end of this open cut trains pass under NYC's main Post Office before entering Penn Station and at the west end trains enter the tunnels under the Hudson River. On either side of the main tracks there are yards which store Jersey Arrow trains on the south side and Long Island M-1's (and forthcoming M-3's) on the north side. It is a tremendous sight for any rail enthusiast to see!

That evening I took the Long Island train out to Baldwin on the busy Babylon Line to stay with my wife's relatives during the rest of my stay in NYC, having stayed the night before at the new Grand Hyatt Hotel, which is beside Grand Central Terminal on 42nd St. and Park Ave. and which used to be the old Commodore Hotel.

The next day, May 13, I came in from Baldwin to take the new NEW ENGLAND METROLINER to Boston. It began service last October with the time change, and it consisted of three Amfleet II coaches with 59 seats each and lots of legroom! An AEM-7 took us to New Haven and then one F40 took us to Boston. Initially two F40's operated the train between New Haven and Boston. We were about five minutes behind at New Haven, but arrived a few seconds early in Boston in three hours and 55 minutes from NYC, 20 minutes faster than the YANKEE CLIPPER and MERCHANTS LIMITED of the early 1960's despite the facts that the former trains ran behind FL9's all the way with no engine change at New Haven and the distance to Grand Central Terminal is three miles shorter than to Penn Station over the Hell Gate Bridge.

Upon arrival in Boston's South Station I rode the MBTA Red Line south to Braintree. The line was recently extended to this point from Quincy Centre although an intermediate station, Quincy Adams, had not yet been opened. This line crosses the Neponset River on a 3000-foot bridge which was the longest "transit only" bridge in the USA when it came into use in 1971. Its length may now be exceeded by the Washington Metro's Yellow Line bridge across the Potomac River which opened on April 30, 1983. I then rode the Red Line north over the Longfellow Bridge which also carries road traffic across the Charles River into Cambridge, Mass. The Green Line to Riverside

on a private right-of-way formerly owned by the Boston and Albany R.R., and which still has some original B&A stations, is serviced by Boeing-Vertol articulated cars which appear to be running well despite all their problems. Later that afternoon there were PCC cars running in the Boylston St. subway.

I returned to NYC on the 5 P.M. NEW ENGLAND METROLINER. That day was my first time to enter Boston over the former New Haven Dorchester Line which the NH used as a freight line until its merger with Penn Central. It separates from the original Shore Line via Back Bay at Readville and rejoins the Shore Line just south of South Station. The original route will come back into use when the Southwest Corridor is completed with the relocation of the Orange Line in the same right-of-way. Beside my train was the Boston section of the LAKESHORE LIMITED to Chicago, due to leave at 5:15 P.M. We arrived at New Haven about six minutes early, but arrived in Penn Station 12 minutes late due to delays between New Haven and Shell Tower south of New Rochelle. The four-track main line between these points, unlike the rest of the Northeast Corridor, is owned by the New York State MTA and the Connecticut DOT and the dispatchers give the right of way to Cosmopolitan M-2 trains between GCT and New Haven. Northbound Amtrak trains have a better chance to reach Boston on time as they still have 156 miles between New Haven and Boston to make up time.

On May 16 I rode EXPRESS METROLINERS to Washington and return, leaving NYC at 8 A.M. and Washington at 5 P.M. There I rode the Metro to New Carrollton and walked a mile in the rain to the present Capital Beltway station which has gauntlet tracks so that non-stopping passenger trains and freights don't rub against the edge of the high-level platforms. This station will soon close as Amtrak is building a new station right beside the New Carrollton Metro station. I then rode the new Yellow Line which had opened only 16 days before I was there. Its bridge over the Potomac River has the Richmond, Fredericksburg and Potomac R.R. bridge on one side and the 14th St. bridges which carry highways U.S. 1 and I-395 on the other side. Then I stood near the south end of the tunnel under Capitol Hill to watch the SILVER STARS to and from Florida which pass within a few minutes of each other. After visiting the Federal DOT and Amtrak's headquarters at L'Enfant Plaza, I took the Red Line to Silver Spring, Maryland to watch the CAPITOL LIMITED with a newly-rebuilt ex-Northern Pacific dome coach pass by on the B&O line enroute to Pittsburgh and Chicago. The Red Line runs in the open beside the throat tracks of Union Station and then along the B&O right-of-way to Silver Spring. The Maryland DOT runs a substantial commuter service out of Washington in the form of RDC's to Baltimore's Camden Station and ex-Pennsy refurbished coaches powered by F9PH's (formerly B&O F7's) to Brunswick, Md. The line to Baltimore parallels Amtrak's line and B&O trains to Jersey City used to race Pennsy trains to NYC (as the 20TH CENTURY LIMITED and the BROADWAY LIMITED did east of Englewood Station near Chicago).

My EXPRESS METROLINER to Washington arrived 20 minutes late, mostly due to an entire interlocking being replaced in Maryland near Perryville and also to running through Trenton on the outside local track as the southbound express track was entirely removed for replacement. Notices were posted in Washington Union Station concerning the track work in progress. My return EXPRESS METROLINER to NYC arrived only four minutes late. The new AEM-7 electric locomotives are very fast and powerful, and they pull most of the Northeast Corridor trains between New Haven and Washington.

The next day I rode the LIRR to Flatbush Ave. in Brooklyn and then the "D" subway train over the Manhattan Bridge which crosses the East River from Brooklyn to Manhattan. There is a spectacular view of lower Manhattan from the bridge. I have just read that all subway trains will use tunnels under the East River along with other trains already using these tunnels for three months while major repairs are done on the bridge. It carries two pairs of subway tracks with roadways above and between each pair. For many decades most of the subway trains used the north pair of tracks only and thus many of the floor beams were twisted and cracked. The repairs will cost over \$93,000,000! I changed at West 4th St. to an "A" train to the World Trade Centre and then rode an older PATH train to Hoboken to catch the 8:45 A.M. New Jersey Transit train over the Erie R.R. line to Suffern, N.Y.; northbound on the Main Line and southbound on the Bergen County Line.

Upon leaving Hoboken I saw many ex-Lackawanna E.M.U.'s in the yards and then an operating E.M.U. coming into Hoboken just before my train entered the Bergen Hill Tunnel. After the tunnel we swung right through the West End Junction where the Erie line separates from the Delaware, Lackawanna and Western electrified lines. The electrification is in the process of being converted from 3000 volt D.C. to 25,000 volt 60 cycle A.C. and, when that happens, the old E.M.U.'s will cease to operate and new Jersey Arrow cars, some of which I saw being pulled as ordinary coaches by F40's, will take their place. The Erie line has some interesting stations with Spanish architecture such as Ridgewood, N.J. I left Suffern at 10:02 A.M. to return to Hoboken.

That afternoon I took the non-stop Turboliner MOHAWK from GCT to Albany-Rensselaer at 3:45 P.M. It was my first time to run non-stop through Croton-Harmon, something you could never do in New York Central days as even the 20TH CENTURY LIMITED stopped there for an engine change. I was hoping to catch the MAPLE LEAF back to NYC, but my train was 15 minutes late and the former was on time, so I took the NIAGARA RAINBOW Turboliner at 7:48 P.M. back and it arrived right on time in GCT at 10:14 P.M.

The next morning I took the last of eight rides between Baldwin and Penn Station to catch the SILVER STAR to Tampa, Florida. It left right on time at 9:25 A.M. and I had an upper single slumbercoach room until after Kissimmee and then an Amfleet II coach seat to Tampa as the slumbercoach went to Miami. Passing through Sanford, Florida, I saw a lot of Auto Train equipment near the station. The Tampa arrival was just eight minutes late.

South of Petersburg, Virginia, the SILVER STAR uses the single track former Seaboard Air Line route to Savannah, Georgia; the double-track former Atlantic Coast Line route through Jacksonville and Orlando to Tampa and the SAL to St. Petersburg. The train splits at Auburndale, Florida, where the Miami section turns south to follow the SAL route which crosses the ACL at this point. Ironically, the SILVER METEOR uses the route of its former competition, the EAST and WEST COAST

CHAMPIONS, all the way to Tampa from St. Petersburg, although the Miami section is separated at Jacksonville and runs on the SAL route to Miami.

In closing: if any readers are planning trips to New York City or anywhere on the Northeast Corridor and would like some information, please feel free to call me anytime at (416) 431-5731 home or 965-4338 business. I also have an extensive collection of Super-8 movies which I have shot of and from trains all along the entire Northeast Corridor. I have visited New York City over 40 times and I feel that I know it quite well. I will be pleased to share my films and knowledge of the NEC any time.

Book Review

A TRACKSIDE GUIDE TO CANADIAN RAILWAY MOTIVE POWER--1983 EDITION: Roberts, Churcher and Smith

Available from: The Bytown Railway Society, Box 141, Station A, Ottawa, Ontario K1N 8V1.

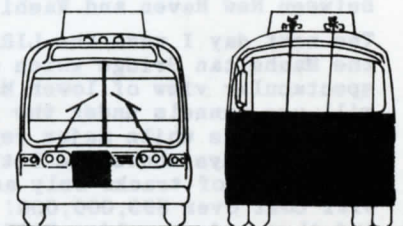
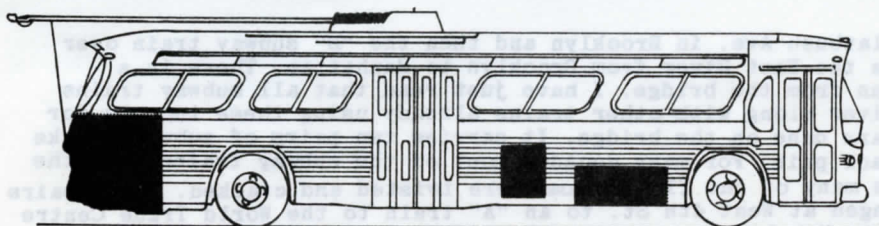
Price: \$8.95 Reviewed by Dale Wilson

This booklet is probably something most railfans have wished to have at one time or another. Sized conveniently for a camera bag or large pocket, the Guide quickly answers questions about any locomotive's parentage, designation, power, general specifications and whether commonplace or rare. Careful explanations are made of numbers duplicated so as to avoid confusion with previous photos or other records. There is even a careful accounting of models now extinct on CN and CP, with retirement date.

The section on shortline and industrial power is welcome. Now a railfan can determine if pausing in a particular town may be worthwhile, and once having spotted some strange wheeled beast, he need only refer to the Guide for its pedigree.

Even for those who have no need to carry the Guide, a copy would likely be a fine addition to a home library. In one compact format are all the basic facts on Canadian locomotives. Although staple-bound, the booklet is punched for a small-sized loose leaf binder. Some will find this handier than coping with the original binding. In short, a worthwhile purchase for any railfan, active or armchair variety.

TROLLEY COACH CORNER



AVOID SHOCK!--Edmonton Transit's new Brown Boveri Corporation trolley coaches incorporate "space age" technology in the form of solid state electronics. Certain parts of the chopper control, static converter and propulsion system can generate high voltages, although they are well insulated from the coach body. Should these isolated components come into contact with the body, the "charged vehicle" condition could occur. Insulation may be damaged if a coach is involved in an accident resulting in body damage at critical points as illustrated in the vehicle elevations reproduced above. ETS operators are instructed to be particularly wary of incidents which may befall the BBC coaches. If a charged vehicle condition is suspected as the result of a collision or from any other cause, operators are instructed to turn off the master switch, jump clear of the vehicle without touching any metal parts, pull down the poles (if same can be done from the roadway), and to stay away from downed overhead, if any. Passengers, of course, are to be given equivalent instructions relative to leaving the coach. Operators are further warned against climbing on the vehicle in an attempt to untangle poles from overhead, and if one or both retriever ropes should break the situation should be left to emergency crews.

--Adapted from ETS "Transit News"



The following is the text of a letter addressed by the General Secretary of the TTC to the City of Toronto, following City Council's July 11 consideration of the trolley coach phase-out plan: "The Commission at its meeting of Tuesday, August 16...noted that Council approved the following:

1. The TTC be requested to rescind the 'approval in principle' it has given to the recommendations of its Vehicle Fleet Mix Study regarding trolley coaches;

2. The TTC be requested to thoroughly review the Vehicle Fleet Mix Study in light of the brief of the Streetcars for Toronto Committee. This review should examine the component costs of diesel bus and trolley coach operations, and should include consideration of the impact of

economies allowed by expansion of the trolley coach fleet from its present size;
 3. The TTC be requested to undertake a controlled study of diesel bus fuel consumption which takes into account the variations in route characteristics such as stop spacing, average vehicle speed and terrain. The present use of an average fuel cost for all diesel bus routes does not allow a proper comparison of electric and diesel propulsion; and
 4. The TTC be requested to submit its reports regarding recommendations two and three to City Council and other interested parties for comment.

It was further noted that Council endorsed the creation of a Transportation Review Committee which will review transportation proposals, plans, initiatives or studies concerning transit service and facilities within the City of Toronto.

The foregoing has been referred to Management for information and attention."



The San Francisco Municipal Railway opened a new trolley coach route on Aug. 24: The 24-Divisadero line which had been diesel operated since 1941. \$14 million was invested in new substations and overhead for the crosstown route, which extends from Pacific Heights through the Castro and, since the conversion, into the Bayview District. A municipal spokesman, calling a spade a spade, told the press in relation to the changeover that the electric vehicles are more efficient, quieter and more reliable than the internal combustion specimens which they replaced and that "they make less of a stink". San Francisco has had a trolley coach system since 1935, when the trackless vehicles were introduced on the 33-Ashbury line. Many routes were converted from street car operation at the end of World War II, and the system has gradually expanded since. 345 new Flyers were acquired in 1975; the 55-Sacramento Street line over Nob Hill was converted from diesels in late 1982. The Noe St. extension on the newly converted and lengthened Divisadero route, San Francisco's 15th t.c. route, has a 22% grade, a stretch that diesels could not handle. The principal reason for the survival of trolley coaches in San Francisco, however, as in Seattle, is cheap electric power. Muni uses electricity generated by the City-owned Hetch Hetchy system, thus power does not have to be purchased from any other agency.

--Information from Thomas B. Ambrose

Memories of the 1958 NRHS Toronto Convention

BY HAROLD F. BEAL

It has been 25 years since the National Railway Historical Society holds its first International/National Convention at Toronto. Many changes have taken place since that time, and were reflected in the second NRHS Convention held at Toronto in 1980, both in the availability of equipment and in the costs of operation, as you will see as you read on.

As the Buffalo Chapter, NRHS had, since its founding, done considerable business by chartering special trains with both the Canadian Pacific and Canadian National Railways, as well as arranging for special street car charters with the TTC, it was the consensus of the Officers and many members of the Chapter that it would be nice to sponsor the 1958 NRHS Convention at Toronto. The proposal for such an endeavour was made to the Officers, Directors and Members at the 1957 Convention in Roanoke, Virginia. Our proposal, based on special trains on the CP and CN and special movements on the lines of the TTC, as well as having Convention Headquarters at the Royal York Hotel, was summarily accepted. Mr. John H. Clark, then President of the Buffalo Chapter, said to the writer "It's your baby, so carry on with the arrangements". I was named Convention Chairman, and other Chapter Members were assigned various committee duties, which eventually turned out to make our Toronto venture a success, but not without many pitfalls, and hard work, along the way.

I don't know if we should have consulted the Royal York, the railways and the TTC prior to our making the Convention bid, but we did not, and perhaps if that had been done we would have been discouraged from making the bid--for our assigned time was Labour Day weekend, at the same time as the Canadian National Exhibition was being held. Giving thought to the fact that rolling stock might be scarce at such a busy time, and that available space at the Royal York could be very limited, I made a visit to Toronto a bit apprehensively, first making contact with Mr. Street, Royal York Convention Manager. I told him that I knew what a busy weekend we were requesting space for, and that I felt that the Royal Connaught Hotel in Hamilton might be used. He immediately told me that, were he to turn us down, his superiors would fire him. This pleasant news was given me over a welcome drink in the Imperial Lounge, and I was an overnight guest that night at the Royal York with their compliments. We now had the most desirable hotel for our Convention Headquarters, right across from Toronto Union Station, from where our two special trains would leave and to which they would return, and only a short distance from our special chartered street cars on the TTC.

As easy as it had been to arrange for our stay at the Royal York, which, by the way, had a nightly charge for conventioners in 1958 of \$10, somewhat different from the rate seven times that charged in 1980, the next segment to deal with was the railways. The CNR personnel which I dealt with gave me a flat no for our proposed movement on Aug. 31, citing lack of equipment on the busy Labour Day weekend; the man with whom I had arranged previous special movements persisted and followed through with further requests, seemingly to no avail. In fact I was afraid that he would lose his position for his insistence that such a movement was feasible at our requested time. Several trips to Toronto brought me the same refusal from lower echelon officials, but I thought that, if I could talk to someone higher up, it wouldn't hurt. I made contact with Mr. William E.

Tate, General Superintendent of Transportation for CNR at Toronto, and presented my case to him. Mr. Tate was very understanding and said that he would look into the availability of equipment, check into our proposed special train to Stratford (then on to Niagara Falls and return to Toronto) on Aug. 31. A subsequent visit to Mr. Tate brought the good news that equipment for our special train could be arranged for, and that our plan of operation was feasible. It would seem that, when the word went down from Mr. Tate, all fell into line, and he was a good friend in our planning further CNR special movements while he continued in office. On Mar. 19, 1958, Mr. Allan Griffin, General Passenger Agent, sent a letter of confirmation, indicating a Train Guarantee of \$576 for the operation. We also proposed a two hour tour at Niagara Falls by bus of that area, including going to Goat Island on the U.S. side, and were quoted a rate of \$23 per 35-seat bus, this also being a CN operation. An optional side trip, a 2½ hour tour of lines of the Niagara, St. Catharines and Toronto Ry., was also set up to operate from and return to Merritton, with a cost to us of \$35 per car for three cars, and to be sold to those desiring this trip at \$3 for each person.

The next task was to arrange a special movement for Sat., Aug. 30 via CPR lines from Toronto Union to Leaside, with double-headed steam power being used, thence to Lambton Yard and Roundhouse for a one hour inspection stop, then on to Guelph Junction, down to Hamilton, and return to Toronto via the high speed jointly used lines of CN and CP. Mr. J.G. Coleman, Superintendent of CP's Toronto Terminals Division, was most helpful in finalizing arrangements, as were others in the Passenger and Operating Departments. Costings of this movement were in line with those of CN, so we were able to offer very favourable prices for these two proposed train trips, and also for our special charter tour of TTC lines on Labour Day.

The third and final set of arrangements for trips via rail at the Toronto Convention were made with the TTC, with fine co-operation by Mr. W.C. Kelly, Superintendent of Sales and Special Services, as well as Mr. J.G. McGuffin and Mr. R. Aiken. Several proposals were made, and with some changes suggested by Mr. Albert D. Kerr, Chairman for Buffalo Chapter for TTC Special Trips, our movements were finalized for a four hour A.M. tour, and a repeat tour in the P.M., of lines of the TTC, including a one hour inspection stop at Hillcrest Shops for viewing and photography of the shop operation and of various TTC equipment, including historical equipment. The TTC special movements were held on Labour Day, Sept. 1, 1958. Arrangements were also made with TTC for a chartered bus to operate on a half-hour headway on Labour Day from the Royal York to the CNR Spadina Engine Terminal, between the hours of 9 A.M. and 4 P.M., with displays of various steam and diesel locomotives on hand for viewing and photography. This service was provided at no charge to those in attendance.

With the finalization of arrangements, a preliminary notice of the Convention events was sent to the NRHS membership, outlining plans and cost of events, and requesting the return of a preliminary survey card to assist the Convention Committee in its plans for numbers expected to attend. This was followed by a mailing of the Convention Brochure, complete with a Convention Reservation Form, so that those desiring to attend could make their reservations, and a reservation card to be sent directly to the Royal York Hotel for their stay there. Individual costs for Convention Events were: CPR Steam Trip, Aug. 30, \$6; Convention Banquet, Aug. 30, \$5.50, including tip; CNR Steam Trip, Aug. 31, \$8; TTC Trolley Trip, Sept. 1, \$3; totalling \$21.50, with a special package price of \$19 for these events, with the only optional event being the NS&T trip at \$3. Reservations were acknowledged by a special card for identification purposes which was sent to all registrants.

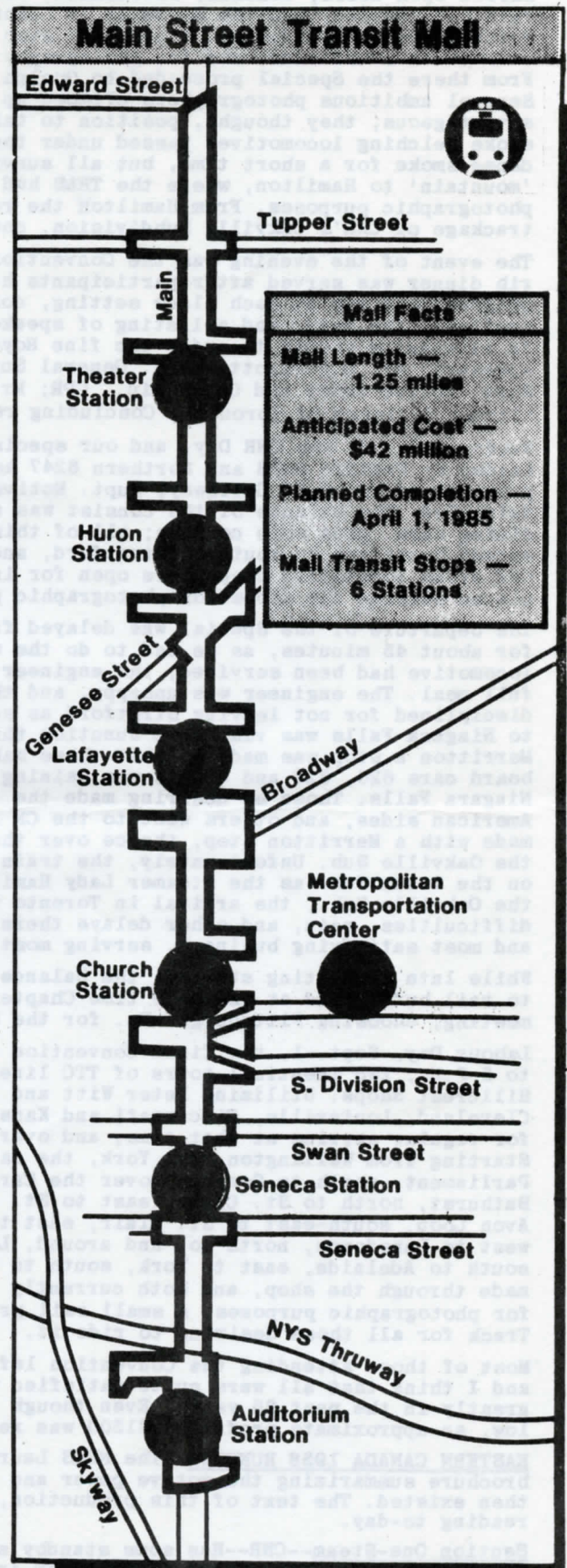
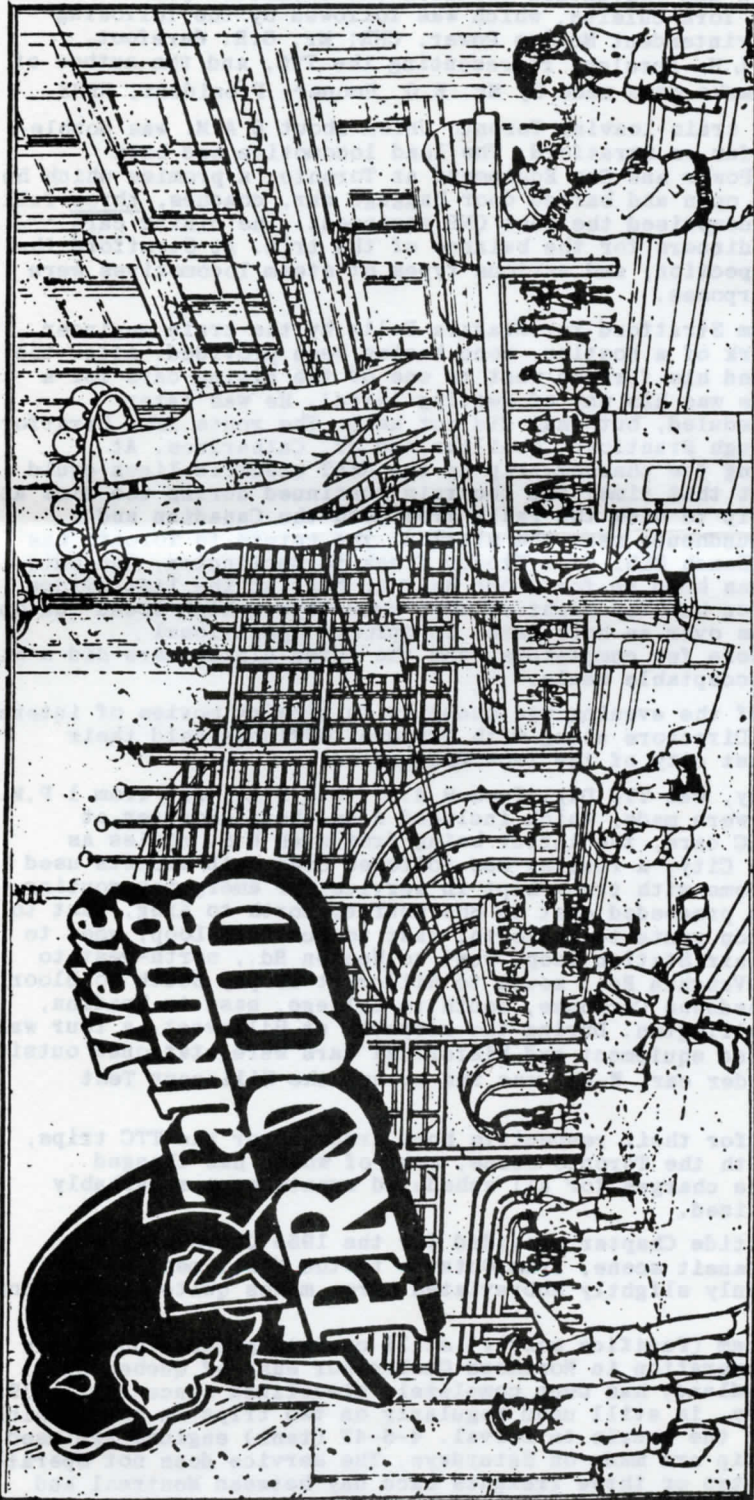
Even though basic arrangements were complete, much was left to be finalized. For the CPR trip the menu for the refreshment car was set up, and the Banquet Menu was printed, featuring photos of historical CN and CP steam and old Toronto trolleys. Photos from the files of CN, CP and TTC were collected for the photo exhibit on the Convention Floor of the Royal York. Various souvenirs, book matches, etc. from various railroads in the U.S. were obtained for Convention participants to take back. The Banquet Menu at the Royal York was arranged for, featuring roast prime ribs of beef, and with the fine co-operation of Mr. Harry Craib, Superintendent of Dining and Sleeping Cars for CN, a fine menu was selected for the CNR trip to Stratford and Niagara Falls, including prime ribs, steak, ham and turkey, with no peas and carrots but such vegetables as Broccoli Hollandaise. Special souvenir menus were printed by CN, and certainly some of these are still in the collections of Convention attendees, along with their photos of various events.

Committees of NRHS Buffalo and Rochester Chapter members were most important: Publicity, headed by Robert E. Wilson; Properties and Photo Display, headed by Richard H. Ganger; Banquet, headed by Mrs. Robert E. Wilson; CP Special Train, headed by John F. Collins; CN Special Train, headed by Harold M. Caulkins; TTC Special Trips, headed by Albert D. Kerr. Mr. James Van Brocklin was Registration Chairman, and personally took care of all registrations, remittances, and the sending out of reservation acknowledgement identification cards. Registration was about 500, most taking advantage of the \$19 package, plus others purchasing various events of their choice.

After 25 years, certain things with regard to the Convention Events are still clear in my mind, while other details are vague; but, notwithstanding some operating problems, almost everything went basically as planned. The Royal York Hotel personnel saw to it that every phase of their part was handled with courtesy and efficiency. For the use of our National President, Mr. Edward Hooper and his wife, and for myself, and Buffalo Chapter President John H. Clark and his wife, and for myself, the Royal York complimented us with two bedroom, three bath, and large living room suites. As far as I know, no serious complaints were made involving Royal York accommodations, and all Conventioneers were most pleased. Registration was ably handled by member committee people on the evening of Aug. 29, and all day Aug. 30. On the latter day it was necessary that some on the committee miss the CPR trip, but their sacrifice was appreciated.

The CPR trip left Toronto Union almost on time, behind G5 Pacific 1271 and Royal Hudson 2839. As it was raining lightly at departure time, the two steam locomotives for the reverse movement to Leaside experienced slippery track; a diesel switcher was immediately placed at the rear of the train to assist on the movement to Leaside. At the latter point the diesel was removed, and those so desiring were then able to move back to the two open gondolas. The consist was baggage car with

The map to the right shows the configuration of Buffalo's 1.25 mile long Main St. Transit Mall, which NFTA is now considering opening to one lane of automobile traffic each way, at least at certain times. The fear is that a carless mall may be drab, lifeless and dangerous despite the presence of LRRT cars. The drawing at left gives an indication of the shelters and other features contemplated for the Transit Mall, as being developed by Toronto architect Raymond Moriyama.



--Buffalo News map

barred open doors, coaches, refreshment counter car, and more coaches, plus two open gondolas. The rain had stopped, and the movement to Lambton Yard and Roundhouse was made over the freight-only North Toronto Subdivision. A one hour stop was made for inspection of the 36 stall steam freight locomotive roundhouse, and for photography of the various types of steam placed on outdoor tracks. From there the Special proceeded to Guelph Junction, where a most spectacular photo run was made. Several ambitious photographers climbed up on the signal bridge over the tracks for an advantageous, they thought, position to take their pictures. It worked fine for them until the smoke belching locomotives passed under them, upon which they were completely enveloped in the dense smoke for a short time, but all survived. From Guelph Junction the train proceeded down the 'mountain' to Hamilton, where the TH&B had some of their locomotives on display for inspection and photographic purposes. From Hamilton the return to Toronto was made over the jointly used high speed trackage of CNR's Oakville Subdivision, concluding a most enjoyable trip.

The event of the evening was the Convention Banquet at the Royal York's Concert Hall. A fine prime rib dinner was served after participants had enjoyed a social hour in the Ballroom. A special program/menu was at each place setting, containing pictures of historic locomotives and Toronto trolleys, the menu, and a listing of speakers and Convention Officers and Committee personnel. All in attendance seemed to enjoy the fine Royal York cuisine, which was followed by the following speakers: Mr. D.W. Pigott, Asst. General Superintendent Motive Power, CNR; Mr. O.R. Barefoot, Supt. Motive Power and Car Equip., CPR; Mr. L.H. Pursley, representing the TTC, and the author of "Street Railways of Toronto". Concluding remarks were made by Mr. E.G. Hooper, President, NRHS.

Sunday, Aug. 31 was CNR Day, and our special train leaving Toronto Union about 8 A.M. was double-headed by Pacific 5303 and Northern 6247 as far as Stratford. The lead locomotive had been promised by Mr. G.L. Galloway, Supt. Motive Power and Car Equipment at Toronto, a promise which he fulfilled. The balance of the consist was an open and barred door baggage car, coaches, three full dining cars, plus more coaches; all of this comprised the best CNR equipment. The dining cars served breakfast en route to Stratford, and dinners for the balance of the trip. At Stratford the CNR steam locomotive shops were open for inspection, and various types of steam locomotives were placed outside the shops for photographic purposes.

The departure of the Special was delayed from Stratford for Niagara Falls by the train engineer, for about 45 minutes, as he had to do the work of a hostler, none having been provided. After the locomotive had been serviced, the engineer and his fireman went to one of the dining cars for a full meal. The engineer was unhappy, and this was his way of getting 'even'. He was later disciplined for not leaving Stratford as scheduled, but that did not help. The route from Stratford to Niagara Falls was via Paris Junction through Brantford, Hamilton and St. Catharines. At Merritton a stop was made so that those making the charter trip on the NS&T electric lines could board cars 620, 623 and 83. It was raining at that time, and the rain continued during the time at Niagara Falls. Those so desiring made the trip to view the Falls from both the Canadian and American sides, and others went to the CN roundhouse near the station. The return to Toronto was made with a Merritton stop, thence over the Beach Sub. from Stoney Creek to Burlington, and onto the Oakville Sub. Unfortunately, the train was held up for about half an hour at the lift bridge on the Beach Sub. as the steamer Lady Hamilton had the right of way; even with a high speed run on the Oakville Sub., the arrival in Toronto was over an hour late. In spite of operational difficulties, rain, and other delays there were few complaints, and the three dining cars did a big and most satisfying business, serving most acceptable meals.

While late in getting started, the balance of the evening was occupied in viewing movies of interest to rail buffs, and at the same time Chapter Directors along with National Officers held their meeting, choosing Pittsburgh, Pa. for the host city of the 1959 Convention.

Labour Day, Sept. 1, the final Convention day, was TTC Day. From 9 A.M. to 1 P.M., and from 1 P.M. to 5 P.M., two identical tours of TTC lines were made, which included a one hour stopover at Hillcrest Shops. Utilizing Peter Witt and PCC cars, the latter being from such U.S. cities as Cleveland, Louisville, Cincinnati and Kansas City, a routing was followed over both streets used for regular service at that time, and over some with track kept in service for emergency routing. Starting from Wellington near York, the cars proceeded east to Sherbourne, north to King, east to Parliament, north to Gerrard, over the Carlton route to Danforth, east to Luttrell Loop, west to Bathurst, north to St. Clair, east to St. Clair Station Loop, west to Weston Rd., north-west to Avon Loop, south-east to St. Clair, east to Vaughan Rd., south to Hillcrest Shops, south to Bloor, west to Lansdowne, north to, and around, Lansdowne Carhouse, south to College, east to Spadina, south to Adelaide, east to York, south to Wellington. During the stopover at Hillcrest, a tour was made through the shop, and both currently used equipment and historical cars were stationed outside for photographic purposes. A small rail grinder car, W-25, was run around the Hillcrest Test Track for all those desiring to ride it.

Most of those attending the Convention left for their respective home areas after the TTC trips, and I think that all were quite satisfied with the Toronto scene, most of which has changed greatly in the past 25 years. Even though the charges for all scheduled events were remarkably low, an approximate profit of \$1500 was realized.

EASTERN CANADA 1958 RUNDOWN--The NRHS Laurentide Chapter provided for the 1958 Convention a brochure summarizing the motive power and transit scene, from Ontario to the Maritimes, as it then existed. The text of this production, only slightly abbreviated here, makes quite interesting reading to-day.

Section One-Steam--CNR--Has some standby steam (Pacifics mostly) still operating occasionally in the Quebec City area. There is no steam in operation in Northern Quebec nor east of Quebec City. The whole Atlantic Region (including Newfoundland) has been completely dieselized since April, 1958. In the Montreal area steam, mostly on standby, is still used regularly on two trips in the morning and two in the evening Mondays to Fridays on the locals to Dorval. 4-6-4T (tank) engines are used in this service. One morning and one noon trip are made on Saturdays. The service does not operate on Sundays. Steam (4-8-4's) usually handles two or three freights each day between Montreal and



UCRS and other events and activities

by Ed Campbell

--The Society's Annual Banquet is an event not to be missed, and it is to be hoped that all members who can possibly attend will do so. There is no doubt that the speaker, CN's J. Norman Lowe, will have stories to tell and pictures to show that you have never heard or seen before. Be sure you get a ticket and attend on Saturday, Oct. 29 at the Chelsea Inn, Gerrard St. West, Toronto.

--Of special note is a Slide and Photo Sale and Swap which the Toronto Transportation Society is holding on Saturday, Nov. 19 from 1 P.M. to 5 P.M. There will be an admission charge of \$1 and the location is the Community Centre at 2445 Lake Shore Blvd. West, opposite Mimico Ave. Transit and fire fighting equipment will be featured. Dealers are welcome.

Friday, Oct. 21--The regular Toronto UCRS meeting will be held in the Education Centre at the corner of College and McCaul Sts. at 8 P.M. sharp. A get-together outside the 6th floor auditorium will start at 7 P.M., so come early. UCRS member Ted Wickson will present a program of slides taken on his recent European trip.

Friday, Oct. 28--The regular Hamilton Chapter meeting will be held at the CNR Hamilton Station at 8 P.M. The entertainment will be a showing of members' 35mm slides. Why not bring your latest ones to the meeting? GO trains leave Toronto Union Station at 17:19 and 18:03 which take you directly to Hamilton Station.

Saturday, Oct. 29--The Society's Annual Banquet; get your tickets right away, \$18.75 apiece. See the flyer attached to the September Newsletter.

Friday, Nov. 18--The regular Toronto UCRS meeting at the Education Centre, College and McCaul Sts. The usual get-together will start at 7 P.M. so that the meeting may start at 8 P.M. sharp. The program will be announced in the November Newsletter.

Saturday, Nov. 19--TTS Slide and Photo Sale and Swap at Community Centre, 2445 Lake Shore Blvd. West (see above).

Saturday, Nov. 19 and Sunday, Nov. 20--The Barrie Model Railroad Show will be held at the Barrie Armouries. The UCRS will have a booth at the show.

• Toronto Railway Route Signs Discovered--During the course of the current rebuilding of the pits in Russell Carhouse, two identical metal signs 36"x6", enamelled on one side in blue, with the word "KING" in white letters, were found in the old concrete. It is surmised that they were used as reinforcing material when the original TRC carhouse had to be rebuilt by the TTC in 1924. These have been identified as side route signs, mounted in brackets beside the rear entrance doors or in the centre of the side on Toronto Railway Company cars. While their use was mainly discontinued after 1915, photos exist of cars still using them up to the time when the TTC took over.

This supplements a similar "find" three years ago when a house at Queen St. East and Munro St. was demolished. In the porch a number of 1" thick boards had been used as flooring. When taken up, the reverse side revealed names such as "Lansdowne via Paton Road", "Dovercourt", etc. in white lettering on a black background. The original boards measured 36"x8" but had been cut about 3" short at one end to fit the building.

Fortunately some "mating" uncut ends were found in the assortment to enable two "complete" boards to be spliced and salvaged. These appear to be the earlier style of side sign, the forerunner of the type of metal sign found at Russell (the "later" version of the TRC roof destination sign was also of rectangular wood design, replacing a curved version) but was believed to be larger in size--possibly 48" wide. These were replaced front and rear by electric signs under Ontario Railway and Municipal Board order in 1914, and then the rear electric sign was discontinued in 1915.

The writer has retained one of each of the above in his collection.

--R.F. Corley

Toronto, but not at regular times as diesels are used for each train if available.

In Southern Ontario steam is in the majority on practically all lines. Northern Ontario is mostly on standby. There is no steam at all on the Central Vermont or Grand Trunk.

CPR (a) Dominion Atlantic Ry.: Budd cars are used on through passenger trains from Halifax to Yarmouth, and diesels on gypsum trains between Hantsport and Truro. Everything else is handled by steam (light Pacifics and Ten Wheelers). (b) New Brunswick District (New Brunswick and Maine): Mixed Trains 559 and 560 between Norton and Chipman are handled by one of three assigned 4-4-0 types (Nos. 29, 136 and 144). The balance is mostly diesel, except for certain branch line freights handled by light Pacifics. The best place to see these is McAdam, N.B. in early morning. Mixed Trains 517-518 between Megantic and Brownville Jct. are handled by light Pacifics. (c) Quebec District: Commuter trains between Montreal-Vaudreuil-Rigaud are handled by heavy Pacifics and occasionally by a Royal Hudson. Certain way freights in the Montreal area are handled by Mikados and Pacifics with an occasional Ten Wheeler. Transfers in the Montreal Terminals see large Mikados. Certain switching performed in the Montreal Terminals (Glen Yard) is carried out by Consolidations. Trains 232-235 (Montreal-Ottawa) are handled by Royal Hudsons. Trains 213-214-217 (Fri.-Sat.-Sun., Montreal-Sutton) are assigned Jubilee (4-4-4) 2929, and have Budd cars for the rest of the week.

(d) Quebec Central Ry.: All freight and mixed trains have steam (Pacifics, Ten Wheelers and Mikados). All passenger runs are handled by Budd cars. (e) Ontario District: Extras are operated through approximately twice daily Montreal to Toronto, powered by Hudsons. West of Toronto, steam predominates with all types of power being used. Most freights are double headed between Toronto and Orr's Lake, a distance of 60 miles, account heavy grades. Excellent photo opportunities exist at Campbellville, 38 miles west of Toronto. This is also a good spot for a tape recorder with the heavy grade.

(f) Algoma District: Between Chalk River and Cartier steam (Pacifics and Mikados) handles approximately 50% of freight trains, and in the Sudbury area Mikados handle certain of the Levack ore trains. The balance of the district is 100% diesel.

--The Grand Falls Central Ry. (Grand Falls to Botwood, Nfld.) uses narrow gauge Mikados.

--The Sydney and Louisburg Ry. (Nova Scotia) is 100% steam. It has all types of power, mostly secondhand U.S. (P&OV, C&IM, EJ&E, C&O, P&LE, D&TSL, etc.)

--Cumberland Ry. (Springhill to Springhill Jct., N.S.) is still steam; it probably sees one engine at a time.

--Maritime Ry. (Maccan to Joggins, N.S.): probably uses one engine at a time on a day run to the mine at Joggins; operating mines in this area are working only three or four days per week.

--Old Sydney Collieries (Sydney, N.S.) is 100% steam with various types in operation.

--Lines with no steam left are Canada and Gulf Terminal, Ontario Northland, Algoma Central and Hudson Bay, Canada Southern (NYC), Chesapeake and Ohio, Wabash, Napierville Junction (D&H), Quebec, North Shore and Labrador Ry., Roberval and Saguenay; Romaine River Ry., and Alma and Jonquiere have steam on standby.

Section 2--Interurban Electric, etc.--CN Montmorency Sub. (formerly QRL&P (Quebec City-St. Joachim)) operates frequent service with standard interurban cars. Sometimes during holiday rushes the railway handles standard railway cars with electric freight locomotives.

--CN Granby Sub. (formerly M&SC Ry.) is now completely dieselized.

--Cornwall St. Ry. still has electric freight service using mostly secondhand U.S. locos.

--The Grand River and Lake Erie and Northern Rys. still have electric freight service.

--London and Port Stanley Ry. still has electric freight service.

--The Niagara, St. Catharines and Toronto Ry. still has a few interurban runs daily, and also some electric freight operation.

--CN Montreal Terminals have MU electric cars in base service; electric locomotives are used in rush hours, Monday to Friday; they also handle certain through trains in the Mount Royal Tunnel.

--CN (Sarnia-Port Huron): Some freights are still handled by electrics, but time is running out for this installation.

--Oshawa Ry.: Freight only, makes extensive use of CNR diesels.

Section 3--City Electric Lines--Montreal: few lines are left; in the last few months the Rachel, Davidson, Ontario and Lachine lines were abandoned; Bleury, Van Horne, and Outremont are scheduled to go this month.

--Ottawa: There is electric operation Mondays to Fridays only.

--Toronto: There have been no changes recently; the system is flourishing.

--From the collection of Harold F. Beal

READERS' EXCHANGE

• Dave Spiegelman, Box 63, Jarvis, Ont. NOA 1J0, wants to purchase a 1938 or 1941 Locomotive Encyclopedia. He may be contacted at (519) 587-4270.

• G. Saunders, R.R. 3, Barrie, Ont. L4M 4S5, has for sale 39 original timetables of various railroads dated 1883-84, plus many other articles from the same era. Write for further details.

• Rick Mannen, Box 62, Lynden, Ont. LOR 1T0, (519) 647-3736, has for sale or trade a large selection of railroad items surplus to collection: R.R. hats, timetables, TH&B loco bell, HO models, plus full collection of early Canadian locks and keys. List available for \$1 plus SASE. Wants older Canadian timetables.

• West Toronto Junction Historical Society, c/o Annette St. Library, 145 Annette St., Toronto, Ont. M6P 1P3, has for sale a plan and photo kit of CPR West Toronto Station (photo taken 1911). Send cheque or money order for \$5, plus \$1 for postage, made payable to the WTJHS, to the above address.

• General Motors Diesel Division held open house for the public at its London, Ont. plant on Sept. 24, between 10 A.M. and 5 P.M. This was in commemoration of GM's (not DDGM's) 75th anniversary. On display were the relic demonstrator "Blue Goose", a BCOL GF6C (electric) carbody and other current production units.

--Tempo Jr.