

newsletter

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Upper Canada Railway Society



newsletter

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Editor _____ James A. Brown

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Please address NEWSLETTER contributions to the Editor at 3 Bromley Cres., Bramalea, Ontario. No responsibility is assumed for loss or non-return of material.

All other Society business, including membership inquiries, should be addressed to UCRS, Box 122, Terminal A, Toronto, Ontario.

The Cover

Eight years ago, this was the scene at Stratford, Ontario, midmorning of a sunny winter's day. The 4-8-2 eases away with train 29 for London, while 5611 waits patiently for the hour of its departure for Goderich. Pacific 5578 at the right has just arrived with the morning accomodation from Palmerston. The railway: Canadian National.

/J.A. Brown

Contributors to this Issue

John Bromley, Bruce Chapman, Ray Corley, George Horner, Forster Kemp, Omer Lavallee, Bryce Lee, Ken MacDonald, Bob McMann, Bill Melhuish, Doug Miller, Steve Munro, Jim Sandilands, Fred Sanckoff, John Thompson.

Production: The Jordans

Distribution: Charlie Bridges, Ed Jordan, Tony Kerr, Bryce Lee, Barry McDermott, George Meek, Bill Miller, Keith Milligan, Steve Munro, Bruce Shier, John Thompson, Ted Wickson.



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.

Dec 15th; (Fri) Regular meeting at which John Bromley will present slides taken on his recent European trip.

Jan 19th; (Fri) The UCRS Annual Meeting: Reports of the officers for 1967 and election of directors for 1968.

Jan 28th; (Sun) The winter STEAM excursion, this time a circle tour from Toronto to Washago, going via Beaverton and returning via Barrie, and featuring CN 6218. Fares and schedule details will be available soon.

READERS' EXCHANGE

FOR SALE: Christmas cards with a railway motif: Available in three designs: Style A -- CP Pacific pushing snowplow, line drawing; Style B -- CN Northern at speed in winter setting, line drawing; Style C -- CN 6167, lots of steam and snow. Ten cards and envelopes, \$1.50 postpaid. Order by Style A, B or C from E.A. Jordan, 114 Braemar Avenue, Toronto 7, Ontario.

WANTED: Photos of all types of CPR structures such as coaling towers, stations, roundhouses, turntables, etc., with or without locomotives visible; also photos of all types of CPR passenger train equipment. Norm Szun, 3275 West 24th Avenue, Vancouver 8, B.C.

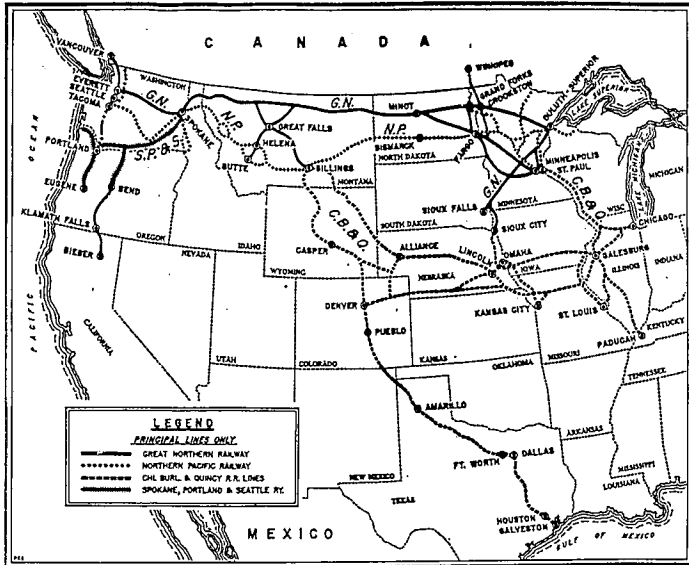
FOR SALE: Locomotive and car photos, large variety, some Canadian. Send 50 cents for 15-page list. C.F. Kantola, 30 Dakota Avenue, Dumont, N.J.

WHO CAN SUPPLY INFORMATION on the Niagara Falls Park & River Railway? This data is required for a forthcoming book. Already available are numerous historical postcards of rail, trolley and steam ship interest. Write W.R. Gordon, 811 Garson Ave., Rochester, N.Y., 14609.

RAILWAY

News and Comment

GNP&BL CREATION APPROVED BY ICC



Reversing a decision made a year and a half ago, the Interstate Commerce Commission recently gave the green light to a merger of the Great Northern and Northern Pacific railways and the Chicago, Burlington & Quincy Railroad together with three lesser roads already controlled by the others, the Spokane, Portland & Seattle Railway, the Colorado & Southern Railway and the Fort Worth & Denver Railway. The merger would create a mammoth 26,500-mile rail system exceeding in mileage even the pending Penn-Central system. Like the Pennsy-NYC merger, however, the new western system will undoubtedly face delays in federal courts.

The name of the new colossus: Great Northern Pacific & Burlington Lines.

ONTARIO NORTHLAND ROADBED OK -- CPR

Charges that the roadbed of the Ontario Northland Railway is inadequate and dangerous have been denied after an investigation by an impartial body, Canadian Pacific.

The condition of ONR roadbed was cited by workers as a major reason for a walkout on September 13th by members of three operating unions (September NL, page 135), which idled the provincially-owned railway for more than 24 hours. On November 11th, the Ontario Northland Transportation Commission announced in North Bay that an investigation of the condition of roadbed and trackage between North Bay and Moosonee carried out later in September by CPR experts revealed no basis for the charge.

GO FARES MUST BE FILED WITH CTC

In a unanimous judgement published November 20th, the Supreme Court of Canada ruled that the Canadian Transport Commission has jurisdiction over tolls charged by GO Transit, which means that the Ontario system must file its fare structure with the federal agency. Normally, such filings are a matter of routine. However, if the amounts are challenged a hearing can be forced and adjustments made.

When GO was first organized, Ontario officials approached the chairman of the Board of Transport Commissioners (since replaced by the CTC) with the request that the fare structure be kept in Ontario hands as long as the safety and operating requirements of the BTC were met. At the time, there was no objection to this. However, the BTC hearings which permitted CN to withdraw its commuter trains on the GO route caused the chairman to reverse his decision and maintain that the commission would have jurisdiction over the GO fares.

CANADIAN PACIFIC HOTELS MOVE TO TORONTO

Canadian Pacific Hotels Ltd., a subsidiary of Canadian Pacific Investments Ltd. plans to move its 30-member headquarters staff to Toronto in 1968.

"The change is destined to link our headquarters operation with our single largest property in Canada, the Royal York Hotel," said E.C. Fitt, vice president and general manager of the hotel company. "Using the Royal York as our base of operations, we plan to initiate a program of staff training and management development for our entire system."

SWITCHING CREWS REDUCED BY NEW PACT

A pattern-setting agreement worked out in two years of negotiation between CPR and the Brotherhood of Railroad Trainmen provides that yard switching crews will be reduced to two men from the present three, an elimination of 2,000 jobs during the next five years. The union obtained a provision that the jobs of all men employed before December 15th, 1966 will be guaranteed. As normal attrition takes its toll, the jobs will be reduced at a matching rate.

Yard crews consist of a foreman and two helpers. The junior helper is to be dropped.

STICKY JOB FOR NYC WRECKING CREW

NYC wrecking crews toiled in molasses and sugar beet pulp to clear the Central's line at Ridgetown, near Chatham, Ont., on November 8th, following the derailment of ten cars of an 81-car freight train. There were no injuries in the mishap which closed the line for 12 hours.

RAPIDO DERAILED IN QUEBEC COLLISION

More than 40 passengers and crew members were treated in hospital following a head-on collision between CN's Quebec City-Montreal Rapido, train 21, and eastbound freight No. 424 on November 15th near Drummondville, Quebec. All but three of the injured were released the same day.

Engines 6766 and 6854 powered No. 21; reportedly the lead unit caught fire after the derailment. Cause of the accident, which occurred in CTC territory, has not been released.

CN FREIGHT SHED BECOMES PARKING LOT

Canadian National's downtown Toronto freight shed at Simcoe and Front Streets, made redundant recently by the opening of the Express Freight Terminal at Toronto Yard and the transfer of bond traffic to the former Express Building downtown, is being demolished to make way for a parking lot. The level crossing at Front Street and trackage within the shed area have been removed, to the delight of rush-hour drivers who regularly use that thoroughfare.

THE STORY BEHIND THE RAILWAY LAYOFFS

Angry political scenes have accompanied the railway layoffs which have taken place across the country during the past few weeks. CN and CPR have between them laid off more than 4,000 workers, each having cut its labour force by some three per cent.

The cause of the trouble, they say, is the sharp decline in freight traffic. "If production isn't kept up, it's bound to affect the railway industry," a CN official explained. From January 1st through October 21st this year, freight carloadings in Canada dropped 5.5 per cent to 3,090,449 from the preceding 1966 period. Net railway earnings of CPR for the nine months ended September 30th were down to \$28,639,000 from \$35,733,000 the previous year; revenues were \$423,633,000 compared with \$409,098,000 in 1966, but the year-ago period included a strike, which makes this year's picture better than it would look if conditions were normal in 1966.

A CN spokesman said in an interview, "Our earnings are down \$65 million on our estimates. Our net earnings for the third quarter were down 42.2 per cent on the previous year. When it was obvious the year was not holding up to expectations, we deferred projects and did not replace staff. Lay-offs were inevitable and the figure for CN has now reached approximately 2,500.

"The present situation seems to be a North American experience. The average net earnings of 15 class one railways in the U.S. were down more than half for the third quarter of 1967 against a year ago."

During the first nine months of this year, CNR freight traffic was down six per cent on the previous year. Each month was down anywhere from one to 13 per cent compared with the previous year. (Major declines occurred in agricultural products (10%), mine products (9%) and manufacturing and miscellaneous products (6%).)

"The overall reduction amounts to 100,000 carloads fewer than we handled during the first nine months of 1966," the official said, adding, "we made our prediction on 1967's economic forecast that the economy would be less buoyant but would hold its own. Traffic was down for each month of our forecast. There was some optimism that things would improve in the second half but this didn't materialize."

CN's layoffs have been spread as follows: Atlantic Region 450, St. Lawrence Region 460, Great Lakes Region 390, Prairie Region 800 and Mountain Region 260. These figures include 165 layoffs at the Montreal repair shops, 157 at Moncton and 270 at Winnipeg.

CPR has laid off 600 workers at the Angus Shops in Montreal, 400 at the Ogden Shops in Calgary and another 700 spread across the country.

-- The Montreal GAZETTE

CPR TO REACH NORTH VANCOUVER?

Canadian Pacific has expressed interest in a proposal by Foundation of Canada to construct a causeway across Indian Arm (north off Burrard Inlet, Vancouver Harbour) to provide road and rail access from Port Moody to the rapidly-expanding industries and bulk loading terminals of North Vancouver. FENCO claims that such a project would reduce currents in Vancouver Harbour, improve rail service to the North Shore, relieve congestion on the present Second Narrows bridge by providing a new highway link from the Fraser Valley to North Vancouver, and create a 12-mile lake of virtually fresh water for recreational use.

CP now has no direct access to the North Shore. Canadian National's tunnel-bridge complex which will cross the Second Narrows to gain access to North Vancouver industries is nearing completion.

CTC DEFERS ABANDONMENT ACTION

The newly-established Canadian Transport Commission does not intend to hold hearings on rail line abandonment or decide on such applications until it completes a hearing on railway costing methods. The objective of the hearing -- to be held in public early in 1968 -- is to ensure that the Commission and the railways will use proper costing methods for the determination of the profit or loss position of the lines in question.

Exceptions to this general rule will be lines not carrying grain (or without grain elevators), those which are no longer being used or those for which demand has changed for various reasons. The abandonment application suspension has been in effect since 1962 and has been confined to Western Canada branch lines which have the main purpose of moving grain.

PIPELINE EXPLOSION DELAYS CNR TRAIN

An explosion of the main gas line of Trans-Canada Pipe Lines Ltd. near Huntsville, Ont., on November 20th delayed service on Canadian National's Huntsville Subdivision for several hours. CN's southbound train 676 was held at Novar for two hours before being allowed to pass the scene. The flames roared 500 feet in the air, just 600 feet away from CN's main line; the glow could be seen 50 miles away.

CP RELOCATES ITS OTTAWA OPERATIONS

The weekend of October 28-29 saw Canadian Pacific's yard and piggyback operations and motive power, rolling stock and shop facilities transferred from their former Ottawa West location to new quarters at Walkley, alongside Canadian National's yard, in the southeast sector of the Capital region. The move marks the virtual completion of a massive railway relocation scheme which saw the creation of a new passenger station and the elimination of countless level crossings in the Ottawa-Hull area.

With the opening of the new Ottawa Station, CP passenger trains to or from the Carleton Place and Lachute ('North Shore') Subdivisions began operating via CN's Ottawa Subdivision (formerly part of the Beachburg Sub) -- the North Shore trains to a connection with the Prescott Sub at Elwood, and the Carleton Place trains to a connection with the Carleton Place Subdivision at Bells Jct., southwest of the Capital. From Elwood, the North Shore trains run northward to Ottawa West and thence across the Ottawa River on the Prince of Wales Bridge. These changes permitted the abandonment of the archaic Alexandra Bridge (crossing the Ottawa just behind the Parliament Buildings) and the grade crossing-riddled portion of the Carleton Place Sub from Ottawa West to Bells Corners.

During the summer, the Rideau Canal tunnel on the Prescott Subdivision was opened for traffic. Located near Carleton University, the tunnel bypasses the former swing bridge and several level crossings. Lunar white lights on signals approaching the tunnel warn engine crews of high water conditions within the structure.

BELOW: The first train to use the new Elwood Sub route across the former Ottawa West yard, No. 131 on October 28th, pauses at the new Ottawa West shelter.

/Bruce Chapman



ABOVE: CP's train 134 approaches Ottawa West, running northward on the Prescott Subdivision. The line now used, via the Rideau Canal tunnel, diverges to the right.

/John Thompson

On August 28th, the Carleton Place Sub from mile 1.4 to mile 8 was officially closed; the remaining 1.4 miles from Ottawa West remains as a spur serving a coal dealer.

Once the exodus from Ottawa West was complete, the former yard tracks were cut and a new direct connection constructed from the former Prescott Subdivision (now called the Elwood Sub in the Capital area) to the Prince of Wales Bridge. Ottawa West Station has been closed, and the only rail line now passing it is the coal dealer's spur.

BELOW: One week before closure of Ottawa West Station, CP 4069 passes, heading toward the former Carleton Place Sub.

/Bruce Chapman



WORTH NOTING . . .

- * CN has announced a \$1.3-million track relocation scheme on Montreal's south shore which will open large new areas for industrial development and at the same time eliminate 22 level crossings in the heavily populated areas near the St. Lawrence River.
- * The diamond crossing at the junction of CP's Winchester and Prescott Subdivisions at Bedell, Ont., was removed on October 2nd.
- * The Canada Labor Relations Board has rejected an application of the Brotherhood of Locomotive Engineers for certification as the bargaining agent for 1,900 CNR enginemmen, now represented by the BLF&E.
- * Some corrections for your CN timetables: Toronto-Ottawa overnight trains 213/214 stop at the CN Smiths Falls station, not CP as shown; the times of train 45 at Brockville and Smiths Falls (CP) should read 2015 and 2055 respectively instead of 2033 and 2133 as shown.
- * CN and CP recently placed in service their \$4-million coast-to-coast Broadband Exchange System, a communications service which will ultimately have a capacity of 51,000 words per minute. Previously, the maximum rate of transmission was 1,100 words per minute.
- * In one of its last acts, the Board of Transport Commissioners reported early in November that CN's crossing gates in Dorion, Que., where 20 persons were killed in a train-bus crash last year, were not at fault in the disaster. The BTC added, "In our opinion there was a preponderance of credible evidence that the gate was raised by arms and hands of one or two persons who were at it."
- * No longer must a properly-ticketed escort ride on the same train as a body being shipped in a baggage car. This benevolent attitude was taken recently by the Canadian Transport Commission as one of several steps to simplify the transport of bodies.
- * Illinois Central has won ICC approval for a tariff which would rent an 86-car train, complete with locomotives and crew, for a one-year period; charges would be one million dollars per year flat rate, plus \$5 per mile for either loaded or unloaded movements. Any takers?
- * Recent increases on less-than-carload (LCL) freight shipments have been withdrawn by CN and CP in the Maritime provinces, after bitter protests from shippers and provincial governments. The Maritime Freight Rate Act, a federal subsidy plan, will make up the difference to the railways.
- * The new 9,400-ton icebreaking ferry 'Ambrose Shea' was christened November 24th at Sorel, Quebec, and is expected to join CN's Atlantic Coast fleet by mid-December. The new ship will carry 310 passengers, 100 cars and 20 trailer trucks. It will be operated by CN on the North Sydney, N.S.- Argentia, Nfld. run, eliminating much of the cross-island trip for goods and persons bound for St. Johns.

Canadian Pacific's sulphuric acid unit train at Copper Cliff, Ontario.

/Canadian Pacific



EQUIPMENT *Notes*

EXPO EXPRESS CARS AT ANGUS

* Equipment of the Expo Express is being moved from the Expo site to Canadian Pacific's Angus Shops for storage pending a decision on its disposal.

The rumour factory has these cars remaining in Montreal for use at the 'Man and His World' exhibition, being sold to various U.S. cities, notably New York, or even being acquired by the Toronto Transit Commission. No authoritative announcement on their ultimate disposition is yet available.

CANADIAN NATIONAL MOTIVE POWER NOTES

* Eight SD-40's, class GR-30d, were delivered in November by General Motors Diesel Ltd., as follows;

5010 - Nov 5th	5014 - Nov 17th
5011 - Nov 5th	5015 - Nov 17th
5012 - Nov 10th	5016 - Nov 24th
5013 - Nov 10th	5017 - Nov 24th

These units, as with earlier 5000's, have been assigned to Calder (Edmonton).

* Evidently because of the relatively level profile of its main transcontinental lines, CN elected this year to eliminate the dynamic brake feature from future orders of high-horsepower units. Thus, the GR-30d class is appearing without the distinctive bulge atop the hood; units 5000-5007 and all of CN's GP-40's were delivered with and will retain their dynamic braking equipment.

CN POWER CLASSIFICATION REVIEWED

* For readers who may be unaware of the information included in CN's locomotive classification system, the following summary may be of interest.

Each locomotive bears a classification symbol, usually located below the unit number, on each side of the locomotive. The symbols-- such as MS-10e or GRG-17c -- may be 'translated' as follows;

- The first letter identifies the locomotive builder thus:
 - G - General Motors Diesel Ltd.
 - M - Montreal Locomotive Works
 - C - Canadian Locomotive Company
 - E - General Electric Company
- The second letter designates the type of carbody thus;
 - F - Road Freight
 - P - Road Passenger (with steam generator)
 - R - Road Switcher
 - S - Yard Switcher
- The third letter (if used) designates any special features, viz;
 - A - Equipped with operating cab; A-unit
 - B - No operating cab; B-unit
 - E - Equipped with generator for train power requirements
 - G - Equipped with steam generator
- The numerals after the dash indicate the horsepower to the nearest hundred.
- The letter following the horsepower figure designates the sub-class and indicates the order in which locomotive groups were purchased.

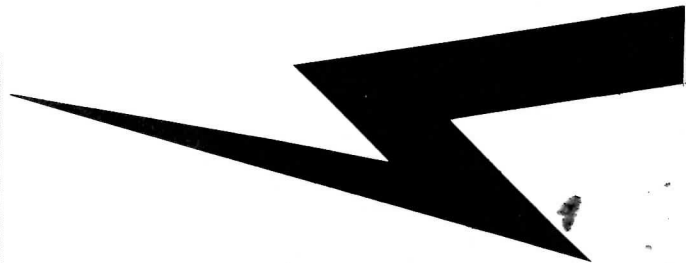


LEFT: CN's popular excursion engine 6167 has found a permanent home behind this four-foot chain link fence at Guelph, Ont., near the CN station.

/Bryce Lee



MEET



A silk express car built in 1928 is the hero of Canadian Pacific's latest venture in space-age railroading.

The car, No. 4465, was recently transformed at CP's Angus Shops into Canada's first railway mobile radio relay centre. Now numbered C-4465 and named 'Robot 1', it is painted in a new red, yellow and gray scheme to complement the locomotives with which it operates.

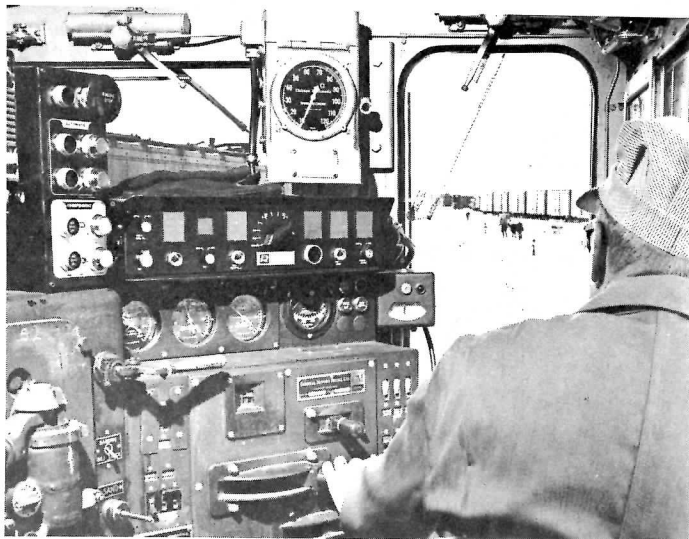
By relaying control commands from the lead locomotive of a train to the mid-train units to which it is coupled, Robot 1 enables CP to achieve a more effective distribution of power throughout the train, all under the control of the engineman at the head end.

Robot 1 is a radio and computer centre on wheels, equipped to receive radio messages from the leading command locomotive and process

them through its computer-like 'logic cabinets' to operate the mid-train units automatically. Each message consists of 50 'bits' -- a computer term for a single piece of information. Total message time is less than 200 milliseconds; each message includes an address code, control information and an error check code.

To ensure that each transmission is received and acted upon correctly, the logic cabinets in the head-end locomotive insert a unique algebraic problem 'password' into each control message. The logic cabinets in Robot 1 must solve the algebra problem and get the correct answer -- always zero -- before passing on the command order to the remote-controlled units. The mind boggles at the prospect of several Robot units operating on different trains in the same area without this means of differentiating between commands.

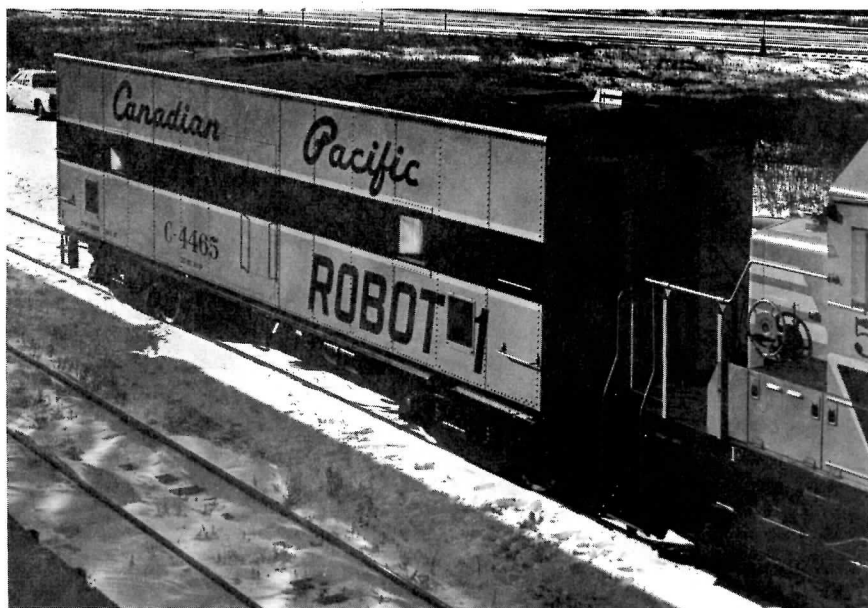
Control stand in the 'command' locomotive.



Adjusting Robot 1's logic cabinets.



ROBOT 1



The whole command process takes less than one-fifth of a second, providing virtually instantaneous control of the remote locomotives. As soon as the remote units have acted on a control message, Robot 1 reports back to the command locomotive and the status of the remote locomotives is displayed on a panel in full view of the engineman.

The system, designed by Radiation, Inc., of Florida, can be used in either of two modes, synchronous automatic operation or independent operation. In the synchronous mode, the master and controlled locomotives are operated jointly by the engineman in the command engine. In the independent mode, the engineman can operate the units separately from the lead cab. Normal safety functions in train operations, such as air brake application in the event of a break-in-two, are not affected by the system. The mid-train power concept is not applicable to passenger trains.

With a demonstration in Montreal on November 16th, Robot 1 began a year-long test programme to assess its performance on the mountain grades between Calgary and Revelstoke and in grain service from Winnipeg to Fort William. One of the major objectives of the tests will be to evaluate the use of Robot-locomotive combinations in unit trains devoted to the movement of single commodities on specific routes. Canadian Pacific already operates Canada's first sulphuric acid unit train in Ontario, and expects to haul coal from Alberta and British Columbia mines to Pacific Coast terminals in 100-car unit trains in the near future.

Running mate for Robot 1 is SD-40 No. 5557, specially fitted with logic cabinets and control panels to actuate Robot 1's circuits. In the first-day demonstration and a subsequent trip to Smiths Falls, Ont., units 5563 and 5564 did mid-train duty.

RIGHT: CP's demonstration train coils out of Montreal's St. Luc Yard. The mid-train units and Robot 1 are clearly visible, though not as far back in the train as they would be under service conditions.



ALL PHOTOS BY
CANADIAN PACIFIC

Farewell to the expo LIMITED

The last weekend of October seemed like the end of centennial year in Montreal, even though 1967 still had officially two months to run.

For one thing, it was the closing weekend of Expo '67, when public feelings of regret that this happiest and most successful of all world's fairs was terminating, were alleviated by the last-minute attainment of an attendance in excess of 50 million visitors.

The same weekend marked the resumption of winter schedules by the railways. Contrasted to the hundreds of thousands visiting at Expo on its closing day, only three members of the Montreal hobbyist fraternity, -- Philip Mason, Jim Sandilands and your reporter, were on hand at Windsor Station to see the last Expo Limited off on its 2,881-mile journey to Vancouver and the Pacific Coast.



Canadian Pacific's trains 5 and 6 must be unique in the history of long-distance "name" passenger trains in Canada, in that they were planned as a one-season operation only. With the exception of the "Park" class observation car which brought up the rear of each train set, the consist otherwise comprised standard equipment in tuscan red livery, including head end cars; 2100 and 2200 series coaches; "R",

BELOW: With replacement RDC's coupled behind its road-switchers, the last westbound Expo Limited awaits its October 28th departure from Windsor Station.

/Jim Sandilands



"S", "T" and "Grove" class sleeping cars, and "A" series dining cars. West of Winnipeg, a second stainless steel car of the Skyline dome series was included in the consist. The predominantly tuscan red train provided a brief, never-to-be-repeated recall of the famous "red" transcontinentals of the past, among them The Dominion, The Imperial and the Trans-Canada Limited.

Much of the equipment used on the Expo Limited is now released for sale or retirement; equipment which is to be retained for future use will receive the new silver-grey treatment when shopped for general repairs.

The birth of the Expo Limited came about in August of 1966 when Canadian Pacific decided to supplement the normal service offered by trains 1 and 2, The Canadian; the decision came scarcely a year-and-a-half after the company had withdrawn trains 7 and 8, The Dominion, due to lack of patronage. The rationale for the 1967-only train was expressed in a letter from Canadian Pacific president Ian Sinclair to the Hon. J.W. Pickersgill, then federal minister of transport, in August of last year. In it, Mr. Sinclair stated that ".....the decision to run the train has been made as a further contribution by Canadian Pacific to the success of Canada's Centennial and Expo."

The operation of the train was endorsed with enthusiasm by Expo '67 officials, and a proposal was made from that quarter that the rolling stock in the train be identified with the Expo logo. This proposal was not adopted due to the inflexibility which it would impose on the assignment of rolling stock.

BELOW: Expo Limited's Toronto section rated only a single road-switcher for its four-car consist.

/J.A. Brown

RIGHT: A single MLW unit handled the last run of eastbound No.6 shown here at Ottawa, November 1st.

/Bruce Chapman



ABOVE: The Expo Limited's sleeping car conductor maintains a lonely last-night vigil at Windsor Station.

/Jim Sandilands

The schedule eventually adopted was based on that of the erstwhile trains 7 and 8, as follows:

No. 5

Lv. Montreal	9.15 p.m. EST
Lv. Toronto	10.55 p.m. EST
Ar. Vancouver	6.30 a.m. PST

No. 6

Lv. Vancouver	10.00 p.m. PST
Ar. Toronto	6.45 a.m. EST
Ar. Montreal	8.10 a.m. EST

Trains 5 and 6 operated between Montreal and Vancouver; the connection between Sudbury and Toronto was numbered 15 and 16.

The last consist from Montreal, which left from track 3 at Windsor Station, was headed by road switchers nos. 8577 and 8464; it included two RDC cars deadheading to Sudbury. These cars inaugurated service the following Tuesday (Oct. 31) as train 417 between Sudbury and White River, 300 miles. This train, with its eastward complement, No. 418, functions on a tri-weekly basis between those northern Ontario communities.

- Omer Lavallée



Preserved ^{industrial} Locomotives

The following tabulation -- listing industrial locomotives -- is the third instalment of a record maintained for over 20 years by R.F. Corley, listing Canadian railway locomotives currently preserved. The preceding two instalments appeared the NEWSLETTER issues for February and April, 1967. A work of this type requires 'definition' to insure its correct interpretation, and the following notes will describe its scope:

Status; Only equipment currently preserved is included. Units formerly preserved and now scrapped have been deleted. Units earmarked for preservation are included, even if ultimate destination has not yet been established; however, those which may be preserved, or are in a tentative stage, are not included in the basic list. These, together with others on which further information or confirmation is sought, are held -- temporarily -- on a 'suspense' list which will be published at the conclusion of the series.

Method of Listing; While two records have been maintained concurrently -- one by owner, the other by location -- the 'owner' listing has been chosen here for ease of reference. The listing is by the name of the last operating owner, although former ownership is given where practical to aid in identification.

Display; Not all units listed are on public display, or even available to the public. The listing merely records their known preservation. Interested individuals are cautioned that the privacy of many of these displays must be respected, and that requests for access to private preservatons are not to be made.

Location; The listing includes Canadian equipment located anywhere in the world (i.e., Canada and the U.S.A. at present) and is not restricted to preservation in this country alone. (As an appendix, a list of foreign equipment preserved in Canada will be published for reference.)

The listing is considered to be about 98% accurate (within the above definitions) and despite extensive research, additional information to correct or refine it is always welcome, addressed to R.F. Corley, 490 Albertus Avenue, Peterborough, Ontario.

LAST OPERATING OWNER	ROAD NO.	TYPE	BUILDER AND DATE	PRESENT LOCATION	OWNER	DATE ACQUIRED	NOTES
General Mining Ass'n (Albion Mines)	'Samson'	0-6-0	Hackworth 1838	New Glasgow, N.S.		1884	Exhibited at Chicago Exposition of Railway Appliances, 1883, and Chicago World's Columbian Exposition, 1893; Displayed at B&O Museum until 1928, then to CN Station, Halifax until after 1947, when moved to CN St'n, New Glasgow.
General Mining Ass'n (Albion Mines)	'Albion'	0-6-0	possibly Longridge; c 1840	Stellarton, N.S.	Mining Museum		Probably rebuilt by Payne & Burn, Newcastle, 1854. Exhibited with 'Samson' from 1895 to 1928.
Old Sydney Collieries	25	2-4-0	BLW, 1900 (#17881)	Delson, Que. (Canadian Railway Museum)	Canadian Railroad Historical Ass'n	10/62	Ex-NSS&C Co. S, 'E.E. Bigge'. Last operated by Acadia Coal Co., Stellarton, on loan from OSC.
Acadia Coal Company	42	2-6-0	Schenectady 1899 (#5103)	Trenton, N.S.	R. Tibbetts	1963	Ex-OCC 42 in 1910; Ex-S&L 42 in April, 1955.
Intercolonial Coal Co.	7260	0-6-0	CLC, 1906	Trenton, N.S. (Tibbetts Paint Co.)	R. Tibbetts	1964	Ex-CNR 7075; Ex-CNR 7260.
Dosco (Trenton Steelworks)		0-4-OST	BLW, 1917 (#4823)	Trenton, N.S. (Tibbetts Paint Co.)	R. Tibbetts	1964?	Ex-NSS&C 5.
Chaudiere Valley Rly (John Breakey Co.)		4-4-0	Portland 1872	Ottawa, Ont. (National Museum)	National Museum of Canada	7/16/67	Ex-GTR 103 in 1903; Acquired for CNR Museum Train in 1949 and restored in 1950 as 'CNR 40'.
E.B. Eddy Co. (Hull, Que.)	2nd No. 2	0-4-OST	MLW, 1926 (#65429)	Dorval, Que.	Canadian Railroad Historical Ass'n	11/56	Loaned to H.J. O'Connell, Dorval, Que., 1/19/37.
Nat'l Harbours Bd. (Quebec City, Que.)	4	0-6-0	MLW, 1914 (#54662)	Delson, Que. (Canadian Railway Museum)	Canadian Railroad Historical Ass'n	2/62	Moved 10/63.
Ste. Anne Paper	3	0-4-OST	MLW, 1916	Delson, Que. (Canadian Railway Museum)	Canadian Railroad Historical Ass'n	1962	Moved 4/2/63.
Singer Manufacturing Co.	4		Cooke, 1920 (#61605)	Oakville, Ont.	S. Gorman	1965	Ex-Singer Mfg. (USA) 12; Purchased by ONR for Ontario Govt., 1964; Sold to F. Levy, Usarco, Hamilton, 8/65, then to Gorman.
Gulf Pulp and Paper Company	48	0-6-0	Davenport 1931 (#2185)	Sept Iles, Que. (QNS&L Station)	Quebec North Shore & Labrador Rly.	10/15/63	Ex-DCC 2185; Displayed by QNS&L 9/64.
Standard Paving Co.	101	0-6-OT	GTR, 1894	Ottawa, Ont. (National Museum)	National Museum of Canada	7/16/67	Ex-GTR 247, 2598; ex-CN 7105 in 8/28; ex-CS&G 101 in 1948; Acquired for CN Museum Train in 1953 and restored as 'CNR 247'.
Benver Charcoal Co. (South River, Ont.)	Shay B-B		Lima, 1913 (#2379)	Hawkestone, Ont.	Ontario Government	1965	Ex-Dennis Canadian Co. 1 (Whitney, Ont.); ex-Standard Chemical Co; acquired by Chas. Matthews, 1957.
Muskoka Wood Mfg. Co. (Huntsville, Ont.)		0-4-OST	Davenport 1925 (#2029)	Hawkestone, Ont.	Ontario Government	1965	Ex-Dominion Construction Co; acquired by Chas. Matthews prior to 1959.
Deloro Smelting and Refining		0-4-OST	Cooke, 1920 (#62357)	Langstaff, Ont.	Ontario Government	1965	Ex-HEPC 46; Acquired by Chas. Matthews, June 1963.
Kirkfield Crushed Stone Ltd.		0-4-OST	MLW, 1916 (#54319)	Atherley, Ont.	Byers Farm Equipment	1962	Ex-Canadian Steel Foundries 110.
Kirkfield Crushed Stone Ltd.		0-4-OST	Vulcan, 1930 (#4103)	Hawkestone, Ont.	Ontario Government	1966	Two locomotives were originally Ward Hayes Construction (Cleveland) 104 & 204; then to Bates & Rogers Construction; then to H.E. Culbertson; then to Pittsburgh Limestone; then to Kirkfield. Acquired by Chas. Matthews, 1962.
Kirkfield Crushed Stone Ltd.		0-4-OST	Vulcan, 1930 (#4104)	Hawkestone, Ont.	Ontario Government	1966	
Beck Lumber Co. (Penetanguishene, Ont.)		0-4-0	BLW, 1879 (#4774)	Penetanguishene, Ont. (Beck Mill Yard)	Beck Lumber Co.	Retired 1924	Ex-Hamilton & Dundas Rly 3 in 1899.
Electro-Metallurgical Co.	6	0-4-OST	MLW, 1937 (#68901)	Langstaff, Ont.	Ontario Government	1965	Acquired by Chas. Matthews, 1960.



Plymouth Cordage	0-4-0 Porter, 1906 Comp. air (#3500) 40" ga.	Toronto, Ont. (A.A. Merrilees Yard)	A.A. Merrilees Ltd.	1956	Lettered 'Welland'
Canada & Dominion Sugar Ltd.	7456 0-6-0 GTR, 1921	Reed City, Michigan	Mr. Miller	1965	Two locomotives ex-GTR 1781, 1795; ex-CN 7456, 7470. Both acquired by Ontario Government but left at Wallaceburg and Chatham on C&D Sugar property; resold in 1965 to C.A. Weber, Archbold, Ohio; then resold as shown.
Canada & Dominion Sugar Ltd.	7470 0-6-0 GTR, 1921	Michigan	Fred Steck	1965	
International Nickel Co. Ltd.	0-4-OT Vulcan, 1904 36" ga. (#536)	Oakville, Ont.	S. Gorman	1965	Ex-Empire Limestone (Shirkston, Ohio) 5. Converted to 2-4-2T by S. Gorman.
Pratt & Shanacy Co. (Biscotasing, Ont.)	6 0-4-OST MLW, 1911 (#49495)	Algonquin Park, Ont. (Pioneer logging exhibit, near east gate)	Ontario Dept. of Lands & Forests	1958	Ex-Cavitchi & Pagano 8; acquired by P&S Co. in 1922 or 1923. Displayed in early 1959.
Abitibi Power & Paper Co.	70 Shay Lima, 1926 B-B-B (#3298)	Iroquois Falls, Ont. (Temporary location only)	Canadian Railroad Historical Ass'n	3/62	Ex-Tallahassee Power Co.; ex-Dominion Construction Co.; ex-Standard Chemical Co.
Shevlin Clark Lumber Company	3 Shay Lima, 1913 B-B (#2712)	Atikokan, Ont.	Twp. of Atikokan	2/63	Abandoned 1924; to Donald Clark Timber, then to Ontario Dept. of Lands & Forests. Displayed 7/6/63.
Canada Creosoting Limited	102 0-4-OST MLW, 1923 (#64707)	Sioux Lookout, Ont. (CN Station)	Town of Sioux Lookout	1961	Ex-Saguenay Power (Alcan) 118.
Lake St. Joseph Transportation Co. (Central Patricia, Ont.)	B Porter, 1928 gas-elec. (#7120)	Delson, Que. (Canadian Railway Museum)	Canadian Railroad Historical Ass'n	4/63	Acquired by A.A. Merrilees, 1958. Painted Interprovincial Rly of Canada 9, 'Sans Pareil'
Hollinger Mines Limited	0-4-OT Porter, 1921 36" ga. (#6536)	Oakville, Ont.	S. Gorman	1965	Ex-Robinson Clay Products, Ohio. Converted to 0-4-4T by S. Gorman.
Marathon Corporation	7000 B-B Nat'l Steel diesel- Car/Harland & elec. Wolf, 1937 switcher	Delson, Que. (Canadian Railway Museum)	Canadian Railroad Historical Ass'n	11/64	Ex-CPR 7000 in 1944. Moved 7/17/65.
Manitoba Paper Company	30 2-6-0 MLW, 1922 (#63551)	Pine Falls, Man.	Manitoba Paper Company	7/63	Ex-Abitibi Timber & Navigation 30; ex-Abitibi P&P 30.
City of Winnipeg Hydro	3 4-4-0 Dubs, 1882 (#1562)	Pointe du Bois, Man.	City of Winnipeg		Ex-CPR 22 in 1905, ex-CPR 133 in 1912, ex-CPR 86 in 1918. Held for preservation; still operative.
Manitoba and Saskatchewan Coal Co.	6166 CPR, 1906 (#1414)	Regina, Sask. (Ipsco Park)	Interprovincial Steel & Pipe Corp.	12/65	Ex-CPR 6166 in 1949.
Natural Sodium Products (Alaska, Sask.)	0-4-OT Vulcan, 1914 36" ga. (#2265)	Saskatoon, Sask.	Western Development Museum	1955	Ex-Hillcrest (Alta.) Collieries 5.
Coleman Collieries	0-4-0 Porter, 1909 Comp. air (#4338)	Coleman, Alta.			Slot cut in air tank and used to collect money for charity. Advertised as 'World's Largest Piggy Bank'.
Canmore Mines Ltd.	4 0-6-0 CPR, 1905 (#1392)	Calgary, Alta. (Heritage Park)	Glenbow Foundation	After 7/63	Ex-CPR 2144, 6144; Converted to diesel operation for use in park; operates with three ex-M&M coaches and other stock.
Lethbridge Collieries	1 4-6-0 MLW, 1913 (#53632)	North Freedom, Wisconsin	Mid-Continental Railway Museum	2/65	Shipped June, 1965.
Cdn. Sugar Factories (Raymond, Alta.)	0-4-4T Davenport 1920 (#1768)	Cranbrook, B.C.	Cranbrook & Moyie Lake Rly Museum	1958	Ex-VMD in 1933.
Western Canadian Collieries	1 2-6-0 CLC, 1914 (#1245)	Blairmore, Alta.		1965-67	Ex-City of Winnipeg Hydro
Columbia River Lumber Company (Golden, B.C.)	4-4-0 BLW, 1872 (#2660)	Winnipeg, Man. (CPR Station)	City of Winnipeg	4/10	Ex-NPRR 56 in 1877; ex-Jos. Whitehead (CPR contractor) No. 1, 'Countess of Dufferin' in 1882; ex-CPR 151 in 1897. Saved by A.G. Parsons of Golden, B.C.; placed in Sir William Whyte Park in 1910 and moved to present location Sept, 1942. Restored as CPR No. 1, 'Countess of Dufferin'.
Hastings Sawmill Co.	0-4-OT Marschuetts & Cantrell, 1879	Vancouver, B.C. (Hastings Park, PNE grounds)		Moved 1926	Originally used in San Francisco seawall construction prior to 1881; ex-D.O. Mills (CPR contractor) No. 2, 'Emory (Curly)' in 1888; Restored as CPR No. 2, 'Curly'.
Pacific Coast Terminals	4012 0-6-0 ALCO, 1942 (#70388)	Vancouver Island (Stored at Nanaimo Lakes)		1964	Ex-U.S. Army 4012
Pacific Coast Terminals	4076 0-6-0 Lima, 1944 (#8410)	Vancouver Island (Stored at Nanaimo Lakes)		1964	Ex-U.S. Army 4076

TOP: Operative 2-8-2 No. 16
of the West Coast Railway
Association formerly worked
for Comox Logging & Railway
Company. /J.A. Brown

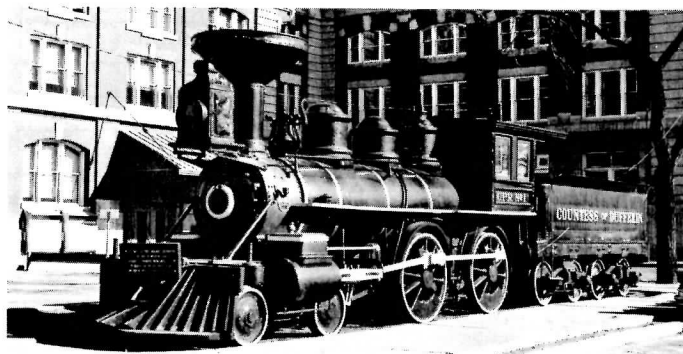
RIGHT: Old Sydney Collieries
2-4-0 No. 25 was on loan to
Acadia Coal in Stellarton,
N.S., when this photo was
taken in April, 1962. The
engine is now at Delson, P.Q.
/K.S. MacDonald



Elk River Colliery	4	0-4-OST Vulcan, 1894 36" ga. (#914)	Duncan, B.C. Numbered Cowichan Valley Rly No. 24	Cowichan Valley Forest Museum	1965	These three locomotives originally preserved by Mr. Gerry Wellburn circa 1957 and operated on his 'Glenora & Western RR' at Deerholme, B.C. All units were so lettered and bore numbers in the 20-series, with Magoffin No. 25 retaining its original number. No. 23 was originally used at a rock quarry at Blubber Bay, Texada island, B.C. (presumably owned by Bamberton Cement), and then later moved to the Cement Company's plant 18 miles south of Duncan when the quarry closed. In 1965, operation moved to Cowichan Valley Forest Museum and units were relettered either Cowichan Valley Rly or CVR.
S.S. Magoffin Construction Co.	25	0-4-OST Vulcan tender (#1549) added; 36" ga.	Duncan, B.C. Numbered Cowichan Valley Rly No. 25	Cowichan Valley Forest Museum	1965	
Bamberton Cement Company	B	Plymouth, 1922 gas-mech 36" ga.	Duncan, B.C. Numbered Cowichan Valley Rly No. 23	Cowichan Valley Forest Museum	1965	
Capital Iron Works (Vancouver, B.C.)	B	Plymouth, 1922 gas-mech 36" ga.	Duncan, B.C. Numbered Cowichan Valley Rly No. 22	Cowichan Valley Forest Museum	c 1966	Added to CVFM operation circa 1966 after being stored at Capital Iron Works for many years.
Crowsnest Pass Coal Co.		0-4-OST	Fernie, B.C.		1960	
Canadian Collieries	17	2-6-OST BLW, 1891 tender added (#12344)	Snoqualmie, Washington.	Puget Sound Rly Historical Ass'n	1961	Ex-Union Collieries 3. Formerly 0-6-OST.
Canadian Collieries	14	4-6-0 BLW, 1897 added (#15771)	Snoqualmie, Washington.	Puget Sound Rly Historical Ass'n	1961	Ex-Union Collieries 4.
Canadian Collieries (Dunsmuir)	9	0-6-OT BLW, 1892 'Wellington' (#15771)	Nanaimo, B.C. (Phil J. Piper Park)		5/24/52	Ex-Wellington Collieries
Mayo Lumber Company	3	Shay B-B Lima, 1924 B-B (#3262)	Duncan, B.C.	Cowichan Valley Forest Museum	1966	Previously preserved by Mayo Lumber Co., Paldi, B.C., from June, 1959.
Elk Falls Company	1	Shay B-B Lima, 1925 B-B (#3289)	Duncan Bay, B.C.		c 1958	Ex-Comox Logging & Railway 15, in 1951.
Bloedel, Stewart and Welch	1	Shay B-B Lima, 1911 B-B (#2475)	Duncan, B.C.	Cowichan Valley Forest Museum	1965	Previously preserved by G. Wellburn, Deerholme, B.C. from c 1958. Painted as 'MacMillan & Bloedel 1'
Alberni Pacific	2	Shay B-B Lima, 1912 B-B (#2548)	Port Alberni, B.C. (k-mile from town)		c 1954	Painted as 'MacMillan & Bloedel 2'
Osborn Bay Wharf	1	Shay B-B Lima, 1920 B-B (#3147) 36" ga.	Duncan, B.C.	Cowichan Valley Forest Museum	1966	Ex-Hillcrest Lumber 1
Hillcrest Lumber	9	Climax B-B Climax, 1915 B-B (#1359)	Duncan, B.C.	Cowichan Valley Forest Museum	1966	Ex-Hillcrest Lumber 2; ex-Abernathy Loughheed Lumber 44; In operating order but not run; last operated 9/56.
Comox Logging & Railway Co.	2	2-6-2T BLW, 1910	Courtenay, B.C. (Lewis Park)		1960	Ran under own steam, Ladysmith to Courtenay, 1960.
Comox Logging & Railway Co.	7	2-6-2ST BLW, 1910 tender added (#34270)	Squamish, B.C.	Town of Squamish	1967	Ex-HSP&N 2; ex-HSN 2; ex-PGE 2 in 1920. Acquired, restored (as PGE No. 2) and presented by PGE, 1967.
Comox Logging & Railway Co.	11	2-8-2 BLW, 1923 B-B (#57409)	Ladysmith, B.C. (C-Z Logging Equipment Museum)	Crown-Zellerbach	10/22/62	Ex-Simpson Logging
Comox Logging & Railway Co.	12	Shay B-B Lima, 1927 B-B (#3311)	Ladysmith, B.C. (C-Z Logging Equipment Museum)	Crown-Zellerbach	10/22/62	Ex-Merrill Ring Lumber
Comox Logging & Railway Co.	16	2-8-2 T BLW, 1929 tender added (#61159)	Vancouver, B.C.	West Coast Railway Ass'n	1964	
Klondike Mines Rly	1	2-6-0 36" ga. Brooks, 1881 B-B (#522)	Dawson, Y.T. (Minto Park)		2/28/61	Ex-Trail Creek Tramway; ex-WP&Y 63 in 1907.
Klondike Mines Rly	2	2-8-0 36" ga. BLW, 1885 B-B (#7597)	Dawson, Y.T. (Minto Park)		5/61	Ex-WPY 5; ex WP&Y 55.
Klondike Mines Rly	3	2-8-0 Compound 36" ga. BLW, 1899 B-B (#16456)	Dawson, Y.T. (Minto Park)		5/61	Ex-WPY 7; ex-WP&Y 57.
Detroit Yukon Mining	4	0-4-OT Porter, 1904 B-B (#3025)	Dawson, Y.T. (Minto Park)		5/61	
Detroit Yukon Mining	1	0-4-OT Porter, 1904 B-B (#3022)	Burnaby, B.C. (Carsen Truck Lines Terminal)	Roger Brummall	1966 ?	Lettered 'B.R.R.Co. 1'

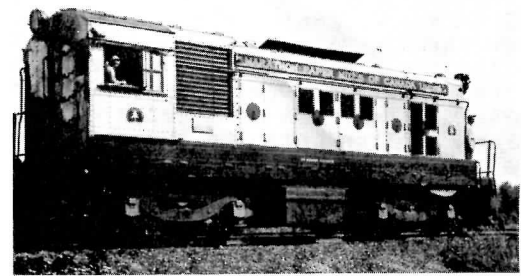
RIGHT: Popularly thought of as CPR No. 1, 'Countess of Dufferin' worked for that company for just 15 years, as No. 151.

/J.A. Brown



LEFT: Its Canadian National lineage clearly evident, 0-6-0 No. 7456 performs nocturnal switching for Canada & Dominion Sugar.

/Douglas Miller



Canadian Pacific's first diesel is seen, LEFT, almost new at Outremont Yard, Montreal (/Fred Sankoff) and ABOVE, as it appeared in the service of Marathon Paper (/Bill Melhuish).

On the Shelf...

THE BUFFALO & SUSQUEHANNA RAILWAY, by Paul Pietrak. 130 pages, illustrated. Published by Paul Pietrak, P. O. Box 76, North Boston, New York, 14110, U.S.A. \$3.50 per copy, soft bound, available from the author.

The short-line enthusiast who visits northwest Pennsylvania cannot fail to be intrigued by the Wellsville, Addison & Galetton, with its unusual 1,000 h.p. GE diesels and curious nickname -- The Sole Leather Line. But how many realize that the WAG is the last remaining trace of a system which at its peak stretched from Buffalo almost to Pittsburgh -- the Buffalo & Susquehanna Railroad.

Mr. Pietrak confesses that the B&S has been a favourite subject of his for many years, and his book reflects this. While he traces the waxing and waning fortunes of the B&S from its logging road beginnings to ambitious expansion, receivership, bad times and abandonments with

commendable thoroughness, facts alone are not allowed to dominate the text. An unusual number of anecdotes are included which emphasize the human element of the system's development.

The book is profusely illustrated, and includes timetable, ticket, pass and stock certificate facsimiles. An all-time roster reveals the sale of several B&S locomotives to Canadian lines -- TH&B and Maritime Railway and Coal.

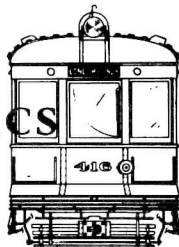
An improved system map would help the reader considerably. The one reproduced was taken from another publication where, apparently, the B&S lines had been reproduced in colour; in a monochrome presentation, the railway is difficult to pick out. Printing and photo reproduction is excellent, the few substandard pictures being evidently failings of the originals.

B&S is highly recommended reading for those who delight in the fortunes and misfortunes of North America's smaller railways.

/JAB

Traction Topics

Edited by Steve Munro



* RT-3, the subway dump car, has been converted to a tunnel washing unit. Test runs of the car, which was not permanently modified, are expected to be carried out in early December.

* RT-10, the TTC's second garbage car, arrived in Toronto from Japan aboard the 'Yashimura Maru' on the weekend of November 18th. It was accompanied by another of the new subway work cars, a flat trailer. Both cars were unloaded November 21st and shipped to Davisville Shop the following day by way of the CNR Belt Line.

As soon as it can be fitted with trucks and control equipment (from one of the Gloucester cars destroyed in the 1963 subway fire), RT-10 will enter regular service. It will operate on YONGE-UNIVERSITY during late evening hours and on BLOOR-DANFORTH after the subway closes. This schedule will be an interesting change from the elusive habits of garbage car RT-4, which only rarely appears when the subway is open.

* Work is pressing ahead on the east-west subway extensions. The Old Mill and Main Stations are virtually complete, at least from external appearances. Islington, Royal York, Jane, Runnymede, High Park and Victoria Park Stations are for the most part complete although the station environs require extensive work. At Warden, the land around the station is a sea of mud at the moment.

Track and signalling at the west end are complete as far as the Mimico Creek bridge; west of there, tunnel construction is still in progress. Moving east from Victoria Park on the eastern segment, the trackwork becomes progressively more incomplete, dwindling to piles of ties and ballast west of Warden Avenue. Signals are partially installed. At Dentonia Park, the decommissioned sand car (W-26) lives on in the form of a ballast hopper. A wayside crane loads ballast into one of the two bins which once gave W-26 its distinctive shape; the ballast spreading truck is then filled from this bin, which incidentally still bears the legend 'Sand Car' on its side. In Warden Station itself, track including the crossover has been completed.

On both extensions, 'Identra-Coil' sensing devices have been installed in both directions at each station. The train identification devices which disappeared when the integrated subway operation was discontinued will once again be sported by BLOOR trains if a proposed short-turning of certain runs at Keele and Woodbine takes place. Such short-turning would eliminate excessive service on the extensions, which will not require the full 2½-minute headway. Sensing coils will also be installed outbound from the wye to permit identification of trains on the entire BLOOR line. One unit, eastbound near Sherbourne, is already in place.

* Toronto's annual Santa Claus parade came to town on November 18th, creating numerous streetcar diversions. As usual, QUEEN cars ran eastbound via Spadina, Adelaide and Victoria, while westbound cars operated south on Victoria, west on Richmond and north on York. Eight DUNDAS extras from Roncesvalles Division ran east on Queen to the LONG BRANCH-Downtown loop, then west to McCaul. Several DUNDAS cars were wyeed at McCaul when the parade blocked the Dundas-Yonge intersection.

* On November 16th, a BLOOR car entering service during the evening rush failed to negotiate the north-to-west curve at Bloor and Dundas, blocking the intersection for just over half an hour. DUNDAS cars north of Bloor operated a shuttle from Runnymede to Dundas West Station while all other DUNDAS service diverted to High Park Loop. KING cars were wyeed at Roncesvalles and Howard Park.

Early in the evening of November 21st, car 4307's front truck derailed while it was negotiating the curve from Dundas to Howard Park, and a collision ensued with eastbound car 4698. Fortunately, neither car was seriously damaged. CARLTON cars were diverted to Dundas West Station for an hour and a half while repairs were made.

* During construction of the Market Street BARTD tunnel in San Francisco, 'Muni' placed three temporary 'shoo-fly' tracks in operation. Ultimately, these tracks will lie on wooden decking, in the curb lanes. Occasionally though, even the temporary tracks foul construction equipment and it becomes necessary to wye all services at 11th and Market. This procedure only occurs on weekends, and thus the substitute bus service never sees rush-hour duty.

S A multiple-unit PCC train signed Bingham-H QUEEN operated on Kingston Road during the O November 21st morning rush.....Car 4186 has R been stripped of all parts and the shell T now rests on motorless trucks at HillcrestCar 4595 is receiving similar treatment and will undoubtedly be followed by U other air cars currently in poor condition RThe west-to-south switches at Queen N and Dufferin and Queen and Shaw have been converted to m-u self-restoring operationSt. Clair Station Loop will be retracked soon.....Mt. Pleasant Loop will be rebuilt about eight feet south of its present site, clear of a plot of formerly-leased land which is now required for an apartment project..... A 24-hour digital clock is being tested on the southbound platform of St. Clair Station. This type of clock may eventually be used throughout the subway.

/JFB, RDM, SM, TW



LEFT: TTC RT-10, the system's first piece of Japanese rolling stock, is unloaded on November 21st.

/TTC