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*Editor:* Basil Headford, 330 Broadway Avenue, Toronto 12, ON.

*News Editor:* Stuart I. Westland, 36 Fishleigh Drive, Scarborough, ON.

COVER PHOTO: CP Mikado 5185 whips a winter freight over the Hamilton - Guelph Junction line, back in the days of steam. Photo by Al Paterson. [0191-001.jpg](#)

**Society News**

The Society meets on the third Friday of the month, in Room 486 of the Union Station. The program for the December meeting will consist of a film showing. The first-Friday meeting for January will be held on the fifth: this will be an observation meeting at the CPR West Toronto station at about 8:00 p.m.

The Hamilton Chapter meets in various members' homes, on the fourth Friday of the month. Because of the proximity of the December meeting to Christmas, that meeting has been cancelled, but meetings will resume in January.

Members are advised that 1962 fees are now due and payable. At a recent Directors' Meeting, the decision was made to increase membership fees, effective immediately, to \$3.50 for Resident and \$ 2.50 for Associate Members. (Renewals already made at the present rate will be honoured.) This increase of \$1 in each category will enable the Society to expand its activities still further, as it has done in recent years. For instance, the *Newsletter* itself contained, in 1961, more photographs than had ever appeared before in *Newsletter* or *Bulletin* production. Judging by the favourable comments received, the additional cost of switching to offset reproduction (thus permitting such wide use of photos etc.) has been worth the expense. Regarding *Bulletin* production, there are two bulletins now nearing completion. The first is a history of the Newfoundland Railway up to 1949, the year the Colony joined Confederation and the CN assumed responsibility for the operation of the narrow-gauge. It will contain approximately 40 excellent pictures from the collection of the late Robert R. Brown, and a complete roster, as well as an absorbing account of fortunes (and misfortunes) of the lines. Since - regrettably - there have been no *Bulletins* issued so far this year (a condition for which, as Bulletin Production Chairman, I must assume full responsibility) this publication will be sent to all 1961 paid-up members. Another history in the works is Tom McIlwraith's Toronto, Grey and Bruce. I hope, and think, that these two works will prove well worth waiting for.

**JANUARY ANNUAL MEETING**

Resident (voting) members are reminded that the main business of the January meeting will be the election of officers for 1962. Two nomination forms are enclosed with this issue, and should be completed and returned to the Nominating Committee Chairman, A. B. Crompton, at Box 122, well in advance of January 19. Others may be nominated at the meeting itself, but the nominator must first determine the nominee's willingness to stand for election. Nine Directors are to be elected in Toronto, and one in Hamilton.

➤ Canadian National's 6167 was used on Saturday, October 21, to haul a 5-car train from Stoney Creek to Burlington and Hamilton for delegates attending the convention of the Niagara Frontier Region of the National Model Railroad Association, held in Hamilton. The train was hauled from Hamilton Station over the tracks of the former North and North Western Railway, south of Burlington Street and on to Parkdale Yard, by switcher 7021. At this point, 6167 took over, pushing the trainload of 180 model railroaders out to Stoney Creek. The train

then ran forward, over the Beach Subdivision to Hargrove, where the excursionists detrained to watch the operation of the steam-operated swing bridge over the ship channel. After this, the train-crew performed two spirited run-pasts across the bridge. Then the special proceeded to Burlington, around the west leg of the wye there, and on to Hamilton's Stuart Street Roundhouse. Everyone inspected the old stone shops, noting two London-bound steamers (Pacific 5583 and 4-8-4 6216) as well as visually redesigned Geep 4475. Finally at Hunter Street again, 6167 was posed alongside 6516, resplendent in its orange, white and black paint scheme. Also on view was CN 27, a General Motors station wagon of recent vintage, equipped with retractable flanged wheels.

➤ For the occasion, the CN outfitted each delegate with a regulation shop cap, employees timetable and a copy of the terminal clearance and train order used for the day's operation. On the way out of the station, the fans were taken through the dispatcher's office and CTC room, to see how trains are handled in the area. In the Royal Connaught Hotel, where a banquet was held that evening, the railway provided four unique door prizes, in the form of two classification lights and two marker lamps.

➤ On Sunday, October 22, the engine was on display, under steam, at Stuart Street. However, a few lucky railfans spotted 6167 in a more traditional role on the following Tuesday, as the dispatcher of the Oakville Subdivision cleared "Extra 6167 East" with order #743 (a slow order at Lakeview) to run from Hamilton Yard to Mimico with about 25 cars of freight.

➤ Following this activity, the engine was given a thorough inspection, which resulted in the trip to Stratford, as reported elsewhere in this issue.

## **6167 GOES TO STRATFORD**

Photo Story by Jim Brown

As the accompanying photographs show, a steam locomotive is again under repair in the erecting hall, for the first time since early 1959. During the intervening period the shop has been kept busy fabricating track components, and rebuilding cranes and other pieces of work equipment; now, however, some of the sight and sounds of the past have returned to Stratford shops.

CN's 6167 arrived at Stratford on November 29<sup>th</sup>; the same afternoon, Class 5 repairs were begun. These repairs are evidently being undertaken as a result of 6167's successful excursion season during 1961, and will insure the locomotive's continued service in 1962. (The first UCRS excursion next year will be to Lindsay, on January 28<sup>th</sup>.)

The shop forces expect to work on the locomotive for a three to four week period. Included in the repairs are renewal of the superheater units, possible renewal of some firetubes (if this proves necessary), tests of the rods for flaws, hydrostatic and high pressure steam tests and subsequent boiler examination with any additional boiler work that may be required.

An interested observer of these goings-on was a shop foreman at Stratford, Mr. Arthur Alder (see photo), who happened to be retiring on November 30<sup>th</sup>, the day these photos were taken. In 1940, Mr. Alder was an inspector for the CNR, his job being to examine new locomotives and officially approve them before the railway took delivery. He recalls inspecting 6167 at Montreal Locomotive Works that year, and thus the locomotive's appearance at Stratford on his last day on the job is an interesting coincidence.

After the work at Stratford is completed, 6167 will be moved to Sarnia in preparation for an early-January excursion from Sarnia to Stratford and return, sponsored by the Michigan Railroad Club. Part of this trip is to be operated over the Forest Subdivision, the old

Grand Trunk main line, from Sarnia Junction to St. Marys Junction. Following this excursion, the locomotive will return to Toronto.

Photos: 6167's headlight, number board among various marker lights.

[0191-002.jpg](#)

6167 minus its front end.

[0191-003.jpg](#)

Mr. Alder on the running board of 6167.

[0191-004.jpg](#)

General side view of 6167.

[0191-005.jpg](#)

#### **THE DUNDAS TRAINWRECK - by Douglas M. Hadow**

The fourth Tuesday of December, 1934 was significant on two counts. Firstly, it was Christmas day and, secondly, on that date occurred one of the worst wrecks in Southern Ontario. Scene of the disaster was Dundas - five miles west of Hamilton. The time: 9:23 p.m.

Since passenger traffic on the evening of December 25<sup>th</sup> had been unusually heavy, the CN had decided to run its crack train 16, "The Maple Leaf", in two sections. The first section consisted of locomotive 5300 and seven cars. It was made up at London, and was to run directly to Toronto avoiding the usual "back-in" to Hamilton. Second 16, with locomotive 6144 and fifteen cars, would be following the usual routing from Sarnia to Toronto via London and Hamilton.

Second 16 was unexpectedly late leaving Sarnia, and a good seven minutes had elapsed before Engineman Burt Burrell got the signal to go. Despite some pretty spectacular running, Second 16 was 25 minutes late arriving in London. First 16, on the other hand, got out of London on time and so was well ahead of her late second section.

When First 16 stopped in Brantford, on time, Engineman Norman Devine, noticed that a crank pin on the right side of the locomotive was running hot. He summoned his fireman, William McAteer, for a hurried consultation. They agreed that the pin was not sufficiently overheated to warrant immediate attention and, in a matter of minutes, First 16 was under way.

Between Brantford and Dundas, however, the crankpin became seriously overheated, and Devine began to ponder the decision he and his fireman had made at Brantford. Although Dundas was not a scheduled stop, First 16 came to a halt in front of the Dundas station. Immediately, Conductor M. Cherry and the rear-end brakeman came running forward to the engine to ascertain the cause of the delay. Devine called down from the cab of his engine to be "let in" to the siding, as the 5300 was disabled. Under instructions from Cherry, Phelps ran forward and opened the siding switch, whereupon Devine eased the train in. Cherry, who caught the rear vestibule steps of the last car on the train, rode into the siding on the rear platform, looking out onto the track. From this position he saw Phelps close and lock the siding switch, thus once again clearing the main line. Phelps then turned the markers on the rear of the train from red to green, indicating to any following trains that First 16 was clear of the main line.

Phelps and Cherry then hastily made their way up to the disabled engine where the engine crew were busily examining the hot crank pin. After some time, this foursome was joined by the head end brakeman. An employee of sixteen years service on the Grand Trunk and Canadian National, he was a classed conductor. He had been busy, assisting some passengers at the time of his train's entry onto the siding, and only now was he aware of the reason for the delay. He had noted that the train had stopped and then started, finally halting permanently, but didn't know that the train was now on a side track. Nobody thought to tell him, as they all assumed he knew!

The Conductor and Engineman decided that 5300 could no longer proceed to Toronto.

Hamilton would have to be contacted, and a relief engine sent out to Bayview Junction. Subsequently, 5300 could be sent into Hamilton for repairs. After this decision had been made, the head-end brakeman volunteered to run back to Dundas Station and instruct the operator to contact the dispatcher in Hamilton. He quickly jogged the distance which separated the rear car of First 16 and the station. As he hurried along, he suddenly saw the headlight of Second 16, only a short distance away and bearing down fast. His heart leaped. In the confusion of that instant, he thought that his train still held the main line. Sprinting now, he raced for the switch stand, fumbling for his switch key. His heart was pounding as he yanked the switch open, in the mistaken notion that he was averting a tragedy. Then, in a horrible moment, he realized what he had done, as Second 16 lurched into the siding.

By the time Second 16 left Brantford, she was almost 45 minutes late. Engineman Burrell knew that he could probably gain a small amount of time from Copetown to Bayview Junction, for the CN main line, at this point, descends the Niagara Escarpment. As the mighty Northern 6144, and her fifteen cars began the descent down "Dundas Mountain" Burrell closed the throttle and, from force of habit, placed a gloved hand on the air brake handle - just in case. Fireman Jack Kennedy called across the cab that the block signal at Copetown was green. Two and a half miles closer to Dundas, midway between the two towns, another green signal showed. And so did the signal 950 feet west of Dundas Station. It looked like another uneventful trip down the hill.

Suddenly, without warning, after having just passed Dundas station, the giant 4-8-4 lurched to the right and into the siding. The train was plummeting straight toward the rear of first 16. Burrell, with great presence of mind, rammed his brakes hard over to the emergency position. The train brakes took hold with such force that the engine was separated from its train, and shot through the last three cars of the standing train.

One of the first persons on the scene was Conductor Orville Palmer of Second 16. The sight that met his gaze was like a nightmare. The roof of the last coach of First 16 was lying on top of the Northern's boiler. 6144's whistle was torn from its mounting, and escaping steam emitted a deafening wail. Burrell and his fireman, along with other crew members from both trains, worked through the night, assisting police and firemen in their rescue efforts.

As order was finally restored, and the initial shock began to wear off, numerous theories, most of them speculative, began to pour in. Wentworth County Coroner, J. H. Mullin, scheduled an inquest for Friday, January 4<sup>th</sup>. Probes were ordered by both the Attorney-General's office and the Board of Railway Commissioners. CN officials immediately conducted investigations into the causes of the wreck, bringing Burrell and Phelps into intensive questioning behind closed doors. Phelps, whose account of opening the siding switch and then locking it after his train was off the main line was backed up by his Conductor. Cherry had observed every phase of the operation. Phelps theorized that he had pulled a "misplaced switch" (i.e; a switch with defective mechanism, preventing full closure). Subsequent inspection of the roadbed, track, block signals, switch light and switch showed all to be in perfect order.

Burrell and Kennedy told of how they had had green blocks right up to the point where, without warning, they had lurched off the main line. Burrell estimated that his locomotive was travelling between 10 and 15 m.p.h. when it crashed into First 16. Had he had two more car lengths in which to stop, he stated, no collision would have occurred.

It was only when the head brakeman, visibly shaken from the ordeal, calmly and honestly told his story that the actual cause of the tragedy came to light. He was charged

with manslaughter, and placed on trial in Hamilton on January 24, 1935.

#### **CN CONSTRUCTION NOTES**

Construction is in full swing on the CNR's \$86 million Toronto Terminal Project, including the 37-mile access line across the north side of the Metro area and the hump yard itself, a 1200 acre, 4-mile-long complex west of Keele Street and North of Steele's Avenue. Before tracklaying commences there will be required 4,279,000 cubic yards of earth to be moved, 170,900 cubic yards of drainage ditching, 6 miles of fences, four overpasses, underpasses and internal bridges, miles of corrugated pipes and culverts, and the laying of the foundation for the entire yard - crushed rock overlying a gravel "pad". Beneath this foundation will be a network of sewage and water facilities, storm sewers and signal and communications cables. A major rerouting of a stream is required.

Other problems facing the contractor are the unworkable nature of the clay soil following rainfalls, old farm wells, foundation walls, large boulders and 60 acres of tree stumps. When the project commenced in May of this year, 46 men were employed on 13-hour single shifts; this has been changed to 56 men on double shifts. Work started at the south end of the yard, and is progressing toward the centre and north end.

Structures being erected include a bridge for Highway 7 over the yard, one for Keele Street over the access line and another for the same purpose on Yonge Street. Also under way is a joint overpass of the railway and Steeles Avenue for Highway 400.

➤ The Canadian National Railways has a one-mile test track at Drummondville, Quebec, where two new types of concrete ties are under observation. The ties are subjected to main-line traffic between Montreal and Quebec City. Welded rail in 1000-foot sections has been installed in the test area. 800 concrete ties of American design and 1000 of French design have been installed. The U.S. ties were made by Concrete Cross-Tie Corporation of Tampa, Florida; 625 lbs. of prestressed concrete, with seven stranded stress-relieving wires. A standard wooden tie weighs approximately 160 lbs. The ties (designated MR-111 design) are spaced on 30-inch centres, as against 20-22 inches for wood ties. The French ties, dubbed the RS sleeper (after Roger Sonnevile, inventor) are made by the Gormley Block Company, of Gormley, Ontario. They consist of two solid reinforced concrete blocks, connected by a Y-shaped steel tie bar, to which the rails are bolted through holes in the concrete. Chrome-manganese steel strips, padded by rubber mats, through which the bolt-heads protrude, actually clamp the base of the rail in place, as do track spikes in conventional construction. These ties weigh 434 lbs. apiece, and are placed on 30-inch centres. A life-span of 48 years is claimed for them, more than double the life of old wooden ties, although a hardwood treated tie has a normal life of about 30 years. Concrete ties are already used extensively in Europe, where timber is in short supply, and manufacturing costs are much lower. Also, a number of experimental sections are installed on U. S. railways, under test by the AAR. CN Chief Engineer A. V. Johnston says that the railway does not presently foresee the replacement of wooden ties with concrete in the near future, but that it must keep abreast of technological developments in this field.

#### **RENEW MEMBERSHIPS NOW!**

Hamilton Chapter Members: Send dues to Membership Chairman, Geo. Thompson, 152 London Street, North, Hamilton, Ontario. All others remit to the Treasurer, Box 122, Toronto Terminal "A" Toronto.

#### **NEW C.N., C.P. TIMETABLES ISSUED**

With the change from Daylight to Standard Time comes a newly-designed, thoroughly house-cleaned Passenger Timetable from the Canadian National. This time the front cover shows no trains, but five views of typical Canadian scenery. Inside the covers are 48 pages

of train listings, fares and index, but considerably less space is devoted to advertising of hotels and other subsidiary services. All time tables are numbered consecutively, without gaps in the numbering; thus the dropping of service is less noticeable than before. No longer do the footnotes list car numbers and the types of accommodation in each car: instead, the accommodation afforded by each train is listed. This should be a help to the casual traveller, and simplify the assignment of equipment to each train.

Of local interest is the change of routes for trains 16 and 20, and the introduction of RDC's to the Hamilton - Niagara Falls service. Strange to say, the Toronto - Peterborough - Belleville train is still with us, unchanged. This probably will not last until next Spring, though.

Train 16 now runs from London to Toronto via Hamilton, while #20 goes via Guelph, with their respective schedules lengthened 20 and 10 minutes. Trains 102 (ex Sunday) and 104 (Sunday only) have been replaced by train 692 (daily), a Railiner, and the 110 minute or 80 minute running time from Hamilton to Niagara Falls reduced to 60 minutes. Similarly, Railiner 694 replaces #90, and #696 provides a new connection to Niagara Falls with 15. In the reverse direction, #691 (daily) replaces 93 (ex Sunday), 693 replaces 95, with a slightly different departure time, and 695 takes the place of 107. Trains 91 and 92 have been withdrawn, thus eliminating the 4:15 departure from the Falls. However, the Hamilton - Toronto portion of this service is duplicated by 18-118.

In all, this new service would seem to be a more efficient and convenient one for the Niagara Peninsula, now that the CN's New York service is gone forever. Another notable "also-ran", gone from the new 'table is the Ottawa - Barry's Bay Railiner, although the name of Barry's Bay is still listed in the index, obviously in error. The RDC formerly used in that service is no doubt one of those in use on the Niagara runs.

The listing of passenger train #88 from Hamilton (leave 2:55 a.m.!) to Niagara Falls brings to light a train that has been operated in the past, but only for the movement of mail and express. Although the movement of this train is shown only from Hamilton to Niagara Falls, the train actually originates at Toronto, leaving Union Station after midnight. As previously, it leaves Toronto at 12:45 a.m. in summer and 1:45 in winter.

Having tried listing all mixed trains in a very brief manner in the back pages of tables for one issue, the CN once more lists these trains in their proper places on the regular tables. One very interesting fact was observed on the latest Rideau Area operating timetable: CN #6, well-known to be a very fast train, is expected to outdo itself between Cardinal and Morrisburg, 12.2 miles. The carded time for this stretch is 7 (seven) minutes, working out to a mere 104.5 m.p.h. We wonder how many engineers have been able to maintain their schedule at that point.

In contrast to the CN's 48 pages of schedules, the World's Largest etc. has a scant 32 pages of tables, bearing out Mr. Crump's dire predictions of a few years ago. The CP operates 109 different trains. Two of these, embracing 8 train numbers, are transcontinental runs, with RDC's handling 66 runs. The only apparent reason for the 35 trains using separate locomotives and cars must be the provision of parlour and sleeping car service. Even this trade is not being promoted and improved as it ought to be.

With this new timetable, the CP has mostly cut services locally, with trains 301 and 305 north bound and #308 southbound between Toronto and Owen Sound being suspended. All three runs were RDC's. Also cut were trains 19 and 20, the overnight Toronto - Chicago runs, ostensibly to provide track space for a new Toronto - Windsor piggyback freight train.

The one addition to local train schedules is a Saturday-only Dayliner between Peterborough and Toronto. This train leaves Union Station at 6:30 p.m. as #388, reaching

Peterborough at 8:10. This duplicates the service of #384, the Daily-except Saturday Havelock train. Returning as 389, it leaves at 8:30 p.m., speeding to the City by 9:50,

In addition, Nos. 22 and 34 are combined on Saturday, leaving Toronto at 11:15 p.m. and arriving in Montreal at 8:45 on Sunday morning. This train, #22-34, runs via Peterborough and Havelock, rather than the Lake Ontario shore line through Trenton and Belleville. It would not be too surprising to see train 33, Toronto to Smith's Falls removed entirely in the near future.

#### **CN INSTALLS UHF MOBILE RADIO FOR TRAIN CONTROL**

The Canadian National is making its first main-line use of high-frequency radio, starting this November, when it placed this equipment in service on Atlantic Region trains. The new equipment will enable yardmasters, track gangs, locomotive and train crews to communicate with each other while trains are in motion, regardless of train length or location, or weather conditions. At present, 3 specially outfitted cars are being used to train personnel in the use of the radio at points in eastern Quebec and the Maritime Provinces. The sets will be permanently installed in locomotives and waycars, while track gangs will receive portable units with which to keep oncoming trains informed of track conditions. The antenna may already be seen on many locomotives, even in this area. It is a small, vertical, tapered vane mounted on the cab roof. Its presence, however, does not necessarily signify that the receiver has been installed as yet.

New rules governing the use of the radio have been formulated for freight and merchandise trains. These require that the conductor contact the engineman and receive proper acknowledgement when:

- (a) approaching a yard limit,
- (b) approaching siding signals in CTC territory, so that the engineman can relay the signal indication to the conductor,
- (c) approaching points where train is restricted by train orders,
- (d) within 1 to 3 miles of a point where the train is to meet or await another train, clear a superior train or move through a crossover.

Besides aiding in the safe operation of trains, radio will be a great help in setting out cars, testing air brakes and checking that a brakeman has not been left behind after flagging. Thus the CN joins the Ontario Northland and the Quebec, North Shore and Labrador as a major user of UHF radio in the modern operation of trains. EAJ

#### **MISCELLANY**

➤ The CN continues to scrap obsolete, heavyweight passenger equipment, now that more precise car-accounting schemes are in use to insure the best utilization of passenger rolling stock. Recently observed cars at the Toronto Coach Yard, apparently destined to be scrapped shortly, were coach 5000, 12 section - 1 drawing room sleepers Vancouver (1528) Bowmanville (1664) Rideau (1557) Yarmouth (1555) and Truro (1531); 10 section - 2 drawing room Lakeview (1502) and 10 section - 1 compartment - 1 drawing room Summerside (1687).

➤ Four other such cars were observed at Richmond, Quebec, in the early summer, including Night Flyer; Night Shade, Gaspereau and Serpentine. These were obviously retired, and awaiting dismantling.

➤ The Georgian Bay Development Association hopes to persuade the Ontario Government to acquire a strip of land on each side of the moribund Huntsville and Lake of Bays Railway track, in order to make the line a fully "public" railway. The purpose in this move would be to enable the portage line to be used as a marine railway for the transportation of boats between Peninsula Lake and Lake-of-Bays.

➤ With no purchaser yet in sight for the London and Port Stanley Railway, rumours are

now reported (in print) of the possible abandonment of the railway and the use of the London - St. Thomas section for a new highway right-of-way.

➤ The CN is offering to sell or lease the Montreal Stock Yards Company on Bridge Street, in Montreal. Mr. R. Cannon, well known to electric railway buffs as the former Superintendent of the Montreal and Southern Counties, is the Manager of the stockyard property.

➤ After 5 years of negotiation, the City of Calgary and the CN - CP are entering into a joint agreement to develop 560 acres in the south-east part of the city for heavy industrial development. Trackage will be extended for the eventual development of a further 2000 acres beyond the city limits. The initial project forms a rough "L" shape around the CPR Ogden Shops.

➤ A Bulletin describing the Nelson, B.C. Street Railway, complete with map, photos of all the equipment and history (1899-1949) is available at 50¢ from the British Columbia Railway Historical Association, P.O. Box 114, Victoria, B.C. This is the story of one of Canada's smallest street railway operations.

➤ The Association still has a few copies of a Bulletin describing the Canadian Forest Products Railway in the Nimpkish Valley on Vancouver Island. This is the largest logging railway in Canada, and is in full operation using steam, Diesel and Diesel shays. Photos are included of all motive power, there is a system map and a complete history of the line to the present day. Copies of this bulletin, while they last, sell for \$1 per copy.

➤ While railway electrification continues to "come hard" in North America, reports are received from many other parts of the globe of progress in this direction. The latest projects reported are a 380-kilometre electrification of the Calcutta suburban section of the Eastern Railway System in India, and a 157-kilometre section between Kolwezi and Mutshatsa in the Congo Republic. Both of these undertakings will utilize the 25,000-volt, 50-cycle AC system.

➤ Assembly work has commenced at Montreal Locomotive Works on the first prototype pair of cars for the University-Bloor subway line. Delivery date for this equipment is variously reported as November 61 to January 62. In several cases, the components represent new developments in manufacture for Canadian shops. The car side sills are made from the longest aluminum extrusions ever made in Canada. The Aluminum Company of Canada has installed special new facilities for the fabrication of such parts. Leland Electric has designed a new brushless alternator to supply A.C. for the fluorescent lights in the cars, while General Electric of Peterborough is supplying the motors, drive gearing and automatic acceleration and braking controls. The first all-Canadian cast steel rapid transit truck frame has recently undergone successful testing at Dofasco's Hamilton plant, and production quantities of these trucks will soon be shipped to Montreal.

➤ At a two-day meeting of traffic and planning experts in Edmonton, Alberta, called to consider methods of dealing with the future transit needs of that city, Edmonton Transit System Superintendent D. L. MacDonald presented a plan for a 3-line rail rapid transit system estimated to cost \$15 million. This low figure would be achieved by the extensive use of existing rights-of-way of the CPR and CNR within the city. A total of 7.2 miles of line would be constructed on such rights of way, and a 1<sup>2</sup>/<sub>3</sub> mile subway in the heart of the city would tie the routes together. The subway section would have four stations and is estimated to cost \$6.4 million, fully equipped. The remainder of the estimated cost of the system would be for the provision of trackage on the railway rights-of-way if the existing tracks cannot be used. The network would be designed to move 6,000 passengers per hour, the number now moved into and out of downtown, at peak hours.

The Superintendent's report suggests that the system would pay for itself if present surpluses on ETS operation were applied to its construction. The proposals met no serious objections when presented to the conference and a New York engineer described them as "not economically unfeasible."

➤ The CPR has offered for sale its 60,000 gallon steel water tank at Streetsville, Ontario. The railway also called tenders for the demolition and removal of the concrete coal and sand tower in its Windsor yard.

➤ Montreal Locomotive Works has received an order from the Argentine State Railways for seventy Model DL-535 general-purpose Diesel electric engines, the first of this type to be built in Canada. This 1200 h.p. locomotive, some units of which type have already been built by Alco of Schenectady for export, is of such external dimensions, weight distribution and axle loading as to allow its use virtually anywhere in the world. The MLW order will embody more than 80% Canadian content, and is expected to create 1,800,000 man-hours of employment, both at the builder's plant and at the plants of many manufacturers contributing component parts. Extensive retooling at MLW, General Electric and Dominion Engineering will be required by the order. Canada's new long-term credit facilities and the assistance of all Government departments concerned, together with the willingness of the three companies to retool all assisted in securing this significant locomotive order for this country. Delivery is expected to commence in the second quarter of 1962.

➤ Dr. O. M. Solandt, Vice-President of the CNR, recently urged before the Railway Systems and Management Association in Chicago the establishment of a co-operative railway research agency, expressing the opinion that such agency is vital to the railways' survival on this continent. He suggested that the research program would be paid for by all participating railways on an assessment basis, probably with substantial help from the government. An initial budget of \$10 million per year would be a useful target, he estimated, admitting that this is an astronomical expenditure for research when compared with past performance by the railway industry, but is small in comparison to the outlay for like purposes now being made by some of the growth industries and by the government.

After a few technological problems are solved, automatic train operation should prove quite practical, opined the CN Vice-President. However, he felt that it would be a long time before such operation actually took over on main line railways. Because of the gradual way in which it will be introduced, it is unlikely to displace existing train crews.

Referring to motive power, Dr. Solandt observed that at present only marginal improvements are being made on this continent; through lack of funds for research and a very limited present day market (did Dieselization occur too fast? - Ed.) North American railways are now depending principally on European experimentation for the evolution of motive power. With an accelerated research program in effect, Dr. Solandt suggested that the railways would solve their major problems and that their freight business has great potential for the future.

➤ The Quebec Municipal Commission has approved the City of Montreal subway loan by-laws and has, by this action, cleared the way for construction of the 9.4 mile system comprising lines "A" and "B". The by-laws provide for the purchase of rolling stock to a value of \$21,945,000 and for the construction of the subway structures and fixed equipment, estimated to cost \$110,145,000. The two routes are the lines under Burnside and Berri Streets (see map, *Newsletter* 190), to be operated with rubber-tired rolling stock, in the manner of a portion of the Paris "Metro."

With this approval having been rendered, Montreal City authorities will now proceed with plans to issue the first subway bonds. Public Works Director Lucien L'Allier has

indicated that borings to determine soil structure will be completed on all sections of both routes within six or seven months. Boring will be completed much sooner on the three sections of the line slated for initial construction, these being in or close to the downtown area; final engineering plans for these sections should be ready in February, to enable the City to call tenders for construction in March.

➤ The old C.N.R. passenger station in Windsor, Ontario, which was situated on the river front east of Oullette Street, was recently demolished, replaced by a new station two miles to the east, in Walkerville. From here, a bus (painted in CNR green and lettered Canadian National Railways, but owned and operated by Greyhound) transfers passengers to downtown Detroit, in place of the picturesque old train ferries. While the Detroit-bound passenger is thus adequately served, Windsor passengers are left to fend for themselves, and the arrangement is considered less than satisfactory for the Canadian city.

Freight operations, on the other hand, benefit from the change. The main line tracks now operationally end at Walkerville Station, and the old main line and station trackage at the old location is now available for storage and switching, unencumbered by passenger movements. Windsor civic authorities would like to have the river-front tracks entirely removed back to the new station, with the CN and Wabash using the CPR-NYC tunnel in place of the present car floats.

➤ Preliminary plans for Winnipeg's projected \$265 million subway system will likely be presented to Metro Council soon, after nine months of preparation. The plans are based on the proposals originally made in 1959 in the Norman D. Wilson Report (see *Newsletter* 162).

➤ At the "Resources for Tomorrow" Conference held recently in Montreal, A. D. Crerar, research planner for the Lower Mainland Regional Planning Board (Vancouver) dared to suggest that automobiles would remain the basic means of transportation for city dwellers. The Discussions group of the Conference rejected this assumption, stating that the widespread use of cars "probably reflects a need for mass movement of commuters not yet met by more efficient and satisfying means of transportation", notably the rapid transit systems being built in Toronto and Montreal. Transportation by other than cars, it was pointed out, would encourage apartment living (Oh, unalloyed rapture! BMH) and hence a more economic use of land.

#### **MID-WINTER EXCURSION:**

##### **SPECIAL NOTICE TO MEMBERS**

An advertising sheet, with details of the forthcoming "Chilblain Express", behind 6167, is included with this *Newsletter*. Members are advised that the fares for paid-up members and their families are \$8.50, instead of \$9.50, as advertised. You are asked to order tickets for yourself and immediate family ONLY at this reduced price. Please quote your UCRS number when ordering. There is no change in the children's fare.

Although we do not expect a large enough turnout to warrant the inclusion of a dining car in the train, the Commissary Commissar, John Freyseng, plans to hire kitchen help, in order to provide some sort of hot meals in the lunch counter car.

➤ The new Montreal Subway plan, reported in the November *Newsletter*, was not the one prepared by the MTC and DeLeuw-Cather, as stated therein. DeLeuw-Cather's plan was submitted earlier to the Montreal Metropolitan Commission, but has been shelved, through opposition. The layout of the proposed system, as we reported it, was one prepared by the City of Montreal, and the Commission has had very little to do with it.

➤ Also, CN 4093 was listed in the same issue (page 11) as a 2-10-2, whereas it is actually a 2-8-2 renumbered. O.S.A.L.

➤ Due to an error in the reduction of the maps of the Lake Erie & Northern diversion,

printed last month, the scales of those diagrams are incorrect, and should be adjusted as follows:

Curvature and Gradient Chart:

Vertical Scale: change 1" - 80' to read 1" - 137'

Horizontal Scale: change 1" - 2000' to read 1" - 3410'

Map of the Diversion:

Change Scale 1" - 800' to read 1" - 1370'

## **PRESIDENT'S REPORT**

The annual meeting of the UCRS, with the election of officers for 1962, is upon us, and I should like to mention a few personal thoughts on the matter - not to influence your vote, but to clarify the position of the Society, in order that you will think before you do vote.

First, let me explain my chief function as President in the past year. I was asked to stand for election as Director at the end of 1960 and subsequently chosen as President to fulfil the role of an administrator: a moderator to effect a rapport between the various hard-working but sometimes self-centred interests within the Society. I have succeeded in ironing out some of the contentious affairs that are bound to crop up in a club that is prospering the way ours is. In fact, I feel I have been successful enough to want to continue for another year as President, to help finalize several pressing matters. Among these are:

(a) Constitutional reforms, incorporating provision for the Hamilton Chapter, and guarding against the intrusion (in my opinion) of interests entirely foreign to the purpose of our RAILWAY Society.

(b) The continued improvement of club program material, with less emphasis on entertainment through professional programs of doubtful value, and more encouragement for the type of material presented by Alan Crompton (India's Railways) R. J. Sandusky (films of Japanese Railways and trams) and John Mills (Spain and Austria), in addition to the talks given by railroad personnel. During the last year I insisted - quite alone at first - that the Annual Film Night be held on a night other than a Regular Meeting, because I believe that this type of frothy entertainment, however delightful, would mean the wasting of a chance to engage in the activity for which the UCRS was formed. While the Society is an excellent place to meet socially, our purpose is to discuss railway matters of mutual interest, and we have only ten opportunities in the year to do so. We should make the most of them.

(c) The continued encouragement of the Hamilton Chapter in order to foster the rapid growth of membership in that City. This should include help in presenting top-notch program material, in order to attract and hold members. My greatest pleasure in 1961 was witnessing the establishment of this group and attending their first meetings - pleasant reminders of the early days of the UCRS. I hope that succeeding Presidents and Directors will continue to encourage this important addition to the Society, and urge Hamilton Chapter members to be mindful of their obligation to the organization in its role of a truly national (and, increasingly, international) club. I know that my confidence in our Hamilton associates is not misplaced.

All of the foregoing projects are merely the products of a burgeoning UCRS. All require much work and thought, and should be cleared up in the coming year. In the business of the Constitution and the Hamilton Chapter there is a definite need for an administrator - a moderator such as I have tried to be. I believe I have such a clear view

of the needs, immediate and future, of the UCRS, that if I were in a position to offer my small services for another year, I'd beat the drums for all they're worth to be elected. However, duties at home and office force me to decide otherwise.

Also, the frantic activity of the past year has demanded more of my time than I have been able to afford, with the result that the *Newsletter* has not been as good as I could wish it to be, and *Bulletin* Publications work has languished. In 1962 I'd like to continue these activities, but that will have to be at the discretion of the Directors.

The Directors and Committee Chairmen have done a good job, and this has reflected well on me. I thank them, especially Bert Olver, who, as Treasurer, has for years handled a difficult and complicated job with skill, and John Mills, whose guidance in many tricky situations has been invaluable. As you will recall, the Directors drafted Alan Crompton to replace R. J. Sandusky during the latter part of the year. While he has not yet had the opportunity to prove his worth to the Society, I hope and think that his many years of experience in the affairs of railway clubs like ours (he is a founder-member of the Railway Correspondence and Travel Society, England) will be helpful indeed during the coming years.

In closing, I wish to thank the general membership for their encouragement in 1961: the fine support accorded me gave me the confidence to work for what I thought would benefit the UCRS best. I have tried to keep the members informed of what the Directors were planning, and to foster discussion of these matters at the meetings: I trust that this policy will be continued. Bear in mind that proposals for the operation of the Society may be made, discussed and voted upon during any Business Meeting. By asserting yourselves, you can make the UCRS into the kind of club you would like it to be.

B. Headford  
President, 1961.

**UPPER CANADA RAILWAY SOCIETY**  
BOX 122 TERMINAL "A" TORONTO, ONTARIO

**REPORT OF THE SECRETARIES**  
FOR THE YEAR 1961.

**MEETINGS**

<u>General Meetings</u>	<u>1959</u>	<u>1960</u>	<u>1961</u>
Number Held:	10	10	10
Total Attendance:	369	468	580
Average Attendance:	37	47	58

Directors Meetings

Number Held:	1	8	10
Total Attendance:	6	60	71
Average Attendance:	6	8	7

Nine of the ten General Meetings were held in Room 486 at the Union Station, while the other was held in the Music Room of Hart House and consisted of a showing of the film "The Titfield Thunderbolt". The August meeting (outdoor) was a guided tour of John Street interlocking tower while the July meeting, aboard TTC car 2424, marked the last operation of

a Large Witt type car in Toronto. The Annual Banquet was held in the South Dining Room of Hart House with Mr. Wm. Forsyth, TTC Superintendent of Equipment, as guest speaker. Another movie night for members and friends was held on the first Friday in December. The film "The Great Locomotive Chase" was shown. Throughout the year, meeting places were suggested for those who wished to observe the local railway scene.

Entertainment at meetings this year included showings of members' movies and slides, the showing of commercial 16mm films, an auction, an address by an engineer from the CPR Signals Department, and an illustrated address on the railways of India by one of the members.

#### **SPECIAL OBSERVANCE**

The 100<sup>th</sup> anniversary of street railway operation in Toronto was celebrated on September 8<sup>th</sup> and 9<sup>th</sup> by the operation of special tram excursions to historically significant locations in the city. Cars appropriate to the occasion were used, including 2300, 2700, and 4779. For the benefit of Society members, the TTC historical collection, as well as a large representation of their present work equipment, was on working display at the Hillcrest Shops property.

#### **MEMBERSHIP**

<u>At Year-end</u>	<u>1959</u>	<u>1960</u>	<u>1961</u>
Associate:	127	191	268
Resident:	66	119	175
Total:	193	310	443
Changes			
Dropped:	27	16	13
New:	25	133	146
Net Change:	-2	+117	+133

#### **PUBLICATIONS**

Twelve issues of the *NEWSLETTER*, totalling 64 pages, were published during 1961. Four pages of diagrams and maps were included and, commencing with the August issue, reproduction was by photo-offset rather than by stencil duplicating process.

#### **EXCURSIONS**

On June 4<sup>th</sup>, the Society chartered TTC cars 2424, 2894, and 4708 for a four hour tour of the city. Next day, CNR Northern No. 6167 was used on a 180 mile excursion which took its 513 passengers on a circle tour through Guelph, Galt, Brantford, Paris, Caledonia and Hamilton. On July 8<sup>th</sup>, a most unusual sight was observed rolling through the streets of Oshawa, Ontario as the UCRS special train of three gondola car-loads of people was hauled to North Oshawa by O.R. motor No. 403. The 231 passengers had come from Toronto on a special train powered by CNR 6167. Again the following day, this engine hauled a trainload of 320 persons around the circuitous route linking Toronto, Belleville, Peterborough, and Lindsay. An excursion, coincidentally marking the end of electric operation on the Lake Erie and Northern - Grand River Railways, was held on September 30<sup>th</sup>. On this trip, 134 passengers travelled from Toronto to Simcoe via Galt and Preston, and using motors 337 and 228 on the electric lines. The last excursion of the year was held on October 1<sup>st</sup>, and attracted 489 passengers for the run to Gravenhurst with CNR 6167.

The Corresponding and Recording Secretaries hereby submit their Report for the Year 1961 for the consideration of the Directors and the Members-at-large.

E. A. Jordan,	G. A. Meek,
Corresponding Secretary.	Recording Secretary.

January 19<sup>th</sup>, 1962.

UPPER CANADA RAILWAY SOCIETY  
BOX 122 TERMINAL "A" TORONTO, ONTARIO  
(INCORPORATED)

Once more it is my privilege to present the Financial Statement of your Society, and to touch on some of the highlights of the past year, which has again proved to be an exceptional one.

Your Society ended 1961 with a net balance that was almost double that of 1960. The amount is \$3,318.17 which exceeds any previous figure in our history.

As I commented last year, it has been the income from fan trips by steam over lines in many cases about to be abandoned, and with motive power that is going out of service that has helped the financial position.

We have certainly been fortunate in being able to operate steam and electric trips, in our locality, and from their success it has been planned to improve the size and quality of the *Newsletter* and *Bulletins*.

At present the cost of our publications is greater than the return from our membership fees, and as a result your Directors were forced to raise the annual dues. This is only good business, as it is our long time source of income, and way of interesting members who live at a distance too far to attend our meetings.

The Membership Committee campaign, which started in 1960 was continued in 1961, has shown results which were well worth the expense.

The maintenance cost of C.N.R. locomotive No. 6213 has dropped to the nominal amount of \$35.89 as practically all the capital expenditure has been made.

I would be very remiss, if again this year, I did not express, for myself, and for all of us, our appreciation of the untiring efforts of Mr. Edward A. Jordan, your Corresponding Secretary. His work on fan trip promotion, ticket selling, and correspondence sorting, has been colossal - it totalled over \$13,000 for the year!

In summation, the present financial condition continues to encourage your Directors to give the members more value for their dues than ever before.

Albert S. Olver  
Honourary Treasurer,  
Upper Canada Railway Society.

January 19, 1962.

UPPER CANADA RAILWAY SOCIETY  
(INCORPORATED)

Treasurer's Report for 1961

Here follows your Honourary Treasurer's Report for the past calendar year 1961. For purposes of comparison, the 1960 and 1959 figures are bracketed in the right hand columns.

RECEIPTS

	1961	1960	1959
Membership Fees 1959	\$ --	( 2.50)	( 234.98)
Membership Fees 1960	--	( 391.15)	( 97.91)
Membership Fees 1961	497.12	( 267.68)	( 2.85)
Membership Fees 1962	148.54	( 6.85)	( - -.)
Membership Fees 1963	8.00	( - - -)	( - -.)
Publication Sales	220.51	( 224.02)	( 74.13)

Fan Trips - net (140.59)	1,612.83	(1,417.57)	
Auction - Club Meetings	45.15	( - 45.56)	( - -.-)
Donations - CNR 6213	10.00	( 2.00)	( - -.-)
Donations - General	- -.-	( 203.20)	( - -.-)
U.C.R.S. Pins - sales	33.00	( 60.50)	( - -.-)
Fan Trips 1962 - prepayments	28.00	( - -.-)	( - -.-)
Loan repayment	131.00	( - -.-)	( - -.-)
Bank Adjustment	.57	( - -.-)	( - -.-)
BALANCE, December 31 <sup>st</sup> ., 1960	<u>1,722.38</u>	<u>( 431.38)</u>	<u>( 201.75)</u>
	\$ 4,457.10	(3,052.41)	(752.21)

#### DISBURSEMENTS

Newsletters, supplies, etc.	456.95	( - 335.34)	(219.56)
Bulletins	43.60	( 249.20)	( 31.46)
Postage - publications	122.55	( 128.61)	( 50.00)
Postage - corresponding Secretary	58.60	( 13.00)	( - -.-)
Annual Post Box Rental	6.00	( 6.00)	( 6.00)
Provincial Government Return	1.00	( 1.00)	( 1.00)
Magazine Subscriptions	21.16	( 9.00)	( - -.-)
Prospectus Account	91.19	( 51.12)	( - -.-)
CNR 6213 Account	35.89	( 284.03)	( - -.-)
Lapel Pins - cost	- -.-	( 95.63)	( - -.-)
Annual Banquet - deficit	45.17	( 2.60)	( - -.-)
Entertainment Committee Expense	90.50	( 23.50)	( 11.45)
L&PS Car Account (loan)	- -.-	( 131.00)	( - -.-)
Hamilton Chapter - miscellaneous	16.32	( - -.-)	( - -.-)
O.E.R.H.A. Loan	150.00	( - -.-)	( - -.-)
Bank charges, exchange, etc.	- -.-	( - -.-)	( 1.36)
BALANCE, December 31 <sup>st</sup> ., 1961	<u>3,318.17</u>	<u>(1,722.38)</u>	<u>(431.38)</u>
	\$ 4,457.10	(3,052.41)	(752.21)

BALANCE SHEET - December 31<sup>st</sup>., 1961

#### ASSETS

Bank (Ledger)	3,318.17	(1,722.38)	(431.38)
Duplicator - less 20% write off	1.00	( 35.75)	( 71.50)
Lapel Pin Inventory - at cost	39.37	( 64.71)	( - -.-)
Loan	<u>150.00</u>	<u>( 131.00)</u>	<u>( - -.-)</u>
	\$ 3,508.54	(1,953.84)	(502.88)

#### LIABILITIES

Prepaid Memberships - 1962	156.54	( 274.53)	(100.76)
Prepaid Fan Trip Fares - 1962	28.00	( - -.-)	( - -.-)
Capital	<u>3,324.00</u>	<u>(1,679.31)</u>	<u>(402.12)</u>
	\$ 3,508.54	(1,953.84)	(502.88)

A. S. Olver,  
January, 1962

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