



INCORPORATED 1952

Newsletter

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NUMBER 211



Fantrips !

C.N.R. 6167 fights its way up the mountain near Dundas on the U.C.R.S. June 9 fan-trip.

(Photo by J.W. Hood)

Canadian Pacific R.D.C. no. 9052 waits in the siding at Puslinch, Ontario, as train 359 roars by at 80 m.p.h.

(Photo by J.W. Hood)



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

CN Steam Generator Car Roster



CAR NUMBERS	BUILDER & DATE	STEAM GENERATORS	RATED EVAPORATIVE CAPACITY PER GENERATOR	WEIGHT IN LBS.		NOTES
				LIGHT	WORKING ORDER	
2950-2953	C.C. & F.-C.N. Sept., 1956	Two Vapor-Clarkson OK-4625-74-ONJ-6	3000# per hour	83,400	120,700	A
2954-2956	C.C. & F.-C.N. Oct., 1956	"	"	"	"	A
15400-15405	C.C. & F. Feb., 1958	"	"	97,000	132,000	
15406-15429	C.C. & F. Mar., 1958	"	"	"	"	
15430-15445	C.C. & F. Apr., 1958	"	"	"	"	
15446	C.C. & F. May, 1958	"	"	"	"	
15447	C.C. & F. Apr., 1958	"	"	"	"	
15448	C.C. & F. Feb., 1958	"	"	"	"	
15450-15463	G.M.D. Nov., 1958	"	"	79,200	122,800	
15464-15478	G.M.D. Dec., 1958	"	"	"	"	
15480-15485	N.S.C. Mar., 1960	"	"	86,900	132,900	
15486-15493	N.S.C. Apr., 1960	"	"	"	"	
15494	N.S.C. Mar., 1960	"	"	"	"	
15611	C.N.R. Jan., 1948	One Vapor-Clarkson DK-4530	3600# per hour	74,580	103,380	B,C
15612	C.N.R. Mar., 1948	"	"	"	"	B

15613	C.N.R. Jan., 1952	Two Vapor- Clarkson OK-4625	3000# per hour	82,780	116,700	B
15614	C.N.R. Feb., 1952	"	"	"	"	B
15615	C.N.R. Dec., 1951	"	"	"	"	B
15638,15639	C.N.R. May, 1957	"	"	92,600	127,600	B
15640	C.V.R. Jan., 1957	Two Vapor- Clarkson OK-4625-74- ONJ-6	"	83,700	118,700	D

NOTES -

- A - 3' 6" gauge equipment. Assigned to Newfoundland Lines. Car shells were constructed by C.C.& F., and cars finished by C.N.R.
- B - These units rebuilt from older equipment by C.N.R. on dates shown.
- C - Car 15611 presently used by Maintenance of Way Department and may be re-classified as a Work Equipment unit.
- D - Car 15640 converted by Central Vermont Railway on date shown from Grand Trunk Western Railway 50-ton steel box car 515216.

BUILDERS -

C.N.R. - Canadian National Railways.
C.V.R. - Central Vermont Railway.
C.C.& F. - Canadian Car & Foundry.

G.M.D. - General Motors Diesel Ltd.
N.S.C. - National Steel Car Co., Ltd.

Cars are used for providing train heat behind Diesel-electric locomotives not equipped with steam generators. Cars are painted in standard C.N.R. passenger equipment livery.

- Data as of May 30, 1963.
Supplied by R.F. Corley through the
courtesy of Canadian National Rlys.

Motive Power Notes

* An error occurred in last month's "Motive Power Notes" in the description of the C.N.'s class GR-17g road switchers. These units were outfitted with the heavy weight trucks only after being renumbered back into the 4400 series. As built, they rode on lightweight trucks but carried 4400 series numbers.

Thousand Islands Railway no. 500 is, of course, a diesel electric, and not a straight electric as the note last month might imply.

* The Canadian Pacific recently placed an order with General Motors Diesel in London, Ontario, for twelve of their GP-35 model, 2500 h.p. road switchers. These units are similar in construction to the GP-30 model, of which the C.P.R. recently took delivery of two units, numbered 8200 and 8201. The units are expected to be completed early in 1964.

* Two minor errors crept into the R.D.C. roster presented last month. Note (4) applies, of course, to D-204, although it was not mentioned in the table. Note (D) should read "D-400 ditto to D-453, 3/6/61, Riviere-du-Loup". All photos illustrating the roster were supplied by J. Wm. Hood.

* Three more 800 h.p. General Electric diesel-electric locomotives have been shipped to the White Pass and Yukon to supplement the five units of this type already on hand. These locomotives are powered by the six-cylinder Alco 251B engine and exert a starting tractive effort of 50,220 pounds.

* It is reported that Grand River Railway electric locomotives 222 and 228 have been sold to the previous purchasers of 226 and 337, while engine 232 has been stripped of all usable parts prior to being shipped to Montreal for final scrapping. This leaves only no. 224 untouched and still in storage.

MONTREAL RAPID TRANSIT PROGRESS

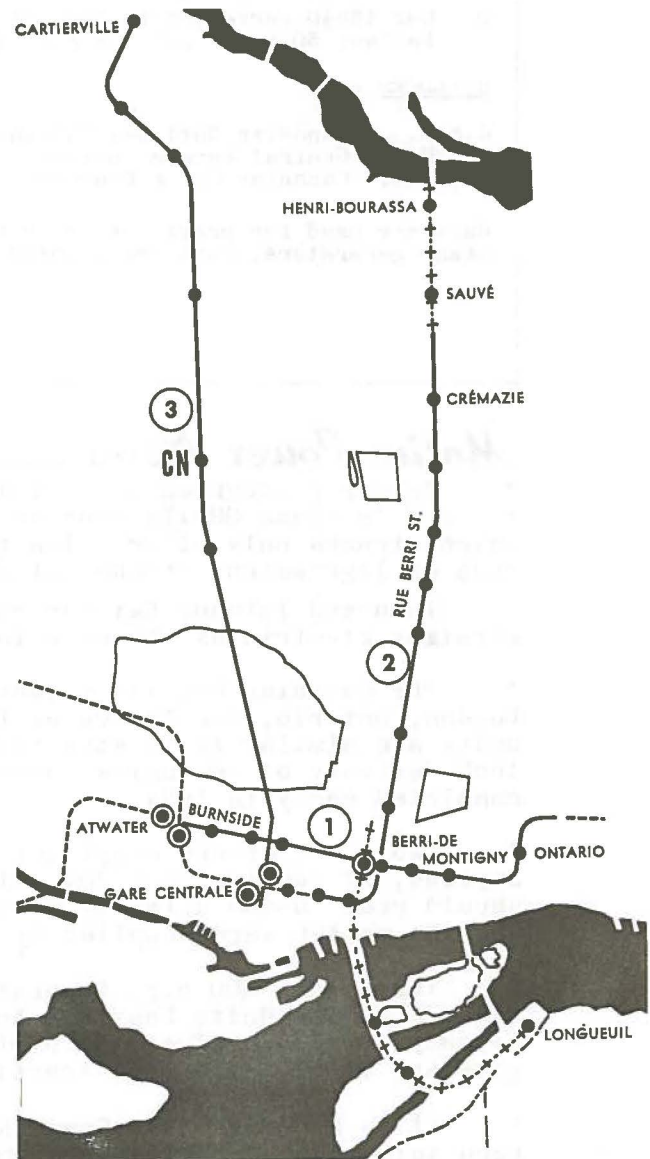
LINE EXTENSIONS: As in the case of Toronto's Bloor - Danforth subway, the Berri Street line in Montreal is subject to proposals for extensions beyond both ends of the line as originally conceived. The City of Montreal announced during June that additional capital would be borrowed in order to permit a 7,000-foot extension on the north end of the Berri Street line, from Cremazie Boulevard to Henri Bourassa. The cost of this new construction would be \$6,100,000.

Savings on contracts already awarded and a decision to tunnel through rock instead of proceeding by means of open cut construction under Demontigny Street are felt to enable consideration also of a significant extension at the south end (downtown) of the line. The significance of this extension would not be in its length, but rather in the terminus of the extended section - the C.N.R. Central station, to which the line would be carried some 4,500 feet west of Place d'Armes, the previously intended inner terminus. An intermediate station would be constructed at Victoria Square, and the extension would cost \$11,200,000.

In connection with the northerly extension, the plan of using the C.N.R. line between Val Royal and Papineau Avenue as a branch of the true rail rapid transit line, the present C.N.R. Mount Royal tunnel line, has been abandoned. As a result of the lengthening of the Berri Street line, an additional seven trains of 42 motor cars and 21 trailers, will be purchased.

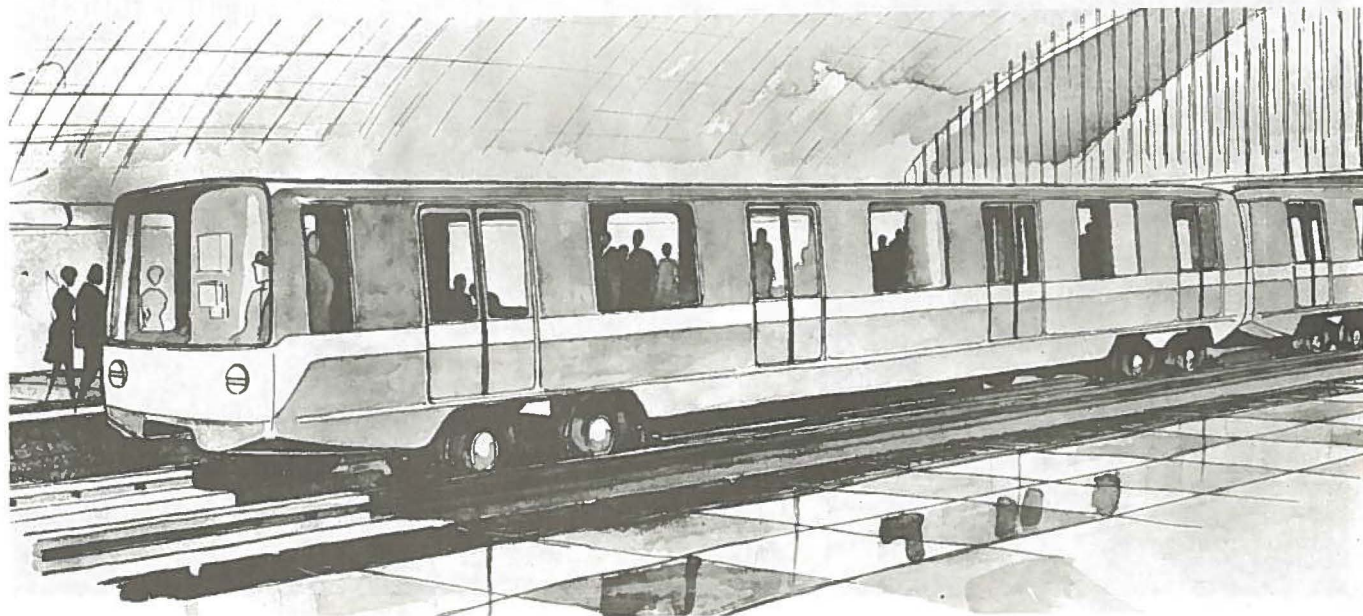
Even more equipment would be purchased for a proposed 3-mile line under the St. Lawrence River to the World's Fair site and the south shore. This line, terminating at Longueuil, would extend 14,000 feet from the Berri - Demontigny station, cost some \$15 million and have stations at St. Helen's Island (Fair site), Notre Dame Island and near the Jacques Cartier Bridge on the south shore in Longueuil. It would be timed for completion by 1967, the World's Fair year.

ROLLING STOCK TENDERS OPENED: The City of Montreal opened tenders on June 20th covering the construction of 279 motor and trailer cars for the rubber tired sections of the subway system. In spite of a world-wide tender call, only two builders submitted bids, both of these being hometown companies, Montreal Locomotive Works and Canadian Vickers Company. Prices submitted were \$40,241,624 from M.L.W., and \$41,194,434 from Vickers. The quoted amounts came as a distinct shock to city officials, who had appropriated only \$21,945,000 for the purpose. The administration has accordingly decided not to accept either tender but to negotiate with the two companies in an attempt to obtain a lower price through modifications to the specifications. Among the items to be deleted are a second air compressor and four of the eight public address system loudspeakers. The car bodies would be rendered still smaller, the length being reduced by five feet, and the width by four inches. Director of Public Works Lucien L'Allier said in reference to the program of simplification for the cars: "We will still be ahead of other subway systems because we really sought perfection."



On the other side of the ledger, however, is the fact that an increased number of cars is sought in order to service the Berri Street and south shore extensions - the 90 extra cars required will mean a revised quotation on 369 cars in place of the original 279.

The original delivery date requested, March, 1966, is to be revised to part delivery in June, 1966, with the remainder for the spring of 1967. The date for delivery of the first car, as a prototype, has also been put back. The city administration has set July 25th as a deadline for the submission by the two carbuilders of the new prices based upon the requested changes in car design.



MISCELLANY

* The Canadian National operated a special train over the International Bridge between Fort Erie and Buffalo on June 8th as part of a ceremony involving the acceptance by the railway of a Certificate of Award in honour of the famous Polish-Canadian engineer, Sir Casimir Stanislaus Gzowski. This Certificate was presented to W.C. Bowra, General Manager of the C.N.R.'s Great Lakes Region by C.J. Keenan, Chairman of the National Railroad Hall of Fame and Museum in the Oregon Museum of Science and Industry at Portland, Oregon, and signified the election of Sir Casimir as the nineteenth famous railroader to be enshrined in the Hall. (Of the previous eighteen, two have Canadian connections; James J. Hill and Sir William Cornelius Van Horne.) The actual ceremony took place at the International Boundary in the centre of the bridge.

The location of the ceremony was significant in that the International Bridge between Bridgeburg (now Fort Erie) and Buffalo was among the most spectacular of the famous engineer's achievements. This was the second observance during the current year of the fame and contributions to railway development in this country of Sir Casimir; in March the Canadian Post Office issued a commemorative stamp bearing the likeness of Sir Casimir, together with a train, in order to show his close connection with mid-nineteenth century railway construction in Canada.

News FROM THE MUSEUMS



T.T.C. no. 2890 starts on its journey to Rockwood as ex-Cleveland Transit System trolley coach 1224 and burned-out subway cars watch at Hillcrest Shops.

(Photo by H.R. McMann)

Toronto Transit Commission small Witt car 2890 was recently moved from the Hillcrest Shops to the museum property of the Ontario Electric Railway Historical Association near Rockwood, Ontario. During May, line and work car no. 45 of the Oshawa Railway was officially donated to the Association, although it will not be released by the railway until such time, probably in the spring of 1964, as the car has completed its duties in connection with the overhead removal following the dieselisation of the line, the latter which will probably take place in September of this year.

The Association has now acquired nine units of rolling stock for its Halton County Radial Railway, including the following:

FORMER OPERATOR	LAST ROAD NO.	DATE OF ACQUISITION
Toronto Transit Commission	1326	January, 1954
Toronto Transit Commission	2210	March, 1954
Montreal & Southern Counties Rly.	107	1955
Toronto Transit Commission	2424	August, 1961
Toronto Transit Commission	W-25	September, 1961
Lake Erie & Northern Railway	M-4	February, 1962
Toronto Transit Commission	2890	February, 1963
Lake Erie & Northern Railway	M-6	April, 1963
Oshawa Railway Company	45	May, 1963

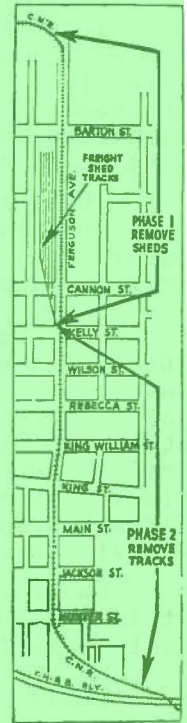
All units of rolling stock, except no. 45, are stored on the Association's property, a section of the former Toronto Suburban Railway right-of-way, located on the Fourth Line, Nassagaweya Township, about a mile south of Highway no. 7, just east of the town of Rockwood. Work parties visit the museum most Sundays, and willing workers are always welcomed at the property.

(R.D. Cooper)

C.N.R. Report

* The Canadian National has officially announced that it will remove its trackage from Ferguson Avenue in Hamilton, Ontario sometime during the next two years. However, the track removal is only part of a greater plan to streamline the C.N.'s operations in the Hamilton area. As part of the plan, the existing freight sheds between Barton and Cannon Streets will be demolished, and new sheds, including express and piggyback facilities will be built in the Stuart Street area. To make way for these buildings, the present Stuart Street roundhouse, originally built by the Grand Trunk in the 1880's, will be demolished and be replaced by a two-storey diesel facility. With the express handling removed from the present James Street North station, it is possible that this building might become redundant, and it is reported that plans are under consideration for a new passenger station at Bayview, the junction of the Oakville and Dundas Subdivisions. Such a station would also allow the closing of Dundas as a passenger facility and would allow the acceleration of through trains on the London to Toronto route.

With the removal of the Ferguson Avenue trackage, it will be necessary to route the three trains daily over the Toronto, Hamilton and Buffalo trackage from Bayview (Hamilton Junction) to the present C.N. - T.H. & B. crossing just east of the T.H. & B. Hunter Street passenger station.



* Next time you drive your car across a C.N.R. railway crossing in the Great Lakes Region that is protected by automatic gates or signals, ponder this fact: the electrical circuitry that causes their operation was probably designed by a woman! Hungarian-born and educated Mrs. Elisabeth Csak, P. Eng. is the only woman signal engineer in Canada, and probably the whole world, and traces her interest in electrical engineering and railways to her father, who built the first electric locomotive to run in Budapest. Mrs. Csak, educated at Budapest University worked as a circuit designer for the Hungarian State Railways prior to her immigration to Canada following the Hungarian revolution in 1957, and joined the Canadian National as a circuit designer with the Great Lakes Region Signal Department on arrival here.

(from the Professional Engineer and Engineering Digest)

* Canadian Railways are finally offering a service to travellers that has been available to British and European tourists for many years; that is, the transportation of his automobile while its owner travels by passenger train. The service, called "Car-go-rail" by the C.N.R., is provided by blue-painted box cars moved on a regular schedule by fast freight train (in Europe, the passengers and auto travel on the same train) while the automobiles are handled at each end of the journey by local car-rental agents. At present, the service is available from Toronto or Montreal to Winnipeg, Edmonton or Vancouver, and from Winnipeg to Vancouver or from Edmonton to Vancouver. While such a service was available in the past, the "Car-go-rail" scheme gives faster, cheaper and more reliable service than previously.

* The former restaurant in the C.N.R. Gravenhurst station has been removed and converted into office space; the interior of the station has been otherwise modernised, as have many C.N. stations across the country, with new counters, lighting, etc. The spur into the ice storage yard has been removed and the property is now for sale. Previously removed were the engine shed and station building at Muskoka Wharf, although the track to the latter facility is still used to serve a nearby lumber mill.

With the summerschedule speed-up and the completion of certain signal and trackage up-grading on the entire subdivision, it is expected that considerably more of the express now handled by rail will be carried by the trucks of the C.N. subsidiary, Hoar Transport.

(R.D. Cooper and E. Emery)

* The C.N. is constructing a new section of track to connect the Bala Subdivision with the out-of-service Midland Subdivision near Gamebridge, Ontario. The purpose of this diversion is to use the high level bridge of the Midland Subdivision to cross the Trent Canal, in place of the swing bridge now used by the Bala Subdivision. This latter bridge would be incompatible with the Centralised Traffic Control system now nearing completion on the Bala Subdivision.

While the C.T.C. system has been extended from Capreol to Toronto on the Sudbury and Bala Subdivisions, the Huntsville Subdivision, from North Bay to Gravenhurst, has been upgraded by the alteration of many of the passing sidings and the installation of block signals on portions of the line.

* J.A. MacDonald, Vice-President of the C.N.'s St. Lawrence Region, speaking at the 58th Annual Meeting of the Canadian Transit Association, said that the railway was ready at any time to negotiate the use of its rights-of-way in urban areas for subways or the construction of overhead expressways and rapid transit lines above the tracks. He doubted that there were very many locations in which railway trackage could actually be jointly used by C.N. trains and rapid transit equipment since a major factor is the arrival and departure times of trains, which in many cases corresponds with the time when the trackage would be busiest with rapid transit services.

While the C.N.R. does not intend to expand rail commuter services of its own, it is willing to study any proposal for operation of these services on a contractual basis for other agencies.

* Residents of the Tatamagouche and Scotsburn, Nova Scotia, areas, made a point in their protests recently when the C.N. line through there, scheduled for abandonment in the near future, was used to carry mainline traffic rerouted because of an accident on the mainline at Debert, near Truro. The accident, in which 22 cars were derailed and a bridge over the Debert River moved out of position, happened on July 23rd, and was probably caused by an overheated journal bearing. Residents along the "Short Line" from Oxford to Stellarton were pleasantly surprised to see even the Ocean Limited routed through their area.

(K.S. MacDonald)

* The Canadian National has indicated that the Toronto Classification Yard will allow substantial track removal at the present Mimico Yard, making some 1200 acres of land available for industrial development. Also mentioned has been the removal of the eight-acre Simcoe Street freight shed and yard in downtown Toronto. A fifteen-acre merchandise terminal area is now being reserved in the new yard to replace the downtown facility.

MISCELLANY

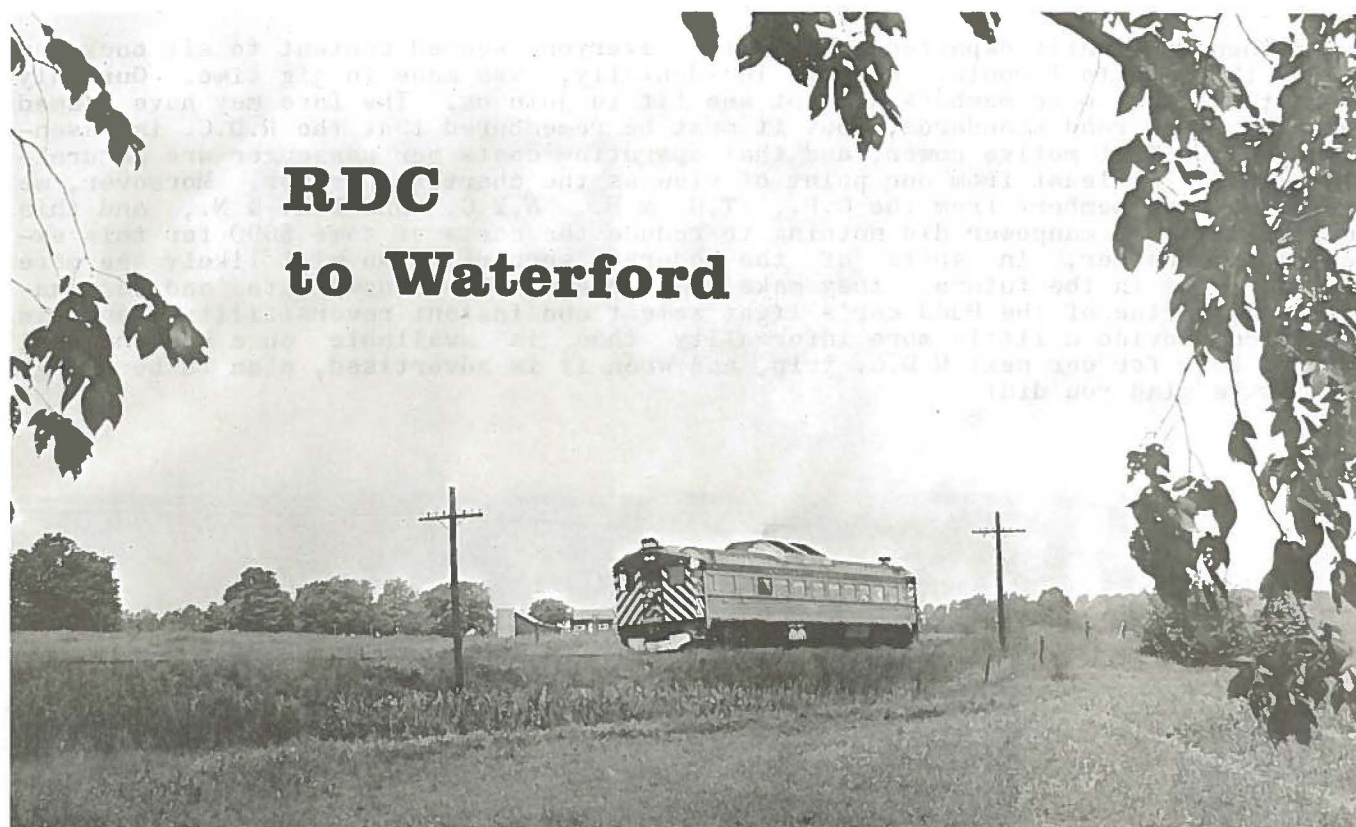
From the LONDON TIMES, June 8th; "When the Blackpool lifeboat was being brought out of the boathouse on Saturday night after a small boat had been reported seen drifting out to sea, it was in collision with a trailer tramcar travelling along the promenade".

It will never happen here. We don't have trailers.

(R.J. Sandusky)

* Canadian National 2-8-0 no. 2164, previously reported as being sold to the Ontario Northland Railway, has been repainted and relettered as Temiskaming and Northern Ontario Railway no. 137, and for the first 2 weeks of August will be on display at the O.N.R.'s Cobalt, Ontario, station, along with a wooden caboose. The purpose of this is to help celebrate the Town of Cobalt's 60th anniversary.

* Of interest to all steam fans, modern or otherwise, is the 3rd annual reunion of the Ontario Steam and Antique Preservers Association, to be held at the Fair Grounds in Milton, Ontario, on August 30th and 31st and September 2nd. Old steam traction engines working under full pressure are to be seen in force, and two parades daily of old engines and autos are held in front of the grandstand. For those who wish to inhale the sights, sounds and odors of genuine steam again, this show is a must. Admission to the grandstand is \$1.00 for adults and 50¢ for children. For further information, write D.H. Rogers, 50 4th Street, Stoney Creek, Ontario.



Saturday, June 8th marked another "first" for the Society, for on that day we operated our first all-diesel powered excursion. The motive power was Canadian Pacific R.D.C. no. 9052, and the route followed took us over the rails of some five different railway companies.

Our run to Hamilton over C.N. lines was routine, except that we were restricted to a speed of only 30 m.p.h., because of the nature of the signal circuits and the short length of our "train".

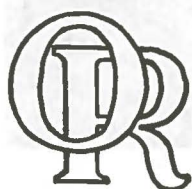
From Hamilton, we struck out west on the Toronto, Hamilton and Buffalo, attracting much attention as we went, for this was the first R.D.C. to operate on that railway. Informality was the keynote of the trip, with the run-pasts being selected on the spur of the moment when a likely spot appeared. At Brantford, we drew up behind a local shopping centre and availed ourselves of the services of the restaurant therein, much to the amazement and consternation of the waitresses. Not long after this refreshment stop, we rolled into Waterford, and turned our train over to the New York Central crew.

At Waterford, it is necessary to cross the N.Y.C.'s multiple-tracked main line if you are going from the T.H. & B. to the Lake Erie and Northern; thus the N.Y.C. crew was necessary to ensure that we got across safely. While we were waiting, an N.Y.C. manifest roared through towards Fort Erie, its crew no doubt being given to great wonderment by the presence of a C.P. R.D.C. on their railroad.

Shortly thereafter, the Budd car reached the now de-electrified line of the Lake Erie and Northern, and photos of it on the L.E. & N's Waterford bridge were taken by way of contrast to those of a year or so ago when electric locomotives of the line hauled our special train over the same structure.

Our run to Galt was as speedy as the poor trackwork of the line would permit, as we were considerably behind schedule leaving Waterford. All the haste was in vain, however, for on arrival at the Canadian Pacific's Galt station, we were presented with a wait order, which meant that we had fifteen minutes to cool our heels before we could depart for the Queen City. Not to be thwarted by this turn of events, our engineer decided that we had to have a run-past across the sizeable bridge over the Grand River, just west of the Galt station. Thus, during the next few minutes, the R.D.C. shuttled back and forth several times across the bridge, affording ample opportunity for the picture takers.

When we finally departed from Galt, everyone seemed content to sit back and enjoy the ride to Toronto, which, incidentally, was made in jig time. Our only regret was that more members did not see fit to join us. The fare may have seemed high by steam road standards, but it must be remembered that the R.D.C. is essentially a unit of motive power, and that operating costs per passenger are naturally higher, at least from our point of view as the charter operator. Moreover, we required crew members from the C.P., T.H. & B., N.Y.C. and L.E. & N., and this multiplicity of manpower did nothing to reduce the costs of some \$690 for this excursion. However, in spite of the moderate support, you will likely see more R.D.C. trips in the future; they make available a host of new routes and destinations by virtue of the Budd car's light weight and instant reversibility, and in addition provide a little more informality than is available on a conventional train. Look for our next R.D.C. trip, and when it is advertised, plan to be along. You'll be glad you did!



Farewell



On Saturday, June 29th, the Society operated its third, and probably last, annual excursion over the lines of the electrified Oshawa Railway, using motor 326 hauling a gondola and caboose. Leaving the C.N.'s station, after our arrival on train no. 10, the special headed for the downtown section of Oshawa, where a lunch stop was held. Following lunch, a run was made to the O.R.'s shops, where many photos were taken of the equipment in the yard. A humorous turn of events occurred when the line's hand car was wheeled out of the shop; many of the excursionists took turns pumping this unique vehicle the length of the yard in the 90 - degree weather, much to the amusement of the O.R. crew. Following the shop visit, the train headed north to the end of the line, where it was remarshalled for the run south. Many interesting run-pasts were held on this portion of the trip; all those held on the private right-of-way were performed twice, giving the fans many opportunities to get photos from various angles. Outside the General Motors factory the train was halted, and the excursionists invaded a small nearby variety store, in search of cooling refreshments. This brought a small financial boom to the proprietors of the establishment; however, they must have heaved a sigh of relief to see the rear of the caboose vanishing down the line with the invaders armed with ice cream cones and bottles of pop. Our arrival at the Oshawa station again ended another interesting excursion.

The Society again, of course, wishes to express its thanks to Mr. J. Smyth of the Oshawa Railway for his co-operation in making this enjoyable trip possible.



6167 to Palmerston

By popular demand, our fourth annual spring steam excursion visited Palmerston on June 9th. In marked contrast to the sparse attendance on the previous day's R.D.C. excursion, over 500 persons rode behind the ubiquitous 6167 on a figure-8 route touching Hamilton, Galt, Palmerston, Stratford and Guelph.

Open-windowed coaches front and rear were well patronised, in spite of the warm weather and the large lumps of carbon emanating from the locomotive. The meal problem appeared to be solved by the addition of two snack bars in the coaches, supplementing the usual efficient Cafeteria Car service.

The interest shown in our trips by residents of towns along the way seems to be on the upsurge, as large crowds turned out to inspect 6167 at Galt, Guelph and especially Palmerston, where the Mayor made a speech of welcome to excursionists and provided refreshments to those who inspected the newly repainted Mogul no. 81 on display in a nearby park. At the hamlet of Peffers, chosen as a run-past site because of its microscopic station, the entire population of 20 or 30 persons left their evening meals to observe all the excitement caused by the stopping of such a large train.

It might be well to mention at this point that reservations are going quickly for our most extensive venture yet with 6167, the week-end excursion to Ottawa and North Bay, September 13th to 15th. If you are looking for something different in the excursion line, you really should not miss this one! But don't delay - the space you want may not be available if you tarry. For those who have made tentative reservations, but have not secured them with a deposit, please do so immediately, or your space must be assigned to someone else. Avoid disappointment, send your cheque immediately.

Newsletter

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T.T.C. HAPPENINGS

* Readers may be interested to know that an organisation has been formed called the Metropolitan Toronto Transit Riders Association. While its purposes are primarily to safeguard the interests of transit riders with respect to the maintenance of low fares, improvement of service, extension of subways, subsidies through various government levels, relief of the transit system from municipal taxes, etc. one of its cardinal points is to fight premature abandonment of street car lines when such abandonments are undertaken merely for the convenience of motorists rather than to make way for subways. The Association welcomes new members, especially those who will assist in such work as taking up petitions against rail abandonments.

Interested readers should contact the Secretary, Robert Syrett, Suite 201, 140 Merton Street, Toronto 7. Phone HU. 7-2255.

* The serial numbers for T.T.C. Montreal-built subway cars 5330, 5332 and 5334 have been changed from the originally assigned 83339 - 83341 to 83874 - 83876. This was required because these numbers had been reserved for use by Alco Products on locomotives built in the U.S.A. and the numbers accordingly duplicated those used on three Alco locomotives (the Alco and M.L.W. builders numbers are assigned so as to dovetail into a single series). The serial numbers of the three cars are a continuation of the block of numbers assigned to the cars 5301 - 5305.

* Effective at 12:01 a.m. Thursday, June 27th, the T.T.C.'s Junction Turnback, located on Keele Street just north of Dundas Street, was abandoned. Street reconstruction in the area and the sale of the property necessitated this move. All short-turn movements of DUNDAS cars will now be performed at Vincent Loop and High Park Loop.

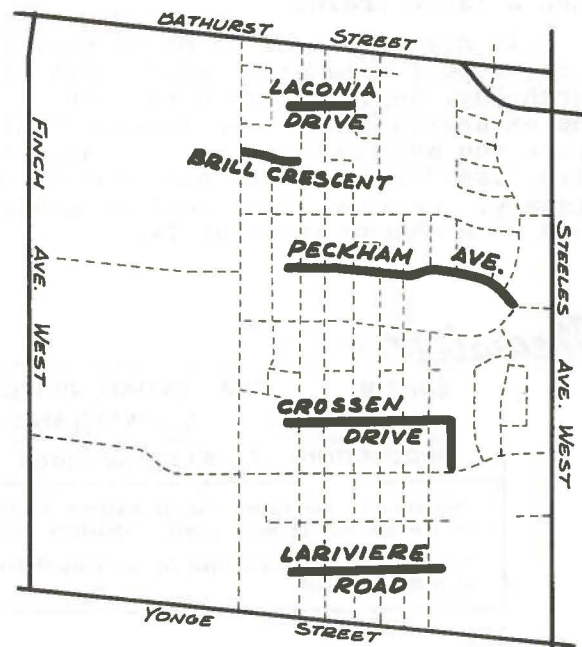
* Work has begun in earnest on the reconstruction of the Queen - King Streets bridge complex across the Don River Valley in the east end of Toronto. For a month or so, assembly work has proceeded on the timber supporting piers for the temporary deck-girder bridge that will carry the T.T.C. tracks over the Don Valley Expressway, the Don River, and the C.N. and C.P. tracks. By the beginning of June, supporting piles and timber pads were in position, and four piers of 12" x 12" timbers were erected. At 9:30 a.m. on June 12th, T.T.C. wire crews removed the overhead from the King Street portion of the bridge and KING cars operated along Queen Street to Parliament, regaining their normal route at King and Parliament Streets. Necessity Action switches were installed at Parliament and King (south to west curve) and at Parliament and Queen Streets (west to south and north to east curves). It is expected that the cars will be using the temporary bridge by the middle of August.

MISCELLANY

* When one looks at a map of almost any city or town, clusters of associated street names become apparent. Some neighbourhoods honour trees, others birds, and still others recognize Provinces or Prime Ministers. A grouping of a distinctly different type, however, has recently appeared in North York Township, a suburb of the City of Toronto. Here five street names in close proximity honour electric car and car equipment builders, as shown on the accompanying map. While the association of the names LARIVIERE, CROSSEN, PECKHAM, BRILL and LACONIA will mean nothing to most people, for a chosen few these names serve as a reminder of the halcyon days of electric traction on this continent.

(S.I. Westland)

(Mr. Westland is with the Planning Board of North York Township)



MISCELLANY

* On May 24th, 1963, the British Columbia Provincial Government wound up the affairs of the Pacific Northern Railway, a fantastic scheme which was to have built a monorail system from Prince George, B.C., to the Yukon border (see Newsletters 184, page 2 and 186, page 9). Only a token amount of work was done towards completion of the \$300 million project, mostly the clearing of brush and grading at the southern terminus. At ceremonies marking the start of the project, B.C. Premier W.A.C. Bennett, ardent supporter of the project, said "The railway which starts construction to-day won't stop until it's built right to the Yukon!"

* For those whose wanderlust has been stirred by the article on the White Pass and Yukon in the last two issues of the Newsletter, we present the passenger train schedules of that line for your information:

Between Skagway and Whitehorse: one train daily in each direction until September 13th, thence daily except Saturday and Sunday northbound, daily except Sunday and Monday southbound. Return fare \$55.

Between Skagway and Carcross: special trains operate July 1, 2, 5, 8, 9, 11, 13, 16, 17, 20, 21, 24, 25, 29.
August 2, 6, 7, 10, 14, 16, 18, 22, 25, 26, 30.
September 3, 4, 7, 11, 13, 15, 19, 23, 27.
October 1.
Return fare \$21.75, including meals at Bennett, B. C.
(W.C.R.A. Steam Chest)

"READERS' EXCHANGE"

Members are reminded that they may have small notices concerning the (non-commercial) sale or trade of railroadiana placed in this column at no cost, subject to the availability of space in any issue.

Two different types of railway postcards, in colour, are available from Steve Zawacki, 19366 Fenelon Ave., Detroit 34, Michigan. One card shows a C. & O. steam engine at a three-level crossing of Seaboard and Southern Railroad tracks while the other shows a preserved Duluth and Iron Range steam locomotive at Two Harbours Minn. Price for an assortment of three of the former and two of the latter cards is 30¢, from the above address.

WANTED: Sets of transfers from the Toronto Railway Company of the 1910 to 1915 period, as well as coloured transfers from the Toronto Transportation Commission. Anyone collecting and trading transfers are invited to write to S.C. Mickler, Box 411, Tampa 1, Florida, U.S.A.

Kenneth S. MacDonald, 9 York Street, Truro, N.S., has for sale photos of C.N. and C.P. steam locomotives, short lines and trolleys in sizes from 616 to 8" x 10". Write stating wants.

FOR SALE: 201 copies of TRAINS magazine, November, 1946 to date, also 110 copies of RAILROAD magazine, 1950 to date. Price, \$50 for the lot, or 20¢ per copy. Also bound volume no. 6, TRAINS, \$5.00. All from, Earl Allen, 47 Marina Ave., Toronto 14. Phone CL. 1-3239.

WANTED: To buy or trade negatives or prints of Canadian National or Canadian Pacific diesels, and especially units in the colours of Grand Trunk Western, Grand Trunk, Central Vermont or Duluth, Winnipeg and Pacific. Write to Fred. V. Stephens Box 263, Moncton, N.B.

D.M. Metcalf, R.D. 2, Clinton, New York, has extra copies of Bulletins no. 23 and 30 of which he wishes to dispose. Write him for details.

The Ontario Electric Railway Historical Association is offering souvenir drinking glasses, silk-screened with authentic drawings of the cars in their collection, to trolley enthusiasts. For an illustrated brochure on these glasses and a handy order form, write the Association at Box 121, Scarborough, Ontario.

U.C.R.S. Announcements

AUGUST MEETING

This meeting will be a three-hour evening trolley tour aboard a small Witt car, with special stops for night photography. The car will leave from Bay and Wellington Streets at 8:00 p.m., and no fare will be charged to members and their bona fide guests. The date: Friday, August 16th.

SEPTEMBER OUTDOOR MEETING

The first regular outdoor meeting of the 1963-64 season will be held on Friday, September 6th at the C.N.'s Sunnyside station.

SOCIETY EXCURSIONS

Two Fall excursions will be operated by the Society using 6167, and both will be unique. On Saturday, September 28th, 6167 will haul our special train to Lindsay, Ontario, and from there diesel units will haul the train up the very scenic Haliburton Subdivision to the town of the same name. Run-pasts will be held in multiplicity on both portions of the trip.

On Sunday, September 29th, what may be the last excursion for 6167 (we will know for sure on September 13th, after the B.T.C. inspector has finished his examination of 6167's boiler) will be a Mystery Tour to a secret destination in southern Ontario. More complete details on these trips will be mailed to members in the near future.

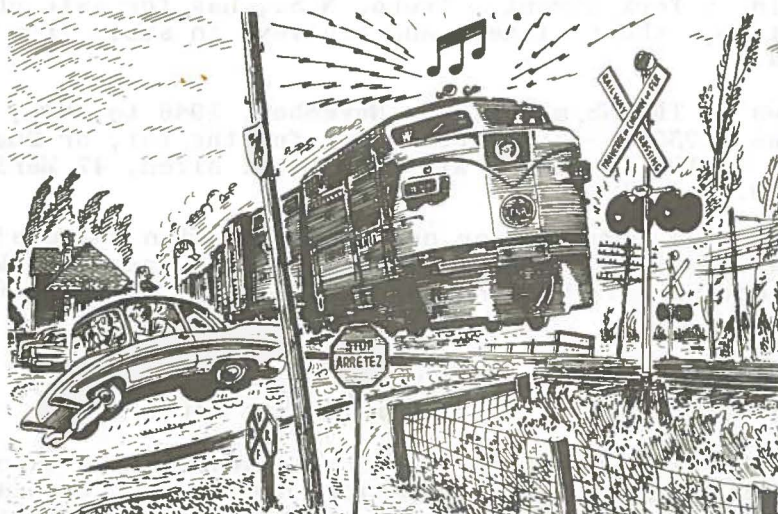
MISCELLANEOUS ANNOUNCEMENTS

On September 21st and 22nd, the Michigan Railroad Club will operate two steam excursions using C.N.R.'s 6167 out of Windsor, Ontario. The Saturday trip will be routed via London, Paris, Stratford, London and return to Windsor, while the Sunday trip will be from Windsor to St. Thomas and return. Further information and tickets are available from the Michigan Railroad Club at 1511 Butternut, Royal Oak Michigan. M.R.C. members are avid supporters of U.C.R.S. excursions; hence it would be most appropriate if a goodly number of U.C.R.S. members were to be aboard either or both of these trips!

During the period from August 8th to September 10th, the Editor will be observing British Railways firsthand, and any correspondence about the Newsletter should be addressed to the News Editor, Mr. Stuart Westland, who will also be responsible for the September issue of the Newsletter.

(E.A.J.)

Worth a Laugh _____ Courtesy Doug. Wright and the Montreal Star.



"Yesterday I waited for that confounded train, and it stalled right on the crossing for twenty minutes!"