

25¢ per copy

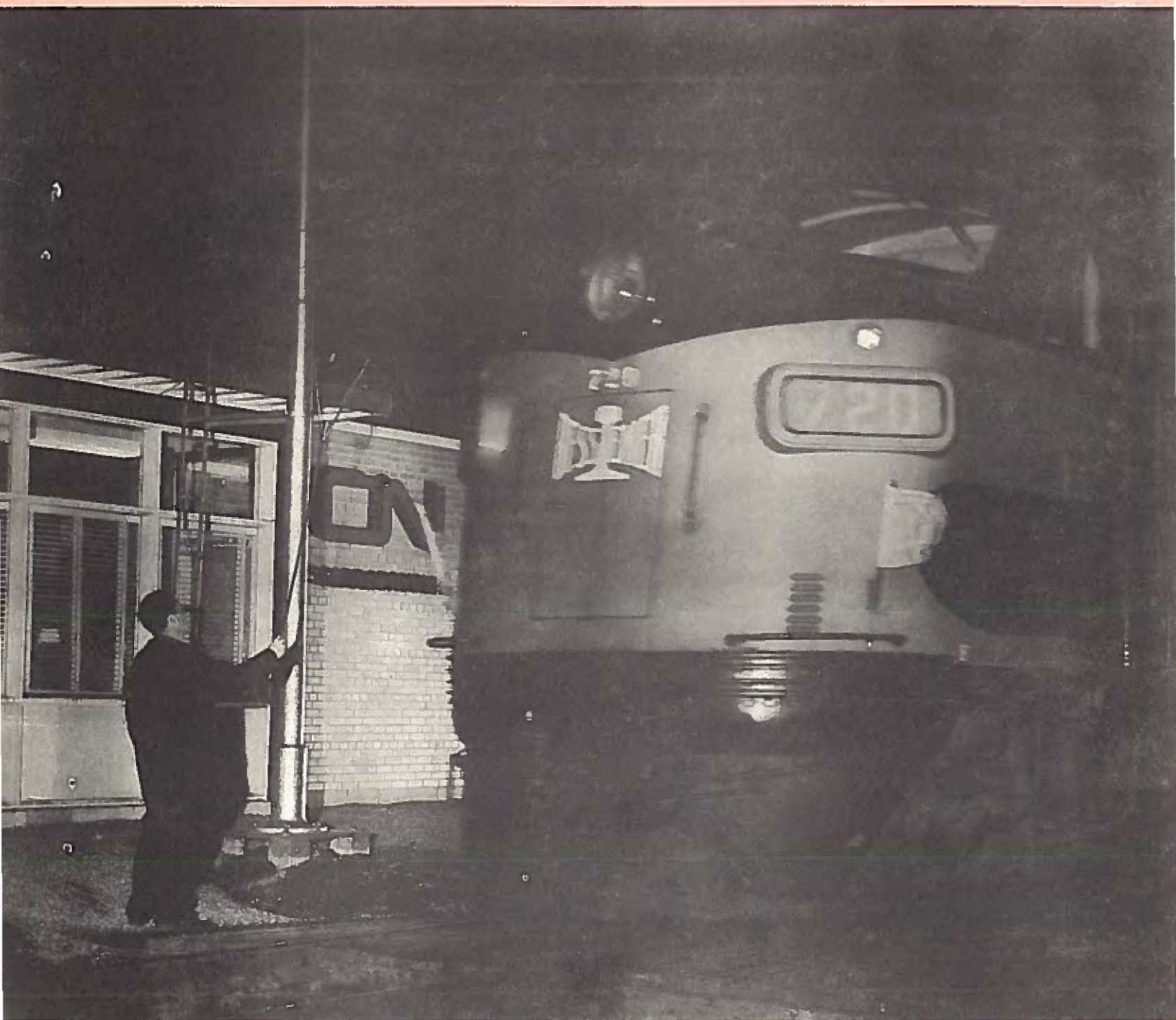


Newsletter

INCORPORATED 1952

NUMBER 219

APRIL 1964



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

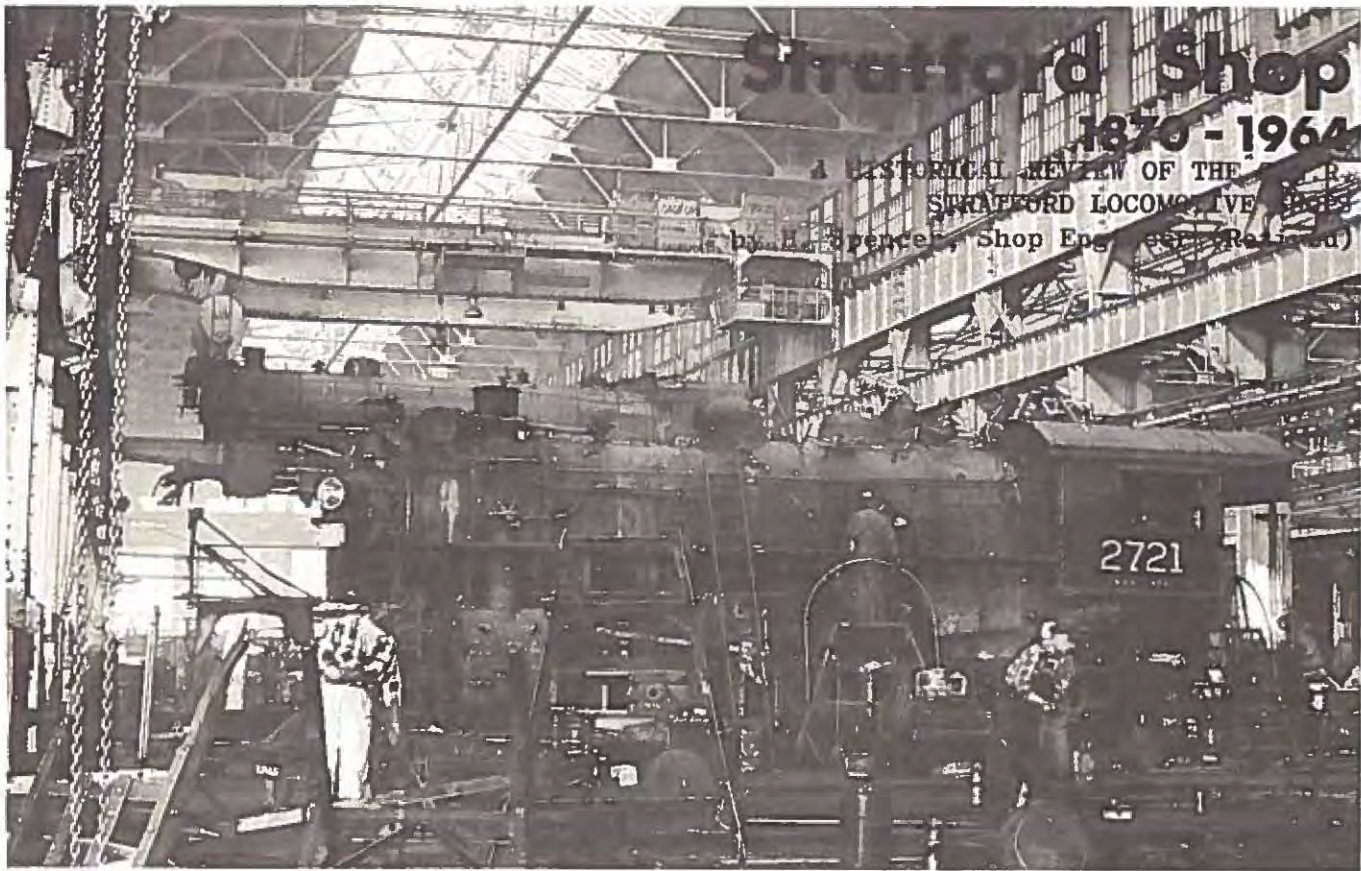
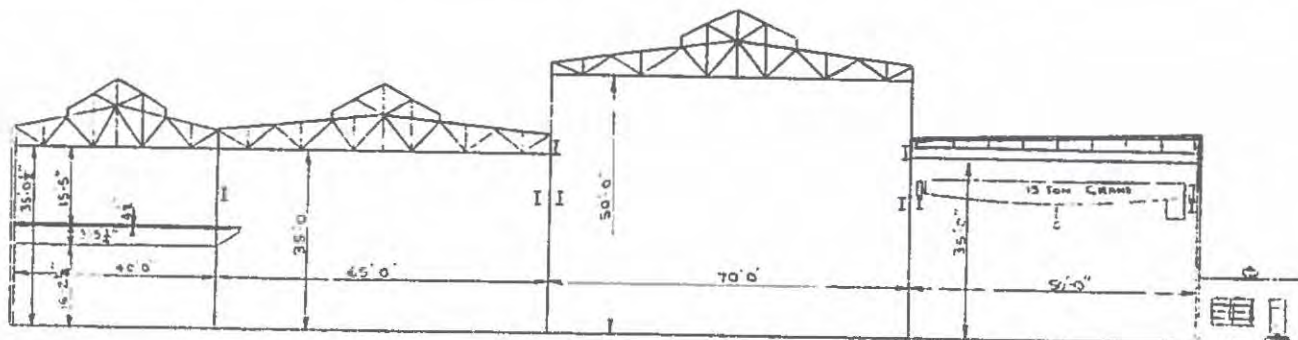


Photo by J.A. Brown

SHOP ENLARGEMENT, 1904 - Plans were developed in 1903 for the building of a new Tender Shop, 103 ft. by 342 ft., with a woodshop annex of 60 ft. by 110 ft. This shop featured a transfer table and a 25-ton electric overhead crane, the first electric crane in Stratford Shop. A new Brass Foundry, 40 ft. by 71 ft. and an addition to the east end of the Blacksmith and old Tender Shops measuring 50 x 100 ft. These additions built the total floor area up to 185,966 sq. ft. by the end of 1904.

The name "Light Repair Shop" was given to the portion of the new addition extending in front of the former Tender Shop, which was provided with two entrance tracks, each of which were equipped with drop pits and a pneumatic jack for removing and replacing locomotive driving wheels.

Electric lighting came to Stratford Shop during the winter of 1901-02 when a series of carbon filament bulbs on drop cords was installed in the Machine and Erecting Shops. Up to this time light had been provided by kerosene lamps at machines and by hand torches elsewhere in the shop.



CROSS SECTION THROUGH LOCOMOTIVE SHOP AND PROPOSED ADDITION

By 1906 it became evident that the Machine, Erecting and Boiler Shops, built in 1888, had become woefully inadequate to handle the heavier classes of 2-6-0 and 4-6-0 locomotives, to say nothing of the new Consolidation type engines weighing 95 tons, with a haulage rating of 40%. Studies began in the fall of 1906 to devise a shop layout that would take care of the repair work to all existing classes of locomotives, plus a margin for future growth in size and weight. When the shop arrangement had been determined, the designing and engineering supervision of the new structure was entrusted to the Arnold Co. of Chicago, a firm of designing and construction specialists.

1908 RECONSTRUCTION - Dimensions of the buildings included in this program were as follows: Erecting Shop 70 x 161 ft., containing 28 locomotive pit spaces on 22 ft. centres; Machine Shop main floor 105 x 616 ft., with gallery 45 x 616 ft.; Boiler Shop 135 x 154 ft. At the same time the old 35 ft. turntable was replaced by a new 85 ft. turntable installed in the yard south of the main buildings, with track for incoming locomotives leading to Pit 20 in the new Erecting Shop.

Construction commenced in August of 1907, and completion was effected in January, 1909. The work was carried out in two stages, commencing at the west end adjacent to Nelson St. and working eastward. This was necessary due to the fact that the new structure had to be erected around the site of the existing buildings and it was imperative that repairs to as many locomotives as possible be carried out during the construction period. As a start, the 1888 Boiler Shop was demolished and the new structure erected and closed in from the Nelson St. end to a point just beyond the incoming track at Pit 20. This section was then provided with one 10-ton overhead electric crane in the Machine Shop bay and one 10-ton and a 120-ton crane in the erecting bay. Large timbers were placed on the floor in the Boiler Erecting Bay to act as temporary pits for small locomotives to augment the eight full size pits then available in the Erecting Shop and part of the Machine Shop where then demolished progressively with erection of the new building following closely behind. The building design incorporated steel and reinforced concrete construction, with large window and skylight areas for adequate day lighting. The west end of the building is on filled ground, and it was necessary to drive poles under the wall and column footings of the Boiler Shop area and part of the Machine and Erecting Shop.

Many modern motor driven machines were purchased and installed at this period and others still in servicable condition converted from belt to motor drive, thus commencing the trend away from the group belt drive formerly in vogue in the old shop. Concurrently with the building of the new shop, a new power plant, 90 x 108 ft., was provided, containing boilers, electric generators, air compressors, pumps and other mechanical equipment.

At the conclusion of the 1908 expansion program, the total shop floor area was 275,510 sq. ft. which remained constant for 40 years, until the addition in 1948 of a 33x 50 ft. tender finishing and inspection porch.

CRANE CAPACITY GREATLY INCREASED - The handling of the larger and heavier locomotives which were introduced after 1908 was made possible only by successive increases in the capacity of the Erecting Shop locomotive lifting crane. The heaviest class of motive power handled by the 120-ton capacity crane when installed in 1908, was the former N-4-a class (2-8-0) weighing 93 tons. In 1911, the K-3 Pacific type weighing 102 tons was introduced, followed in 1913 by the first group of S-1 Mikados weighing 127 tons.

In order to handle the Mikados more safely, the gear ratio on the existing 60-ton crane trolleys was reduced to provide greater lifting power as a temporary measure until new trolleys of greater capacity could be secured. Two trolleys, each of 75 tons capacity were received and installed in 1919, thus raising the overall capacity of the crane to 150 tons and again providing a margin for the future.

By the middle 1920's, the U-1 (4-8-2) and T-2 (2-10-2) classes, weighing 170 and 180 tons respectively, were in service. Once again the Erecting Shop crane was overloaded necessitating the purchase in 1928 of a completely new crane of 200 tons capacity. This new crane was designed with a wheelbase double that of the

old 120-ton crane, in order to prevent overloading of the building structure. During the years that this crane has been in service its capacity has not been exceeded, but the greater numbers of U-1, U-2, U-3, U-4, T-2 and K-5 classes of locomotives that were handled by it brought about an extremely congested condition within all sub-departments of the shop.

ABSORPTION INTO CANADIAN NATIONAL RYS. - Even after the turn of the century, other railroads were absorbed by the Grand Trunk Railway, but these absorptions had little or no effect on Stratford shop at the time. However, by 1922, it became the turn of the G.T.R. system to be merged into the Canadian National Railways. This event brought about the closure of still further small repair shops with resultant removal of some of their machinery and personnel to Stratford Shop. These latter moves were as follows:--

- Locomotive portion of the Canadian Northern Shop at Leaside closed, March 31, 1926, with machinery and personnel moved to other shops, including Stratford.
- Machinery and staff employed on self-propelled cars transferred to Stratford from Toronto Shop (Spadina) in July 1933.
- Staff employed at Leaside roundhouse on repairing work equipment transferred to Stratford, June 1934.

ERECTING SHOP ANNEX, BUILT 1948-49 - The decision resulted from the extremely congested condition within all sub-departments of the shop to construct an annex 50 x 583 ft. along the south side of the Erect-

RIGHT:

In the time honoured manner, the sling was slipped under the chin of 6218 prior to its final lifting at Stratford Shops on November 26th.

Photo by J.A. Brown

BELOW:

Following major overhauls at the Stratford shops, steam engines habitually made a test run to Sebringville, five miles northwest of Stratford on the Goderich Sub-division.

Photo by E.A. Jordan



ing Shop into which a number of sub-departments could be moved from other locations in the shop, thus providing urgently needed expansion for all congested areas.

The annex is of steel frame construction with brick walls on a concrete foundation; a 15-ton electric travelling crane runs the full 583 ft. length of the building. Two cleaning vats for general cleaning of locomotive parts were installed in the annex, replacing vats formerly located in the open air.

LOCOMOTIVE LIGHTING-UP SHED, BUILT 1950 - Stratford Shop had never been equipped with a closed building fully equipped exclusively for the purpose of firing up and inspection of locomotives, both before and after test runs when turned out of the shop. Previously all locomotives were fired up on outdoor tracks south of the shop buildings, after which, in extremely wet and cold weather, they could be moved inside of the east end of the Light Repair Shop for inspection and adjustment.

This operation was carried on in a concrete block and steel building, 40 ft. by 110 ft., covering two through tracks with doors at each end. The building would accommodate two of the largest locomotives in use at the time. Each track is equipped with a long pit for inspection purposes under both engine and tender. Other facilities include water, steam and oil lines for firing up, electric outlets for welders and extension lights, oxy-acetylene connections for cutting torches and welders, and compressed air connections in the pits for pneumatic tools.

The 1948-1950 additions brought the total area of the shop buildings to 313,020 sq. ft. The increase in shop space in 42 years amounted to only 13.5%, although the maximum weight of locomotives handled increased during this period by 90%.

Two new boilers were installed in the power house in 1949, replacing two of the four smaller boilers which dated from 1908.

IMPROVED METHODS THROUGH THE YEARS - Electric welding machines were introduced in 1910, first used for building up worn parts only. They have now become indispensable in fabricating all types of plate and structural work. The above equipment was followed shortly by the oxy-acetylene process for metal cutting and welding, and again later by an oxygraph shape cutting machine for shape cutting of parts from blank forgings, billets and plates.

Oil fired furnaces, which were introduced early in the century in the Spring Department, were replaced with controlled temperature electric furnaces, resulting in a more uniform product with attendant longer service life. These furnaces were adopted for case hardening operations, and more recently for annealing and stress relieving new forgings and parts reclaimed by the electric welding process, as well as other locomotive parts such as Brake and Spring Gear removed at regular shopping periods for restoration to original standards.

Commencing in the early 1920's various types of grinding machines were introduced for production of more accurate locomotive parts such as Piston Rods, Motion Pins, Side Rod Bores, Crank Pins, Driving Axles, Air and Feedwater Pumps and similar items. The metal spraying process has been adopted for restoring usable worn parts; within the past few years, Magnaflux testing equipment has been introduced for the purpose of detecting flaws and stress fractures in vital locomotive parts, many of which formerly went undetected; it has thus been possible to remove from service any such defective parts and reduce costly road failures to a minimum.

Miscellany

* Track has now been laid on the Great Slave Lake Railway to High Level, Alberta, mile 184, a community of 300 persons, and had continued two miles beyond by December 10th. A second tracklaying gang has commenced work at mile 210 and is pushing north. Good weather has enabled track construction to proceed well ahead of schedule.

The lumber industry has already responded to the Great Slave Lake line - a large planing mill is being erected at High Level, with others materializing at a point 30 miles north of High Level on the right-of-way, and at Kemp River mile 110. Thus, well in advance of the traffic in mine products which are the railway's chief raison d'etre, a substantial business in lumber and agricultural products has the southerly portion already busy.

A WORD FROM THE PRESIDENT

This is the first of what I hope will be a more or less regular column of notes and news to keep Newsletter readers informed of Society goings-on. We get letters - lots of 'em, and their questions suggest a real interest in the club by the authors. This column will serve as a handy vehicle to answer some of these and at the same time explain our reasons for some of the actions we take. And, if a few personal observations or impressions should creep in, well.....

Have you ever found yourself at trackside watching an amazingly varied locomotive consist hammer by and wondered just how fast these engines can go? ...or who built them?...or where their home terminal(s) are? We have, and on the assumption that we aren't too unique among the rail enthusiast fraternity, we're doing something about it. Before long, the Society hopes to publish an up-to-date roster of Canadian National locomotives; in handy pocket-size format, this volume will contain pictures, diagrams, specifications and assignments of all classes of C.N.'s vast diesel fleet. C.P.R. and T.T.C. versions will follow. They'll be worth waiting for!

Otherwise in the publications department, two bulletins will soon be on the press. The first, authored by Ray Corley, is a complete documentation of the Budd R.D.C. in Canada, profusely illustrated. Following closely at its heels will be an ambitious and certainly fascinating work by Peter Cox and Ray Corley on the products of General Motors Diesel Ltd., of London, Ontario. Remember the "Blue Goose" and other experimental and export locomotives which tended to be eclipsed by astronomical orders from our own railroads? They'll all be there, in illustration and fact.

Finally, for the steam fan who, after reading the foregoing is likely becoming desperate, the Photo Album (still unnamed -- any suggestions?) is now in the layout stage. Content of this volume is heavily steam, although a few electric and diesel photos have crept in. I wish a definite publication date could be given, but unfortunately spare time isn't too predictable.

At the risk of falling into disfavour with my friend Peter, I must disagree with many of the remarks in his column "Comment" for the past 2 months. Perhaps I'm taking unfair advantage by having my comments appear in print, so I'll confine them to just one or two of his topics (at least for the time being). First of all, I disagree with Peter's suggestion that European locomotive builders are ahead of ours. We must remember that dieselization on a large scale began in North America much sooner than in Europe, and that during this period railroads were utilizing the "building block" principle with their motive power, i.e., coupling several relatively low horsepower units together to form a single high horsepower locomotive when needed for tonnage trains, while retaining the ability to use units singly where the power was not needed. The emphasis is now on speed, and to move heavy trains at high speed, high horsepower is needed consistently. The obvious answer to this problem is to build a single high powered unit (which will have a lower maintenance cost than two or three conventional units) and assign it to a regular run or "pool". This is what is currently happening in North America, and as far as high horsepower is concerned, I don't know of too many diesel locomotives, electric or hydraulic, that boast more than Alco's Century 855, with 5500 h.p.

From the tone of Peter's comments, I gather that he feels the horsepower/weight ratio of North American locomotives is lower than it might be; it cer-

newsletter

Published by the Upper Canada Railway Society, Box 122 Terminal A, Toronto, Ontario on or about the 8th day of each month. Opinions expressed are those of the Editor only.

All contributions, literary or photographic, should be made directly to the Editor at the

stated address. All materials submitted will be returned if requested.

Authorized as Second Class Mail by the Post Office Department, Ottawa, Ontario, and for Payment of Postage in Cash.



editor: E. A. Jordan, 48 Woodland Park Road, Scarborough, Ontario

production: J. Wm. Hood

mailing: J. R. Whatford

Incorporated 1952

tainly is lower than for comparable European locomotives. However, one of the prime considerations of locomotive design is its ability to start a train, as well as keep it moving. The force required to start a boxcar from rest may vary from five to forty pounds per ton of car weight, depending on weather, journal conditions, and a host of other variables; because of the phenomenal tonnage handled by many of our locomotives (and substantial cars are needed to carry this tonnage), a goodly helping of tractive effort must be available. Otherwise, all the horsepower in the world will have little effect, and the locomotive will slip uselessly. A quantity known as "percentage adhesion" enters the picture at this point; expressed as the tractive effort exerted divided by the engine weight on drivers (X 100), the P.A. represents the point at which the locomotive will lose its footing. It is usually reckoned as about 19% with dry rail conditions, although P.A.'s as high as 24% are encountered occasionally. Now, out of all this comes my argument, simply that this alleged excessive weight is really necessary to get our heavy trains moving in the first place. And come to think of it, I've heard somewhere that B.R.'s high power "Deltic's" are rather slippery at the start.

'Nuff said. See you next month.

J. A. Brown

A Letter to the Editor:

Dear Sir:

. . . . I have some things I'd like you to hear about Mr. R.F. Corley's article on English 4-4-0's.

. . . . MUST we have articles on foreign locomotives in the Newsletter to the exclusion of articles on Canadian ones? Let's have more articles on Canadian locomotives, please, and let other countries publish articles on their own locomotives.

R. Armstrong,
London, Ontario.

(Once again, I will say, we can have nothing in the Newsletter (or Bulletins) until someone writes it. The Schools article was not published "to the exclusion of" articles on Canadian locomotives simply because no one has submitted any to me as Editor. In case you did not notice, that particular article was tied to an appeal for funds to import one of this class of locomotive to the continent.

I am sorry to say, but my file of feature articles for the Newsletter is almost exhausted, and unless some contributions are forthcoming, I foresee a period of rather thin Newsletters. I hope this does not happen - Ed.)

LOOK AGAIN!

Thirty days hath September,
April, June and no wonder every-
one fears automation! February
30th? Yes, and only one month af-
ter January 32nd!

Automation is wonderful, but it is the little details like this which seem to confound it, for, although each night at 12:00 midnight (or is it 12:01?) the T.T.C.'s transfer machines on the subway tote up another day, there is nothing to stop them from producing such gems as these at the end of each month.

Peridromophiles organise! A stupendous prize is offered for the first complete collection of all twelve of these unique transfers, dated from January to December!

YONGE SUBWAY

FEB 30 PM 1:08

ST. CLAIR

CHOO-CHOO-CHOO

All Aboard To Happyland

Reprinted from
THE TELEGRAM

TORONTO, MONDAY, MARCH 9, 1964

"All aboard," cried the conductor and 600 Toronto youngsters were off on a fascinating trip through the Uxbridge area Saturday. The youngsters—and the train—let off steam during a one-hour stopover at Goodwood. The types from the University Settlement Recreation Centre, the Woodgreen Community Centre and the Central Neighborhood House had the time of their lives. For most, it was their first train trip and for all it was a day to remember.

★ ★ ★

Good Deed

Congratulations to the Upper Canada Railway Society for making a memorable and enjoyable railway trip possible for the 600 children of the downtown area.

It is deeds such as this that are long remembered by many and add so much to the lives of those who are less fortunate.

FRANK SCHOLFIELD

Dunnville, Ont.

★ ★ ★



Happiness is a giant steam locomotive, and the generosity of the Upper Canada Railway Society.

Just ask any of the 600 downtown Toronto children who steam-trained through the Uxbridge area Saturday.

While Canada's last active steam engine—the 340-ton locomotive called CNR 6167—thundered out the 100-mile round trip, the children went berserk with joy.

They jumped on the seats, climbed through the

luggage racks, and locked themselves in the washrooms.

DRINKING PARTY

They drank over 5,000 paper cups of water, stole a conductor's cap, and just about drove their guides round the bend.

In fact they behaved just as you'd expect 600 children aged between six and 12 to behave—wildly.

Most of them had never been on a train before, and lots of them had never been north of College st.

They were chosen from the University Settlement Recreation Centre, the Woodgreen Community Centre, and the Central Neighborhood House.

One little girl had a pair of rubber boots obviously four sizes too large. They were wool-lined and looked warm, but you could see the sole of her bare foot through a hole in one of them.

A banana made the trip for one boy. It was part of the packed lunch the railway society gave him, and it must have weighed a third of a pound.

When he found he didn't have to share it he jumped up and down with excitement.

It was an incredible trip. The wide-eyed wonderment of the kids, the noise they made, and the rollicking clickety-clack of the train as it bounced down the old Midland Railway line that connects Scarborough and Lindsay.

The Society packed 1,000 lunches, and the 600 children demolished them in five minutes. One thousand chocolate bars went in seconds. Nearly all the

Peter Geddes, Telegram society members on board to supervise went hungry.

THEY WERE HAPPY

But they were happy. "The most successful trip we've ever run," decided society president Jim Brown. "Look at the expressions on the kids' faces."

The Society's public trips have made a big hit since starting in 1960. "We felt it was about time we did something for the kids," said president Brown.

And Saturday they did—to the tune of \$1,500 worth.

C. P. R. News



Photo by J.A. Brown

The foreign motive power in southern Ontario has taken a new turn during the first week in April when ten of the leased Bessemer and Lake Erie locomotives went over to the Canadian Pacific from their former duties on the Canadian National at Mimico. The engines include 713A and B, 715A and B, 716A and B, 717A and B, and 718A and B. The units are being used as required on freight runs out of Lambton yard, in either direction, often MU'ed with C.P. units. It has been reported that these ten units will be sold to the Canadian Pacific, while the ten remaining units on the C.N. may remain here until June.

The two accompanying photos show 715A and 713A, assisted by C.P. 8465 crossing the bridge over the Don River near Eglinton Avenue in Leaside, and passing under a new signal bridge at the west end of Agincourt Yard, both on April 11th.

Photo by J.A. Brown



With the coming of the summer timetables, the C.P.R. will close Havelock and Trenton as division points and crews will operate through from Toronto to Smiths Falls without relief. Already, the shops at Havelock, built in 1882, have been razed, and those at Trenton will probably follow shortly.

West of Toronto, the C.P. will drop trains 359 and 360 between Toronto and Detroit, while trains 37, 38, 21 and 22 will be renumbered 337, 338, 339 and 340

respectively and their consists made up of RDC cars. The first two trains will require two RDC-1's and one RDC-2, while the latter will use two RDC-2's and one RDC-4. The schedules of these trains will be shortened by one hour between terminals, compared with the present times.

(W.E. Miller)

* On Tuesday, February 4th, Canadian Pacific's Windsor station (Montreal) marked its "Diamond Jubilee", its first 75 years of existence on the site between Osborne and St. Antoine Streets, facing on Windsor Street, in downtown Montreal. The original building, opened in 1889, now comprises only the most north-easterly corner of the present edifice; extensions to the original structure were made along Osborne Street in 1900, 1906 and 1952, while the present main concourse and southerly half of the building were added in 1913. A final eight-storey disconnected wing was built on St. Antoine Street in 1954.

The building serves not only as C.P.'s principal Montreal station, but as head office of its far-flung transportation and communications empire as well. It was from this station that many ceremonial trains have departed, including Royal trains, the L.M.S. "Royal Scot" display train of 1933, the fiftieth anniversary of the first C.P. transcontinental train (June 28th, 1936), and the last steam powered train on the C.P. in 1960. Only one major accident has occurred at the station, that of March 17th, 1909, when 4-6-0 no. 902 (later 2102) and train overran the bumping post on track 7, shot across the concourse, then burst into the waiting room before collapsing into the basement of the building.

In this country, so inconsiderate of its meagre cultural heritage, such a classic structure as Windsor station is as likely a target for demolition and "re-development" as the most miserable hovel, and even at this time there is rumour rife that such may be the future plans for the station site. Let us hope that this is not so, for a building of this calibre, with such a historic background, is truly irreplaceable.

(For a complete history of Windsor station, see Canadian Rail, number 152, February, 1964.)

* The Canadian Pacific's C.T.C. system in Ontario now extends over the Toronto Terminals Subdivision from Lambton to Agincourt, as well as all of the Trenton and Belleville Subdivisions, with the control panel being located in Union station, Toronto. With the completion of the system on the west end of Toronto, the manual lever operated interlocking tower at West Toronto has been taken out of service.

BELOW:

Now returned to its owners, Lake Superior and Ishpeming no. 1803 is seen here hurrying an eastbound freight over the Galt Subdivision of the C.P.R.

Photo by J.A. Brown



Corrigenda

While the Editor makes great effort to insure the accuracy of information printed in the Newsletter, some errors are bound to occur. These notes, then, are to correct and expand on some items that have appeared on these pages in the last few months.

Denis Latour of Dorval comments that the photo on page 180 of no. 215 was probably a Saturday train, no. 233 or 234, as the weekday consist was more often wooden 4200 series coaches. Also noted is the fact that the trans-Newfoundland trip takes 26 hours, not ten as stated on page 178.

From Montreal, D.S. Law of the C.N.R.'s Public Relations staff notes that we exaggerate in saying that a 110-storey building is to be built over the C.N. track on the south side of Lagauchetiere Street in Montreal. While the final details of the structure are not yet settled, it certainly will not be 110 storeys.

As the result of misinformation, the Editor, in commenting on the book review of P.C.C. Cars in North America (page 26, issue 217) made several misleading comments. While any book of intensive information such as this is liable to contain errors, the author is already aware of most of them, and has issued a corrigenda for the book which may be obtained by writing him. The Editor's note on page 26 should be disregarded.

Anyone with information on Birney cars that operated in Canada are asked to forward any such data to R.F. Corley, 490 Albertus Avenue, Peterborough, Ontario, for correlation prior to inclusion in Dr. Cox's forthcoming volume on these cars.

It was noted by R.F. Corley of Peterborough that there were several errors in the listing of Witt cars on page 7 of issue 216. The complete, correct disposal list for 1963 is as follows:

2700 May 21	2774 Jan 23	2836 Jul 31
2702 Jul 11	2776 Mar 21	2838 Jul 11
2704 May 20	2778 (Note 2)	2840 Jul 31
2708 May 21	2780 Jul 30	2842 Jul 30
2712 May 21	2782 May 22	2846 Aug 2
2714 Jan 21	2784 Jul 11	2848 Jul 30
2716 Jan 23	2786 (Note 3)	2850 Aug 6
2722 Jan 2	2788 Jun 21	2852 Jul 11
2724 Jan 22	2790 Sep 17	2856 Jul 30
2726 Jul 30	2796 May 21	2860 Aug 1
2728 May 30	2802 (Note 4)	2862 May 20
2730 Jul 30	2804 Aug 26	2870 Sep 17
2732 Jul 31	2808 Aug 1	2872 Jul 31
2734 May 21	2812 May 21	2876 Aug 6
2738 Jan 22	2814 Jan 18	2878 May 22
2744 May 22	2818 May 20	2880 Jan 18
2758 Jun 21	2820 Aug 26	2886 Aug 1
2762 Aug 2	2824 Jan 23	2890 (Note 6)
2764 Jun 21	2828 May 21	2892 Jan 22
2770 (Note 1)	2830 (Note 5)	2894 (Note 7)
2772 May 22	2834 Aug 1	

Note 1: Trucks sold to the Orange Empire Trolley Museum, Perris, California. Component parts removed by Ontario Electric Railway Historical Association. Body removed from Hillcrest by Western Iron and Metal, October 9.

Note 2: Car donated to the Toronto Metropolitan Railway Museum (Dalziel Museum, Jane and Steeles Avenue) in March. Car stored at St. Clair Division.

Note 3: Car sold in March to Mr. Chas. Mathews and removed June 20.

Note 4: Sold to W.I. & M.Co., and body then resold to radio station CKEY for promotion stunt on Fathers' Day. Later gift to Retarded Children's School. Parked on lot of Sayvette store, Yonge Street for two weeks, later removed to school yard on east side of Yonge Street near York Mills.

Note 5: Trucks sold to Ohio Railway Museum, body sold to Superior Sand and Gravel Company, Maple, Ontario, October 1st.

Note 6: Sold to O.E.R.H.A. in March, moved to Rockwood, Ontario, June 19th.

Note 7: Sold in March to Mr. Chas. Mathews, removed May 8th.

The last large Witt on the T.T.C. was sold to the Canadian Railroad Historical Association July 17, and after re-gauging to standard gauge at Hillcrest Shops was shipped to the Museum site at Delson, Quebec.

John H. Eagle of Columbus, Ohio, states that he was responsible for negotiations which secured the trucks and electrical equipment from Witt no. 2830. This material will be used to refurbish two cars at the Ohio Railway Museum at Worthington, Ohio, facts which were not mentioned on page 7 of issue 216.

Only the following Peter Witts remain on the T.T.C. property, and all are in storage at St. Clair Division:

2720, 2742, 2766, 2778 (See disposal list), 2806, 2822, 2832, 2844, 2858, 2868, 2884, 2888 and 2898.

MOTIVE POWER NOTES

* It is reported that the Canadian National will purchase two model GP-35, 2500 horsepower B-B diesel road switchers from General Motors Diesel, and two "Century" 424, 2400 horsepower units from Montreal Locomotive Works, in order to evaluate the advantages of high horsepower units.

* C.N.R. 6200 and 6400 are now stored at Pointe St. Charles in Montreal, rather than Joffre as was previously reported. At the same location CFA-16 class road freight units 9303, 9308, 9312, 9324, 9326, 9330, 9336 and 9340 were stored out of service, and many of them appeared to have been cannibalized for parts for other units.

(W.R. Linley)

* The "thermos bottle", or fireless locomotive at the Longwood Road plant of Westinghouse in Hamilton, Ontario has been replaced by a rubber-tired trackmobile. The engine derived its power from steam and water obtained from the plant's stationary boiler, one charging being sufficient for several hours' switching.

Photo by E.A. Jordan



* The Steel Company of Canada at Hamilton has recently purchased several steam locomotive tenders from the N.K.P. for conversion into ingot cars to carry steel slabs between their various plants in Hamilton. Their motive power roster consists completely of diesel locomotives.

(W.F. McNairn)

* Twelve Montreal-built 660 h.p. class MS-7 switching locomotives on the Canadian National will be rebuilt into cabless booster units for use with other 1000 h.p. switchers on hump duty at Montreal and Toronto Yards. Units numbered B-1 to B-12 will be constructed from 8477, 8452, 8462, 8465, 8479, 8487, 8488, 8489, 8467, 8491, 8494, and 8495 respectively. The first five units will be assigned to Montreal while the remainder will be assigned to Toronto.

(D.W. Hatley)

CN News

* In spite of heavy pressure from the Province of Prince Edward Island for the inclusion of a railway line on the projected causeway to cross the Straits of Northumberland to New Brunswick, the current thinking of certain Dominion government officials appears to be in opposition to a railway line being included along with the inevitable road. One unnamed official has been quoted as saying "it does not make sense to spend a lot of money to provide a rail line in the tunnel causeway connection when the whole trend of the movement of goods has been away from trains to trucks". (This official is obviously thinking in terms of 1934, rather than 1964, as the drift of traffic from rail to road has largely been arrested in recent years, and there has been some movement in the opposite direction, at least on a nationwide basis.) If the C.N. intends to maintain railway service on the island itself, there would appear to be every valid reason why the C.N. lines on P.E.I. should be physically connected with the remainder of the system in order to avoid the inconveniences and delays involved in the present water crossing. Solicitor-General Watson McNaughton, M.P. for Prince Edward County, P.E.I., said in contradiction to the anti-rail statements that "there is no intention whatsoever to build a causeway without a railroad track", and that there would always be a need for long-haul transport for the island's agricultural produce.

In the meantime, evidence of the C.N.'s intention to continue to give good service to Prince Edward Island is offered by the current program for the renovation of the railway's facilities at Charlottetown. The present freight shed, baggage and express buildings and two outbuildings are to be demolished and replaced by a 190-foot express and freight terminal, while the station will be redecorated with alterations to the interior layout and passenger waiting rooms, and a new entrance established on Water Street.

(S.I. Westland)

* Not since the days when each locomotive carried its own clock has such a startling change been made in railway timekeeping. Canadian National has approved the use of two brands of wrist watch by operating personnel, where previously only pocket watches were acceptable. The two brands, one an American-made electronic model, the other a Swiss spring-powered chronometer, both feature shockproof, waterproof, antimagnetic movements that are regulated by a micrometer screw, rather than the common lever. Like the old "turnip" watch, the new wrist watches have easy to read Arabic numerals on a plain face, with bold design hands and a sweep second hand.

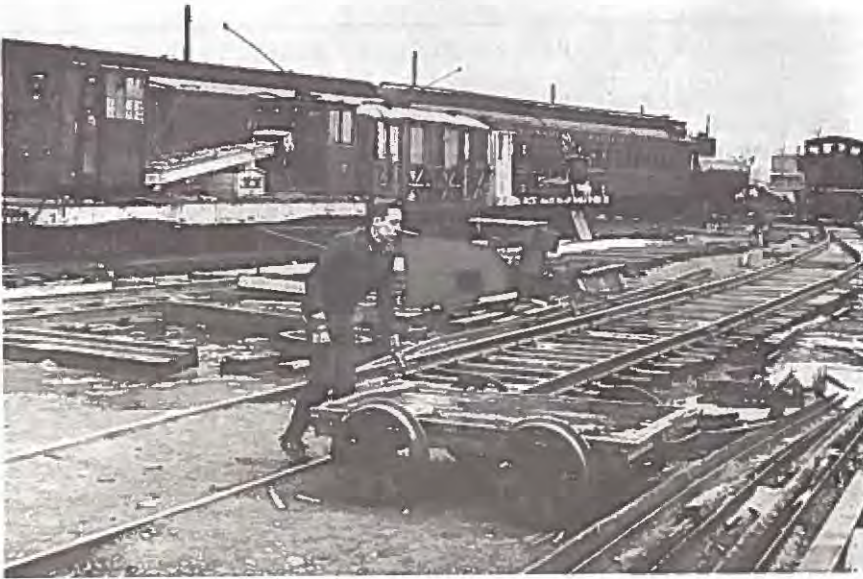
Now that the wrist watch is acceptable for use by train crews, it is expected that the pocket watch's demise will be rapid, if for no other reason than trousers with watch pockets are getting scarcer with every passing day.

* The Board of Transport Commissioners has recently granted the Canadian National permission to abandon the 12.7 miles of its Lakefield Subdivision between Peterboro and Millbrook, Ontario. The line may be abandoned any time after April 30th, on posting of the usual 30 days notice. Only two shippers, a feed mill and a coal merchant, were located on the line, the latter presenting the only protest at the possible closure of the line.

* The Ontario Northland and the Canadian National Railways have cancelled certain working agreements dating back to 1911 in order to streamline operations in northern Ontario. The move will mean the discontinuation of trains 46 and 47, effective with the April 26th timetable change, and their replacement by high speed express and L.C.L. freight trains. Passengers will still be carried between North Bay and O.N.R. points by bus, while trains 49 and 50 will run to Hearst daily, instead of except Sundays as now scheduled.

* June 22nd to 28th will be "Railway Week" in Belleville, Ontario, headquarters of the C.N.R.'s Rideau Area. A comprehensive display of rolling stock, freight and passenger, highlighted by engine 6400 and certain Museum Train relics, will be on view with a special display area to be built just west of the station. During the week, engine 6167 will be used for daily excursions between Belleville and Anson Junction, while it is likely that the Society's summer steam excursion will travel to Belleville via Lindsay and Peterborough on June 20th.

News OF THE MUSEUMS



With rolling stock arriving on the property sooner than desired, the Delson Museum of the C.R.H.A. presented this scene recently.

(Photo by R. Gilmour)

* Publicity is where you find it. "Hi Venture", a weekly illustrated paper published by the United Church of Canada for teen-agers recently carried an interesting two-page spread on the Canadian Railroad Historical Association's museum project at Delson, Quebec. The article explained the purpose and difficulties of the project and eleven photographs illustrated some of the items of rolling stock.

Even after completing a considerable extension to the originally planned first-stage building, The Association finds about 20% of its collection now on site at Delson must be stored at the mercy of the elements. The original 80'x330' aluminum sheathed, steel framed building has been completed and five, rather than the planned four, tracks laid. While the extra track inside the building means that there is little space between units of rolling stock, it does provide covered storage for an additional five engines or cars. Work is now under way on the construction of another storage building similar in design to the first. It is also probable that additional land will be obtained, increasing the size of the present twenty acre plot.

Last fall, 22 electric cars from the Montreal Transportation Commission were moved from their Youville Shops by road transport to Delson. Also now on the property is ex-T.T.C. 2300, the last of the large Witt cars from Toronto. It was regauged to 4' 8½" by the T.T.C. to be compatible with the museum's standard gauge trackage.

READERS' EXCHANGE

CORRESPONDENT WANTED: Lewis C. Dittrich, 17 Katherine Road, Warley Woods, Smethwick 41, Staffordshire, England, wishes to correspond with same aged (14) railfan in North America.

WANTED TO TRADE: Old street car tickets, transfers, etc. Write to Raymond Smith, Thornbury, Ontario.

WANTED: 8 x 10 photos of Ontario Northland engine no. 400. Requested by J.E. Montgomery, 359 Cedar Street North, Timmins, Ontario.

WANT TO TRADE: Slides and negatives of steam and diesels in this area for similar units of the Chicago area. Write to Dean M. Givler, 1006 N. Eagle Street, Naperville, Illinois.

Lettering diagrams, photos, or plans of pre-nationalisation Canadian railway freight cars is requested by D.A. Hamilton, 116 Fortrose Cres., Don Mills, Ontario for use on HO gauge freight car kits.

NEWS *Railway* PHOTOS

RIGHT:
More data for railfans. The markings above the number on the cab of this 1800 h.p. road switcher show the top speed (75 m.p.h.) and the gear ratio (65:18) of the class MR-18g M.L.W. unit.

Photo by D.W. Hatelly



LEFT:
The sharp-eyed will realise that RDC 9021 of the C.P.R. is west-bound on the line from Leaside to West Toronto, at the latter point. This line, which has not had passenger service for over 20 years, now carries this employees-only service between Keele Street and Agincourt Yard, which will open with the spring schedule change on April 26th.

Photo by D.W. Hatelly

RIGHT:
Canadian National's only 2400 h.p. unit, no. 2900, has been outfitted with low speed control for hump yard service and is now assigned to Toronto Yard. The unit is class CRG 24a and was built by Canadian Locomotive Company of Kingston in 1955 to the design of the Fairbanks Morse "Train Master".

Photo by D.W. Hatelly



LEFT:
New stablemates. Bessemer and Lake Erie 717A and Canadian Pacific 4013 take on a filling of fuel at Lambton engine terminal.

Photo by D.W. Hatelly

COMMENT !

by Peter A. Meldrum

Mr. Peter Meldrum,
Apt. 105,
16, The Links Road,
Willowdale, Ontario.

Dear Mr. Meldrum:

I have noted, with both interest and concern, your column entitled "Comment" appearing in the last two issues of the NEWSLETTER. . . .I say that I have watched these "with interest" since I believe a healthy discussion on certain aspects of railroading is quite in order. But I also say "with concern" since I believe a group such as ours has a very peculiar relationship to the general public, and more specifically, railway employees and officials who may have occasion to read the NEWSLETTER, either because it is passed on to them, or because they may be on our mailing list. While no one can disabuse any individual from the opinions he holds, the question as to how authoritative these are, and whether any criticism is in the best interests of the Society, is a matter for editorial policy.

My general impression of your comments to date is that they lack authoritative information, yet they are presumably entered into in the right spirit. Unfortunately, the latter is not enough to justify them, and some careful editing would be required, lest, through publication, your comments cast some doubt on the intelligence of the Society as a whole.

While the Editor can disclaim responsibility for the opinions, nevertheless they do appear in our publication; and (as mentioned previously) our position is not quite the same as "letters to the Editor" in a newspaper which supposedly does not represent specific interests or specific knowledge.

. . . I believe your intentions are most commendable, but I feel that ground being trodden on is dangerous, and requires "consultative" editing if it is to be used at all.

Sincerely,
R.F. Corley.
490 Albertus Avenue,
Peterborough, Ontario.

In reply to Mr. Corley, may I say how much I appreciate receiving your letter and thank you for taking the time to write to me. You may be interested to know that the column to date has generated so much enthusiasm that I have received two letters referring to it. Let me again state the original intention of the column as it was expressed in the first issue; to create discussion and controversy within the Society and to attempt to stimulate the members to forsake their lethargy and actively engage in a discussion of some kind or another. It would seem that we have failed in our purpose. At this point I must admit that I am more than a little disheartened by the almost complete lack of response exhibited by the membership. You may be surprised to learn that of the two letters received yours was the only one written by a club member, the other coming from a competitive fan organisation in Toronto. It would seem, therefore, that whether or not what I said was correct, the members are simply not interested or have not the intestinal fortitude to commit their objections to paper, which seems to me to be a rather sad commentary on the members.

In paragraph three of your letter you state that more careful editing would be required. However, please note that both columns were submitted over a month in advance of the date of publication and that at no time has the Editor expressed any desire to change or remove portions of the articles, and since I consider that the Editor knows much more about railroading than I do, I can only assume that he was satisfied with the columns as written. (Editor's Note: Whether I agree or disagree with the opinions or facts presented in this column, I have refrained from editing the material in any way, for fear of adversely altering the author's intentions.)

Throughout your letter, I cannot help but feel that you are not stating exactly what you feel, but the implication is quite evident that you feel that at no time should we as a Society or as individuals make any comment upon or criticism

of the railways. It is my own feeling that if we as a railway enthusiasts' Society do not exercise our prerogative of criticising what we feel is not right with the railways, then we have abrogated our responsibilities.

We are, as you say, in a rather unique position with regard to the railways and thus must accept certain obligations. Because of this position, we are obliged to temper our enthusiasm with an ability to critically observe what is occurring within our own sphere of interest. We, as a group, must, I feel, criticise what to us appears as erroneous thinking or as policies not in the public interest. If we are to present the appearance of a responsible group with a real interest in the railways of to-day, we must be prepared to do more than sit back and watch the passing scene or charter the occasional train for a fantrip. We as a Society are in a position to do really worthwhile service to both the railways and to the general public, but we cannot expect to be able to perform this service by saying nothing and doing nothing.

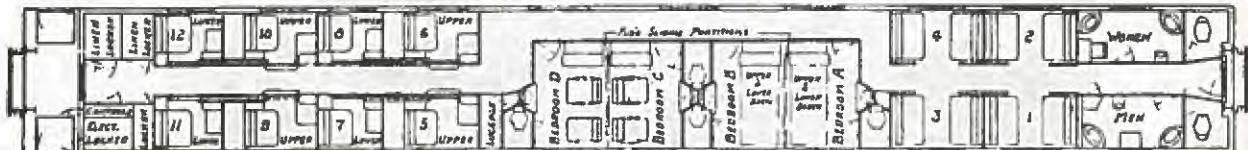
You will have noticed that I have not attempted to defend my writing so far in this article and I do not propose to do so, but rather to make the following statement: if this column is to continue to be printed, then there must be a more definite response from the members.

Mr. Corley's letter has raised an interesting point when it mentions editorial policy. As far as I have been able to determine, there is no official editorial policy for the Society and there never has been any. Members who feel that a definite policy should be set are invited to communicate his views to me and a consensus of these views will be published. The above also applies to those who would prefer to see the Editor carry on as he has done in the past with a minimum of interference. (Editor's Note: The matter of editorial policy for the NEWSLETTER is now under consideration by the Directors of the Society.

C. N. PASSENGER CAR DIAGRAMS

4 SECTION — 8 DUPLEX ROOMETTE — 4 DOUBLE BEDROOM

AC-52



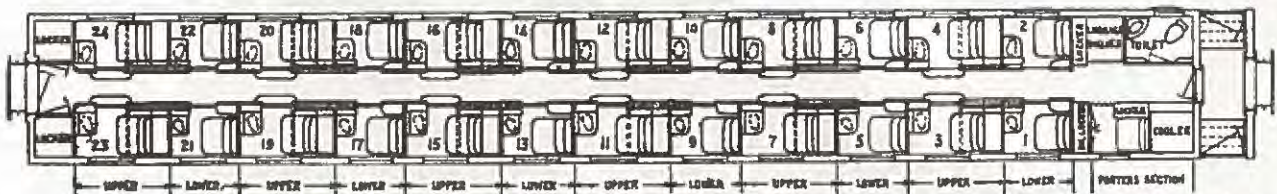
Electro-Mechanical Air-Conditioning.

Removable windows on both sides of Bedroom D for stretcher cases.

1110 Eastport	1118 Egerton	1126 Elliston	1134 Endako	1141 Entrance	1148 Escuminac	1155 Evangeline
1111 Eastview	1119 Ekhart	1127 Elmira	1135 Endcliffe	1142 Entwistle	1149 Essex	1156 Evanston
1112 Edenwold	1120 Elcott	1128 Elmisdale	1136 Endeavour	1143 Equity	1150 Estcourt	1157 Evelyn
1113 Edgeley	1121 Elderbank	1129 Elmora	1137 Enfield	1144 Erickson	1151 Ethelbert	1158 Everett
1114 Edmonton	1159 Eldorado	1130 Elrose	1138 Englee	1145 Erinvew	1152 Euclid	1159 Excelsior
1115 Edmundaton	1123 Elgin	1131 Emerald	1139 Ennishore	1146 Ernestown	1153 Eureka	1160 Exeter
1116 Edson	1124 Elizabeth	1132 Emerson	1140 Enterprise	1147 Erwood	1154 Evandale	1161 Extew
1117 Edwardville	1125 Ellerslie	1133 Emperor				

24 TOURIST ROOMETTE

AC-20



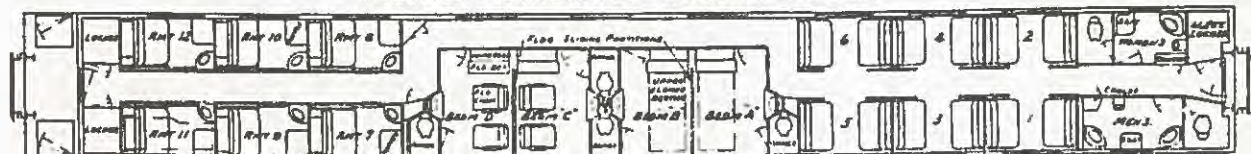
Canadian-built, Electro-Mechanical Air-Conditioning.

No Removable Windows.

2000 Indigo	2003 Ingersoll	2006 Inverness	2009 Ingonish	2012 Iris	2015 Iroquois	2018 Ialsview
2001 Ingelow	2004 Inkerman	2007 Inwood	2010 Invermay	2013 Irma	2016 Irvine	2019 Ituna
2002 Ingrampont	2005 Innes	2008 Iona	2011 Intervale	2014 Irondale	2017 Isabella	

5 SECTION — 6 ROOMETTE — 4 DOUBLE BEDROOM

AC-19



Electro-Mechanical Air-Conditioning.

Removable windows in Section 5 and 6 for stretcher cases.

1162 Green Point	1166 Greening	1169 Green Bush	1173 Green Lane	1176 Greenway	1179 Green River
1163 Greenmount	1167 Green Cabin	1170 Greenfield	1174 Greenview	1177 Green Bank	1180 Greenwood
1164 Green Brook	1168 Greenshields	1172 Green Hill	1175 Greenvale	1178 Greenbrier	1181 Greenwich
1165 Green Court					

U.C.R.S. Announcements

APRIL MEETING

The Society meets on the third Friday of each month in Room 64 of the Royal Ontario Museum, Bloor Street and Avenue Road, Toronto, commencing at 8:15 p.m.

The next meeting will be held on Friday, April 17th. Entertainment at this meeting will consist of a panel discussion on rapid transit and railway commuter services.

HAMILTON CHAPTER MEETING

The April meeting of the Hamilton Chapter of the Society will be held in the Board Room of the Hamilton C.N. station on Friday, April 24th.

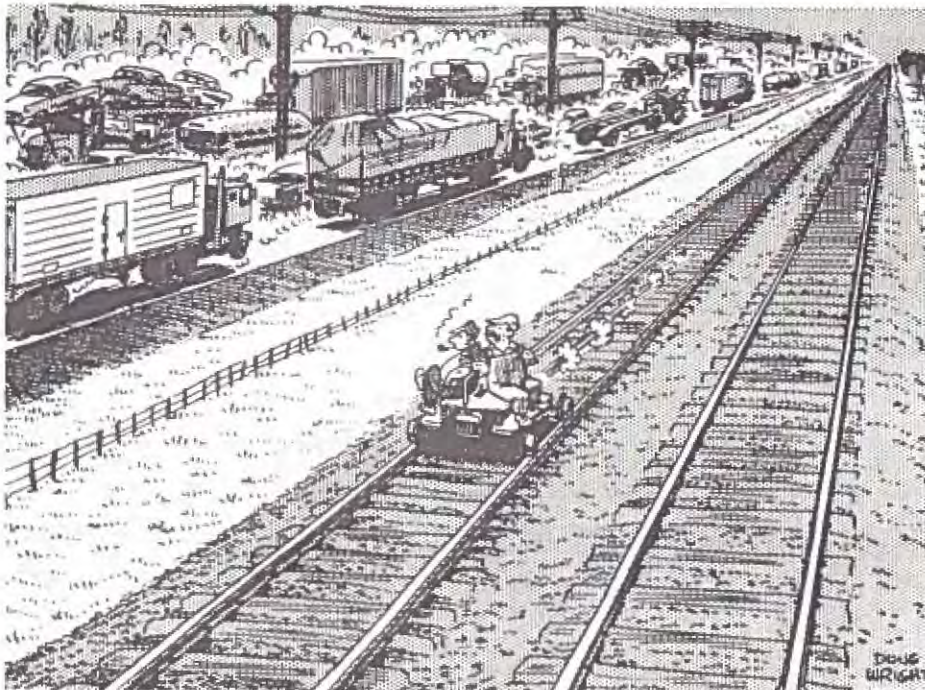
MAY OUTDOOR MEETING

The May outdoor meeting will be held at Danforth station on May 1st.

MAY MEETING

The May meeting of the Society, to be held on Friday, May 15th in the regular meeting place, will feature an extremely interesting and informative address by Mr. Alan Howard on the marine operations of Toronto's transportation system. Mr. Howard, who is Curator of the Marine Museum of Upper Canada at Exhibition Park, is a member and keen supporter of the Society. His past dealings with ships in this area well qualifies him as an expert on these matters. Those attending this meeting are assured of entertainment of the highest quality.

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



"I'm gonna ask Albert if I can borrow this little buggy and bring the wife for a Sunday spin up here".