

Upper Canada Railway Society

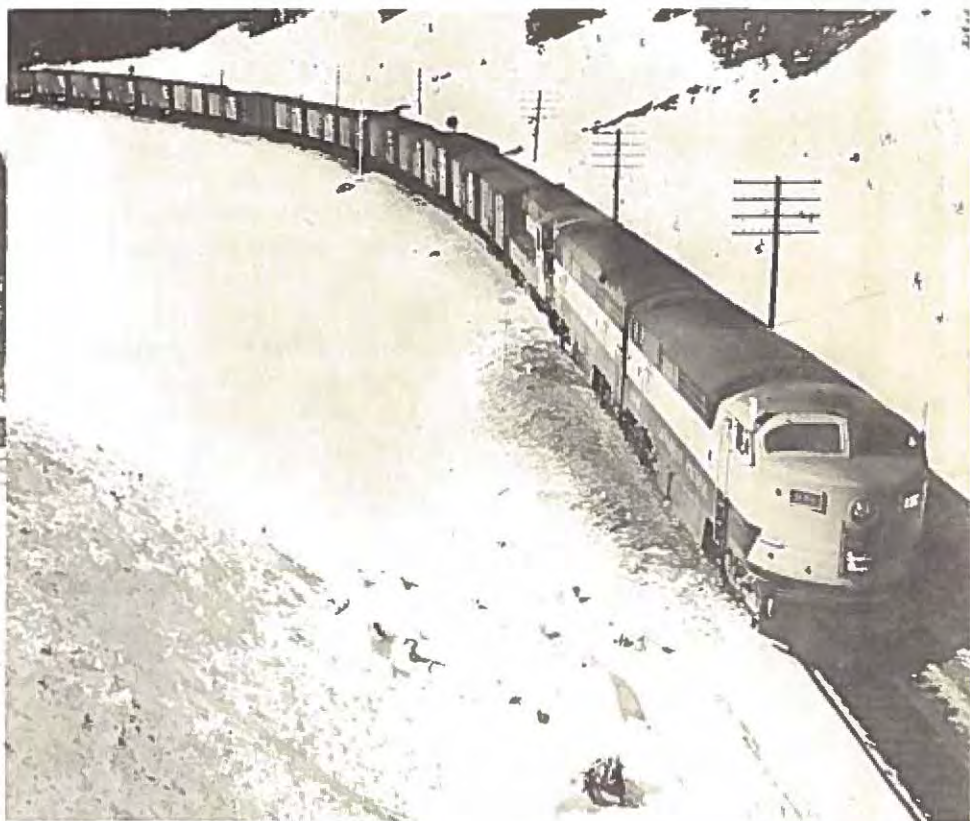
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newsletter

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Wreck at Canoe River

by John A. Rushton



Photo by J.A. Brown

6004, shown here at Oshawa, Ontario on train 5, was later assigned to the Western Region, where it met its end on November 2nd, 1950.

(In this article, in fairness to the individuals concerned, the names of the Dispatcher and the Operators at Blue River and Redpass Junction are withheld.)

To-day, the 132.3-mile Albreda Subdivision of the Canadian National Main Line, stretching from Jasper, Alberta, west to Blue River, B. C., is equipped with Automatic Block Signals. These signals were installed as a safety measure following a disastrous head-on collision of two passenger trains near the remote settlement of Canoe River, B.C., 83.2 miles west of Jasper and 49 miles east of Blue River, in the heart of the Rocky Mountains. The cause of the collision was confusion in the wording of a train order, and the accident demonstrated the absolute necessity of rigidly following strict rules pertaining to train-order operation.

Canoe River is a small settlement, so small in fact that it is listed officially no population. Its only means of communication is by railway, there being no year-round passable road leading to it, and the station itself is typical of many places situated on the long main lines of Canada's two trans-continental railways which have their sole purpose in serving as occasional passing and meeting points for trains. However, ever since the tragedy which occurred there on the overcast Tuesday morning of November 21, 1950, mere mention of the name "Canoe River" brings to railroaders in British Columbia a grim reminder of that fateful day.

Traffic on the Albreda Subdivision is dispatched from the office at Kamloops Junction, as is the entire main line section from Jasper to Boston Bar. On that particular morning, the Dispatcher at Kamloops Junction had three passenger trains shown on his Albreda Sub. trainsheet; two of these were the regular eastbound "Continentials", both running on time. Train No. 2, the Montreal section, headed by C.L.C. built 4-8-2 Class U-1a 6004, was due to leave Blue River at 9:05 a.m., while Train No. 4, the Toronto section, headed by Montreal-built 4-8-2 Class U-1e 6057, was to leave Blue River at 9:55 a.m. The third passenger train, running as Passenger Extra 3538 West, with Montreal-built 2-8-2 Class S-1a 3538 as motive power, had already left Jasper westbound at about 7:40 a.m. This train was the last of four troop trains carrying the artillery component of the Canadian Army's Special Korean Force assigned to the United Nations, and was the second of two sections carrying personnel of the 2nd Field Regiment, Royal Canadian Horse Artillery, from Camp Shilo at Douglas, Manitoba, to the embarkation point of Fort Lewis Washington, via a connection with the Northern Pacific. It was ironic that the regiment's medical unit was on board the third train, which was already well on the way into Vancouver, having passed through Blue River westbound some hours earlier.

Leaving Blue River, Engineer J. Stinson and Conductor M. W. Graham on No. 2 picked up their orders from the Operator, which included the one shown. (TOP) This order gave No. 2 authority to proceed eastward to Cedarside to meet Passenger Extra 3538 West, the troop train. Engineer H. Church and Conductor J. A. Mainprize of Passenger Extra 3538 West picked up orders at Redpass Junction, from a 22-year-old Operator. Among their orders was the one shown. (LOWER)

Note that this copy of Order 248, by omitting the two words "AT CEDARSIDE", gave authority for Passenger Extra 3538 West to proceed westward to Gosnell to meet No. 2. This meant that an overlap of authority existed for the two trains between Cedarside and Gosnell, and the stage was thus set for a head-on collision.

Two possibilities might still have prevented the collision from taking place. First, the crew of Passenger Extra 3538 West might well have wondered why Trains 2 and 4 should be running so closely together, when normally fifty minutes separated them; a stop at the next open train order office, Valemount, would have enabled the crew to check on the situation. However, in Rocky Mountain country such as this, small mud and snow slides frequently cause minor delays to trains, and a 50-minute delay to a train is not particularly unusual, especially in late Fall or Winter. As well, the temperature that night had fallen to -15°F , and over a foot of fresh snow lay on the ground. A second possibility was that by mere chance, somebody might have become aware of the danger, and been able to flag one or both trains. One man, Bill Tyndal of Blue River, was in such a position; he was standing on a bank above the Tracks about a mile west of Canoe River when he heard the faint whistle of a Westbound train passing through Canoe River. Seconds later he saw No. 2 round a bend, heading east toward him. Realizing what was about to happen, he waved frantically to fireman Adam Oleschuk on No. 2 to warn him of the danger. Unfortunately, his efforts were in vain, as the fireman mistook his warning for a friendly gesture, and simply waved back in return.

① CANADIAN NATIONAL RAILWAYS

FORM 19 *R*
TRAIN ORDER No. *248*

Kamloops Nov 21, 50

TO <i>Passr Extra 3538</i>	AT <i>Blue River</i>
TO <i>No 2</i>	
TO <i>No 4</i>	
TO	

X _____ OPR. _____ TIME _____

*Passr Extra 3538 West meet
No. 2 Eng 6004 at Cedarside
and No 4 Eng 6057 at
Gosnell*

U.S.T.

REPEATED AT *8:50 am*

MADE *Com* TIME *8:50 am* OPR. _____

② CANADIAN NATIONAL RAILWAYS

FORM 19 *R*
TRAIN ORDER No. *248*

KAMLOOPS NOVEMBER 21 19 50

TO <i>PSGR EXTRA 3538</i>	AT <i>REDPASS JCT.</i>
TO <i>NO. 2</i>	
TO <i>NO. 4</i>	
TO	

X _____ OPR. _____ TIME _____

*PSGR EXTRA 3538 WEST MEET NO. 2 ENG 6004 AND
NO. 4 ENG 6057 AT GOSNELL*

AST

REPEATED AT *8:50 AM*

MADE *COM* TIME *8:50 AM* OPR. _____

At the inquiry which was held at Edmonton a few days after the mishap, the Operator at Redpass Junction claimed that line static caused him to miss the words "AT CEDAR SIDE" in the original transmission of Order 248. This Operator apparently followed only two of the three requirements in train order issuance: he had repeated the order, as he received it, back to the Dispatcher and had also given him the gist of Order 248 while making out the clearance form for Passenger Extra 3538 West, but he admitted, in violation of Rule 210, that he had not listened carefully to the repetition of the same order by the Operator at Blue River, which would have disclosed the omission. Although this evidence given by the Redpass Junction Operator indicated that he himself erred in not listening to the repetition from Blue River, it also suggested that the Dispatcher also erred as he apparently actually listened to and made "complete" the incorrect version of Order 248. However, both the Operator at Blue River and the Dispatcher claimed that the Operator at Redpass Junction repeated the correct version of Order 248 back to the Dispatcher, and this placed the blame solely on the young Operator, inferring that possibly he might have changed the order himself after having repeated it back to the Dispatcher.

On January 4, 1951, B. C. Attorney-General Gordon Wismer announced that a criminal charge would be laid in connection with the accident, but did not specify the defendant. Five days later, the young Redpass Junction operator was arrested by the Royal Canadian Mounted Police at his home in Saskatchewan, and on January 13th at Prince George, B. C., he was formally charged with manslaughter, being specifically held allegedly responsible for the death of Henry Prosunik, the fireman on the troop train. Ten days later, pending the preliminary hearing, he was released on \$ 5,000 bail put up by two Prince George businessmen who were sympathetic to the young man's plight.

At the preliminary hearing, which opened at Prince George on March 14th, the complaint regarding the use of wooden-bodied equipment was brought up; also, the defense established that short circuits on the transmitting lines were not uncommon, and that resulting line static was not unusual. The Dispatcher testified that he had transmitted the vital two words "AT CEDAR SIDE", and stated that his regular practice was to follow rules by underlining orders as they were read back to him. Despite the claim by the defence that the Crown evidence failed to show criminal negligence, which is almost always necessary to prove manslaughter, Magistrate P. J. Moran ruled that the Crown had established a "prima facie" case and that trial be held during the Spring Assize Court Session.

The trial began at Prince George on May 10th, with the Deputy Attorney-General of B. C., Col. Eric Pepler, acting as Crown Prosecutor. For the defense of Redpass Junction Operator, the Order of Railroad Telegraphers retained the services of three top Canadian lawyers, including John G. Diefenbaker of Prince Albert Sask., the Member of Parliament for Lake Centre, who later served a term as Prime Minister of Canada. Mr. Diefenbaker claimed that the Canadian National was at fault by carrying passengers in partially wooden cars on the main line, and he placed emphasis on the wording of the rule book which, at that time, stated that operators "should" listen in to other repetitions, rather than "must" listen in, a wording which was adopted by both the C.N.R. and the C.P.R. in their 1951 rule book revisions.

Giving Crown evidence at the trial, the Operator at Blue River maintained that the Redpass Junction Operator repeated the correct version of Order 248; however, under cross-examination, the Blue River Operator stated that he couldn't recall the wording of any other order he had received or heard on that particular day. The Dispatcher testified that he had transmitted the correct version of Order 248, but under heavy questioning he admitted that he hadn't been paying special attention to the repetition from Redpass Junction, and that closer attention by him would have revealed any omission. The defence again established that line static was not unusual, and the Redpass Junction Operator emphasized that he neither made any changes to Order 248, nor did he make any additional copies, as sufficient copies were made at the initial transmission of the order. Prior to an hour long summary of the case for the Crown, the defense gave a summary that lasted for five hours, including a three-hour review by Mr. Diefenbaker, who claimed that the principle witnesses in the case had met with Canadian National's lawyers

in Jasper. a few days before the trial, for the purpose of reviewing the evidence brought to light at the preliminary hearing. Also, Mr. Diefenbaker suggested that the C. N. R. employees could not testify freely for fear of losing their jobs, and finally he maintained that the Crown had failed to show any degree of intent in the actions leading up to the mishap.

The case went to the jury on Saturday evening, May 12, 1951, and after only forty minutes deliberation the jury announced to Mr. Justice A. D. Macfarlane the verdict of "not guilty". The Redpass Junction Operator was thus cleared of the charge against him, and was subsequently released from custody. The evidence had clearly suggested that although the Operator at Redpass Junction may have erred in not checking the repetition of the order by the Operator at Blue River, the Dispatcher and possibly the Blue River Operator were at fault for not noticing the omission which a closer check on the initial repetition from Redpass Junction would undoubtedly have revealed.

This case proved the dependability of train-order dispatching provided that all employees concerned follow prescribed regulations. It also showed that failure of one man alone is insufficient to bring about tragedy, as all transmissions are always at least double-checked. Above all, it indicated the importance of every word or numeral transmitted in train-order dispatching.

It is unlikely that a mishap similar to "Canoe River" will occur again, especially as that particular section of main line is now protected by Automatic Block Signals. It is important to realize too that "Canoe River" was an isolated rare case of double human failure causing the collision of two passenger trains. Both major Canadian railroads must be given credit for the literally millions of miles that have been travelled safely by their passenger trains. It is, however, essential for all concerned in train movements to remember that accidents can occur where safety measures are relaxed, and it is to this end that the Canoe River Wreck of 1950 stands out in the memories of veteran railroaders in British Columbia.

Miscellany

* The C.N.R. shipped electric locomotives 401, 402 and 403 of the former Oshawa Railway to the London Reclamation Yard for scrapping on May 1st. Former Niagara, St. Catharines and Toronto Railway motor 17 had been shipped a few days earlier on a flat car, in contrast to the 400's which were hauled on their own wheels. At the beginning of May it was reported that work motor 44 was soon to follow these locomotives on their one way trips to London, and it too was shipped on a flat car like #17. Double truck sweeper 22 (also ex-N.S. & T.) has been sold to an American trolley museum.

(J.D. Knowles)

* The Pacific Great Eastern Railway is expanding again with the current construction of a branch line from Odell Siding, 15 miles north of Prince George, B.C., westerly to Fort St. James, B.C., a distance of approximately 70 miles. This line is expected to be used primarily for the hauling of forest products to various pulp mills planned in the area. The first 40 miles is now under construction and 5½ miles of grade had been completed by mid-March, while it is hoped to have steel laid in the first ten miles of the line by the end of August.

(S.I. Westland)

* Another phase in the intensive development of C.N.R. property in the immediate vicinity of Central Station in Montreal was announced recently when the wraps were removed from the 20-storey Place Bonaventure project, south of the station and covering six acres directly over the main line tracks. C.N. and Concordia Estates Ltd. have signed an agreement for the latter to construct a trade centre-convention centre-exhibition hall building with a rooftop hotel. This follows the invitations of the railway last year for development proposals on an aerial rights basis.

The development will also include a shopping centre and covered mall which will connect the project with Central Station, the Queen Elizabeth Hotel and Place Ville Marie.

C. P. R. News

With the opening of the Canadian Pacific's Agincourt Hump Yard on April 26th, the C.P.'s pattern of rail operations in the Toronto area has been drastically revised. All track across the north end of the city, from Highway 27 on the west to Agincourt on the east is under the control of C.T.C., with the panel located in Union Station. Freight trains from the north and west which formerly terminated in West Toronto and Lambton Yards now cross the city through North Toronto and Leaside to reach Agincourt Yard. Trains to the east via Trenton now move over the 1.5 mile Staines Subdivision, linking Tapscott on the Havelock Subdivision with Staines on the Belleville Subdivision. At the same time, Lambton engine terminal has been closed, and all motive power operates out of Agincourt, although the local freight yards will probably see continuing usage.

For the convenience of their employees, the C.P. is operating an RDC shuttle service from Keele Street yard office to the new yard on the following schedule: leave Keele Street at 6:00 a.m., 8:10, 9:50, 12:00 p.m., 2:00, 4:10, 5:50, 8:00, 10:00, 12:10 a.m., 1:50 and 4:00; leave Agincourt yard office at 7:20 a.m., 9:00, 11:10, 12:50 p.m., 3:20, 5:00, 7:10, 8:50, 11:20, 1:00 a.m., 3:10, 4:50, with the one way trip scheduled at 40 minutes. A passenger stop is made at North Toronto station, and certain trips call at the east yard office and the diesel shop at Agincourt. Fares for the service are eight tickets for \$1.00, with tickets sold only at city stations on presentation of an employee's pass or authorisation.



ABOVE:

Two 7400-series switchers outfitted with low speed hump controls shove cars over the hump at Agincourt Yard prior to opening day on April 26th.

Photo by J.A. Brown

* Centralised Traffic Control continues to find increasing application on Canadian railways. Canadian Pacific has recently placed in service a 60-mile stretch of C.T.C. near Brandon, Manitoba, and more recently ordered equipment for the 19 miles between Toronto and Bolton, Ontario.

C.N.'s C.T.C. system now controls over 1800 miles of trackage from Zephyr, just north of Toronto, to Edmonton, Alberta, which must be one of the longest rail systems under this form of control in the world.

Similarly, the Quebec, North Shore and Labrador Railway has placed an order with General Signal for C.T.C. equipment to control traffic over the 38-mile branch line from Ross Bay to Wabush Lake. The new line will be controlled from the existing panel at Seven Islands.

Diary of a Trolley Fan

by Harold Ahlstrom



LEFT:

Jewett-built cars 12 and 5 of the London and Port Stanley head south at Westminster, Ontario, in November, 1958.

Photo by J.W. Hood

As an old "juice fan" from south of the border, who enjoyed at least a third of his trolley riding under Canadian wire, I thought it might be fun to record some of the action in the days of plenty.

NIAGARA, ST. CATHERINES AND TORONTO

Though I had observed and photographed the N.S. & T. cars at the old Terminal Station in Niagara Falls in 1939 when I thought I was the only railfan in the world, the riding started early in 1940 upon learning of and joining a fan organization in Buffalo. The first trip was with a small group who rode the regular passenger cars accompanied by an employee of the line who arranged all of the ticketing. First, we rode from the Falls on the main line in car 67 to Thorold and then made a round trip to Port Colborne on the fast and creaky 132. This car, as you might recall, was a rebuild of the arch-window 130 class, but with plated sides and squared-off windows, painted at that time in the red and gray colours to match the 60 and 80 series cars. On the southbound trip we met line car 31 and the motorman was persuaded to block the north end of the siding with 132 until we could get a picture of the line car. Later that day we rode the balance of the main line to St. Catharines and took a trip on one of the 320 cars to Lakeside Park.

This little jaunt just whetted our appetite for bigger and better things, so that on July 28, 1940 the local club ran its first trolley trip with the utmost co-operation of the N. S. & T. Cars 134 and 135 were put through the paint shop the week before and greeted us proudly in their bright red body colour with black stripe and yellow window guards. In addition to running over the lines with regular passenger service, we were delighted to find that the management had no aversion to operating anywhere where there was track and wire, so we were soon running slowly down the Walker's Quarry spur and not so slowly over the Port Dalhousie east freight line and the Port Weller branch. Fans from as far away as Dayton, Ohio enjoyed this day of bright paint and brilliant sunshine as a chance to start their picture collections of the N. S. & T.



LEFT:
N. St. C. & T. car 67 is seen here
at the St. Catharines carhouse
yard in July, 1948.

Photo by J.A. Brown

Another private trip followed in November of 1940, but my picture record was not so good this time. One of my first shots was of an interior at the six foot setting on the camera, and so was every other shot of the day because I forgot to turn it back to "Infinity"!

By 1942, not only was the city service restored in St. Catharines, but the boat trains were running again, using every piece of equipment that would roll. On Labour Day of that year I stood in the St. Catharines yards near the terminal and within about a minute photographed a three-car train of 60's, a three-car train of 130's, both coming up from the Port on a boat train, plus a Facet Street local car with a line car added for good measure. They came spaced at just about the proper interval to allow turning the film in the camera.

I don't think we skipped a year on the line after that, always looking for new track to ride, the Welland Vale siding, Cannery Spur, and the city line to the C.N.R. station in St. Catharines. In fact, the final trip of the N.R.H.S. Buffalo Chapter in 1959 was referred to as the "15th Annual Farewell Trip"!

LONDON AND PORT STANLEY

In the spring of 1941 we decided to try a trip further from home and the club set up a steam and trolley trip to the London and Port Stanley. Using a chartered coach on the Michigan Central, we had enough reservations for a two-car train and a delightful sight it was when huge motor 12 and trailer 11 came around the curve into the M.C. station at St. Thomas. Here was our first sight of pantographs and VERY heavy traction. Round-end steel cars with stained glass windows along with wood trailers of uncertain vintage presented an amazing sight to our eyes. On the largest motor we had ever seen was the smallest motorman, just for contrast, it seemed.

We made a quick run to London, ate, and returned to the barn full of high class interurbans and wonderful hospitality. One car after another was run outside for pictures, including the smaller motors, the baggage car, and one of the really antique ex-Pennsylvania Railroad trailers that dated back to about 1870, we were told, and all in wonderful condition. Then we headed down the line with photo stops and into the fenced-in park station for a quick look at Lake Erie and a chance to buy postcards with the radial cars on them.

We went back many times, both on planned fantrips and in small groups to ride the four-car trains on busy summer Saturdays, and still later to ride the ex-Milwaukee cars.

LAKE ERIE AND NORTHERN -- GRAND RIVER RAILWAY

By the fall of 1941, the trolley fans of the local chapter had information of a trolley system almost 70 miles long running north from Port Dover. Our ambition to ride it didn't quite equal the rail fare over there so an auto caravan was organized to leave Buffalo early on the morning of September 21st. At this time the line ran to the C.N.R. Station at the Port and there we found a new style of

interurban car: steel motor 973 with square ends, single pane windows, a sort of electrified steam coach in our eyes. This was before the days of checkerboards or stripes on the ends and before the 1946 rebuild of the interiors and motors. The interiors were drab brown leather seats and the speed even more disappointing, but the many miles of riding through the tobacco land countryside and later the industrial cities further north made up for it.

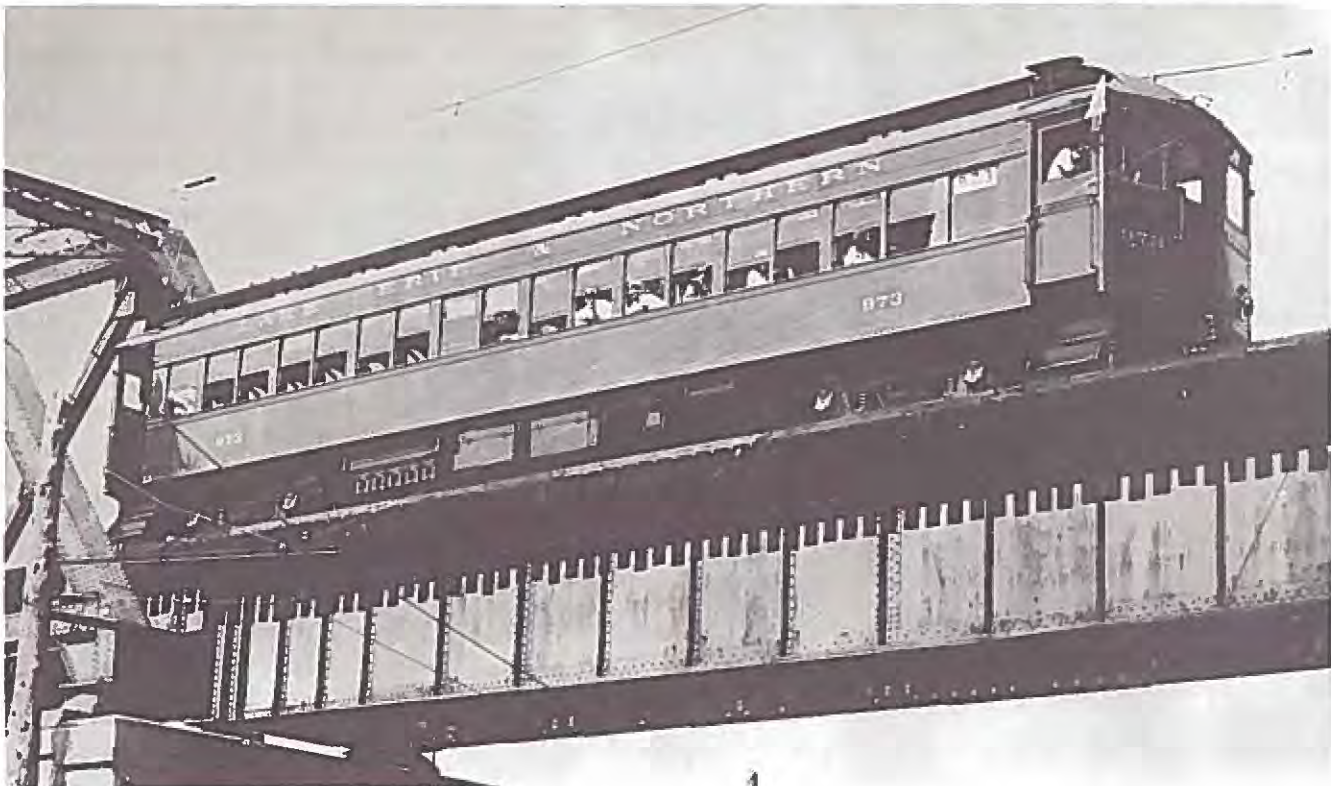
At Preston, we found the two wonderful Preston-built wood cars, one of which was running on the Hespeler branch. We took at least two round trips on 828, admiring the arch windows and comparing the cars to the 130 series N.S. & T. cars. At Kitchener we left the interurban to ride to Waterloo on the city system Witts. Here was two-man operation in a comparatively small city, and here too was a modern car barn full of various types of cars — round windowed Prestons, recently inoperative Birnevs and even a single truck sprinkler car. How long had this been going on so near home? The city part did not last too much longer, unfortunately, but the interurbans remained for many years with improvements being made to the cars after the war. It was a long tiring day of riding and driving, but a worthwhile discovery of electric traction.

I might say in conclusion that the automobile had not made the inroads into the interurban business in Canada in those days that it had in the States, and those of us who remembered the universal use of trolleys here in the '20's and '30's found it all over again in the Southern Ontario lines of the early 1940's. This time, at least, we had the sense to take some pictures.

BELOW:

L.E.& N. car 937, running as an extra train for railway enthusiasts, poses on the south end of the bridge over the N.Y.C. and Waterford Pond at Waterford, Ontario.

Photo by J.W. Hood



Miscellany

* The Canadian National has recently ordered 500 seventy-ton capacity, 3,000 cubic foot triple hopper cars from Hawker Siddeley Canada, Ltd., to be built at Trenton, Nova Scotia. The cars, which will come from the builders at the rate of 14 per day, beginning in June, will be used for coal traffic between the Maritimes and central Canada.

RAPID TRANSIT PROGRESS

* An unusual vehicle will soon be pressed into service as a gravel spreader at the Greenwood subway yard. The Commission has converted a 1957 Mercury dump body truck (formerly the property of Wally McMillan Haulage of Bradford, Ont.) to its new purpose at the Parkdale Garage, with flanged wheels applied at Hillcrest. This unit is numbered 72 (in the subway construction equipment series) and is equipped with an extra tail gate for the purpose of spreading ballast, this gate being manipulated by an operator who stands on an outside platform at the rear left corner of the vehicle.

* A detailed summary of the work now in progress on the Bloor-Danforth subway project is as follows:

- FOUNDATION COMPANY OF CANADA: 500 feet of cut and cover for the Yonge station beneath existing Bloor station and underpinning of the Yonge subway structure. (\$1,359,482).
- DINEEN CONSTRUCTION LTD.: 500 feet of cut and cover for the Sherbourne station (\$1,041,674).
- C.A. PITTS GENERAL CONTRACTOR, LTD.: 2250 feet of structure and approaches for Rosedale Valley rapid transit bridge from Glen Road to the west end of the Prince Edward Viaduct, including Castle Frank station. (\$2,665,880).
- McNAMARA CONSTRUCTION OF ONTARIO, LTD.: installation of 1484 feet of concrete deck in the lower structure of the Prince Edward Viaduct. (357,400).
- ROBERT McALPINE LTD.: 6,000 feet of cut and cover from the east end of the Prince Edward Viaduct to Dewhurst Boulevard, including Broadview, Chester and Pape stations. (\$6,362,064).
- JOHNSON/KIEWIT: 4,500 feet of cut and cover from Dewhurst Boulevard to Linsmore Crescent, including Donlands and Greenwood stations and thw wye structure and throat into Greenwood yard. (\$7,592,081).
- McNAMARA CONSTRUCTION OF ONTARIO, LTD.: Repair shop, storage buildings, etc. for Greenwood yard. (\$5,146,892).
- JOHNSON/KIEWIT: 3,520 feet of cut and cover from west of Monarch Park Avenue to Woodmount Avenue, including Coxwell station. (\$4,052,945).
- TAYLOR-WOODROW OF CANADA, LTD.: 3,000 feet of cut and cover from Huron Street to east of Markham Street, including Spadina and Bathurst stations (\$3,839,978).
- C.A. PITTS GENERAL CONTRACTOR LTD.: 4,300 feet of cut and cover from east of Markham Street to east of Delaware Avenue, including Christie and Ossington stations. (\$4,039,514).
- RUSSELL CONSTRUCTION LTD.: 4,300 feet of cut and cover from Delaware Avenue to Lansdowne Avenue, including Dufferin and Lansdowne stations. (\$4,426,671).
- ROBERT McALPINE, LTD.: 1,842 feet of tunnelling and 1,902 feet of cut and cover from Lansdowne Avenue to Indian Road, including a bridge over Indian Road and structure for Dundas West station.
- VARAMAE CONSTRUCTION LTD.: Indian Road to Keele Street, including Keele station (\$1,866,000).
- REDFERN CONSTRUCTION COMPANY, LTD.: Woodmount Avenue to Cedarvale Avenue, including Woodbine station. (\$2,687,000).
- Work has already been completed on the following contracts:
- FOUNDATION COMPANY OF CANADA: 2,800 feet of cut and cover from St. George station to Yonge Street, including Yorkville station and the east leg of the Bloor-University wye. (\$5,144,168).
- ROBERT McALPINE LTD.: 2,250 feet of twin tunnels from east of Bloor station to Sherbourne Street, including the west end of Sherbourne station structure (\$2,742,818).

(S.I. Westland)

U.C.R.S. Announcements

JUNE 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 June meeting of the Society, to be held on Friday, June 19th will feature an illustrated talk by Mr. Robert McMann on the present-day transit systems of the eastern United States.

HAMILTON CHAPTER MEETING

The June meeting of the Hamilton Chapter of the Society will be held in the Board Room of the Hamilton C.N. station on Friday, June 26th.

JULY AND AUGUST OUTDOOR MEETINGS

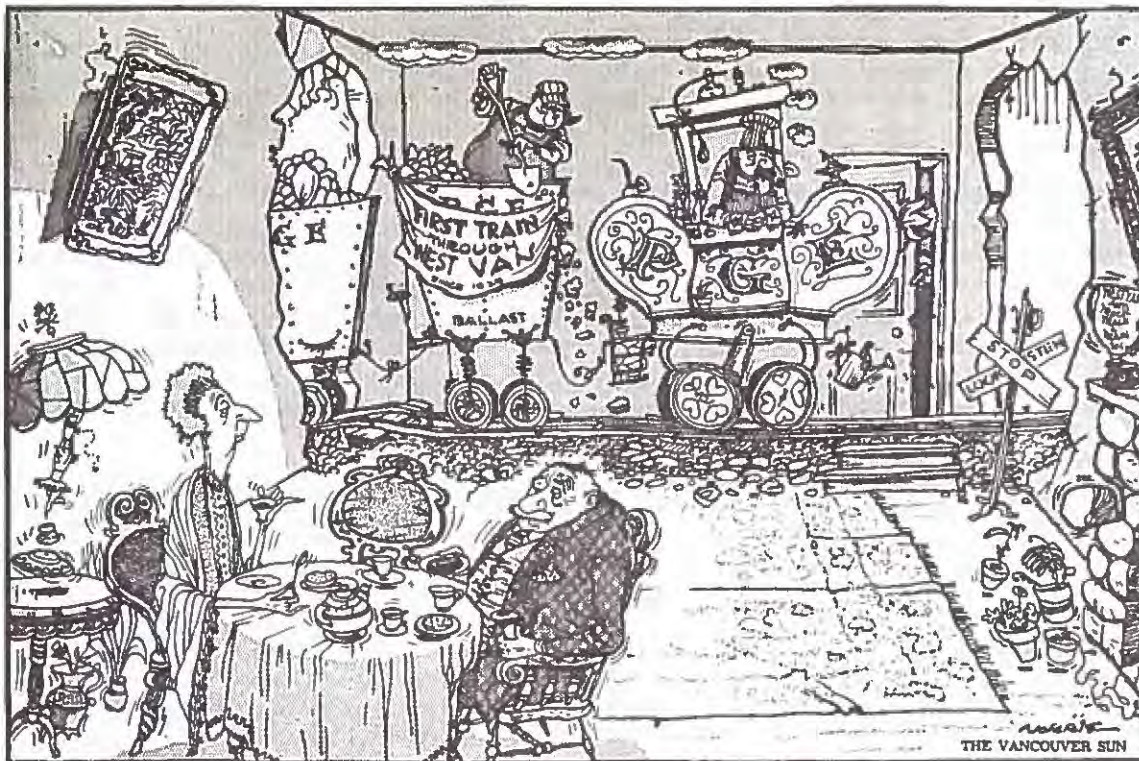
There will be no meetings scheduled for the first Fridays of July and August.

JULY MEETING

The July regular third Friday meeting will be held on Friday, July 17th, and will consist of a T.T.C. evening trip of some three hours duration, leaving from York and Wellington Streets at 8:00 p.m. D.S.T. The trip is free to members.

Worth a Laugh

Courtesy Norris and the Vancouver Sun



January 20, 1954

"Remind me to obtain a timetable when they start regular runs—mother's trapped in the bathroom and her tea is getting cold . . ."

newsletter

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