

Upper Canada Railway Society

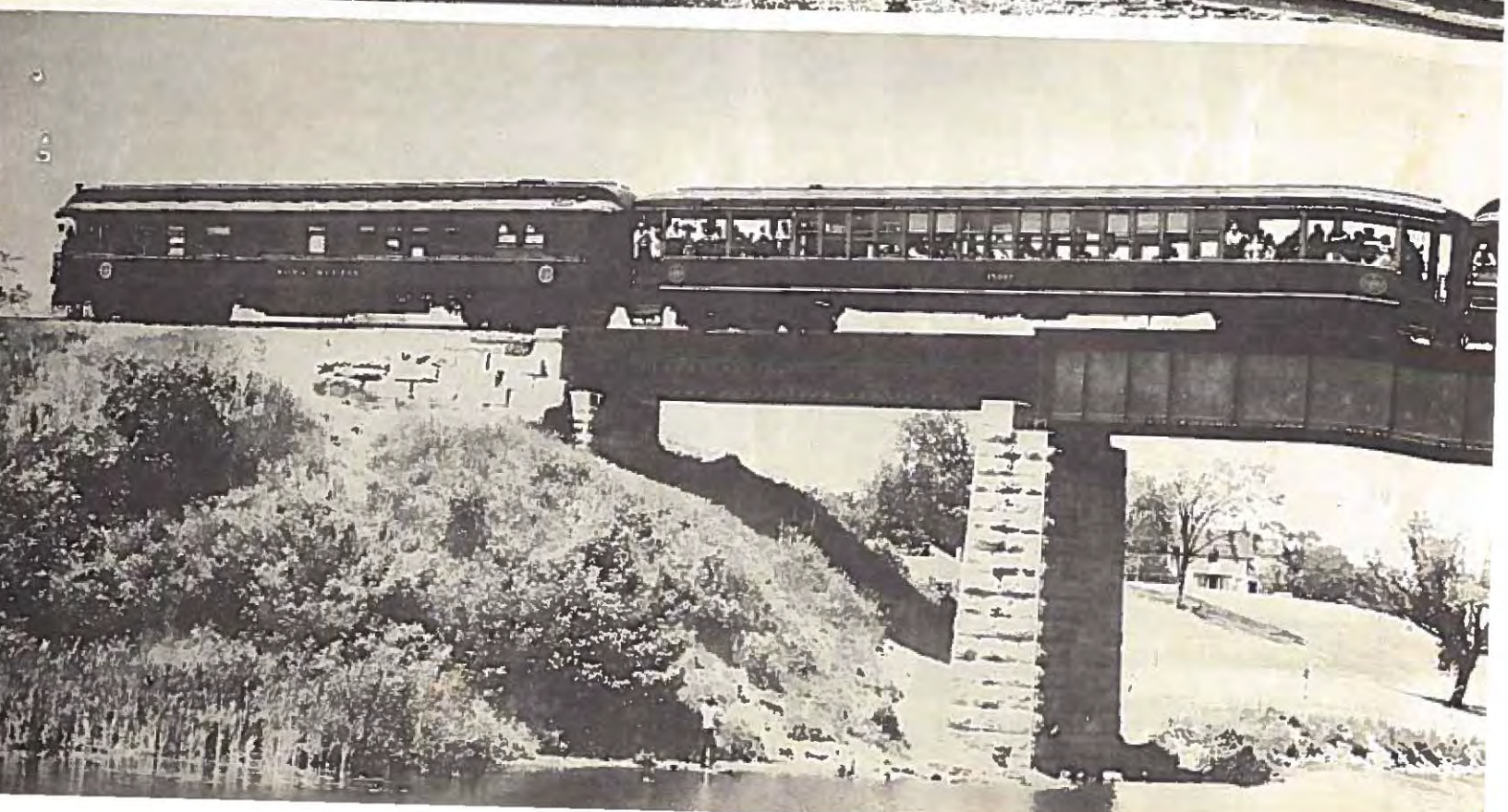
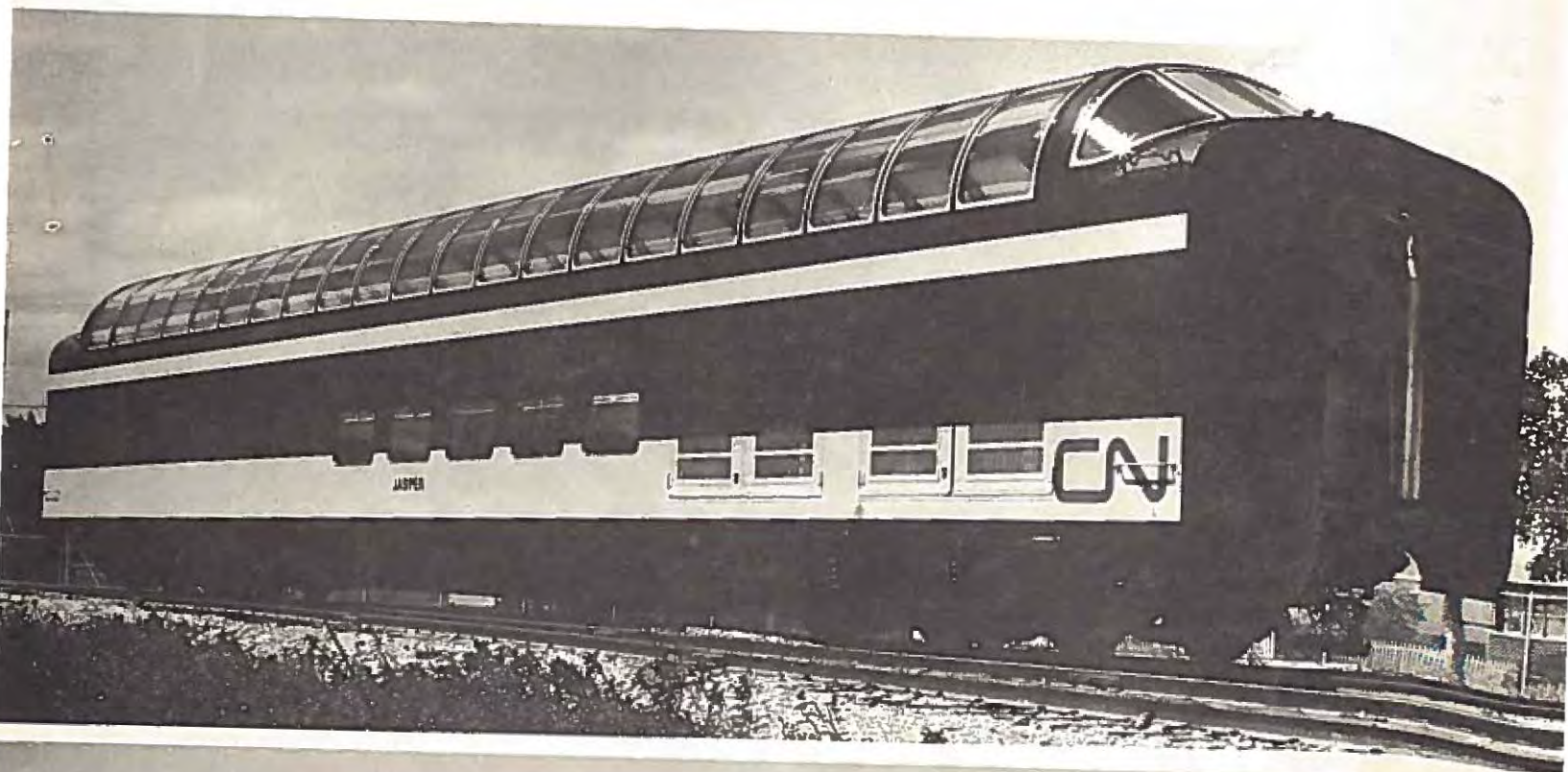
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# newsletter

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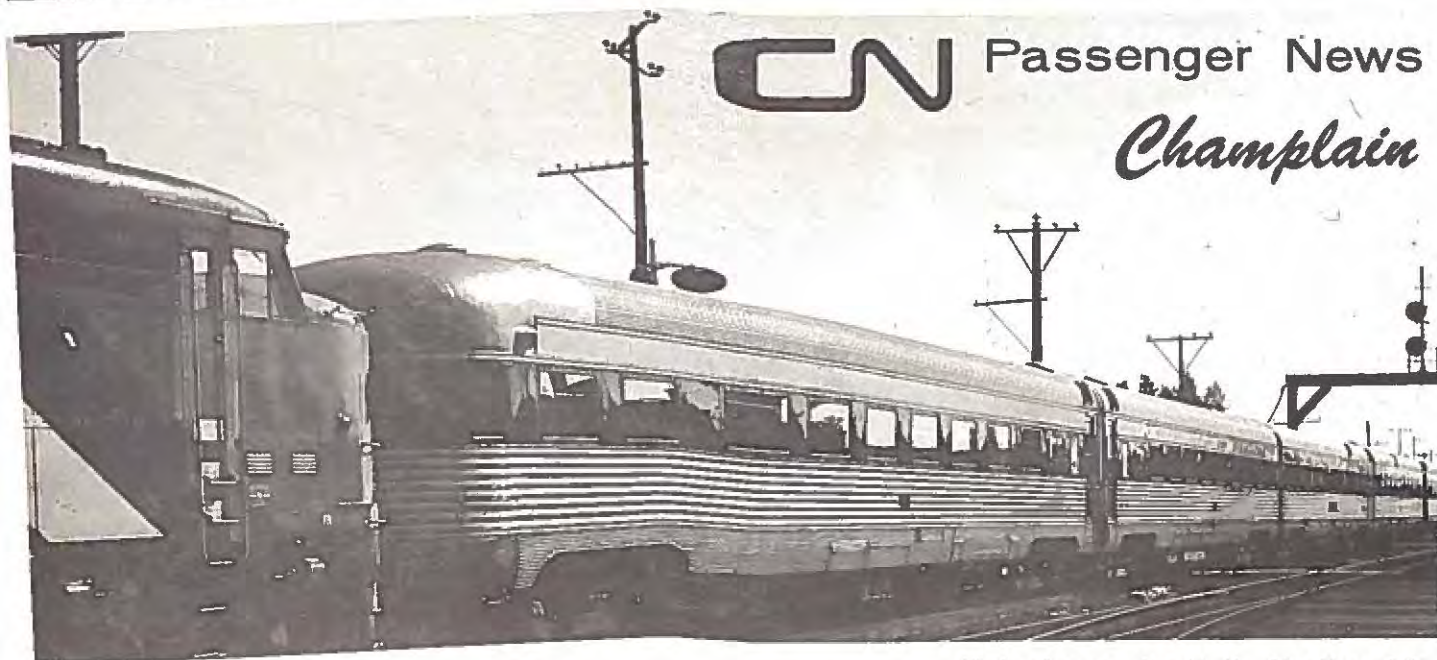






# Passenger News

## *Champlain*

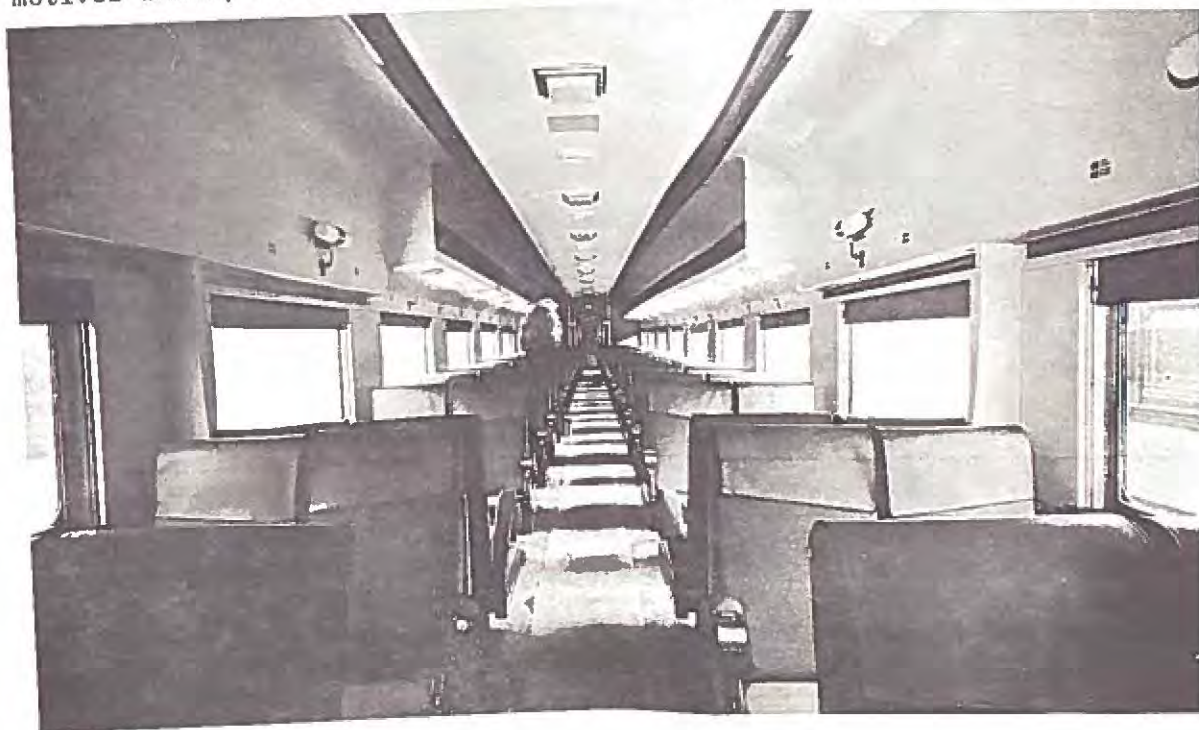


Kodachrome by I.G. MacDonald.

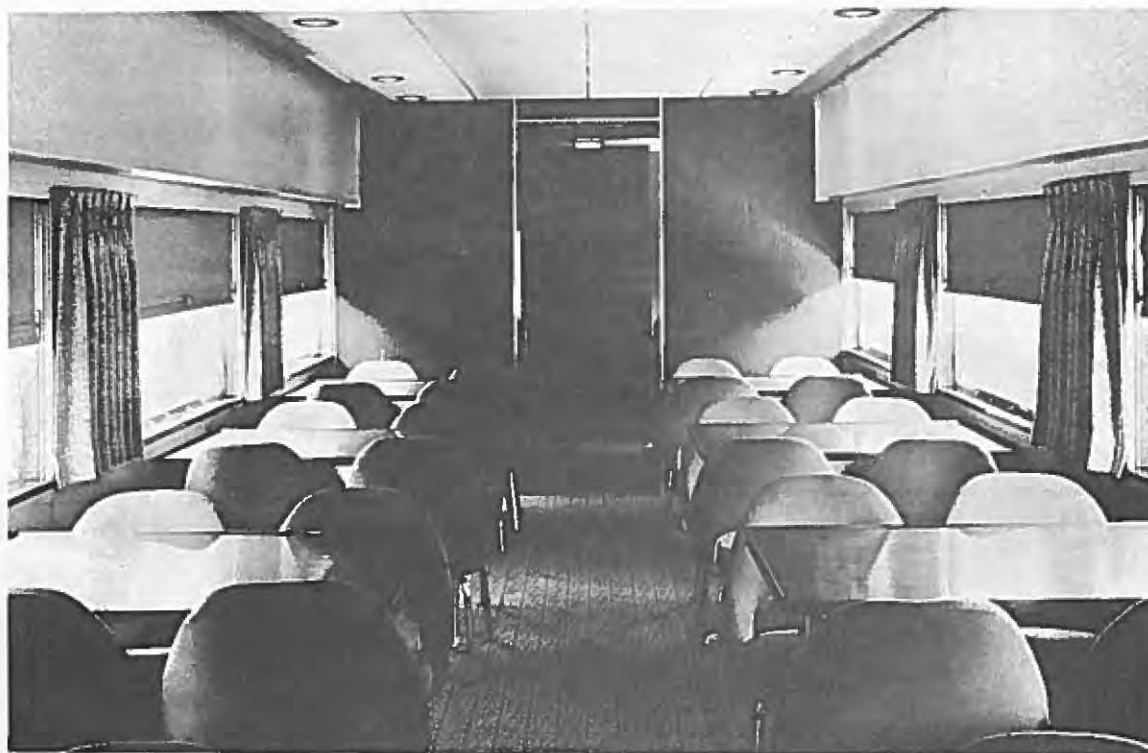
C.N.'s first all-stainless steel train, the "Champlain", destined for service between Montreal and Quebec City, was named officially by Mrs. Jean Lesage at a ceremony in Quebec City on June 8th. The five cars, purchased second-hand from the Reading Railroad (their "Crusader" train) have been completely reconditioned, decorated and furnished according to designs prepared by artists of the Chief Architect of the C.N. and the work done at Pointe St. Charles shops.

### BELOW:

The first two cars in the train (at all times, as the seats are not reversible) are 72 seat coaches, finished inside in off-white tones, with bright red and grey end bulkheads. The seats are upholstered in charcoal grey and blue wool fabric, resting on a grey maroleum floor. Loudspeakers installed in the car ceilings are used for continuous background music, announcement of station stops or announcements of points of interest in the passing scenery. As no buffer car is carried on the train, the front seats of the coaches have a commanding view of the locomotives which, since the service started, have been M.L.W. units 6770 and 6772.





**ABOVE:**

The diner-lounge car, mid-way through the train, accomodates 32 persons at tables in the dining section and 16 in the lounge. Interior finish is again off-white but with natural walnut bulkheads, on which are displayed hand coloured framed Bartlett engravings of Montreal and Quebec scenes of 1840. The dropped ceiling of plastic egg-crate material contains recessed lights for soft lighting at each table. Specially hand-woven fawn coloured drapes frame the windows while the floor covering is a two toned grey carpet made up of C.N. logotype patterns. The movable chairs are upholstered in contrasting bright blue wool fabric.

(Photos courtesy Canadian National Railways)

**BELOW:**

New to Canada is the two and one seating arrangement in the two trailing parlour cars. One side of the aisle has a single row of reclining arm chairs, while on the other side of the aisle similar chairs are two abreast. The seats are upholstered in charcoal and black wool fabric with head and arm rests in black vinyl. The floor is covered by a carpet of bright red with the C.N. monogram repeated continuously in a lighter red. Other interior colours are similar to the diner, except that the lighting is provided by fluorescent tubes mounted above the dropped white plastic egg-crate ceiling. Each of the two cars accomodate 39 passengers.



## Panorama

by John Freyseng



On May 24th, 1964, Canadian National introduced to the public a new trans-continental train called "PANORAMA" between Montreal, Toronto and Vancouver. As train 9, "PANORAMA" leaves Montreal Central Station every day at 10:15 p.m. E.S.T. and arrives in Vancouver sixty-eight hours and fifteen minutes later. The Toronto portion of the train departs from Toronto Union Station at 11:30 p.m. daily as train 109, joining the Montreal portion next morning at Capreol. Sporting new lounge equipment and the finest in sleeping car equipment, "PANORAMA" traverses the mighty continent of Canada on a well thought out schedule allowing maximum daylight passage through the Rockies. To see what this new service was like, I rode train 109 from Toronto to Capreol and returned the following day on train 110 the Toronto section of the eastbound "PANORAMA".

The standard consist of train 109 amounts to eight cars in all, including a baggage-dormitory car for Vancouver, reserved seat coach 901 for Vancouver, coach 902 (with bar facilities) for Capreol, a coffee shop car for Capreol, a refreshment lounge car (for sleeping car patrons) for Capreol, sleeping car 908 (24 roomettes) and sleeping car 909 (4 sections, 4 duplex roomettes, 4 double bedrooms) for Vancouver, and a dining car for Vancouver. The coffee shop turned out to be sleeper-diner "White Plains" while the refreshment lounge car was parlour car "Amethyst" (used on the U.C.R.S. winter excursion, February 15th, 1964). These two cars, plus the coach lounge no. 3001 returned to Toronto the following day as train 110.

On the tick of 11:30 p.m., train 109 slipped quietly out of Union Station, and soon diesels 6500 and 6606 were drumming up the Don Valley while one very exhausted passenger back in Roomette 19 in car "Inwood" slipped off to sleep.

"Good morning sir, how are you this morning?" These words from a friendly porter were quickly followed by the encouraging remarks, "the dining car is now open and serving breakfast, sir.". After a quick glance outside at the rocky, moon-like landscape surrounding Sudbury, I quickly dressed and followed the porter's suggestion and raced back to the diner for a sumptuous breakfast of scrambled eggs and bacon with fried potatoes, toast and jam, topped off with a good pot of strong tea, and all for nothing! With the new C.N. fares, you can't go wrong travelling by train. My roomette cost \$4.00 above the cost of the coach fare to Ca-



preol, and this included a \$1.75 breakfast . . now there is a bargain! All too soon breakfast was finished and the barren, rocky country had given way to the rolling forested hills around Capreol and it was time to return to the roomette to gather up my few belongings. Slowly train 109 squealed around the sharp curve into Capreol, rocked gently over the junction switch with the Alderdale Subdivision (the main line from Ottawa and Montreal) and crept to a stop. As I stepped onto the station platform, train 9, the "PANORAMA" from Montreal, slowly ground to a halt alongside. Strung out behind passenger diesels 6516 and 6628 were the following: a baggage car for Vancouver, a cafeteria car and club lounge (one of the new "Matinee" bar lounge cars rebuilt from the former "Fort" series bedroom-buffet-lounge cars, see Newsletter 216, page 8), both for Vancouver, and sleepers 912 (a 4-8-4 type) and 913 (22 roomettes) also for Vancouver. The only car which was removed from the Montreal section was the diner. While the diesels were being refuelled, the waiting yard switcher fell on the two sections of "PANORAMA", cutting out the Montreal to Capreol diner and the three Toronto to Capreol cars. Then followed the reshuffling moves, and all of a sudden, everything was in order; the two sections had been transformed into an eleven car train, ready to roll west. After two honks on the air horn, train 9 eased out of town on the next leg of its transcontinental trek, the chanting roar of the G.M.D.'s fading into the wooded hills.

The railway employees in Capreol are just as enthusiastic about "PANORAMA" as anyone else. This is not just another train, but something new which marks the progressive attitude of C.N. To match the new fares to the west is new equipment (full length domes, rebuilt lounge and bar cars) with matching paint scheme both inside and out, and greatly improved service. "PANORAMA" is also indicative of higher morale throughout the railway, even up in Capreol.

By five to one Capreol station was humming with personnel gathering for the eastbound "PANORAMA". Conversation was low; gazes were directed at the western end of the yard when suddenly the unmistakeable roar filled the distant air. Then, round the bend it swept, brakes tugging gently as diesel units 6531, 6615 and 6603 rolled into the station with no. 10, five minutes early. It looked hot, dirty and tired on the outside. After 2497 miles, it was making its final pause before the last leg of its journey. The Toronto cars were quickly cut out as the diesels were refuelled. Units 6500 and 6606 rumbled along beside 6531 and nudged the waiting cars for Toronto; train 110 was ready to roll! After last minute exchanges between crew members and a wave from the smiling conductor, "PANORAMA" quickly departed from town, eager to reach its destination, while on board, the refreshment lounge in coach 3001 filled with gay conversation as the thirsty patrons settled down to some serious fun. For those who liked to watch the striking scenery roll by with drink in hand, the lounge was ready to accomodate every kind of taste. For those who indicated a desire to photograph the scenery, the coach attendant was only too eager to open the upper half of the dutch door after dusting it off, and indicate what to look for.

"Watch for stones and pebbles, sir; they might strike your camera lens." With this kindly warning, one satisfied railway enthusiast was left installed in the vestibule for the remainder of the trip over the magnificent Sudbury Subdivision, and what a trip it was! With a strong sun, fresh green woods and sparkling blue lakes, 6500 nosed around curve after curve, the train never seeming to travel on a tangent. Now and again, sharp rock cuts would hurl back the chanting roar from the head end, which was punctuated periodically by the perfunctory bray of the air horns. "Excuse me sir, but watch out for the Pickerel River Bridge, the largest on the line to Toronto." With such advice and knowledge, this coach attendant even knew how to cater to the tastes of the railway minded! And so, on we rolled, oblivious to all the worldly burdens of man, heeding only the sparkling air and the never tiring performance of 6500. Eventually, thirst and hunger demanded a retreat to the diner where a succulent roast beef dinner was awaiting to satisfy the whetted appetite. "How was the meal, sir? Hope you obtained some good pictures. Watch for the scenery around Bala Park." And so the trip went, everyone making the experience as pleasant as possible.

"PANORAMA" is more than just a train with a name. It is an institution, a high standard of service, and escape lined with fun and enjoyment. "PANORAMA" is a new concept in railway travel and service. Anything to make the trip more enjoy-



able is not too much for the coach attendant, for the smiling porter, or the attentive waiter. If you don't believe me, ride the train and see for yourself. This positive attitude, coupled with improved lounge space and refreshment facilities makes "PANORAMA" a train equal to the best on any railway, both at home or abroad. I have travelled on famous name trains in Europe, Great Britain and the United States, but never have I experienced better service or more fun than on "PANORAMA". It is a train which has the distinguished honour of being one with which many fond memories are associated.

But all good things eventually come to an end, usually all too soon, and so it was with "PANORAMA", slowly swinging down the Don Valley, the lights of Toronto all around. Well done "PANORAMA", your new standard is one to envy and be proud of especially since you belong exclusively to Canada.

## Red, White & Blue

### *Inter-city*

by R.F. Corley

Wednesday, May 20, 1964 marked the introduction of the Canadian National's "Red, White and Blue" and the Canadian Pacific's "Faresaver" plans simultaneously into the pool zone between Toronto, Montreal and Quebec. As has been the case elsewhere in the country where these plans have been in use, the new system introduced many passengers, for the first time, to the concept of a single (one-way) passage fare, at a lower level than heretofore; a rise in first class accommodation (or space) fares to cover the complimentary meals provided to first class passengers (as required); and some interesting changes in the course of their journey. The following comments apply to trains Nos. 6 and 15 (the "Inter-city Limited and the "International Limited") as ridden on May 20th and May 22nd respectively.

With the introduction of the complementary meals, and a foreseeable increase in the number of people using the diner service, trains were operated in two sections (Which was normally only the custom on Fridays, Sundays and Holidays). The first section of No. 6 (for example), handling passengers to points East of Brockville, carried two diners in its consist (back to back). On the train, a special waiter was given the task of interviewing all of the first class passengers as to the time at which they would desire dinner, split into four sittings spaced a full hour apart. After marking down on his reservation card the car number and space occupied by the (first class) passenger, he would then hand out a small specially prepared slip which stated that your reservation was confirmed for the diner at such and such a time, and quoted a table number. The waiter selected used the uniform of the C.N. "Lounge Service", normally found on the buffet-lounge cars.

Unfortunately there are a few initial difficulties; upon arrival at the diner people found that they were supposed to bring the slip with them to verify their space (but no notation to this effect appeared on the slip, nor had they been reminded to so do); and subsequently (after being seated) they found they were required to produce their parlor car coupon (or its equivalent) (the passenger portion of which now becomes the equivalent of a "meal ticket"). Consequently some return trips back into the parlour cars were required by some of the patrons to make up for these omissions!

The principal changes in the dining car service were:-

- Numbers on tables (to line up with the space as allocated previously).
- Production of parlor car passenger portion of the ticket (punched by the steward and a notation made of the number).
- Verbal ordering of meals (no written checks).
- A slightly reduced, but far more attractively styled menu.

In the first few days, some changes were being made "on the spot" to work out the new system. For example, when train No. 15 left from Windsor Station, a special conductor's wicket was placed at the platform entrance (similar to that used for overnight trains) and tickets were collected at the gate prior to departure. This was obviously aimed at avoiding the conflicting problems of collecting tickets and reserving dining car space (promptly) as the train got under way.



Coach class passengers are accommodated in the dining cars by holding a small number of tables "in reserve" in one of the cars. This seemed to work out very well, and the same tables could also be used to take care of some of the first class passengers who arrived late, or who wanted to sit with other passengers at the last minute.

Judging from all comments, the service was most favourably received. Certainly passengers appeared to appreciate the absence of the long line-ups for the dining cars, and the fact that ample time was allowed for the meal. The absence of written checks was also noted as a considerable improvement, as were menu and wine list changes.

On the other hand, there are certainly some teething troubles which have to be worked out. The "Lounge Waiter" who takes the reservations has to be absolutely sure that he has secured them for all the passengers, particularly at the intermediate stops; and this depends somewhat on the individual who is assigned to the job! Certainly the slips which are handed out should provide a space to indicate in which of the two cars the table reservation is (this is pencilled in at the top, but is hardly noticeable because no permanent space has been provided); and should contain a reminder that this slip, together with the parlor car seat stub must be brought to the diner. While the sittings are announced in advance, there seems to be a tendency to sometimes announce them too early—because it was noted that passengers responded with alacrity to the first announcement, and made the dining car in record time! This left the impression that a few of the late comers were not coming at all (even though they still had some 10 minutes to get there), and some reshuffling of seats was agreed to, which was found to be premature.

The increase in the fares, and the comparison between the "included" portion of the meal, as compared to the old "space" fare only, did not seem to be of any concern. Unfortunately, some of the ticket agents are not stressing this, and a few people did not realize (until they were on the train) that complimentary meals were part of the ticket. Similarly, there are no instructions anywhere regarding tipping, and this was posing considerable confusion among the passengers—with most of them ending up by leaving a tip. Not even the dining car stewards seemed too clear as to what the policy was expected to be.

All in all, it has been a most progressive change and should bode very well for making the present service even more attractive. May 20th will be marked as another progressive step in one of the heavily patronized services of both of Canada's major railroads.

## MISCELLANY

\* Starting on May 26th, the Canadian National's Centralised Traffic Control system was extended southwards on the Bala Subdivision to Don Station, at the north limit of the Toronto Terminal Cherry Street interlocking area.

It is reported that the C.T.C. equipment installed in conjunction with the C.N. Toronto Yard Access Line will control main line switches on the Oshawa Subdivision near Pickering, all switches on the yet-unopened York Subdivision and switches as far west as those at Bayview, Hamilton West and Hamilton Junction, Burlington and Oakville. When this machine, located in the Administration Building at Toronto Yard, is in operation, the existing machine at Hamilton will be reduced in size to handle only movements around Hamilton terminals.

\* On Saturday, June 27th, 1964, the Hon. James A.C. Auld, Minister of Tourism and Information for the Province of Ontario, drove the traditional golden spike to mark the completion of the Upper Canada Railroad, located at the Chrysler Farm Battlefield Park near Morrisburg, Ontario. The five-car train, seating 70 passengers, runs on 24" gauge tracks and is powered by a steam locomotive of undisclosed design. The train, on its two mile round trip serves all the important areas of the park.

\* The City of North Bay, Ont. has purchased the former C.N.R. divisional office building for use as a community centre; the land on which the building stands will be rented from the railway at a nominal sum of \$25 per year.



## News



\* An optimistic note was sounded recently by T.T.C. Commissioner Ralph Day in respect to the financial position of the Commission with the report that a surplus of \$1,038,200 had been accumulated over the first three months of 1964, as against a deficit of \$584,200 for the same period in 1963. Also, in spite of the January 1st fare increase (from a seven for \$1.00 to a six for \$1.00 basic adult rate) there has been a gain of 1,456,493 revenue passengers (2.18%) in the first three months of 1964 over those same months in 1963. The Chairman warned, however, that increased labour costs will probably in time wipe out the surplus and force another fare increase, although the T.T.C. has agreed to freeze the fare structure at the present level for a two year period from the date of the last increase.

\* The T.T.C. is replacing double tangent track on Queen Street between Yonge Street and McCaul Street in downtown Toronto; as part of the work the two remaining curves at the Bay and Queen intersection (south to west and east to north) are being removed permanently. Three other curves formerly in place at this intersection (west to north, west to south and north to east) were removed in the early 1940's.

\* The Toronto Transit Commission has approved the plans for six new stations on the suburban extensions of the Bloor-Danforth subway line. These were High Park, Runnymede, Jane, Old Mill, Prince Edward, and the terminal station at Montgomery Road. The latter will have six bus bays as well as a "kiss and ride" driveway for wives who drive their husbands to the transit railhead every morning.

An elevated structure is planned for the Old Mill station, being a continuation of the rapid transit bridge over the Humber River. Stairs and escalators will lead down to the train platforms on the west side of the river. Start of construction on the extension is expected to begin next year with the building of the Humber River bridge.

(T.T.C. COUPLER)

\* It is interesting to compare the specifications of three different rapid transit cars now under construction for underground systems in Toronto, Montreal and New York, especially with regard to economic and engineering considerations.

	Toronto Car	Montreal Car	New York Car
Price per car	\$92,000	\$145,000	\$100,000
Length	75 feet	53 feet	51 feet
Width	10 feet	8 feet	10 feet
Weight per car	60,000 lbs.	52,000 lbs.	58,000 lbs.
Cost per pound	\$1.50	\$1.60	\$2.00
Passenger capacity	300	160	200
Initial cost per passenger	\$306	\$910	\$500
Built for	Toronto Transit Commission	Montreal Transit Commission	New York Port Authority

## newsletter

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

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

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Incorporated 1952



## A WORD FROM THE PRESIDENT

This month's big news is the fact that, in all probability, our "Weekend with Steam" to Capreol, North Bay and Ottawa will be doubleheaded! And for those that can't make the big one, we're planning a one-day Fall Foliage trip, also with the two 4-8-4's. What better way to say farewell to 6167! To get back to the big trip for a moment, we're still waiting for detailed costs and thus have not been able to issue any definite fares; however, preliminary estimates indicate a fare increase of about 10% over last year. Advertising will be released soon. Start saving!

Following "Nova Scotia's" first real workout on June 20th (read all about it in next month's issue), I think a sincere vote of thanks should go to the following people who have so generously assisted in the car's restoration:

Brian Bentley  
Tone Careless  
Jack Dyer  
John Freyseng

Harold Glover  
Ed Jordan  
Frank McNairn  
John Mellow

Bill Miller  
Linda Miller  
Ralph Percy & Co.

Special thanks go to Fred Goldthorpe, Canadian National's Master Car Builder, for his invaluable aid in end sill reconstruction, etc., and to Peter Johnson and Capt. John Leonard for their furniture donations. If you happened to slip down to drive a nail or two without my knowing and got left off the list, many thanks to you, too!

Unfortunately, most of the workers listed above have other commitments that prevent them from performing the "Marshals'" duties outlined in last month's Newsletter. And to date, we have received exactly one application for the post. Unless quite a few additional applications are received, we will be forced to abandon our proposed programme of informal gatherings in the Business Car. The decision is up to you!

With the newly established schedule of Newsletter production (due, incidentally, to much overtime work on the part of the Editor), we hope to eliminate a major portion of the "late Newsletter" complaints. Please remember, however, that the entire staff of the Society is voluntary, and that just so much can be expected of their spare time. You can help by submitting your Newsletter material in accordance with the Editor's deadlines given elsewhere in this issue. And if you have any further questions regarding your membership, you are invited to write to the Membership Committee for clarification.

See you next month!

J.A.B.

## AND THE EDITOR

Over the past few months, the process of evolution has produced a few changes in the format and concept of the Newsletter, and the time is past due for their explanation.

Most obvious, of course, are the new cover and masthead designs, produced in toto by member George Roth of Preston. Also evident have been the two columns, one entitled "Comment" by Peter Meldrum, the other "A Word From the President" by James Brown. The latter represents the opinions of the President of the Society, and not necessarily those of the Editor of the Newsletter. The former will not appear in future issues for two reasons. Firstly, it used more page space than the Society can really afford, and secondly, some of the opinions and "facts" presented therein have not been particularly beneficial to the Society's image, especially in the eyes of certain railway industry personnel. In addition, membership response to the column's stated purpose showed that it is not the type of reading material desired by the majority of the membership.

In the usual last minute rush of production of recent issues, many photo credits have been omitted. These include: page 75, all by Peter Cox; page 62, courtesy Canadian General Electric; page 61, by E.A. Jordan; page 43, by J.A. Brown; page 39, courtesy Heavy Construction News; page 36, by J.A. Brown; page 34, courtesy Toronto Transit Commission; page 29, by J.A. Brown; page 14, by E.A. Jordan.

My special thanks must go to several tireless and unsung typists who make production of the Newsletter possible, including J.W. Hood, L.F. Hole, and H.D. McMann.

(continued on page 97)

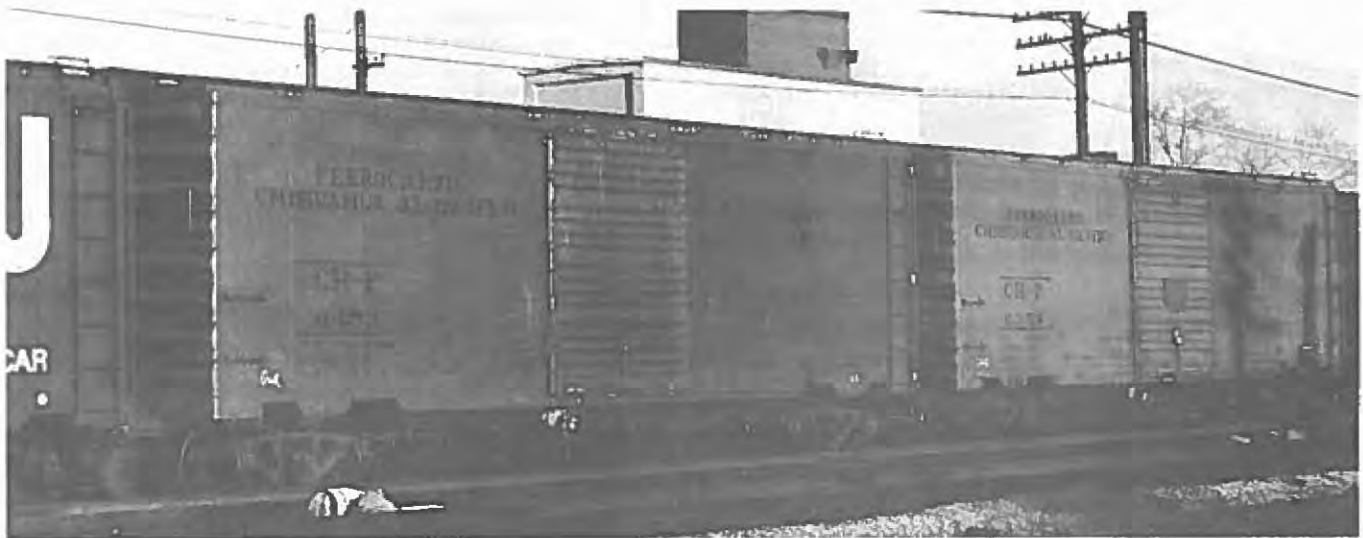


# NEWS: *Railway* PHOTOS

**RIGHT:**

This is a railway car? Startling is the effect of the conversion of the former "Fort" cars to lounges for use on the transcontinental C.N.R. trains. Shown here is the main lounge area of "Matinee".

Photo by J.A. Brown

**ABOVE:**

A load of peanuts! It seems that this is the reason that these boxcars from the Ferrocarril Chihuahua al Pacifico reach Toronto every few weeks. After going through the C.N. C.P. interchange track at West Toronto, the cars were spotted at the nearby Planter's Peanut factory. The line is located in northern Mexico. (Photo by I.G. MacDonald)

**RIGHT:**

C.P.R. D-10 894 heads west towards Kitchener, Ontario where it will be placed on display at the Doon Pioneer Village. The engine was reconditioned at the C.P.'s Angus Shops prior to its shipment.

(Photo by Lloyd Thackeray)





## COVER and RIGHT:

Yes, they are both observation cars, but their designs are poles apart. The upper cover photo (by J. A. Brown) shows C.N. Mountain Observation car 150-97 crossing the Scugog River on the Society's June 20th steam excursion to Peterborough. The lower photo (courtesy C.N.R.) shows recently refurbished full length dome car "Jasper" prior to its service in the Rockies. This photo (by C.N.) shows the interior of the dome of "Jasper".



(continued from page 95)

It is now possible to reproduce, in black and white, photos from either black and white prints (3" x 4" or larger), or black and white negatives or colour positive transparencies from 35 mm. to 2 1/4" square. All such material submitted will be returned if requested. All photos should be identified on the reverse with the owner's name and suitable caption data.

As mentioned previously, the Editor's file of feature articles for the Newsletter is empty, and if submissions of material are not forthcoming, it may be necessary to reduce the size of future issues. Deadlines for news items is the 20th of the preceding month, and for event announcements the 27th, in order to guarantee publication by the 8th of the month. The Editor regrets that he cannot be responsible for the insertion of Society announcements unless written data for these are presented to him in due time.

Since the Directors of the Society have not chosen, and wisely so, to set any fixed Editorial Policy, the following shall apply: Opinions, where expressed, whether intentionally or inadvertently, shall be considered those of the Editor alone and not those of the Society, except in the column "A Word From the President", for which the Editor disclaims all responsibility. The Editor will endeavour to present all newsworthy and factual material with an absolute minimum of editorial bias as is expected of a good news magazine. Any portion of the Newsletter may be reproduced, but a credit line would be appreciated.

(E.A. Jordan)

### READERS' EXCHANGE

**FOR SALE:** Western Railroaders, Pacific Railway Journals, miscellaneous electric railway material, textbooks, etc.; will trade for back Newsletters or Ontario interurban photos, etc. Larry Dixon, 42 Elmdale Court, Richmond Hill, Ontario.

**WANTED:** Employees timetables, rule books, passes, etc., over 20 years old only; have similar material to trade. E.A. Jordan, 48 Woodland Park Road, Scarborough, Ontario.

J. F. BROMLEY, 32 NORTH DRIVE, SCARBOROUGH, ONT. will purchase pre-1956 colour slides of T.T.C. Witts and other pre-PCC types, also 4576-4601 types with stainless steel bumpers. European originals also wanted, any tram system.



## ***U.C.R.S. Announcements***

### 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.

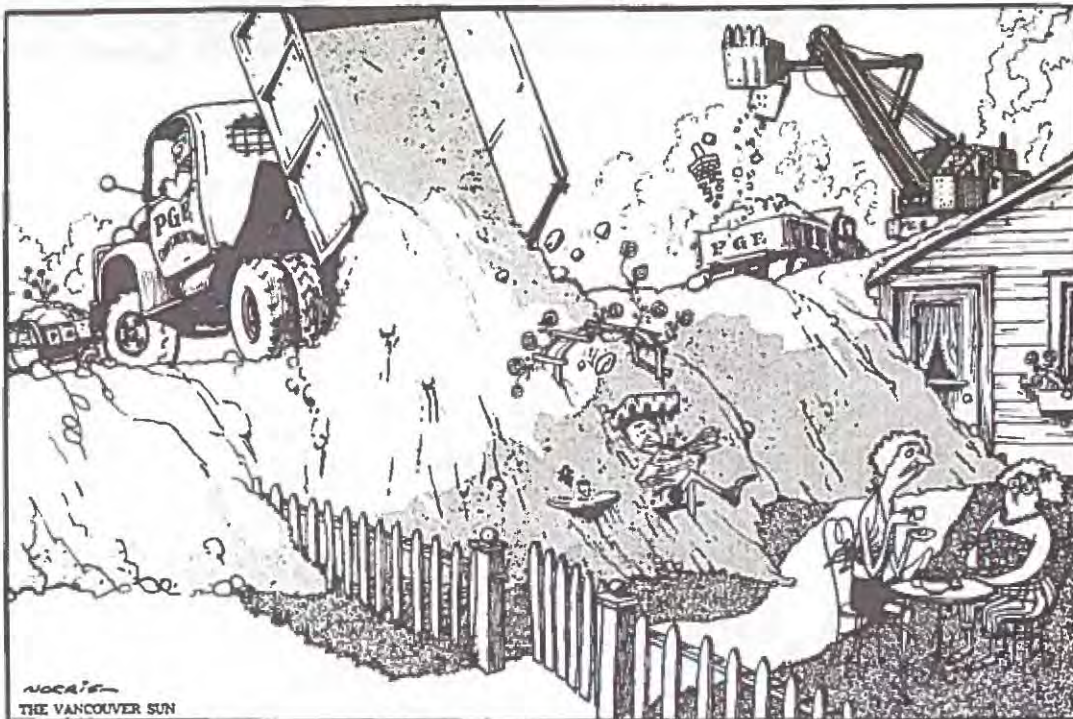
### AUGUST MEETING

The August meeting will be held on Friday, August 21st, commencing at 8:00 p.m. Members are asked to assemble at the clock in the middle of the main concourse at Union Station, prior to a tour of the Canadian Pacific's Centralised Traffic Control centre at the station.

### HAMILTON CHAPTER

There will be no meeting of the Hamilton Chapter during the month of July. The next meeting of this group will be on August 28th at 8:00 p.m. at the C.N.'s Dundas (Ontario) station, where an observation session will be held.

## ***Worth a Laugh*** \_\_\_\_\_ Courtesy Norris and the Vancouver Sun



"Nothing, of course, will ever convince Rodney that they'll go through with their ridiculous plans to build the railway . . ."

**Railway Tom Swifties** \_\_\_\_\_ Put a torpedo on the rail!  
- ordered the Conductor explosively.

I'm calling in the flag!"  
- exclaimed the engineer patriotically.

I'm deadheading!  
- said the brakeman absentmindedly.

This wheel has slid!  
- declared the car inspector flatly.

RAILWAY AGE  
Oct 28/63



NO.	DESCRIPTION	PRICE
25	Canadian National Railways class P-5 0-8-0's 8417-8422, ex-Buffalo Creek Railway. History, data, diagram and photos.	.10¢
26	Toronto Civic Railways and Toronto Transportation Commission, cars 2120-2126, 2128-2166, 2168-2192. History, map, plans and photos.	.25¢
28	Toronto Transportation Commission, cars 1170-1308 (6-motor trains). History, plan and photo.	.10¢
29	Ontario Northland Railway. History, locomotive roster, maps, photos.	.25¢
30	Toronto Transportation Commission, P.C.C. cars 4550-4601, ex-Cincinnati Street Railway. History and photos.	.10¢
32	Toronto Transportation Commission, cars 151-155, ex-Guelph Radial Railway. History, plan and photos.	.10¢
33	Canadian Pacific Railway, class F-1a 4-4-4's 2910-2929. History, plan and photos.	.10¢
34	Sudbury-Copper Cliff Suburban Electric Railway. History, car roster, map and photos.	.35¢
36	Hamilton Street Railway, cars 500-547. History, plan, map and photos.	.20¢
38	Grand River Railway, cars 824, 826, 828. History, plan and photos.	.10¢



39	Buffalo, Brantford and Goderich Railway Centenary bulletin. History, map, locomotive roster and photo.	.25¢
40	North Yonge Railways (Toronto Transportation Commission). History, map and photos.	.10¢
41	Canadian National Railways, class T-2a 2-10-2's 4100-4104. History, plan and photos.	.20¢
42	Toronto Transportation Commission, 3-door trailers 2701-3029. History, plan and photos.	.10¢
43	Thousand Islands Railway (Canadian National Railways). History, map, roster and photos.	.10¢
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