Upper Canada Railway Society
Number 227 December 1964

# newsletter

25 c per copy

Photo by: J.A. Brow

# THE CITY AND THE RAILWAY

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*Research and Development*
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It is generally accepted that the railways built Canada, and no reminders in ringing tones are required about twin ribbons of steel thrusting across the prairie plains, penetrating forests primeval, bridging canyons and rivers, bringing progress and prosperity to communities across the nation.

Some of these clichés are becoming a bit tiresome. One of the images of the railway we should discourage is that of a romantic survivor of another age, operating in splendid isolation, with its form and function permanently set by the role it played in pioneer days in an era when it had a virtual monopoly of the mass transport of goods and people.

Instead we should see in the railway of today an efficient, flexible business organization producing and selling transportation in a new and highly competitive environment.

This implies that railway people think not only in terms of the rail transportation problems of the railway's present and potential customers, but also in terms of the customers' total costs of doing business, their needs for market information and so on. This in turn implies that the railway integrates its activities closely with the increasingly varied industrial and commercial activities of the nation.

Further, we should try to think of the modern railway as an integral part of a national transportation system that includes all forms of transportation – rail, road, water, air, and pipeline – planned and operating in a manner permitting each mode to perform that part of the total transportation job for which it is best equipped. Agreed, this might be termed a planner's ideal, but it is a goal well worth striving for.

*Photos show development of the CN Central Station area in Montreal. Top shows the five track Tunnel Terminal used during the 1920's and 1930's. The park on the left is the present site of Place Ville Marie. Photo on right shows extent of present development. Sun Life Building is in lower foreground with Place Ville Marie and Queen Elizabeth Hotel beyond. Plaza between the big structures covers electrified railway facilities. CN Photo.*

Meantime, it is part of the task of the people of a modern railroad to think and plan, along the lines I have indicated, and to encourage others to do likewise.

Our cities today are very much the product of the industralization of the 19th century, of the factory system in which power-driven machines and belt-line production by many hands gathered together in one place, came to replace dispersed handicraft operations. In the older sections of many communities, we can still identify the multi-storied mill-type factory buildings or cluster of factory buildings, with a surrounding belt of workers' housing and shops, belonging to the beginnings of a community's industrial development.

The industrial system was dependent upon the transportation of materials to the factory and finished goods from the factory to the consumer. Prior to the advent of the railway, such transportation service was performed by water transport and by road vehicle to the extent that this was feasible and economical. The railway and steam locomotive reduced inland transportation costs dramatically, and widened greatly both the area from which a factory could obtain its materials for processing and the area over which it might find markets for its output, thereby accelerating materially the growth of the factories and of the communities in which these were located.

Of course, the industrial system in time became increasingly a matter of more than just production of goods. Distribution and finance – selling the rapidly produced merchandise, financing both its production and distribution – took on increasing emphasis, contributing further to the growth of cities which had received their initial impetus from their situation as location for factories producing goods and employing labour.

Of all the early factors which helped to set the physical size and shape of the modern Canadian city, the most important was frequently the location of a railroad terminus.

Around the railway terminal there grew up a centre or core of the city. Sometimes it was a second centre competing for, and usually conquering, the centre established by the ocean harbour or river waterfront in previous years when water transport nourished the very young city. But sometimes, and this is particularly true in Western Canada, the railway was the original core of the city, the reason for its existence and the chief contributor to its early development.

As for freight, so for passengers. Where the railway entered an already established community, say on the sea-coast or at the head of navigation of a river, it sought to locate its passenger station as closely as possible to the existing business centre. Where the railway was first on the scene, then the passenger station *was* the entrance to town, and the community grew around it.

In either case, the location of the terminus and the direction of the main line and later the spur lines of the railway set a physical shape and direction of development that is discernible in most Canadian cities today: the older waterfront cities with arcs and circles of alternate commercial and residential construction dictated by the original location of the waterfront and the railway terminus; and the newer cities which began with a railway terminus and grew around it roughly in the shape of a circle bisected by the straight main line of the railway.

The present level of development of our cities – in population and labour force, capital investment in plant and facilities, industrial output and commercial importance – therefore, owes much to the railway which provided, and continues to provide, the transportation service needed to bring in the materials processed in the cities' factories, mills and works, and to distribute the output of these to consumers across the land. Considering the great distances involved, and the scattered and relatively small population of the country, this has been no small achievement and underscores the economy of rail transport in the handling of large tonnages over long distances.

The automobile – passenger vehicle and truck – freed the industrialist from some of the previous need to locate his factory in the congested downtown industrial core of the city. He was able to escape high prices for factory sites in the crowded downtown area, and to seek a plant location in the outskirts where he could afford to acquire more land than downtown and to build an attractive, one-level spread-out plant offering opportunity for better organization of his operation and for possible expansion. Hence the growth in the past fifteen or twenty years of industrial development on the perimeter of the cities, largely for secondary or light manufacturing and warehousing facilities.

So we have seen established in the city locality two more or less distinct types and areas of industrial development. The first comprises industries: some heavy industry, some light manufacturing, some warehouses, supporting a port located in the industrial heart of the city, on the waterfront. The second type comprises plant: generally of secondary or light industry character, located on the perimeter, in the outskirts, sometimes singly and sometimes in planned industrial dis-

tricts or parks. Both of these types of development look to the railway for transportation service, although in the case of light industry located on the perimeter some plants will not require direct railway siding service but will depend on trucks.

To serve those industries located in the downtown industrial core, the railway still requires industrial spur track and private sidings and team tracks. Further, to serve the port facilities on the waterfront, supporting yard and storage trackage close to the waterfront is needed.

Apart from the railway freight directly associated with the industrial activity of a city, i.e. the inbound freight in materials to feed a city's factories and the outbound finished goods from these factories, there is inbound freight traffic in goods for local consumption, and through traffic originating elsewhere and destined for points beyond the city. A freight yard handling through traffic only might be located some distance from a city, but if a yard is handling both through traffic and that destined for or originating in a particular city, then the farther the yard is from the city the more disadvantageous the yard's location from the point of view of ability to serve adequately local industry and local consumers.

It is recognized that as a city grows, a railway yard which at one time had presented no great problem in the amount of street traffic congestion generated by the yard, could become increasingly irksome. Also, switching on the industrial spurs and sidings taking off from a yard located in the heart of the city would tend increasingly to hamper street traffic and require expensive grade separations. When steam locomotive power was in general use, the smoke and soot was an added disability; use of diesel power has greatly reduced this nuisance in recent years.

It is also appreciated that as a city grew the land occupied by the railway yards became increasingly attractive for commercial use – for shopping centres, office buildings, high-rise apartment buildings and other commercial development not requiring direct railway siding service. Accordingly, there is good promise of advantage to the municipality, in increase to the municipal tax toll, through relocation of the railway yard on the city perimeter and commercial redevelopment of the ground thus vacated.

A prime requirement in such commercial redevelopment of a railway property would be that the railway be not asked to abandon a facility reasonably adequate for railway needs and to spend substantial sums on a facility designed to replace that being abandoned, without adequate compensation to the railway; the city profits from an increase in its tax toll and revenues as a result of new commercial development made possible by the railway relocating its yard. That an appreciation in value of land occupied by the railway yard was in large part created by the railway, is something which might also be kept in mind.

In these redevelopment projects involving the railway relocating freight handling facilities, there is sometimes a tendency to give too little thought to the industries left high and dry in the removal of railway

*CN facilities in the heart of Moncton before the recent redevelopment programme was started. The passenger station and express facilities are shown in the foreground, while the Regional offices of the railway were housed in the five-storey, dormer-windowed building beyond. Photo on right shows a model of the redevelopment plan, with new CN building in the foreground, and the recently completed station and parking area behind. CN Photo.*

trackage. Even though premises may be old and not overly efficient they may serve their purpose and, quite understandably, industries affected may be reluctant to move from the industrial heart to the perimeter unless it is made worth their while. Expenditures for relocating industries affected – setting them up at another site – can be substantial, and should be provided for in developing the economics of the project.

It would be a mistake to attempt to set up a neat formula by which we would endeavour to decide the level of development of the community where it begins to be economic for the railway to withdraw its freight facilities and industrial service trackage from the heart of the city and relocate them on the perimeter. Few cases are even reasonably alike; each is a situation of its own, due to differences in topography, land values and potential for redevelopment, cost to establish new railway facilities replacing those it is proposed to abandon. It would be much better to study each situation on its own merits, working out a solution best meeting the needs of the particular situation.

In some cases, where a new site on the perimeter can be obtained at a reasonable price, and the value of the present downtown yard site has increased substantially, it may pay to relocate freight yards and facilities on the perimeter. On the other hand, there may be situations where both the cost to buy a new site, and the need to maintain present railway freight facilities at the existing location are such that the only feasible and economical solution is to leave the tracks in place and develop the aerial rights over the tracks. We are likely to see, in the railway of the future, an increasing proportion of the railway's freight traffic concentrated on a few high-density trunk lines over which much of the traffic comprises manifest trains operated on fast schedules. For the gathering and distribution of local traffic originating in or destined to points in thin-traffic areas, increasing advantage would be taken of highways instead of branch rail lines.

To an increasing extent, the location of secondary industry or light manufacturing plant is likely to be less tied to the railway than has been the case; increasing use is likely to be made of highway vehicles working to and from a railhead offering piggyback facilities.

In the interests of more economical investment in municipal services, and railway plant, it is probable we will see continuing and increased encouragement of planned railway-served industrial districts or parks.

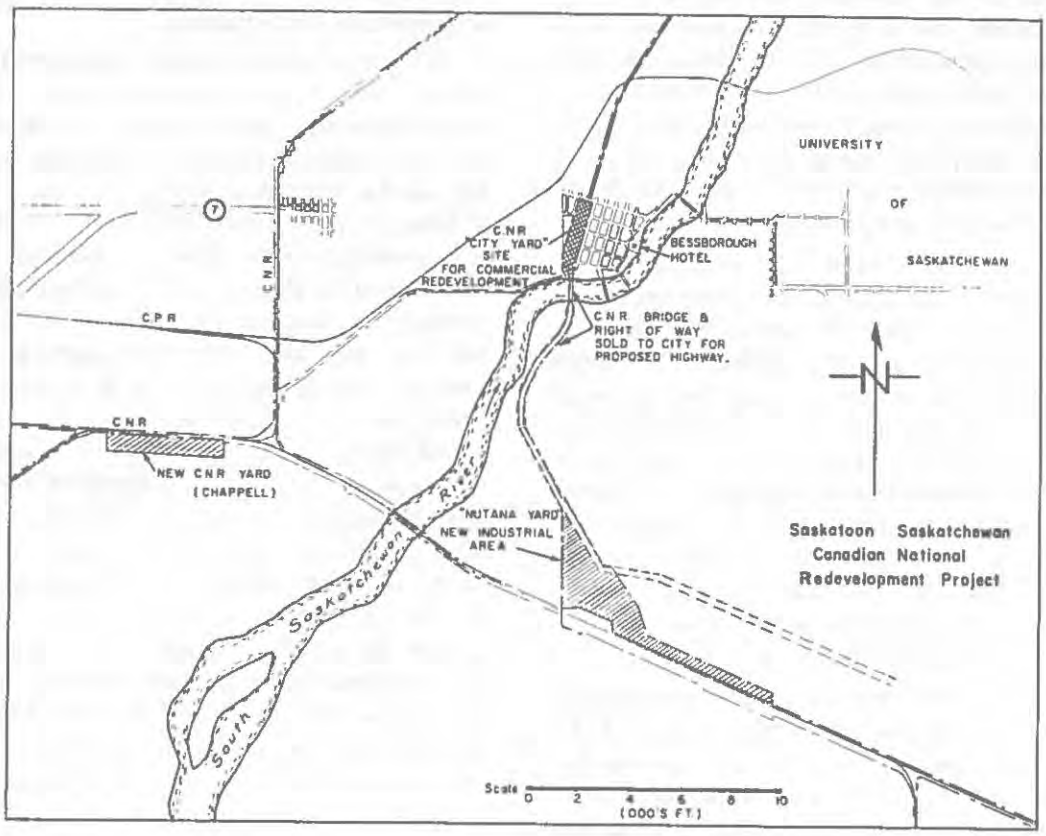
Probably, some part of the land provided in these industrial parks would be available to industries not requiring railway private sidings but using team track or piggyback ramp facilities.

My remarks thus far have emphasized freight, as it is the most important part of a Canadian railway's business. Concerning railway passenger traffic, it is agreed that the airlines have a substantial over-all time advantage in the longer haul traffic, say that over 400 miles. In intercity traffic, say 100 to 300 miles, the time factor is increasingly to the railway's advantage, and the railway should be able to give a good account of itself in keeping this business. In commuter service, improved rail transport offers excellent opportunity for mass transportation at high speed at an economic cost, comparing very favourably with that provided by other means. However, the providing of rail communter service is not an economical proposition for the railway. It is a constant fight just to make this service break even on a direct operating cost basis, let alone make some reasonable return on the capital investment in it. To do the commuter service job which the railway can do, would require substantial investment in new cars designed for the purpose, and the construction of appropriate car floor-level platform facilities. Unless revenues are adequate to permit these improvements, some form of public subsidy seems necessary to obtain them and to keep the railway in business. Public authorities are coming to realize that a direct subsidy for railway commuter service can be a good deal less expensive than building and maintaining more expressways.

The relocating of railway freight yards, and the building of new access lines thereto, can reduce the volume of traffic handled on existing lines within the locality to the point of possibility of some railway right-of-way being available to take rapid transit tracks. This could bring new revenue to the railway in rental of right-of-way ground, and could permit the rapid transit authority to obtain new line right-of-way at a fraction of the cost which would be required were it necessary to acquire new right-of-way through an already built-up area.

By neglect to plan and guide the growth of our cities, we have brought upon ourselves some formidable problems of urban renewal and development and of urban and suburban transportation. Planning the solution of these problems might be expected to have two main objectives:

(a) forestalling haphazard development in the still undeveloped sections in and about the city;
(b) reconstructing the older and decaying core area.




The fringes need planning but they are integral with development of the central core where urban ills are more acute.

It is in the cities that people find their work, in the range and diversification of employment, industrial and commercial, which they desire. The present investment in the downtown core area in industrial and commercial plant, social capital and municipal services, is such that renewal and redevelopment of this area can be good business.

To summarize then, a downtown railway property may well form a focal point for renewal of the centre of a city, starting a chain reaction of redevelopment in the whole downtown area. It seems only equitable that, in any such development, the railway be kept whole and that it share in the benefits accruing to the city from abandonment of downtown railway property and relocation of railway facilities elsewhere. Also, it seems only reasonable that railway customers, affected by such relocation of railway facilities, be kept whole.

There are a number of points in Canada where the opportunity for redevelopment of railway property to the the advantage of both the railway and the city appears quite attractive. You may rest assured the people of Canadian National will be most happy to sit down and study, with authorities concerned, any proposals advanced to them in this regard, with a view to analysing what is involved and seeing what can be worked out to the satisfaction of both the city and the railway. I feel sure the people of Canadian Pacific would show the same attitude.

Progress thus far has been quite gratifying. We hope that such developments as Place Ville Marie in Montreal, those in Moncton, in London, and those in their early stages in Saskatoon and Edmonton, will prove but the first in a very interesting and, we hope, profitable programme. Saskatoon — with the element of relocation of a downtown city yard to the perimeter, commercial redevelopment of the old yard area, use of some railway right-of-way and a bridge for a new highway into the city, and establishing a new industrial park on the outskirts — promises to be a classic example of just what we have been talking about.

REPRINTED FROM:
Community Planning Review

# Ottawa Station

LEFT:
The soon to be demolished Ottawa Union Station as seen from the Peace Tower.

The changing railway map of Ottawa and its immediate environs was given sharp impetus earlier this season with the announcement by Hon. J.P. Deschatelets Minister of Public Works, that tenders will shortly be called for construction of a new railway station. It is hoped construction will have started in October and the building completed by July, 1966.

The estimated cost of the building and other structures in the station area is $6.5 million, of which the station will account for some $2 million.

## NEW SITE

Designed by John B. Parkin Associates in co-operation with C.N.R. and C.P.R. Ottawa's new station will be built on a site just east of the Alta Vista interchange of the Queensway, a limited access crosstown motor route, between Terminal Avenue and Tremblay Road. It will be part of a rail transportation centre which will include two merchandise terminals, a new telecommunications building, power and maintenance buildings. There will be ready access from the station to all parts of the National Capital area via the Alta Vista interchange and the Queensway. To provide a direct route to downtown and the Parliament Buildings, a new road is proposed from the Queensway along the east side of the Rideau Canal where the railway tracks leading into Union Station are now located.

Similar accommodation to that in the existing station will be provided in a structure 300 feet long and 140 feet wide with a concourse 35 feet high. Two wings, each 145 feet by 125 feet, on either side of the main concourse will include accommodation for administrative offices, a restaurant, baggage room, crew space and other railway services. A large canopy will extend over the entrance to give protection to passengers arriving and departing by car or bus. Passenger platforms will also be protected by canopies and will be reached by a tunnel under the tracks.

Supported on columns, the main roof structure will be built of welded steel trusses with members fabricated in box form. The lower wings on each side will be faced with reinforced concrete. The end walls of the concourse and the spaces between the low wings and the concourse roof will be enclosed in glass.

## MANY IMPROVEMENTS

The construction of the station together with the work which is proceeding on depressing the CPR line from Carleton University to Somerset Street will make

possible the completion of many other important improvements. These include the completion of the Queensway, the removal of the railway tracks in Ottawa East and the CPR line which extends from Bells Corners through Britannia and Westboro to Nepean Bay, and the removal of the Broad Street Yards in Le Breton Flats.

These projects will bring closer the completion of the comprehensive programme for the rearrangement of the railway system in the Capital Region. They fulfill an agreement which, after lengthy discussion, has been reached between the National Capital Commission, the CN and the CP. It is hoped that it will result in the removal, by 1967, of the major railway installations and tracks from the central area of the Capital.

Other tracks which it is expected will be removed by that time are: the Sussex Street branch of the CPR from Sussex south through New Edinburgh, Eastview and Alta Vista to Bank Street; the CPR line from the existing station across the Interprovincial Bridge in Hull as far west as Brewery Creek; and a section of the CPR Maniwaki line which runs north from the Hull station along the east side of Brewery Creek to Leamy Road. A new spur line will connect the Canada Cement plant to the CPR Maniwaki line.

## WORK ON SCHEDULE

Work on depressing the CPR line from Carleton University to Somerset Street is progressing on schedule. Part One of this project is the construction of a tunnel under the Rideau Canal at Colonel By Drive and the building of an open cut which extends north to the Prince of Wales (Prescott) Highway along the west side of Dows Lake. This work will be completed in 1965. Part Two is the construction of the depressed line under Carling Avenue to the Queensway for which tenders will be called this month for completion in 1966. Finally, tenders will be called early in 1965 for Part Three extending from the Queensway to about the Somerset Street bridge. Since the rail line is depressed, all through streets will be carried over the tracks.

## HISTORICAL BACKGROUND

The problem of the relocation of railways away from the central parts of the Capital is a long standing one dating back to 1915. The Holt Report at that time stated: "We are of the firm opinion that the pivot, on which hinges the success or failure in carrying out any comprehensive plan, lies in the proper solution of the problem of steam railway transportation."

In his Report on the Plan for the National Capital, 1950, Mr. Jacques Greber strongly recommended the removal from Ottawa and Hull of eleven individual railway lines which divided the urban areas and obstructed traffic.

Actual work on the National Capital Commission's railway re-location programme started in 1951 and the Walkey Yards were opened in 1955. The CNR freight building which was built by the Commission opened in 1958. The Commission expects to build a similar building for the CPR later this year. The construction of the Ottawa Queensway, begun in 1957, is evidence of the excellent use that can be made of abandoned railway rights-of-way. It is being built on the former rights-of-way of the CN Renfrew Subdivision.

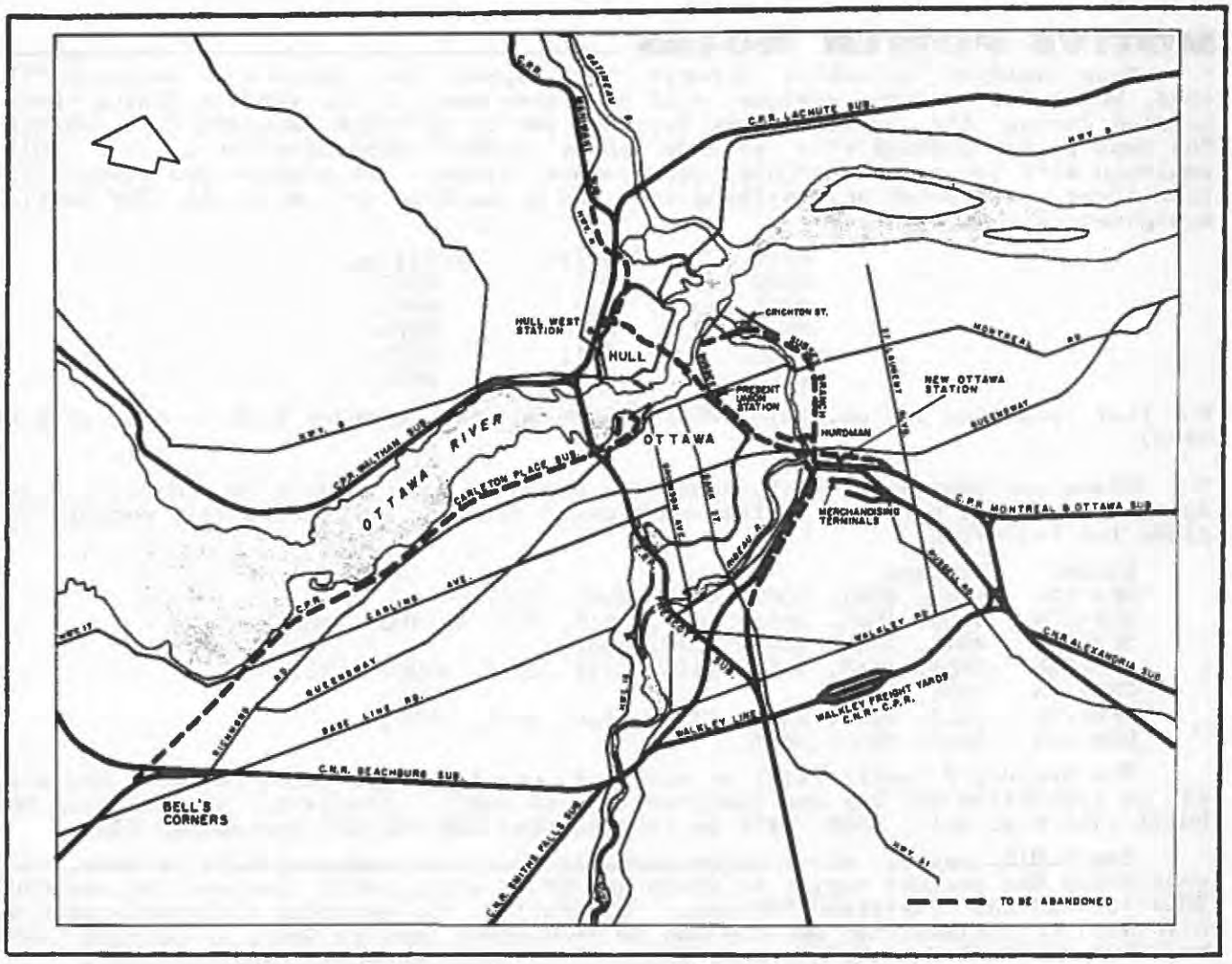
The overall cost of the programme will be in the vicinity of $28 million including the new station, new trackage, new freight structures, signal and telecommunications installations and the construction of the tunnel and open cut from Carleton University to Somerset Street.

As a result, about 70 level crossings and some 35 miles of tracks will disappear. The land thus released, amounting to approximately 450 acres, will be used for parkways, building sites, parks and other planned land uses.

## NEW TERMINAL COMPANY

The re-located railway facilities of Ottawa will be under the management of a company to be known as the Ottawa Terminal Railway Company, jointly owned by CN and CP, which is expected to receive its incorporation papers by the end of this year or early in 1965. The Company will act as agent of the owning railways, handling all switching within the terminal area. It will provide the running rights to the trains of parent roads operating to the area, will administer and operate all of the facilities including the new Union Station, freight marshalling yards, and car and locomotive repair facilities, and will provide industry with private sidings and other facilities as required.

To accomplish the re-location of Ottawa's railway facilities, an agreement was reached between the National Capital Commission and the railways. The railways would turn over to the Commission certain rights-of-way, lands and buildings in return for which they would receive joint ownership of the re-located facilities, including the new station and freight yard. In CN's case, CN received from the Commission, in addition to the above considerations, a cash settlement amounting to $5,450,000 in compensation for the physical assets it turned over to the Commission, including the present Ottawa Union Station at the head of Rideau St. opposite the Chateau Laurier.



INDUSTRIES AFFECTED

Where trackage will eventually be retired because of the relocation plan, all the industries now located on these lines will be affected. CN is mainly affected on that portion of track in the present Union Station area and in the Hurdman and Chaudiere Yards. There are 32 industries involved. CPR is involved on its Sussex Street Subdivision and in its yards at Ottawa West, where it has approximately 25 to 30 industries to be re-located.

The tri-party agreement between CN, CP and National Capital Commission provides that disrupted industries will be given the opportunity of re-locating by the National Capital Commission. The agreement provides an incentive for these industries to re-locate on railway-served lands which are owned by the National Capital Commission. It will sell or rent to these industries such land at a price of 20% less than the price reflecting the cost of acquisition and development.

Judging from our experience gained from the abandonment of our Bank St. line where industries were expropriated and re-located by the Commission, CN should not be in a less favourable position as far as the establishment of industries is concerned when the railway re-location plan has been completed.

As a matter of fact, the planning of the Ottawa area by the National Capital Commission will create a considerable amount of industrial land immediately adjacent to the Terminal Railway trackage where at present very little such land is available. It is felt that this increase in available sites for industries will considerably increase the industrial potential of the Ottawa area.

## MOTIVE POWER NOTES

* When Canadian National's Toronto Yard opens for service on January 17th, 1965, MLW-built switch engines will take over most of the yard switching chores handled during the present crew training period by G.M.D. RS-1200 type engines. The hump pusher engines will include three units consisting of a "lead" unit, equipped with low speed controls, four-channel radio, cab signals and identification light, a booster unit without cab, and a trailing unit with cab. The initial assignment of units will be:

| Lead | Booster | Trailing |
|---|---|---|
| 8620 | B-8 | 8607 |
| 8621 | B-9 | 8608 |
| 8622 | B-10 | 8609 |
| 8623 | B-11 | 8610 |
| 8624 | B-12 | 8611 |

For flat switching duties, nine MS-10 class engines, numbers 8145 to 8153 will be used.

* Since publication of last month's news of C.P.R. locomotive orders, further details have been released. The particular units to be rebuilt will pobably include the following:

| Class: | Numbers: |
|---|---|
| DFA-15a | 4000, 4001, 4003, 4004, 4005, 4007, |
| DFA-15b | 4008, 4009, 4011, 4017, 4018, 4021 to 4024, 4026, 4027, |
| DFA-16a | 4043, 4044, 4045, 4048, 4051, |
| DFB-15b | 4408, 4410, 4411, 4413, 4417, 4419, 4420, 4422, |
| DRS-15b | 8405, 8408, |
| DFB-15c | 4425, 4426, 4428, 4429, 4430, 4431, 4432, |
| DRS-15d | 8413, 8420, 8425. |

The new M.L.W. units will be assigned serial numbers 84839 to 84870 and will all be classified DRF-24b and numbered 4201 to 4232. Similarly, the existing MLW built 2400 h.p. unit, 8300, will be reclassified DRF-24a and renumbered 4200.

The G.M.D. units, which mighr normally have been numbered 8214 to 8223, thus continuing the present series of GP-30 and GP-35 units, will instead be numbered 5014 to 5023 and classified DRF-25b. Meanwhile, the existing high-horsepower units will be reclassified DRF-25a and be renumbered 5002 to 5013, or DRF-22a and no. 5000 and 5001 for the existing 8202 to 8213 and 8200-8201, respectively.

# A WORD FROM THE PRESIDENT

Since making my comments in last month's Newsletter, I've been taking a survey of incumbent Directors, Officers and Committee Chairmen to see who will be able to carry on in 1965. The results of this informal study will probably amaze you. Of the present nine Directors, only three feel that they will be able to stand for re-election. At first glance, this would suggest a certain dissatisfaction in the Directorate, but I must assure you this is not the case. We have worked hard this year, and inevitably have had differences of opinion on various policies or courses of action. Indeed, discussion and examination of all points of view are really the only ways to reach the best solution to the problem at hand. I'm sure that if it weren't for the increasing pressure of outside activities and commitments, all nine of your present Directors would be available for re-election.

All this, of course, is leading up to the fact that our Society will be looking for new faces in 1965, a lot of new faces! As was discussed last month, we hope to present our revised By-laws for your ratification in January, and under these By-laws we require a Directorate of twelve. This suggests that nine newcomers will be needed to fill out the Board. Furthermore, we may be looking for a Newsletter Editor and Excursion Director, to mention two Committee posts.

Some of you may feel that this wholesale upheaval will weaken the club, and to this I must disagree. This is a golden opportunity for members with a sincere interest in the Society to step into an active role in its management. Perhaps you have taken exception to some of our actions during the past years; this is the time for you to try <u>your</u> hand at the task, since by your thoughts and comments you express your concern over the handling of the Society. New people, new thoughts, new ideas will surely strengthen rather than weaken U.C.R.S.

It is with considerable reluctance that so many of us are withdrawing from "active service" (some after a goodly number of years on the Directorate). We are certainly not retiring from the Society, and you will inevitably find most of us carrying on in lesser capacities. The newcomers need not worry about lack of experience; they will undoubtedly work out their own methods of doing things. However, if assistance is requested, it will always be forthcoming from the "old guard".

As I have said so many times during the past year, the Society belongs to all of us and not simply the Directors and Officers. Now that the requirements for a successful coming year have been set forth, the responsibility for that success rests with all of us also. How about it?

Finally, with the festive season drawing near, may we take this opportunity of wishing all of you a very Merry Christmas and a Happy and Prosperous New Year!

J.A. Brown

# RENEW MEMBERSHIPS NOW

Just a reminder that if you haven't as yet renewed your membership, to do so immediately. Under the new terms of membership, the January issue of the Newsletter will be the last one you will receive on your 1964 membership. Please send in your 1965 membership dues and avoid missing any copies of the Newsletter. The same low rates still apply; $3.50 for Resident, $2.50 for Associate.

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

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Incorporated 1952

# U.C.R.S. Announcements

JANUARY OUTDOOR MEETING

There will be no first Friday meeting for the month of January.

JANUARY MEETING

The January meeting of the Society will be held in Room 64, Royal Ontario Museum, Bloor Street and Queens Park, on Friday, January 15th, commencing at 8:15 p.m. At this meeting, the Society will hold its Annual Meeting. Important business including ratification of the revised Constitution and By-laws and the election of the 1965 Directorate will be transacted. All Resident members are requested to attend.

HAMILTON CHAPTER MEETING

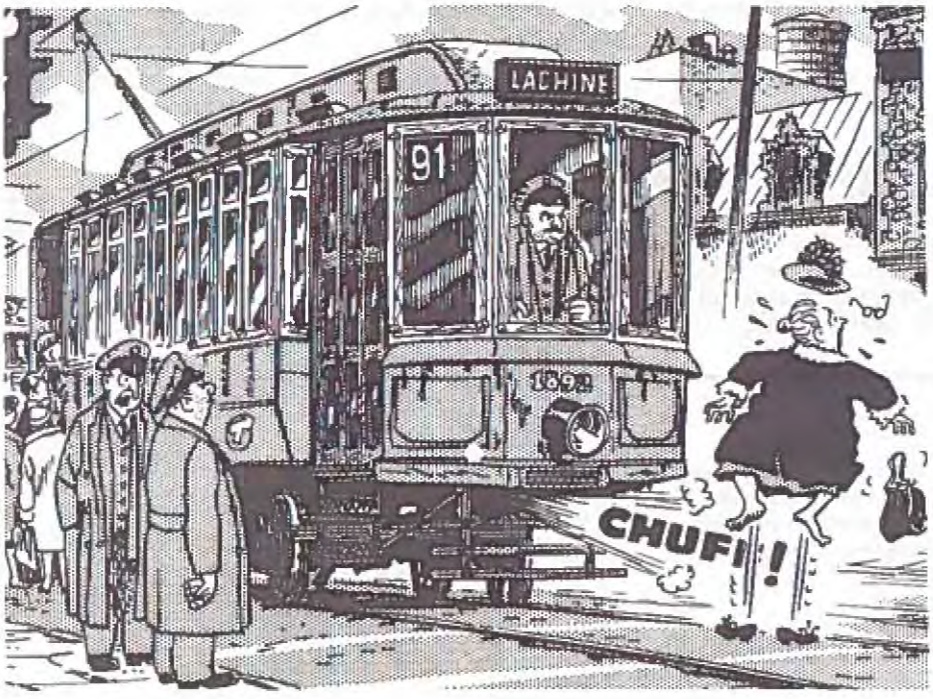
The January meeting of the Hamilton Chapter will be held on Friday, January 22nd in the Board Room of the C.N.R. James Street Station commencing at 8:00 p.m. Election of the Chapter executive will be held at this meeting.

EXCURSIONS

Negotiations are under way with C.N.R. for a winter steam excursion using engine 6218, to be held on Saturday, January 30th. The route will pass through Doncaster, Snider, Brampton, Georgetown and Burlington, with an exceptionally liberal schedule allowing for at least five run-pasts at some rather unique locations. An advertising flyer and ticket order form will be mailed to members near the end of December.

To round out the week-end of railfan activities, a four-hour T.T.C. excursion using a Peter Witt and a P.C.C. car will leave from York and Wellington Streets at 12:30 p.m. on Sunday, January 31st. Fare on the trip will be free to those purchasing tickets on the previous day's steam trip, $2.00 to others.

## Worth a Laugh _____ courtesy Doug Wright and the Montreal Star




"I think it's going to break Gerard's heart when he finds out bus brakes don't work quite the same".