Upper Canada Railway Society
Number 229 February 1965

newsletter

25 c per copy

Inside Metro

by C. W. R. Bowman

You don't have to leave Metropolitan Toronto to obtain some good railway photos. That is the opinion of Mr. Charles Bowman, and this photo story is ample evidence to back up his opinion! We'll let the photogenic quality of the photos speak for themselves, and keep our captions brief.

COVER: Perhaps only one chance in a million, but it has to happen sometime! The Sutton wayfreight heads south down the C.N.'s Bala Subdivision one summer Saturday afternoon while a C.P.R. manifest freight rumbles overhead towards its destination at Agincourt Yard. Patience is a virtue of inestimable value to the amateur rail photographer!

PAGE 14: Right: Southbound time-freight no. 404 threads the Don Valley at Rosedale, headed by 4476. Vantage point for this effective view was the Bloor Street Viaduct.

Top Left: The morning sun glints off the well polished nose of Ontario Northland 1506 as it heads southbound no. 452 under a highway overpass at Rosedale. The units have worked through over C.N. metals from North Bay.

Bottom Left: Bound for Capreol, in the eighth notch! 4254 heads no. 409 north at Rosedale while the Bloor Viaduct looms large in the morning sun.

PAGE 15: Top: Canadian Pacific 1416 soars over the Don Valley Parkway, Don River, C.N. Bala Subdivision and Bayview Avenue in one long leap, trailing train 21 from Montreal. Oddities in the consist include an RDC-4 of express for Windsor and a container car for Toronto.

Bottom Left: 7060 struggles uphill with a transfer for Agincourt as it crosses the Don Valley on the "Half-mile Bridge".

Bottom Right: Diesels don't smoke. Oh? C.N. 1268 coughs out an unhealthy cloud of burned lube oil as the hogger widens out the throttle for an assault of the Bala Subdivision northwards from Mile 4. Overhead, the bridge shown on the left.

PAGE 16: Top: The morning sun splashes the side of 3006 as it crosses the Don at Mile 8.8 of the Bala Subdivision on a curious mixture of timber trestle and plate girder bridgework.

Middle: Same bridge - different angle! Three MS-10's fresh from the paint shop (prior to their assignment to Toronto Yard) get a workout with a northbound freight. Sorry, the C.P. didn't co-operate with a train on the bridge in the background.

Bottom: Main line hotshot! 4352 and a couple of friends strive mightily to lift 409 out of the Don Valley in good time one fall morning.

PAGE 17: Top: Toeing the mark to the 35 m.p.h. speed restriction over this part of the pike requires a steady hand on the brake valve and dynamic brake, as evinced by the exhaust haze thrown up by this trio of units bringing no. 404 southwards.

Bottom: But for the houses that rim the valley in this scene, it could be the wilds of northern Ontario. 4299 labours upgrade with no. 409 for Capreol.

PAGE 18 Top: Saturdays only, June 27th to September 5th, could have produced this photo of no. 56 crossing the Don Valley Parkway south of Oriole.

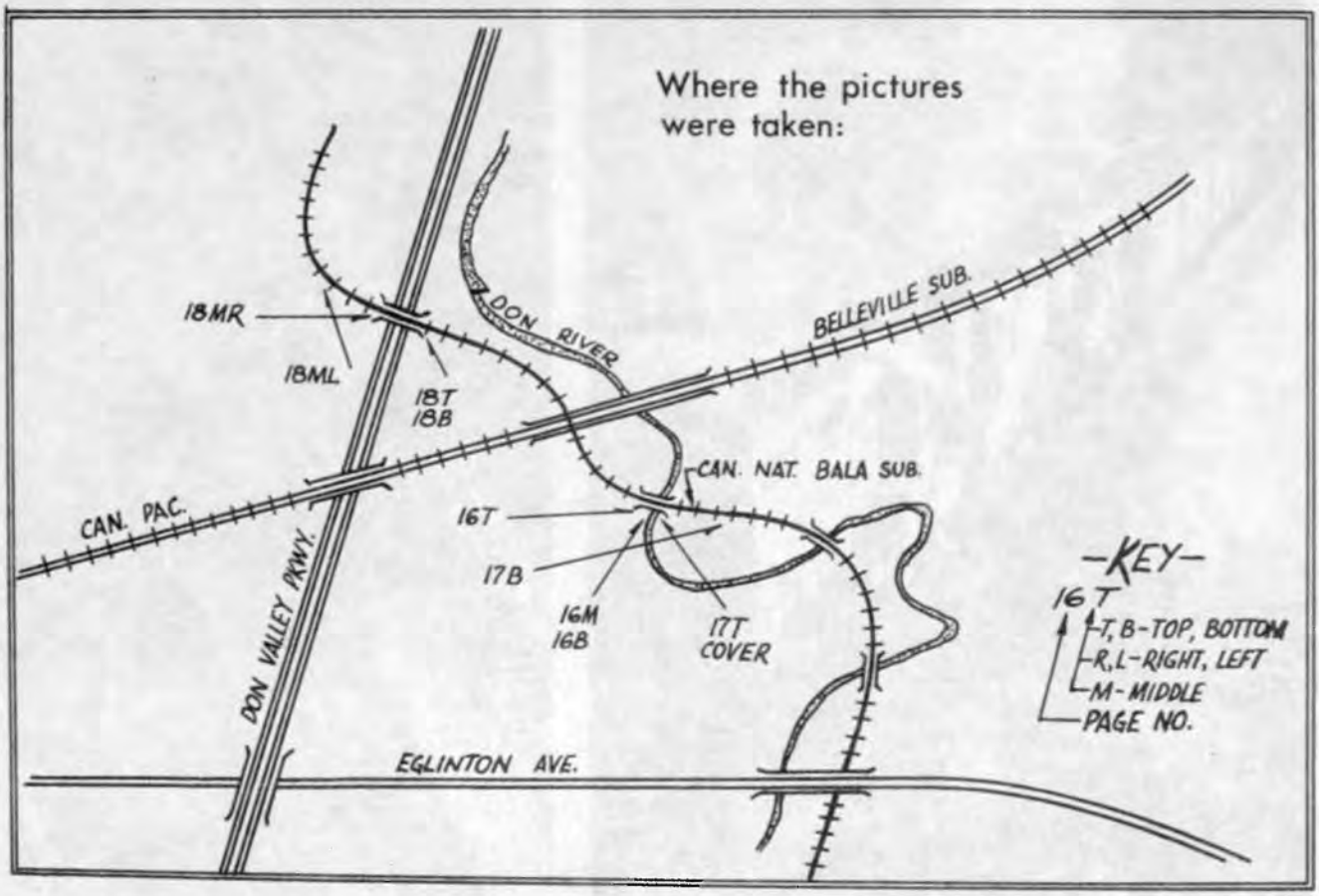
Middle Left: Trailing a polyglot rake of cars, Ontario Northland 1505 eases around the last curve before leaping across the Don Valley Parkway with train 346.

Middle Right: Extra O.N.R. 1301 North, otherwise known as no. 453 looms large over the rails of the Bala Subdivision as it fights upgrade towards Oriole and its eventual North Bay destination.

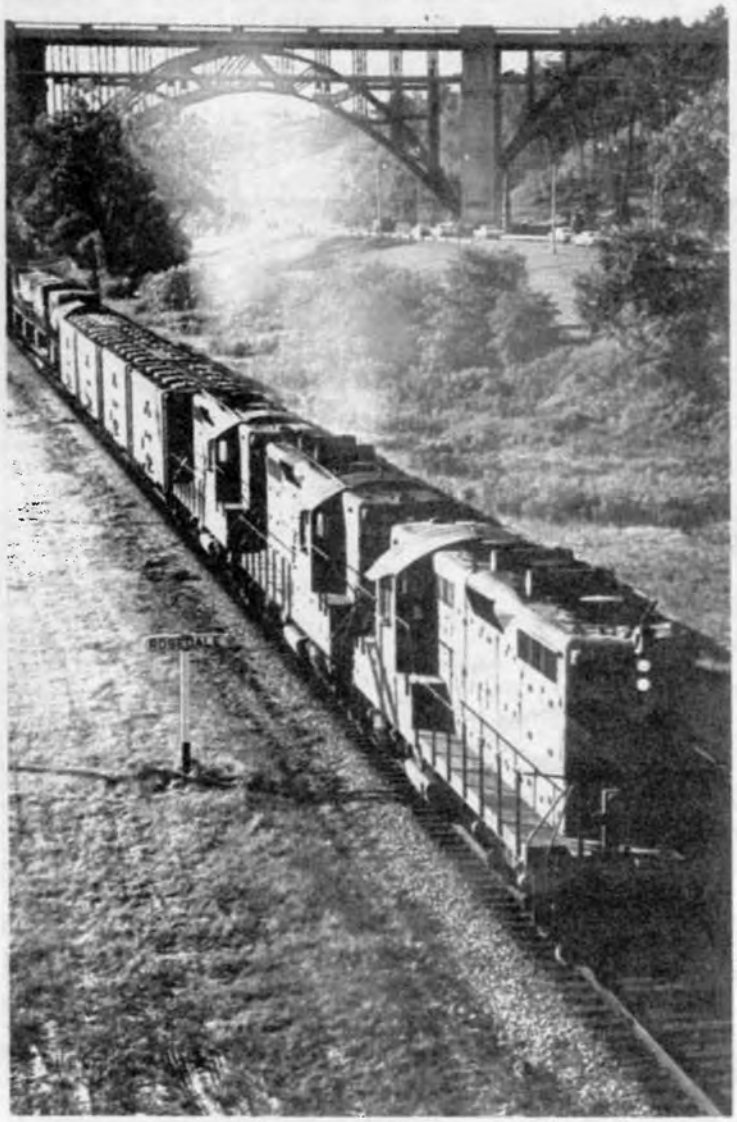
Bottom: Urusual locomotives to be found on the main line, 8193 and 8194 head the North Toronto way freight back to its home terminal, having completed their day's duties around Don Mills, Leaside and North Toronto.

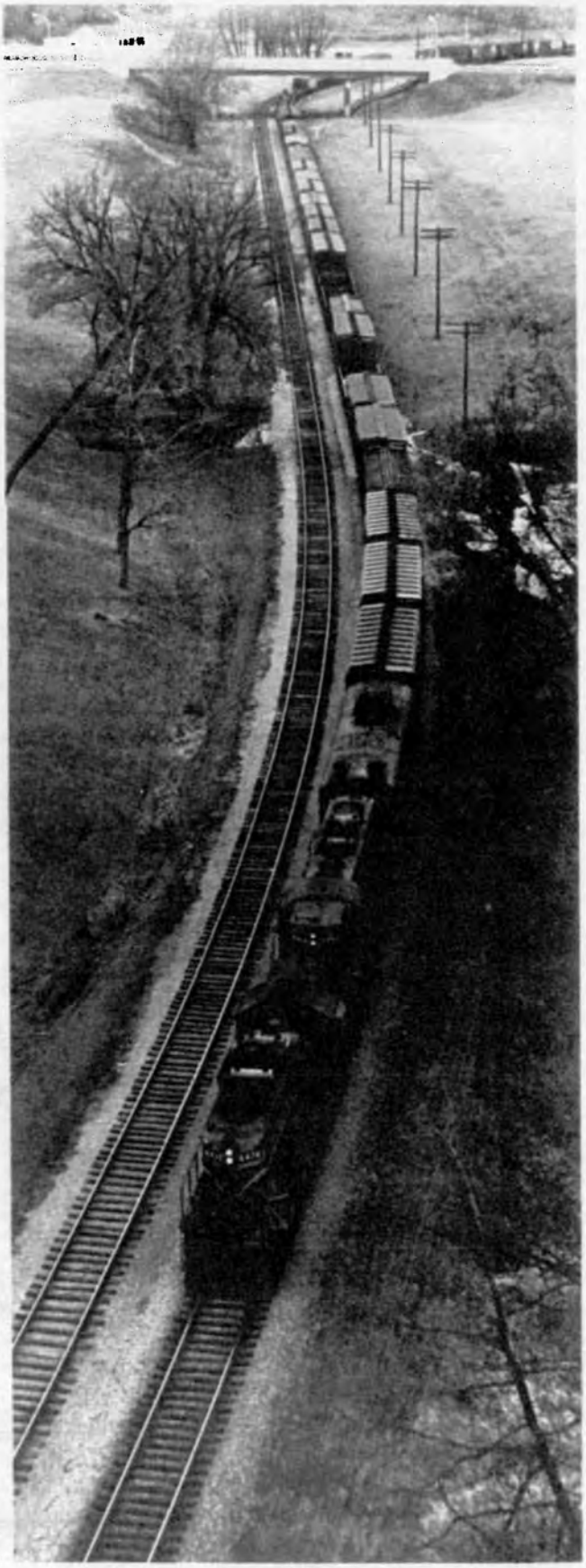
PAGE 19 Top: They're off! At the first turn it's 921 in the lead by half a length but 911 is coming up hard on the outside! Every evening this race leaves the starting mark at 5:20 as no. 921 heads for Guelph and 911 for Hamilton with loads of weary commuters.

Bottom: An Oshawa Turn, perhaps? Whatever it was, the switcher was not running as this consist headed eastwards past Cherry Street, and on up the Oshawa Subdivision.

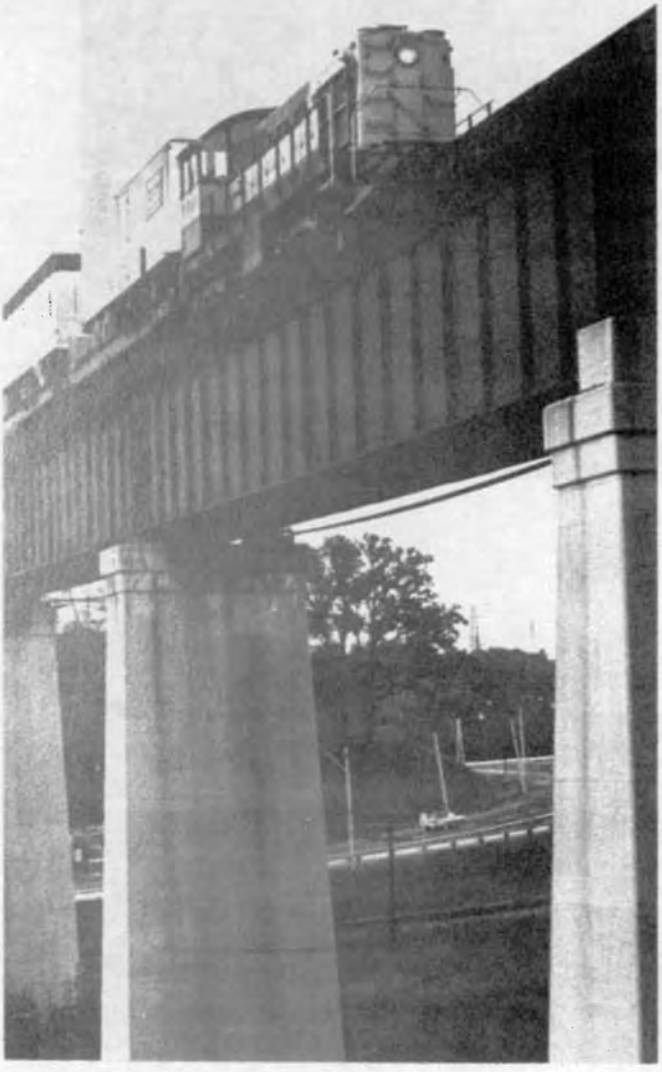


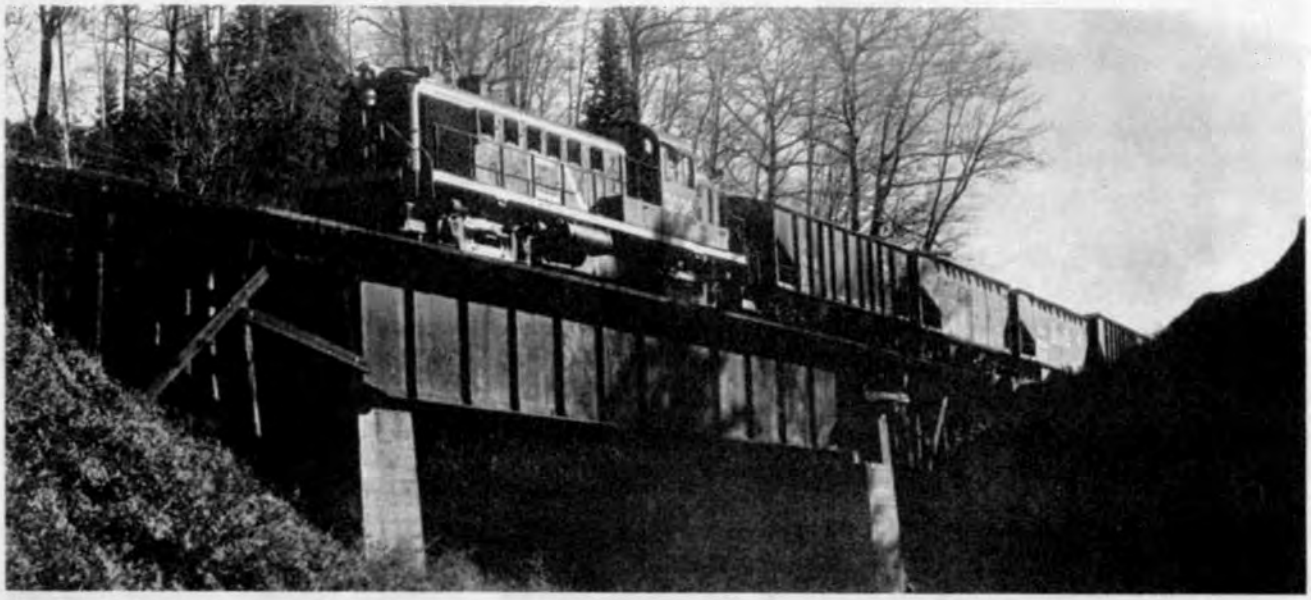

1506






CANADIAN
PACIFIC

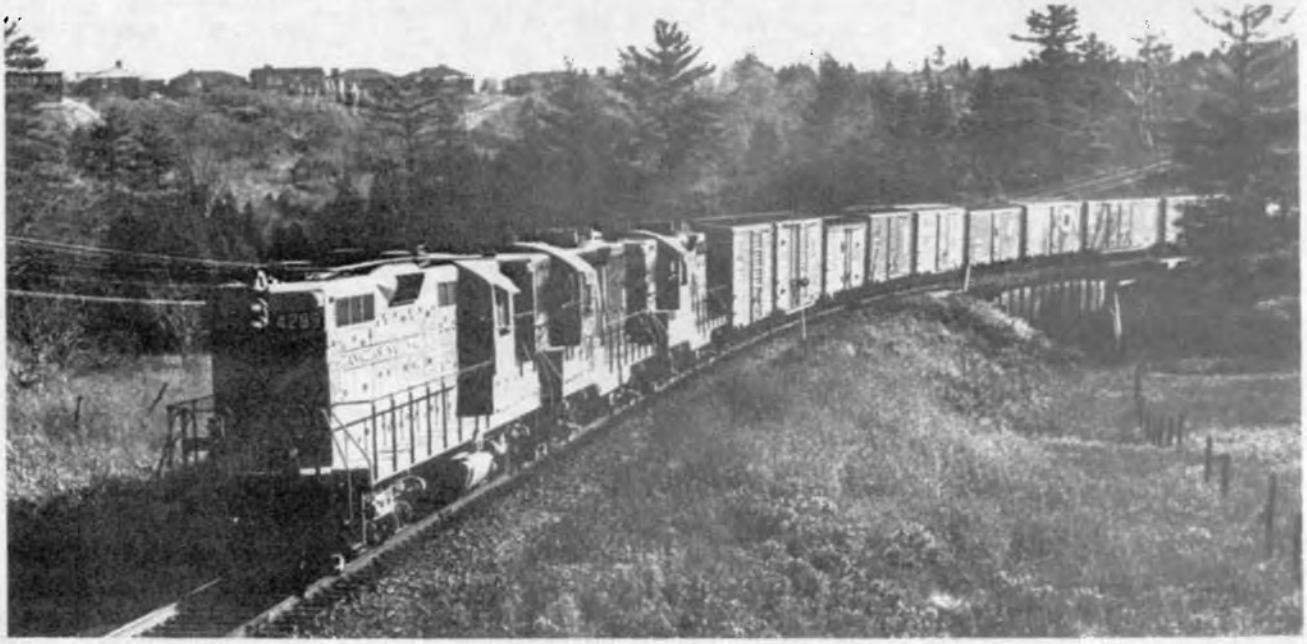





CN 8609
CN 8608
8607

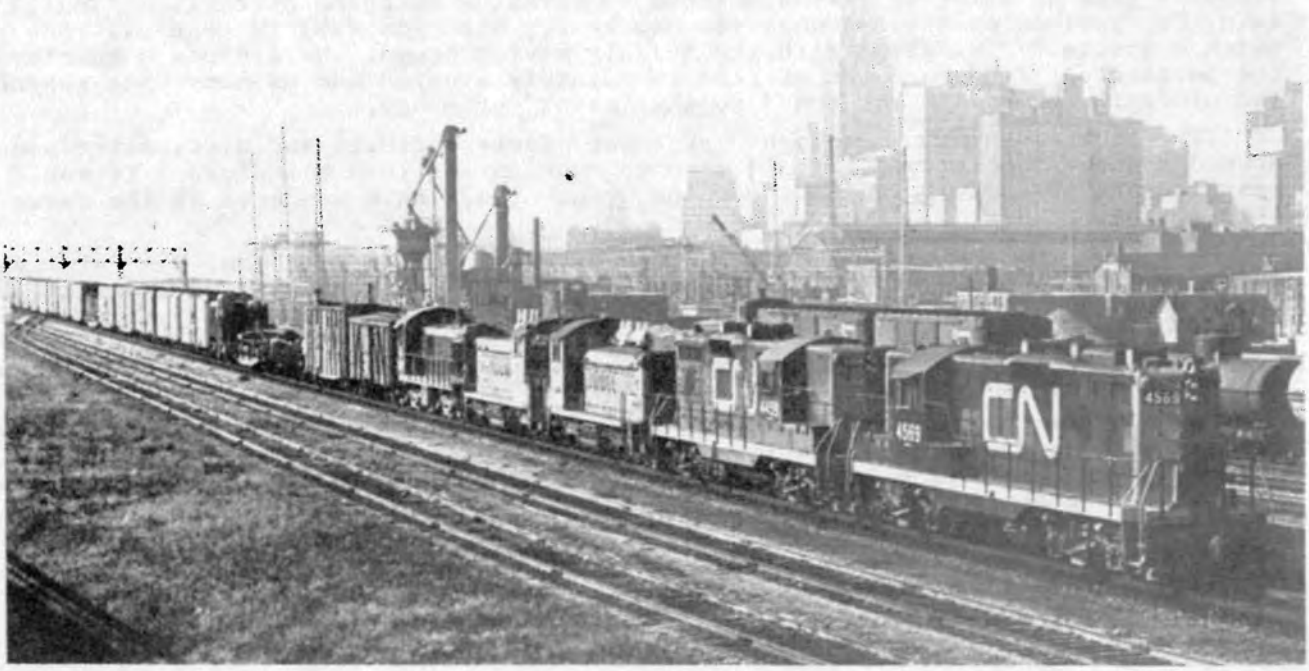

1352
4460


3741


4293


CN
ONTARIO NORTHLAND


1911
1911


CN

The Steam Locomotive Speaks

by D. V. Gonder

At home, in the dead of night, you have, perhaps, been roused from pleasant slumber by the roar of a rushing train, or the raucous whistle of its locomotive. Of course it has been aggravating, but there is something intriguing in the way the roar and whistle fade away into the night until finally smothered in distance. Somehow you like to lie awake and listen until all is dead quiet again.

Have you ever thought to analyze the sounds you hear? The locomotive has a language all its own. It is even broken into dialects for the variations in classes of power. An interested and experienced ear can understand this speech and tell, with surprising accuracy, just what is going on about the engine.

Two friends were walking down a busy New York street at the height of the noon hour rush. Suddenly one of the men stopped his companion and told him to listen. No one else could hear a thing but the rushing throng and busy street sounds, but stepping into an alley he lifted a stone to reveal a chirping cricket. "That," he said, "is just an example of what you can hear, when you WANT to hear it. Now you watch a minute." Mingling with the briskly moving crowd, he dropped a quarter on the pavement. A dozen pairs of feet immediately stopped and as many eyes searched the sidewalk. Every ear was tuned to the "clink" of money.

The other evening I thought of over forty definite and distinctive sounds around a steam locomotive. If I were to hear any of them blindfolded it would be easy to tell what was going on. Perhaps you, too, have wondered at the cause of this mechanical music.

A steamed-up engine, on a siding under the care of a watchman, has relatively quiet sounds all its own. Even if the watchman were asleep (which he shouldn't be) there would be the subdued and gentle hiss of the stack blower, open just enough to keep the smoke from backing into the cab. If night has fallen there will also be the constant whine of the turbine-driven dynamo, providing light for the cab and water glass mountings.

As the watchman lays a fire there is the rhythmic gulp, swish and bump as coal is picked up on the shovel and thrown into the firebox. Alternating with each scooping sound is the clack of the firebox door opening and shutting, and the spit of its air operating cylinder. Every now and then the boiler needs water. Listen to the sucking sound as the injector primes and the healthy, singing tone when the "gun" is wide open. Sometimes the injector "breaks", with a startling "spat" and gush of steam through the overflow to the track.

If it is winter and the weather cold there are other sounds as well. From the rear of the tender there is the soft, hollow blow from the steam heat connector. The rubber hoses between engine and tender will be intermittently crackling and popping as their heaters feed them enough steam to prevent freezing. Note that the sound is not too vigorous, for an injector will not lift hot water. That feather of steam behind the stack can hardly be heard amid the shouts of its larger brothers, but all winter long it exhausts the steam which has kept the mechanical lubricator warm.

Some devices on a locomotive are specially designed for noisemaking of one kind or another. The air operated sander valve, controlling the flow of sand under the wheels to prevent slipping, has a warning port. From this small port there is a constant hiss of air as long as the sander is turned on. This prevents waste of sand. Then there is the signal whistle. This is an air-blown whistle fastened to the cab just above and behind the engineer. It is about the size of a policeman's whistle and operates when the conductor or carman pulls the whistle cord somewhere in the train. The book of rules gives the standard code for signals with which most of you are familiar.

All of us have heard the locomotive bell. You can usually recognize the railroad by the difference in the tone of its locomotive bells. There were ever so many of the slow-acting, swinging bells, but most modern power has the quick acting ringer, with a stationary bell and a moving clapper inside. So much for the bell itself, but have you heard the "spit, spit, spit" of the exhaust from the pneumatic ringer?

Biggest noisemaker of the lot is the whistle, but no matter how loudly it shrieks there are too many people who never hear it until it is too late. Engineers use the whistle for signalling to the train crew and other engines and crews, but principally it is a warning to prevent injury and death to the unwary and forgetful. Our whistles on the Canadian National were all of the chime type, believe it or not, with a chord of four notes sounding at once. There is a standard code for whistles as well. Most familiar, to the layman, is the crossing signal: two long, one short and one long blast. Hand operation often reveals the individual characteristics of the hand on the throttle - a little experience and you can tell whether it is Bill Brady or Casey Jones. Though still "blown" by steam, whistles were often "operated" by air. This assures the sharp blasts that sound so business-like. The air operating valve has an exhaust blast in the cab, sounding a split second before the steam whistle blows.

The tone of a whistle often reveals something wrong. For instance: One day I was outside a roundhouse and just before moving, the hostler opened an engine's whistle. I shouted to the foreman near by to find out why the engine's boiler was full of water and correct it before a cylinder head was blown. He went to the cab, checked with the hostler and on his return asked me how I knew the boiler was so full. I replied that I listened to the muffled whistle blast. Similarly, when a bell is ringing "wild" you can tell that the operating control needs adjusting as the bell is spinning round and round.

Auxiliary devices all tell their own story. The reverse gear, if pneumatic, cannot be moved any amount towards forward or reverse without saying so. A practised ear can tell how far it has been moved, too, but not in which direction. You can recognize the type of stoker by its song. A Duplex is a very noisy monster. Its rack and pinions shuttle back and forth with an awful clatter. BK and HT stokers are different. Each has a two-cylinder steam engine under the cab or in the tender that sounds like a smooth-running donkey engine on board ship. The steam jets of the Duplex stoker have a vicious little hiss, but they are not nearly as annoying as the row of fierce jets on the HT distributor. However, now and then even their furious noise is momentarily stilled by a covering blanket of coal from the conveyor screw.

Every engine has at least one air pump and most engines have water pumps as well. There are three or four types of water pumps and each plays its own tune. The steam-driven pump moans as it starts, then whines and is "off to the races" almost at a screech. Reciprocating water pumps almost always have a pounding sound from water hammer. Watch it when this turns to a racing, effortless "shush", for you can be sure then that the pump is steambound or has run out of water.

Air pumps demand special comment. As a lad I often wondered what made an engine sound so tired when it stopped, and why it seemed to get its breath back after a few minutes heavy panting. The air pump is the cause of it all. The air brakes have been applied to stop the train and the pressure in the reservoirs have to be pumped up again. For all the world it sounds like a giant with a touch of asthma. Some of the older engines have two small air pumps which seemingly vie with one another to get the job done first.

Now, let us start our mobile powerhouse. We are on a heavy passenger train on a clear cool night. There is the clatter of fire tools, some of them colliding with the coal gates, as the crew checks everything over. Two flute-like notes from the signal whistle and our engineer puts the brake handle into release, then running position. With a long drawn out and fading sigh, and perhaps a few creaks, the brakes release. With a "ssh", the reverse gear goes to full forward position; the headlight switch is turned on and the dynamo's whine lowers a note or two with the added load. The bell starts its purring clangor. The throttle is opened and a hissing cloud of steam spits from each cylinder cock, one after the other as we gain speed. Suddenly they are slapped closed and we can hear the engine's muffled and deep-throated exhausts - four to every revolution of the wheels. Now the blower, hissing stridently, is stopped and the stoker's demanding steam jets take over. Gradually the engine's exhausts come faster and faster, and lighter and lighter as the reverse gear shortens the cutoff with an objecting hiss each time it is moved.

Soon we are rolling along at a good clip with a snappy, even exhaust. No more of that "think I can, think I can, thought I could, thought I could" chatter, for our engine is nice and square. There are other repetitive sounds. There is the pound of any slack in the driving boxes or rod brasses. By careful timing and the quality of the pound we can usually determine its actual source. There is the slap of the cab diaphragms, if there is slack between engine and tender. The tires squeal as a curve is rounded and we might just catch the click of the rail joints on our truck and tender wheels. Now and again the blowoff cocks roar through raucous throat as the engineer blows down the boiler. The whistle shrieks its warning at each crossing. There is a thrilling, throbbing babel of sound, and we shout to be heard.

We approach our destination. One long whistle blast for the station; the brake valve handle goes over to service application position; there is a few seconds blow from the exhaust fittings; the throttle closes nearly off and the engine's exhausts drop to a murmur; on comes the blower; off goes the stoker; the speed slackens and everything quiets down. There are a few "hushos" from the air brake as the engineer graduates the release, and we drift to a stop. Now listen to the air pump panting with its effort, and we hope you enjoyed your trip.

You know, locomotives go through life never giving a thought to the noise they make, yet, we can so easily analyze their defects thereby. We might do well to make a personal application!

newsletter

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

All contributions, literary or photographic, should be made directly to the Editor at the stated address. All materials submitted will be returned if requested.

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

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

production: J. Wm. Hood

mailing: J. R Whatford

incorporated 1952

Equipment Notes

* While Canadian National's motive power was not altered a great deal quantitatively during 1964, two significant purchases were made during that year. High horsepower units 4000 and 4001 (G.M.D., September 2, serial nos. A2061 - 62) and 3200, 3201 (M.L.W., December 3, serial nos. 84837 - 38) perhaps presage the coming of a new generation of diesel locomotives, where fewer, higher powered units do the work now requiring lash-ups of three or four, often different types, of units. Also added to the roster during the year were six engineless, four-motored booster units for use with switchers in hump service at various yards on the system. These include B-1 to B-4, B-8 and B-9. One self-propelled car was acquired, D-109, second-hand from the Chicago and Eastern Illinois where it was their no. RDC-1 (Budd, 1955, serial no. 6222). The unit was received August 29 and placed in service December 15.

During the year, 19 diesel electric locomotives were removed from the roster for various reasons. These include:

Number	Date Retired	Details
37	June 15	Wrecked, Atlantic Region.
3725	June 15	Wrecked, Great Lakes Region, Mile 4.27, Oakville Subdivision.
3889	September 2	Wrecked, Great Lakes Region, Mile 3, Oba Subdivision.
4531	June 15	As for 3725.
4582	September 2	As for 3889.
8452	January 30	Retired. Converted to B-2
8462	March 20	" " B-3
8465	April 15	" " B-4
8466	November 30	" " B-11
8479	October 29	" " B-9
8487	April 28	" " B-5
8488	July 16	" " B-7
8489	September 16	" " B-8
8491	May 4	" " B-6
8494	December 14	" " B-12
8495	November 2	" " B-10
9324	June 15	Dismantled, August 31
9326	June 15	" September 21
9340	June 15	" August 10

During the year, nine electric locomotives were retired, all of which had operated in Oshawa, Ontario, until their retirement. These units included nos. 16, 17, 18, 300, 326, 400, 401, 402, and 403, and are listed as retired as of June 15. Nos. 16 and 326 were sold to Equipment Registered, Sherbrooke, for shipment to Noranda Mines; no. 18 was sold to the Connecticut Valley Electric Railroad Historical Association; no. 300 was sold to the Seashore Trolley Museum; no. 17 was dismantled at London, Ontario, and nos. 400 to 403 were held at Mimico pending disposition.

Five self propelled units were retired, including nos. 22, 44, 45, 15824, and 15702. The latter two units were donated to the Canadian Railroad Historical Association on November 12 and October 21 respectively, while no. 45 was donated to the Ontario Electric Railway Historical Association on July 7.

Other units have been retired in previous years, but were still in existance during 1964. No. 77 was retired in December, 1962 but is held as part of the C.N. historical collection. However, it has been leased to Canada Starch at Cardinal, Ontario and no. 500, retired April, 1963 is on hand awaiting a buyer. Engines 9050, 9312, 9330, 9332, 9336 and 9454 have been canibalised for parts, although retired in previous years.

As of December 31, 1964, the C.N. roster included 2105 diesel electric locomotives, 6 booster units, 18 electric locomotives and 37 self propelled cars.

(R.F. Corley)

* A number of steam locomotives still remain intact, although in considerably deteriorated condition, at various locations on the Canadian Pacific. A tabulation of these engines is as follows:

	Held at Angus (Montreal)	Held at Weston (Winnipeg)	Total
Available for scrapping		9	9
Held for C.P.R.	2	9	11
Held for Ontario Gov't.		2	2
Held for National Museum	4	2	6
Held for Others	2	2	4
	8	24	32

The engines slated for scrapping include: 972, 1278, 2317, 2344, 3611, 3716, 5105, 5408, 6905.

Engines held for the Canadian Pacific, ostensibly for historic reasons, include: 424, 975, 1297, 2454, 2706, 2851, 3101, 3650, 5446, 5760, 6906.

5762 and 6965 are held for the Ontario Government, presumably for their Museum of Science and Industry, to be built in the Don Valley in north-eastern Toronto.

The six engines held for the National Museum include: 490, 1201, 2314, 2827, 2858, 3100.

Four engines are held for various towns, who might intend to place them on display in local parks. These include: 1095 for Fort William, 2634 for Moose Jaw, 5405 for Revelstoke, and 5441 for Kenora.

* The Ontario Northland Railway has started a program to visually "brighten-up" their boxcar fleet coincident with the physical upgrading of the cars. Following a recent modernisation program of many of the cars, the entire fleet is now being repainted in a light green shade, a far cry from the drab boxcar red that they have worn in the past. The cars are being shopped at North Bay at the rate of five a week to receive new interior decking, lining, doors and painting. About 300 cars will be so treated under the present program.

BELOW:
Foreign motive power is again making incursions into southern Ontario in the form of these Duluth, Missabe and Iron Range six-motor road switchers based at Montreal and usually assigned to freight runs from there to northeastern Quebec. However, they have been observed entering both Mimico and Toronto Yard with freights for Montreal.

(Photo by W.D. Thomson)

* Canadian National continues to modify relatively large numbers of cars in its passenger fleet to meet current demands. Eighteen new forty seat diners will be created from the bodies of existing cars as Buffet-Parlour cars 900 to 908 are converted to diners 1360 to 1368 and ten coaches in the series 5382 to 5411 are converted into diners 1369 to 1378. It is expected that this work will be done at Point St. Charles in Montreal and Transcona Shops in Winnipeg.

* Apparently satisfied with the results of purchasing four full length dome cars from the Milwaukee Road, Canadian National has now purchased the remaining six cars owned by the U.S. line. The cars will receive the customary refurbishing to C.N.'s new standard of interior decoration during the winter months and will see service in the summer of 1965. They were built in 1951 by the Pullman Company and weigh 104 tons, somewhat of a record for passenger cars.

Now rebuilt and in service on the "Ocean Limited" and the "Scotian" are the six ex-Milwaukee Road round end observation cars. The following is the renaming of this series of cars:

MILWAUKEE ROAD NAME	C.N. NAME	NUMBER
Alder Creek	Mahone	1900
Arrow Creek	Malpeque	1901
Coffee Creek	Fundy	1902
Gold Creek	Trinity	1903
Marble Creek	Baddeck	1904
Spanish Creek	Gaspe	1905

All cars were built by the Pullman Company in 1949 and are 79' long overall.

RIGHT:
Pacific Great Eastern 614 and 615 are seen here heading a westbound freight train on the C.P.R. at Smiths Falls, Ontario, in September. The units worked C.P. trains across Canada to their destination on the P.G.E. at Vancouver.
(photo by W. Linley)

RIGHT:
Unusual to be seen in Toronto, this C.L.C. Trainmaster 2400 horsepower road switcher was used by the C.P. for a short period in December on transfers between Parkdale and Agincourt Yard. This photo by Doug Hately shows 8919 at the diesel shop at Agincourt.

Debut of 6218

by Tom Henry

Photo by J.W. Hood

Saturday, January 30th, 1965, was, in all respects, a perfect winter's day. Shortly before 9:00 a.m., 6218 steamed up to the east end of Toronto's Union Station, only to find no train waiting for it. Meanwhile, back in the coach yard, C.N. crews were waging a last minute struggle to provide enough seats for everyone who had bought a ticket on the Society's fourth Annual Winter Steam Excursion, as it was discovered that the promised compliment of five 80-seat coaches had been replaced by five 60-seaters (the 80-seaters being used on regular trains), leaving the special some 100 seats short!

However, everyone comfortably seated, Extra 6218 left Toronto on time. (Even though the advertising flyers said 9:00 a.m., the actual departure was scheduled for 9:10, to catch all the latecomers!) Our trip up the Bala Subdivision was leisurely, passing manifest freights at Cherry Street and Rosedale. After a short delay at Doncaster, we headed onto the York Subdivision and proceeded to the first run-past at Yonge Street. Here the engine was almost upstaged by the antics of the excursionists as they first struggled up the icy slopes of the deep cut and then tobogganned down, but without tobogans. The run-past was superb, with the engine charging through the brilliant sunshine belching huge, fleecy clouds of white steam. The next run-past, at the Dufferin Street underpass, was equally successful even though our C.N. police escort had chosen to park their brilliantly marked white car almost under the bridge, and certainly in everyone's photos. Then it was off to Snider where we switched onto the south track to bypass the yard and gain access to the Halton Subdivision. However, we waited a considerable time while the conductor negotiated with the dispatcher at Toronto Yard to give him a "Form 62", a clearance to enter the new subdivision. When we received it, we soon completed the necessary switching and headed at a top speed of 25 m.p.h. (imposed because of the possibility of rust on the rails causing signal malfunctions) for the 98-foot high bridge over the Humber River, and our third run-past. The next run-past, held at Claireville, saw hundreds of excursionists huddled on the slopes of highway overpass for a grandstand view of the proceedings. Our next stop was Brampton, some 20 minutes off schedule.

After taking coal, which operation consuming only 15 minutes, the engine was backed up to take water. Unfortunately, the town's 50 lb. mains pressure proved so inadequate that the operation which should have taken 30 minutes took instead some 80 minutes. Also at Brampton, it was discovered that the engine's feedwater pump had lost a drain plug during the course of the trip and was pumping half the water

onto the ground, rather than into the boiler. When we finally left Brampton, it was 2:50, 70 minutes off schedule, and after travelling only 40 miles!

After meeting no. 6 at Georgetown, we curved southwards onto what used to be the branchline Milton Subdivision and headed for the fifth run-past at Stewartown. When the train had stopped, it was noticed that we had overran the planned stopping place, and, since reverse moves in C.T.C. territory are not permitted without the permission of the dispatcher, it was necessary to pull ahead to the next phone before backing to the run-past site. It was now noticed that the ailing feedwater pump had caused the level of water in the tender to drop to only 4½ feet (out of 10 feet), so it was decided to highball it to Toronto and to forego any more run-pasts.

The day's troubles were not yet over, for when we backed around the west leg of the wye at Burlington we discovered that a hopper car spotted on an adjoining siding was foul of the switch. Car after car just cleared the hopper until the long Cafeteria car approached it. The result was that Cafeteria 493 now heeds one side repainted! Finally, after a salutory honk from a westbound freight and a returning wail from our ailing star, we left Burlington and headed for stops at Oakville, Sunnyside and Toronto.

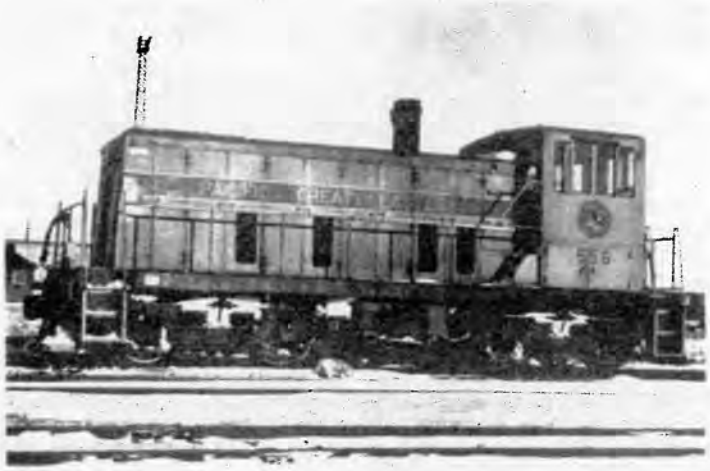
It is interesting to reflect on the many firsts observed on this trip. It was the first winter excursion for 6218, and the first time it had operated alone on an excursion in Ontario. The train was the first revenue passenger train over the York and Halton Subdivisions. It was the first time a steam engine had run between Doncaster and Halwest and the first time an engine of such size had run between Georgetown and Burlington. And, it was the first time that the Society had operated a steam excursion over a line that was not yet opened for regular service. Truly a day to remember!

(Our thanks go to all those members who helped make this trip successful, including Charlie Bowman and Tom Henry who chose run-pasts, Brian West who handled all the 350 tickets, Mel Andrews, who mailed out 3000 trip flyers, John Dell, who organised the Safety Committee, and many others who contributed some effort to the whole project. We are pleased too, that Mr. R.H. Tivy, General Superintendant of Transportation, Great Lakes Region, was on board. We feel sure that his first hand observations will result in much improved and on-time performances of future excursions.

E.A.J.)

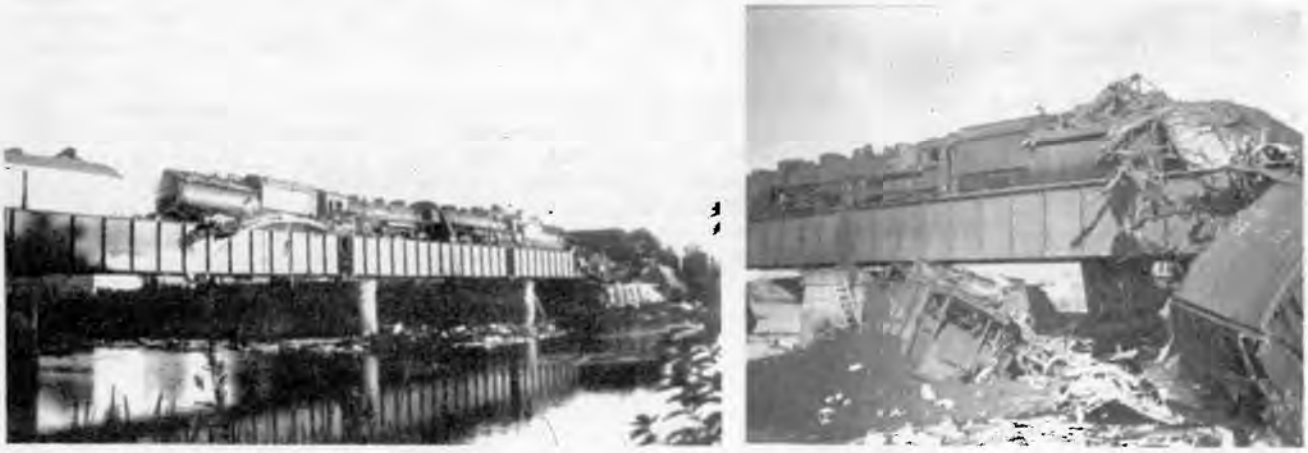
Photo by J.W. Hood

NEWS: Railway PHOTOS



RIGHT:
On its way to Great Lakes Steel Co. at Whitby, Ont., Pacific Great Eastern 556 is seen here at Mimico at the end of January.
(Photo by W.D. Thomson)

BELOW:
In case you wondered just how the wreck involving 6167 and 6168 looked (see NEWSLETTER 225, page 129) after the dust had settled, here are two photos, submitted by W.R. Linley of Ottawa, to show the actual wreck.



MISCELLANY

* According to a railway union spokesman, passenger service on the Dominion Atlantic Railway will probably be eliminated regardless of the outcome of a public hearing to be held in Kentville, N.S., next month. As a result of the introduction of the "Faresaver" tariff last summer, such an influx of new traffic was generated that it could not be handled adequately, and many passengers had to be turned away. Rather than assign more equipment to the runs, the Canadian Pacific has applied to cancel the trains.

* Strange to the eyes in the City of Toronto are heavyweight interurban cars nos. 4 and 8 of the London and Port Stanley Railway, which are now stored on the standard gauge tracks of the Toronto Transit Commission at their Hillcrest Shops property. The cars are being stored there for later use as exhibits by the Provincial government at their Museum of Science and Industry, to be in Toronto's Don Valley.

* No one was seriously injured but considerable damage was done when two Ontario Northland trains collided at Connaught, 22 miles east of Timmins, recently.

Train 414 was southbound with six cars and engine 1304 when it collided with northbound mail and express train 345, headed by engines 1506 and 1302. No. 1304 was lifted off its trucks by the impact and deposited on top of its train, although no cars were derailed.

MISCELLANY

* Negotiations have been undertaken recently by the McCarthy Steamship Company of Detroit to buy or lease the London and Port Stanley Railway as the Canadian end of a trans-Lake Erie railway car ferry operation. The 2300-ton twin-screw steam car ferry "Grand Haven", owned by the company, would operate between Cleveland, Ohio and Port Stanley, Port Dover and Port Burwell, and would greatly decrease the shipping time between southern Ontario and northern Ohio points.

* The Wabush Mining line has recently taken delivery of eight 1800 h.p. low nosed road-switchers from Montreal Locomotive Works, the first four of which, nos. 904 to 907 were lettered "Arnaud Railway". Nos. 908 to 911 were lettered for Wabush Mining.

AN APPEAL

* Under the capable guidance of Mr. Ross Hoover, the Society's collection of books and magazines of railway interest is beginning to be organised into such a form as to be usable by members as a library collection. However, many issues of certain periodicals are missing. Your assistance in supplying any of the missing issues would assist greatly in making the Society's collection complete and useful and therefor donations are respectfully solicited. Or, send a list of your offer and your asking price to the Librarian, Mr. Ross Hoover, Box 122, Terminal "A", in Toronto.

Issues of RAILROAD MAGAZINE needed are: Dec. 1933, Jul. 34, Jul., Dec., 35, Oct., Nov., Dec., 47, all of 1948, 49, 50, 51, 52, 53, 54, Jan., Feb., Mar., May, Jun., Aug., Oct., Dec., 55, Aug., Oct., 57, Oct., Dec., 58, while TRAINS of: Mar. 40, Jan., Mar., Apr., May, Jun., Jul., Aug., Sep., Oct., 41, Feb., Jun., Jul., Nov., Dec., 42, Feb., 43, Jul., 44, Jun., Jul., 45, Jan., 46, Mar., Apr., Jul., Sep., Oct., 50, Aug., 55, Jan., Apr., 57, and Jan., 60 are needed.

Needed issues of CANADIAN NATIONAL MAGAZINE are: all issues to Dec. 41, Jan., Feb., Apr., Jul., Aug., 42, all except Jan., Feb., 44, all issues 45 to 54, Jan., Mar., Apr., May, Jun., Aug., 55, Jan., Feb., Mar., 56. KEEPING TRACK Feb., Mar., Apr., Jul., Nov., Dec., 60, Mar., Jul., Sep., Oct., 61, Jun., Jul., Oct., Nov., Dec., 62, Feb., Mar., Apr., Jun., Sep., Nov., Dec., 63.

Mr. Hoover may also be reached by telephone at 922-5019.

EDITOR'S NOTES

During the past few months there has been an increasing and, I feel, unwarranted criticism by certain of the Directorate (and others) of the lateness of the Newsletter production. Naturally, this lateness is undesirable, but since most of this publication is produced by voluntary, spare-time labour, it is often difficult to accelerate the production. As Editor, I regret that I cannot spend more time on the Newsletter and I must claim responsibility for the lateness.

However, I would like to sincerely thank those who do all the hard work to physically produce the Newsletter each month. These include Harold McMann who does much of the first typing of manuscripts, and Bill Hood and Lauri Hole who do all the finished typing on the Society's special typewriters. And just as important is the task undertaken by Jack Whatford, who gathers and staples the 5,000 sheets and addresses 850 envelopes for each issue. Without their thankless efforts, you would not receive your Newsletter.

Besides editing written and photographic material, I also produce the final "paste-up" from which the Newsletter pages are photographically and lithographically produced on the Society's own printing press (which Bill Hood and I operate). Thus, it should be obvious how my efforts, or lack of them have delayed the Newsletter. So, to get the NEWSLETTER back on schedule, and, I hope, give you a better publication, I will be turning over the Editorship to J.A. Brown, effective with the March issue. Any contributions, complaints, etc. should be sent to him at Apt. 301, 36 Thorncliffe Park Drive, Toronto 17, Ontario.

U.C.R.S. Announcements

MARCH MEETING

The March meeting of the Society will be held in Room 64 of the Royal Ontario Museum, Bloor Street and Queens Park, on Friday, March 19th, commencing at 8:15 p.m. The annual Auction of Railroadiana will be held, and everyone is invited to bring items they wish to sell.

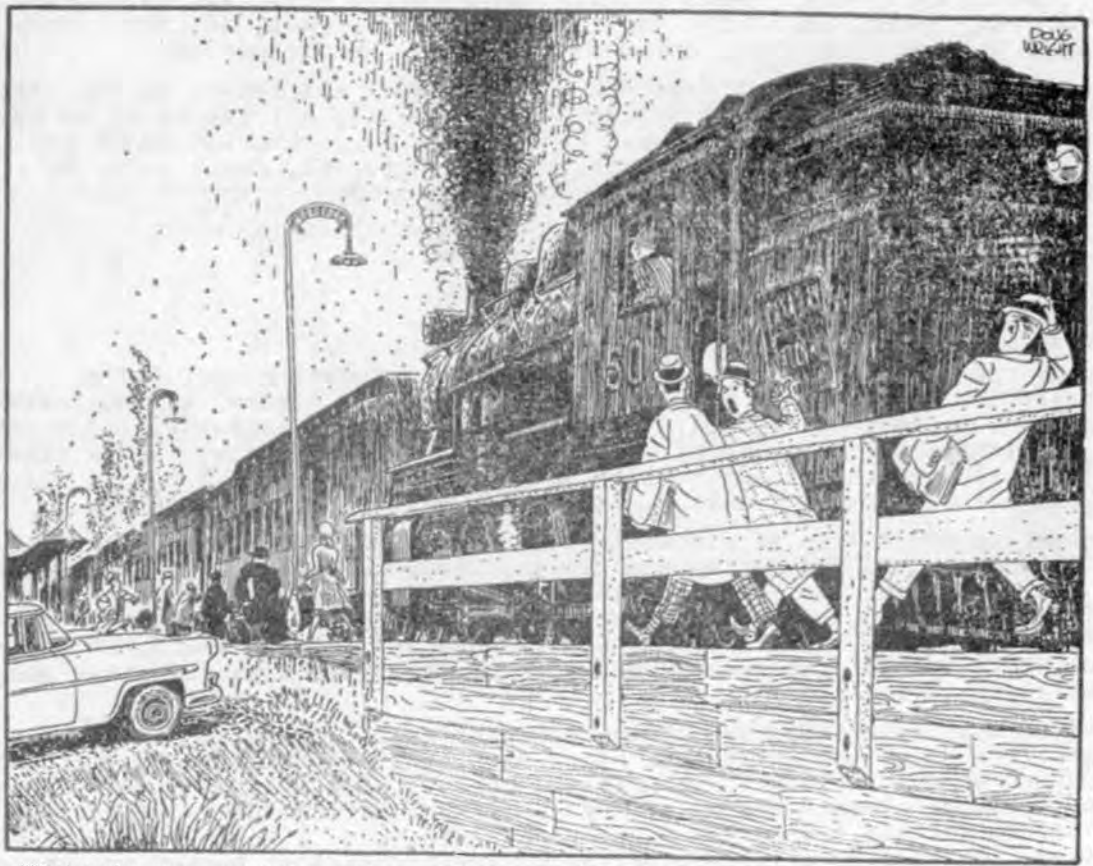
HAMILTON CHAPTER MEETING

The March meeting of the Hamilton Chapter of the Society will be held on Friday, March 26th, in the Board Room of the C.N. James Street Station, commencing at 8:00 p.m.

BINDERS

As announced in the January issue, spring-back binders suitable for binding back issues of the NEWSLETTER or other 8½" x 11" publications are now available. Orders must be placed in advance by mail for delivery at the next meeting, at a cost of $1.50 each, or for mail delivery at $1.75 each. Get yours now while present supplies last.

Worth a Laugh——courtesy Doug Wright and the Montreal Star



"That engine came out of Montreal Locomotive Works in 1914 — to lose money on it now must take sheer financial genius!"