

newsletter

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Upper Canada Railway Society



newsletter

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contact the Membership Secretary.

THE COVER:

Some parts of the Canadian National just
haven't been the same since this sad little
man paid them a visit last fall. For the
complete story of Buster Keaton's rail-
roading adventures, turn to page 83.

Norm Lowe photo

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* * *

We're happy to announce that, commencing
with the April issue, NEWSLETTER will be
available at a number of local hobby deal-
ers, including;

George's Trains, 510 Mt. Pleasant Road,
North York Hobbies and Crafts,
1910 Avenue Road.

Inquiries are welcomed regarding further
sales outlets.

A special vote of thanks goes out this
month to Jack Whatford who is "retiring"
from his duties in connection with assem-
bling and mailing the NEWSLETTER. Jack has
provided a terrific amount of assistance in
putting the magazine out each month, and
for this we are most grateful. Unfortun-
ately, extenuating circumstances will make
a continuation of this work rather diffi-
cult, and so it is with some regret that
Jack is giving up the reins.

* * *

Thanks, too, to the many readers who have
taken time to give us their comments on the
new NEWSLETTER format. Your suggestions
and encouragement are much appreciated. •

/JAB

UCRS News

At the Annual Meeting of the Society, held
on January 15th last, the following persons
were elected Directors of the Society. Of-
ficers' positions, as selected at the first
meeting of the 1965 Executive, are shown,
where applicable:

M. B. Andrews; Recording Secretary
B. J. Bentley; Membership Secretary
A. G. Careless; Vice-president
E. A. Jordan
J. A. Maclean; President
W. F. McNairn
R. D. McMann; Corresponding Secretary
F. A. Meldrum
G. Oliver
R. A. Percy
B. E. West; Treasurer
S. I. Westland

* * *

As many readers are aware, Ross Hoover is
presently hard at work in his new capacity
as UCRS Librarian. Our rather extensive
collection of railroad publications is be-
ing catalogued and arranged for ready re-
ference so that members wishing to do a spot
of research or casual reading will have an
easier time of it than before. To round
out incomplete files of some publications,
Ross recently appealed for contributions
and the result has been most gratifying,
with the following gentlemen offering ma-
terial:

Wm. G. Allen, St. Catherines,
E. D. McDonell, Maitland,
Arthur J. Hatch, Guelph,
C. P. Randall, Agincourt,
Malvern Smith, Toronto,
Ralph Turner, Don Mills.

Our sincere thanks for these generous do-
nations.

As has been previously announced, a rail-photo contest is planned for the regular June meeting of the Society. Members are invited to bring contest submissions to the Royal Ontario Museum on June 18th for judging and display. Prizes will be presented to the winners of each of the three classes as well as the "best in the show" category. It is hoped that the Judges' Panel will include a photographer of professional stature, as well as members of the Society. The following rules will apply:

1. Photos must be of rail interest, but need not show a train or locomotive. Three classes will be established:
 - (1) Black and white prints, 5x7 or larger.
 - (2) Colour prints, 4x5 or larger.
 - (3) Colour slides, 2 1/2 x 3 1/4 maximum.
2. Five entries per person maximum. These may be entered in any or all of the above classes.
3. All entries must have been photographed by the entrant.
4. Entrant must not be a professional photographer.
5. No identifying marks will be placed on the front or viewing side of prints or slides. Prints will be marked with the entrant's name on the back. Slides will be identified by means of a number or letter code keyed to a separate sheet of paper containing the entrant's name.
6. Rules governing judging will be as generally applied to photo contests, and will be explained at the meeting.

Entries may be submitted by mail if the entrant will be absent. They should be mailed, suitably packaged and at the entrant's risk, to:
 Chas. McGoveran,
 6 Bonnington Place,
 Willowdale, Ont.,
 in time to arrive by June 12th. A stamped, self-addressed envelope must be enclosed for return of the entry.

* * *

PETER JOHNSTON

Many members will be saddened to hear of the sudden death on March 19th of "Pete" Johnston. Though Pete was a relative newcomer to the Society, he made his presence felt behind the scenes, with his encouragement and assistance. We will miss him.



- | | |
|--------------|--|
| May 7th; | An evening of train watching at CNR's Scarborough station, Midland Ave., at St. Clair. Early evening. |
| May 7th-9th; | The Annual Scarborough Hobby Show, to be held this year at the Scarborough Arena, Kingston Road and Birchmount. Admission is \$1.00 |
| May 21st; | Regular UCRS meeting at which a panel of members will discuss items of current railway interest. Room 64, Royal Ontario Museum, Queens Park at Bloor St., Toronto. 8.15 p.m. |
| May 28th; | UCRS Hamilton Chapter regular meeting. Board Room, CNR James Street Station, Hamilton. 8.00 p.m. |
| June 4th; | Observation night at CNR Port Credit station. Early evening |
| June 5th; | Steam excursion to Kingston, departs Toronto 8.30 a.m., EDT Fare: Adults-\$9, Children-\$5. |
| June 18th; | Regular UCRS meeting featuring a photo contest. Rules are printed elsewhere in this issue. |

Readers' Exchange

URGENTLY REQUIRED: Good 3 1/2 x 5 1/2 or postcard size views of GE-built locos 325 and 327 on the Oshawa Railway. After inspection of small prints, an 8x10 print of 325 will also be required. Ray Corley, 490 Albertus Ave., Peterborough, Ont.

FRED V. STEVENS, Box 263, Moncton, N.B., wants to hear from persons having photos or negatives to trade, 116-616 size, of CNR, CV, GT, D&W and CPR steam and diesel locomotives. No slides, thank you.

Railway News and Comment

PGE SILENT ON PASSENGER CUTBACK SUGGESTION

Management of the Pacific Great Eastern refused to comment on a recent statement in the B.C. Legislature by Opposition Leader Strachan that PGE is planning to end its passenger run from North Vancouver at Clinton and arrange for a shuttle service by bus north to Prince George.

The PGE general manager, J. S. Broadbent, said only that the railway is continuously studying the passenger picture. He said the study involves the improved Fraser Canyon Highway, airline competition and the use of elderly Budd RDC equipment.

Clinton, B.C., is 203 miles from North Vancouver and 263 miles south of Prince George.

CPR'S BAY OF FUNDY SERVICE UNDER STUDY

Canadian Pacific is withdrawing from a \$3-million port improvement project at Digby, N.S., because of uncertainty about the future of its Bay of Fundy service. According to CP, the service, now operated by the "Princess of Acadia" (ex-"Princess of Nanaimo"), has become an "unsatisfactory operation", and likely will not be operating in ten years' time.

As a result of CP's withdrawal from the project, it was subsequently shelved by the Federal Government. It is being suggested that if CPR is planning to abandon the St. John - Digby ferry service, Canadian National should be asked to study the possibility of establishing a new service.

LENGTHY CN TIMBER BRIDGE TO BE REPLACED

One of Canadian National's major 1965 projects is the conversion of a 1,200-foot mainline bridge near Entwistle, Alta., from a wood to a steel structure. The bridge, the longest timber structure remaining on CN's Mountain Region mainline, was partially converted in 1963 as an aid to a highway project. Steel supports are now being moved in, and full completion of the work is scheduled for July.

Also scheduled for 1965 is the start of a three-year upgrading programme for CN's Winnipeg - Port Arthur line. The project will require 960,000 tons of crushed rock.

FARMERS UNION WANTS NATIONALIZED CPR

The National Farmers' Union of Canada has proposed that the Canadian Pacific be nationalized and integrated with CNR. The 60,000-member organization urged in a brief to the Commons Railway Committee that a single federal authority be set up to regulate all transportation services in the country. Such an authority would treat transportation as a national service with emphasis on the social and economic needs of shippers and communities. Cost would be a secondary factor.

Arguing for nationalization of the CPR, the brief cited four points:

"...In public statements, the CPR has made it clear that it is only prepared and able to provide railway services which offer commercial incentives.

"...The CPR is not prepared to cover losses on so-called uneconomic services with profits on so-called economic services, nor with profits earned from its many and varied investments in other industries.

"...The existence of two national railway systems involves unnecessary duplication of track, physical plant and resources.

"...Economies can be realized through the integration of the two systems and the operation of the integrated system with one line of management."

CPR ORDERED TO REINSTATE MEGANTIC SERVICE

The Board of Transport Commissioners has ordered Canadian Pacific to reinstate local service between Montreal and Megantic, Que. March 26th, pending a public hearing on the elimination of trains 202 and 203, October 25th last.

These trains provided local service between Montreal and Megantic, and were the only trains making local stops east of Sherbrooke.

CN URGES MOUNT ROYAL TUNNEL CONVERSION

In a recent letter to the city of Montreal and a number of its northwestern suburbs, Canadian National president Donald Gordon urged an early conversion of Canadian National's Mount Royal Tunnel from conventional railway to rapid transit operation. A committee has been studying the scheme for over a year, and an engineers' report has been drawn up.

Mr. Gordon noted that the present commuter service is suffering from severe congestion with the prospect that by next year complete congestion will set in. Even with recent service increases, the present train service can handle only 10,000 passengers in each rush period, while a subway system could transport 40,000 persons per hour.

MONORAIL SUGGESTED FOR TORONTO-HAMILTON...

Plans for a high speed monorail system which would carry passengers from Hamilton to Toronto in 26 minutes were presented to Hamilton and area municipal leaders March 23rd. Mr. W. Hodgson, spokesman for a group of engineers and physicists working on the project, asked the politicians to consider monorail in planning their future transportation requirements.

Mr. Hodgson said the proposed system would travel at an average speed of 91 m.p.h. There would be six stops, including Burlington and Oakville, and passengers would be given service every three minutes during rush hours.

...AND FOR EXPO '67

Top-level management of Expo '67 has recommended that the monorail-type transit system used at the Lausanne, Switzerland exhibition, be purchased, dismantled and shipped to Montreal as part of Expo's secondary transit system. The recommendation also included a proposal to build an additional system at the Expo site to complement the Lausanne system.

Unlike the primary transit system, an electric train with the fare included in the admission price, the secondary or monorail-type system will probably have a 25-cent fare. (The secondary system is designed to take visitors on shorter hauls than the primary system.)

PGE ATTEMPTS TO RECOVER LOST DIESEL

Pacific Great Eastern began earnest efforts in mid-April to recover No. 616 from the depths of Seton Lake, near Lillooet, B.C. The 1800 h.p. road-switcher was derailed after hitting a rockslide last December, just three months after it was delivered from MLW.



CN DISCONTINUES FOUR EXPRESS TRAINS

Canadian National has announced it is discontinuing four express freight trains that operate between Toronto and London, Ont., in favour of a trucking service. The trains involved are Nos. 18 and 77 operating via Brantford, and Nos. 26 and 25 operating via Stratford. The changeover is scheduled for about June 21st.

The railway plans to use some of its own trucks in areas where they are licensed to operate, but most of the service will be let out on contract.

"WINNIPEG" TO BE DROPPED?

The Soo Line has petitioned the Minnesota Railroad and Warehouse Commission for permission to discontinue its portion of the operation of the "Winnipeg", a joint Soo-Canadian Pacific train between St. Paul, Minnesota and Winnipeg. Although the Minnesota commission has not yet ruled on the application, the U. S. Post Office Department plans to take the mail off the trains on May 1st.

It is uncertain what effect this action will have on the Canadian Pacific portion of the run, from Emerson, Man., to Winnipeg.

NYC CONSIDERS NEW CANAL BRIDGE

It is reported that the New York Central System is contemplating the replacement of its railway swing bridge over the Welland Canal at Welland, Ont. It is to be replaced by a lift bridge having the longest span on the Canal.

CPR FIREMAN WINS UNION AWARD

The Brotherhood of Locomotive Firemen and Enginemen's "Locomotive Fireman of the Year" award for 1964 was won by a Canadian Pacific fireman, Glen C. Nagle. He was cited for saving the lives of two boys who were on a trestle over which his train was passing, near Toronto. Presentation of the trophy and \$500 cash award were made at a recent dinner in Washington.

LEFT: PGE RS-18 No. 620 idles at Canadian National's Calder Shop, Edmonton. This unit is similar to 616, mentioned above.

/P. A. Cox



LEFT: This aerial view of CP's wrecked "Canadian" near Terrace Bay shows the Chapleau wrecker beginning to clear the line. The A-unit is visible at the lower right.

/GLOBE AND MAIL

OPPOSITE: An overall view of the wreck site looking eastward.

"CANADIAN" DERAILED IN NORTHERN ONTARIO

A sudden, early-morning washout three miles east of Terrace Bay, Ont., has been blamed for the Easter Weekend derailment of CP's crack "Canadian". Two men were killed and 47 passengers and crewmen injured when the eastbound train left the rails at about 1.15 a.m., April 17th. Terrace Bay is eight miles east of Schreiber on CP's Heron Bay Subdivision.

The accident happened on a sharp curve in wooded country about three miles from the shore of Lake Superior. There were about 375 persons aboard the train when it struck the 70-foot washout and hurtled down a steep embankment.

Wrecking crews from Chapleau and Schreiber extricated the last of the trapped passengers by 7 a.m., and had the line back in full operation by Monday afternoon, April 19th. During the intervening period, CP

trains operated over Canadian National rails from Fort William to Longlac and Oba, and thence via the Algoma Central to Canadian Pacific tracks at Franz.

In spite of the severity of the mishap, there was very little panic, and the efforts of the railway personnel during the rescue operations were highly praised by passengers.

It is unlikely that the baggage-dormitory cars or the locomotives will be repaired. The B-unit is reported to be a total loss, while the A-unit (and perhaps parts of the B-unit) will likely be turned over to GMD as one of the trade-ins for new GP-35's.

The two diesel units and eight of the 14 cars in the train were derailed. Damage to the B-unit was so extensive that it was simply buried and now forms part of the embankment. The train consist follows:

A-unit	1401
B-unit	1906
Baggage-Dorm.	3014
" "	3011
Tourist	Upton
"	Ulster
Skyline	501
Coach	105
Sleeper	Chateau Laval
"	Chateau Denonville
Dining Car	Acadian
Sleeper	Chateau Papineau
"	Chateau LaSalle
"	Allan Manor
"	Lorne Manor
"	Waterton Park

DETAILED

INDUSTRIAL EXHIBITOR USES CPR

Many heavy pieces of equipment not practicable to display in any other way are being shown to potential purchasers from coast to coast by Federal Pacific Electric of Canada, using an 80-foot CPR railway car. The exhibit opened in Vancouver March 24th, and in an eight-week period will be stopping at some thirty different cities and towns across Canada.

The interior of the car has been completely remodelled and provides a display of the company's line of electrical distribution equipment and lighting products. A motor-generator set carried on the train provides power for the lighting, heating, electrical displays, test equipment and background music.





LEFT: Little is left of CN's Mimico Roundhouse after the disastrous fire of March 24th.
/C. S. Bridges

CN TRAIN CREWS ATTEND SPECIAL SEMINARS

Canadian National passenger train crews are going back to school to acquaint themselves with modern techniques in the art of Customer Relations. N. J. MacMillan, CN's executive vice-president, regards the programme as an important way "to gain for CN trains the reputation of an efficient, relaxing, courteous and thoroughly enjoyable way to travel."

An estimated 1,300 passenger train personnel will participate in the Customer Relations seminars prior to the heavy travel season.

RAIL TRANSPORT VITAL TO NEW MINE

A lucrative new source of revenue for several local railways became reality on March 10th with the official opening of the Adams Mine of Jones and Laughlin Steel Corp., at Dane, Ontario, near Kirkland Lake.

Solid 5,000-ton trains of pelletized iron ore are handled by four railways from Dane to the J&L mills at Pittsburgh and Aliquippa, Pennsylvania. The ore travels via Ontario Northland from the mine to North Bay, via CNR from North Bay to Black Rock, N.Y., via NYC to Youngstown, Ohio, and thence via the Pittsburgh and Lake Erie to the mills.

CPR TO SPEND \$5.5 MILLION ON 1965 PROJECTS

Canadian Pacific will spend about \$5.53-million on major construction projects in 1965. Accounting for \$4.2 million of the total are three major CTC installations, on the Nemegos Subdivision in northern Ontario, near Brandon, Man., and near Field, B. C.

CP will also construct additional trackage at Vancouver, improve yard facilities at Montreal, enlarge piggyback facilities at Grovehill, Que., and continue a 1964 programme to improve shore-ship ore-handling facilities at Turner, Ont., near Little Current.

BEGINNING OF THE END FOR MIMICO

Canadian National has called tenders for the demolition and removal of all buildings, structures, railway tracks, etc., from its property fronting on New Toronto Street in New Toronto. CN's roundhouse in this area was partially destroyed by fire recently. (See April NEWSLETTER, page 49)

CNR RECAPITALIZATION COMING?

In the April 5th throne speech of the current session of Parliament, there is mention of a bill to recapitalize the Canadian National Railways. This bill could be expected to go some way toward meeting CNR president Donald Gordon's demand that the company be relieved of its burden of inherited debt. The Government would have to accept responsibility for this old debt, leaving CNR free to show financial results more in keeping with its present operations.

STUDY TRANSPORTATION AID FOR EXPO VISITORS

H. Leslie Brown, commissioner-general of the Canadian Government's participation in Expo '67, the Montreal World's Fair, said recently that a study is being made of the possibility of paying travelling fare after the first 500 miles for Canadians who live more than this distance from Montreal. And we think the trains are crowded now!

CN NEWS AGENTS TO BE RETIRED

By mid-spring, the news agents of Canada Railway News, familiar to Canadian railway travellers for decades, will be missing from Canadian National trains. Lack of patronage is reported to be the cause. On some trains, the news vendor will be replaced by a pretty girl dispensing reading matter and light refreshments from a portable counter or trolley; this service has been tried on Toronto-Montreal trains with a considerable degree of success.

HEARINGS HELD ON NAR STATION CLOSINGS

Northern Alberta Railway and BTC officials met recently in Whitelaw and Berwyn, Alta., to discuss NAR's proposal to close its stations at the two points. The business done at the stations was insufficient to meet even the agents' wages.

NEW INNOVATIONS FOR CN'S SUMMER SCHEDULES

A new name and a new service will be introduced by Canadian National on its "Name" trains this summer.

The new name is "Dormette"; it is applied to a new series of open section sleeping cars that will operate on the "Super Continental", "Panorama", "Ocean Limited" and "Scotian" beginning May 1st. The "Dormette" cars will be renovated "Point" series 14-section sleepers.

"Dormettes" will be marshalled directly at the head-end of the trains, ahead of the coaches. For this accommodation, passengers will pay less than standard upper, lower and section fares and yet will be entitled to complimentary coffee shop meals and use of the coach lounge. These cars will be ideal for group tours.

The new service will be an additional transcontinental train daily in each direction. From June 23rd to September 8th, in addition to the "Panorama", there will be two separate and complete "Super Continentals" - one between Montreal and Vancouver and one between Toronto and Vancouver. The two separate trains will effectively double the available space as well as eliminate the necessity of joining or separating the Montreal and Toronto sections at Capreol.

This year's "Lakeshore Express" between Toronto and Montreal will appear as a non-stop train between these two points, on a 5 1/2-hour schedule. In actuality, there will be crew-change stops at Belleville and Brockville, but no passenger business will be carried out at these points. With Nos. 5 and 14 providing a rapid daytime service and making a number of intermediate stops, the "Lakeshore Express" will be free to handle the majority of the through passengers.

We hope to be able to give the full story on passenger service changes in the next issue.



TH&B SINGLE-TRACKS HAMILTON TUNNEL

In a rather sudden move, the Toronto, Hamilton and Buffalo Railway recently single-tracked its tunnel at the west approach to Hunter St. station in Hamilton. This area has been under CTC control for some time, and it was felt that no lack of flexibility would result from elimination of the second track. The remaining track has been centred in the bore to permit easy passage of high piggyback and big-inch pipe loads.

PRR-NYC MERGER REPORT FAVOURABLE

On March 29th, U. S. Interstate Commerce Commission examiners reported in favour of the proposed merger of the Pennsylvania and New York Central Railroads. The report stated that "the overall benefits to be derived from consummation of the proposed merger clearly outweigh any injury."

The new company, to be known as the Pennsylvania New York Central Transportation Company, would be required to take over freight operations of the New Haven Railroad, but would not have to support that line's bankrupt passenger service.

Financially-troubled Erie-Lackawanna would be excluded from the merger as would the Delaware and Hudson and Boston and Maine Railroads. However, the records would be kept open for 10 years to permit Commission consideration of their inclusion if their first choice of N&W-NKP-Wabash is denied them.

Other conditions would see the New York, Susquehanna and Western Railroad included in the merger, and Pennsy-controlled Lehigh Valley placed in one of the other two major eastern systems (N&W-NKP-Wabash or C&O-B&O).

If the merger passes the ICC, whose deliberations may take a year, it will create a 19,631-mile system (largest in the U.S.) operating in 14 states and Canada. Eight years after consummation of the merger, annual savings are estimated at \$81 million. Total assets of the company would be \$5.2-billion.

LEFT: Resplendent in its new colours of white and orange-red, CP RDC 9053 idles at Toronto Yard.
/D. W. Hately

LEGISLATIVE RELIEF FOR RAILROADS IN SIGHT

For many years, American railroads have loudly clamoured for a "Magna Carta" for the industry. Bill C-120 of the Canadian Parliament is a partial answer to this plea but naturally affects Canadian railroads only.

This bill, currently under study by the Parliamentary Committee on Railways and Canals, proposes three main changes. These deal with the orderly abandonment of branch lines, the rationalization of the passenger services and the railroads' freedom to set freight rates.

1. Branch Line Rationalization Authority

The bill would establish the Branch Line Rationalization Authority, consisting of three men appointed by the Governor-in-Council. These three men would presumably be experts in the field of branch abandonments but they need not be members of the Board of Transport Commissioners. With the formation of this Authority, a railroad would have two choices when applying for abandonments. It could apply directly to the Board, which, at its own discretion, could refer the application to the Authority. The Authority could, in turn, order that the line be kept in service or that abandonment be delayed until suitable alternate transportation could be found. The other channel open would be an application to the Authority which, on satisfying itself that all but economic reasons are in favour of abandonment, would forward the economic statement of the line to the Board. If the Board found the line to be uneconomical, its approval of abandonment would be automatic and the Authority would set an abandonment date which would be from thirty days to five years after approval.

The most significant feature of the new proposal is the Branch Line Rationalization Fund - \$13 million a year to be used to pay losses on lines approved for abandonment but kept running in the public interest by the Authority. Both the Authority and the Fund would be set up for a period of 15 years.

2. Passenger Deficits

The bill would give Canadian railways until 1968 to wipe out passenger deficits. Under the plan, the deficits incurred on passenger services by the railways would be partially or wholly paid by the Federal Government. Specific ceilings are set for the CNR and CPR ranging from \$40 million for the CNR and \$22 million for the CPR in 1964, to a low of \$8 million for the CNR and \$4.4 million for the CPR in 1968. Other Canadian lines would receive 90% of their 1964 deficit ranging down to 20% in

1968 when it is hoped that uneconomical passenger services will have been eliminated.

3. Freight Rates

The most important aspect of the bill is the new freedom which would be given to the railroads in setting freight rates. Through the bill, the railways would be given the freedom, within certain liberal limits, to set their own freight tariffs in most cases. The BTC would of course have the power to set a maximum rate and would demand that all tariffs be compensatory. The railroads would have the power to "discriminate", i.e. they could set different rates for the same commodity as each individual situation demands. Protection would still be given to the captive shipper who would ask the Board to set a just rate if he could not agree with the railroad. Grain products would be excepted from these rules and would continue to be hauled at the April 1st, 1964 rate, with deficits being made up by Federal subsidy.

4. Other Aspects

Other changes in the act would see the disappearance of express regulations, which would now come under freight rules. Tariffs for the carriage of mail and armed services personnel and equipment, now set arbitrarily by the Governor-in-Council, would be negotiated by the Governor-in-Council and the railroad. Finally, telephone and telegraph regulations would be completely overhauled.

5. Reaction to Bill C-120

The bill, which received first reading on Sept. 14th, 1964, is not without opposition. At a public hearing on March 25th, the Canadian Manufacturing Association expressed its discontent. It maintained that the formation of the Branch Line Rationalization Authority would only confuse the already complicated abandonment procedures. Also, it asked that shippers who feel they are being discriminated against by the railroads in freight rate matters should be free to appeal to the Board. Its other recommendations were;

- (a) the continuance of the present tariff-setting system,
- (b) a different formula for dealing with captive shippers, and
- (c) compensation for such statutory services as the free carriage of members of Parliament.

Also on March 25th, Gregor Jamieson, vice-president of the Manitoba Branch Line Association, told the hearing that the manner in which the Board of Transport Commissioners presently considers only one line, and not the whole area at abandonment hearings, has shocked Manitoba. He said that

his organization hoped the new Authority would have the power to study a complete area at once.

It is anticipated that the amended bill will be reintroduced to the current session of Parliament.

/Tom Henry

THE "RUN-THROUGH" SITUATION TO DATE

The Freedman Industrial Inquiry Commission, under Mr. Justice Samuel Freedman of the Manitoba Appeal Court, was set up by the Federal Government last October after hundreds of CNR employees protested proposed run-throughs at Nakina, Ont., and Wainwright, Alta. Run-through is the term applied when a crew operates a train beyond the point at which it previously changed. The railway argues that run-throughs are a natural advancing step; the running trades contend the run-throughs will eliminate jobs, threaten safety, and uproot workers from their homes.

The whole thing started, according to the Canadian Press news agency on January 18th, back on April 22, 1964, when the CNR put out a bulletin seeking four additional firemen at Nakina as a result of increased traffic. There was no reply to the bulletin. According to the CNR, the only solution open to them was to force "senior demoted engineers" in the promotion district to Nakina for as long as the shortage existed. The railway soon recognized, however, that forcing men to locations undesirable to them for indefinite periods of time imposed a hardship on the men concerned and created an unpleasant labour-management relationship. As an alternative a run-through program was proposed to be "gradually and progressively introduced" between Hornepayne and Armstrong, Ont. The men located at Nakina would remain there and be permitted to earn maximum monthly mileage, but work which they could not handle on a year-round basis within mileage allowances would be taken care of by men from Hornepayne.

Another significant factor in CNR proposals to extend certain crew runs through Nakina was the time to be saved in stopping a train and changing the crew. According to one report, again in Canadian Press, twenty minutes could be saved by running crews through Nakina.

In the case of Wainwright, a main-line terminal, the CNR proposed that brakemen and conductors who previously changed at Wainwright would operate through from Edmonton to Biggar, Sask., a distance of 266 miles.

The unions' point of view seems to be that run-throughs will bring economic hardships to these communities where so many people depend on the railway for their livelihood—a great deal of money having been spent to establish and improve an area that exists mainly because train crews do change and live there. Further, according to the Canadian Press news agency, Maurice Wright counsel for the three railway unions involved, told the Freedman Commission that the situation that developed over Canadian National's run-through proposals was the result of the railway dealing "directly with employees rather than union representatives." The idea here was that the railway did not consult the railwaymen brotherhood organizations on their run-through intentions and, as a result, the unions were not in a position to offer any knowledgeable assistance to the railway when, according to CNR figures, 2,800 employees between Vancouver and Toronto booked sick or unfit for duty, resulting in disrupted operations. Yet another report says that the CN's run-through proposals were not fully negotiated by the railway and employees before the plan was to be implemented and this led to union opposition. There is also a reference in an additional report that the situation was "due largely to intervention by third parties which has led to misunderstandings and distortions of actual situation."

In the east, manifest freight trains between Sudney and Stellarton, Nova Scotia, have eliminated a previous crew-change at Harve Boucher, near the Strait of Canso, and manifest freights operate between Stellarton and Moncton, eliminating Truro as a crew-change point. Others are: Moncton to Halifax, eliminating Truro; Moncton to Campbellton, eliminating Newcastle; Moncton to Edmundston, eliminating Napadogan. Similar changes have been made on passenger trains on many of the same subdivisions. One run-through eliminated two former crew-change points—Mont Joli and Riviere du Loup, Quebec, on the Campbellton-Levis, Que., run of the Ocean Limited and other passenger trains. So we see that several run-throughs have been introduced in the eastern Provinces without mass disruption of service by employees protesting them.

On Thursday, March 18, N. J. MacMillan, Executive Vice-President of CN, appeared as a Company witness before the Industrial Inquiry Commission presenting a statement in support of Canadian National's right to establish extended crew runs. The following is a quotation from this statement: "In the proper discharge of its responsibilities, the Company must make changes and adjustments to its operations as required if it is to provide an efficient transportation service. Some changes occur only occasionally but others take place almost daily—many affect employees' working con-

ditions. Care is always taken to ensure there is no violation of the collective agreements. However, as was the case at Nakina and Wainwright, and as is the case in its daily operations, Canadian National must have the right to manage and to make changes in its operating procedures at any

time. Without this right, it would be difficult, if not impossible, to meet effectively the demands of its shippers and to maintain a vigorous competitive position."

/David Stalford

EQUIPMENT NOTES

CN USES MORE LEASED LOCOMOTIVES

In addition to the 22 locomotives leased from the Duluth, Missabe and Iron Range Ry. (March NEWSLETTER, page 37), Canadian National intercepted four brand new engines en route to their new owners, and put them to work in freight service between Winnipeg and Edmonton. All four units were acquired in late February.

Two of the units are 1800 h.p. RS-18's from Montreal Locomotive Works, en route to the Pacific Great Eastern. They are numbered 619 and 620 (serial numbers 84830 and 84831 respectively), and were turned out in January. Oddly enough, these locomotives are equipped with manual transition, and complete instructions are posted in the cabs for the benefit of CN crews accustomed to the automatic variety. The units are expected to be on CN lines until May.

Somewhat more unusual were the other two units, GP-35's for the Alaska Railroad. Numbered 2502 and 2503 (serial numbers 29870 and 30055 respectively), these locomotives were turned out by Electro-Motive in February. They operated on the Prairies for about a month, and finally embarked for Alaska by barge from Prince Rupert in late March.

MORE LOCOMOTIVE ORDERS FOR MLW

Pacific Great Eastern has added an eighth unit to its current order with Montreal Locomotive Works. The engine, an RS-18, will be numbered 626 (serial No. 84872). The first two locomotives of the order have been leased to CN, while the remainder are scheduled for June delivery.

Another RS-18 "low profile" unit is on order with MLW, this time for Roberval Saguenay. The 1800 h.p. unit will carry the serial No. 84871.

CANADIAN PACIFIC MOTIVE POWER NOTES

CP continues to turn locomotives over to Montreal Locomotive Works as trade-ins for new Century 424's. The latest to disappear from the roster are A-units 4045 and 4048 and B-units 4410, 4419 and 4422.

Four more of the new 2400 h.p. MLW units entered service during the first part of April, bearing the numbers 4203-4206.

As reported elsewhere, GMD B-unit 1906 was demolished at Terrace Bay, Ont., on April

17th, and the future of A-unit 1401, also damaged in this wreck, is uncertain.

The first of the new GP-35's from GMD in London, Nos. 5014 and 5015, are expected in early May.

TWO MORE CPR STEAM LOCOMOTIVES PRESERVED

Canadian Pacific steam locomotives have been acquired by two western cities in the past few months.

H-1-e class 4-6-4 No. 2860 arrived in Vancouver at the end of October for preservation by the Vancouver Railway Museum Assn. (Membership in this group is a modest \$1.00 from Box 2860, Vancouver 3, B.C.) The locomotive was restored to its original appearance at CP's Vancouver roundhouse and put on display in the downtown area for a few days. Although it is not on permanent display yet, covered storage and display space should be ready within the near future. In the meantime, several "exhibits" are planned for this summer.

In Lethbridge, Alta., N-2-a class 2-8-0 No. 3651 recently went on display in that city's Galt Gardens. As in the case of Vancouver, the purchase price of the engine was raised by public subscription through the efforts of a citizens' committee.

CNR BOOSTER UNIT DELIVERIES COMPLETED

Canadian National has completed its conversion of twelve MLW 660 h.p. switchers to engineless hump booster units (which draw their traction power from the locomotives to which they are semi-permanently coupled). See May, 1964 NEWSLETTER, page 72. Conversion details are as follows:

New No;	Converted From;	Date into Shop;	Date Outshopped;
B-1	8477	9-1-63	1-3-64
B-2	8452	1-30-64	6-30-64
B-3	8462	3-20-64	12-2-64
B-4	8465	4-15-64	7-22-64
B-5	8487	4-28-64	1-5-65
B-6	8491	5-4-64	1-14-65
B-7	8488	7-16-64	1-29-65
B-8	8489	9-15-64	12-2-64
B-9	8479	10-29-64	12-15-64
B-10	8495	11-2-64	1-26-65
B-11	8466	11-30-64	2-19-65
B-12	8494	12-14-64	3-18-65



Note the differences in rear ends of CN 3201, LEFT, and CP 4202, ABOVE, both MLW Century 424's. LEFT /P. A. Meldrum ABOVE /Bruce Chapman

BELOW: A long way from home is CNR GP-7 4815, at Bowmanville, Ont. This locomotive is assigned to Vancouver. /D. W. Hatley

CN PASSENGER EQUIPMENT DEVELOPMENTS - 1965

The summer of 1965 will see tremendous changes in Canadian National's passenger car fleet. To accommodate the unprecedented number of travellers expected, the railway has leased or purchased a sizeable number of additional sleeping cars, as well as embarked on an ambitious renovation program for 700 existing cars. Following are some of the details:

A) LEASED EQUIPMENT (in temporary service)

* Six Norfolk and Western (Wabash) 12 roomette, 4 double bedroom sleepers have been leased for use on Toronto-Montreal trains 16 and 17 (line Nos. 1607-1609-1610-1707-1709-1710) from June 17th to September 14th.

The names of these cars are:

Blue Boy	Blue Horizon
Blue Cloud	Blue Knight
Blue Gazelle	Blue Sky

They were built by ACF in 1950 and are aluminum sheathed.

* Four Canadian National "Green" series 6 section, 6 roomette, 4 double bedroom sleepers will be withdrawn from the Pullman lease from June 15th to September 15th, and assigned to trains 49 and 50, the "Northland" from Toronto to Timmins and Noranda. The cars involved are:

1164	Green Brook
1166	Greening
1169	Green Bush
1175	Greenvale



* From June 15th to September 16th, the following foreign cars will be assigned to Toronto-Chicago trains 14 and 15, replacing the "Green" cars:

-Erie-Lackawanna 10 roomette, 5 double bedroom sleepers;

Fride of Youngstown

Spirit of Youngstown

These cars were built by Pullman-Standard in 1953.

-L&N or C&EI "Pine" series 6 section, 6 roomette, 4 double bedroom sleepers, built by Pullman-Standard in 1954.

B) PURCHASED CARS (in permanent CN service)

* Two ex-Bangor and Aroostook 6 section, 6 roomette, 4 double bedroom sleepers will be assigned to the Montreal-New York service

in the Pullman lease effective April 25th. The names and numbers of these cars are:

BAR:	CNR:
80 - North Twin Lake	1190 - Green Gables
81 - South Twin Lake	1191 - Greenock

These cars were built by Pullman-Standard in 1954 and are stainless steel sheathed. They were renovated at Port Huron Shops (GTW) and were painted similar to the equipment of "Le Champlain".

* Twenty New York Central 10 roomette, 6 double bedroom sleepers have been purchased for delivery later in the year. Ten cars each will be renovated by Point St. Charles and Transcona Shops. It is expected that eight cars will be available by July 17th, with the remaining twelve arriving by October 30th. Although CN names have not yet been assigned, it is expected they will be named in a "River" series. The NYC names and numbers are as follows:

10141	Powder River
10144	Penobscot River
10152	Miami River
10157	Winding River
10161	Agawan River
10162	Deer River
10165	East River
10167	Manistee River
10174	St. Regis River
10188	St. Francis River
10197	Licking River
10199	Chicopee River
10213	Hocking River
10215	Huron River
10216	Housatonic River
10218	Niagara River
10222	Saugus River
10223	Scioto River
10230	Oswegatchie River
10233	Kankakee River

These cars were built by Pullman-Standard in 1950.

* Twelve 14 roomette, 4 double bedroom sleepers have been purchased from the St. Louis - San Francisco Railway (Frisco), for delivery to CN in late 1965. Their stainless steel sheathing will be removed during renovations at Point St. Charles Shop. It is expected that these cars will be named in a "Falls" or "Creek" series on CNR. The Frisco names and numbers are as follows:

1450	Pierre Laclède
1451	Thomas Hart Benton
1454	Auguste Chouteau
1457	Meramec River
1458	Osage River
1459	Gasconade River
1460	Niangua River
1461	James River
1462	Grand River
1464	Neosho River
1465	Spring River
1466	Cimarron River

Pullman-Standard built these cars in 1948.

C) CONVERSION OF EXISTING CN EQUIPMENT

* 20 Coach Lounges

Numbered: 3020-3039

Capacity: 44 coach seats, 24 refreshment seats in lounge area.

Converted from:

Electro-mechanically air-conditioned (E.M.) coaches;

5451, 5546, 5550, 5555,
5556, 5561, 5563, 5565,
5566, 5567, 5568, 5572,
5577, 5600, 5604, 5606,
5607, 5609, 5613, 5614.

* 19 E.M. Dining Cars

Numbered: 1360-1368 (ex-parlor grill)

1369-1378 (ex-A.C. coaches)

Capacity: 48 seats.

Converted from:

1360-1368 from parlor grill cars 900-908.

1369-1378 from A.C. coaches;
5384, 5385, 5387, 5391,
5392, 5397, 5398, 5401,
5408, 5410.

* 9 E.M. Diner Lounges

Numbered: 1351-1359

Capacity: 32 dining seats, 12 lounge seats.

Converted from:

48-seat diners 1351-1359.

* 10 Club Lounges

Numbered: 2316-2325 (Names not assigned)

Capacity: 18 in refreshment section, 17 to 21 in lounge area.

Converted from:

Buffet parlor cars;

875 St. Charles
876 St. Francis
877 St. Louis
878 St. Peter
879 Amethyst
880 Alleyne
884 Manitoba

Bedroom-buffet-lounge cars;

1062 Fort Garry
1063 Fort Lawrence
1071 Fort Augustus.

* 6 Parlors

Numbered: 581-586

Capacity: 45 seats, similar to "Champlain"

Converted from:

E.M. Parlors 581-586.

All of the foregoing equipment being leased purchased or renovated is fully air-conditioned.

FOOTNOTES

* CN's "Sceneramic" Car 2405, reported in the March NEWSLETTER as being named "Foot-hills" now bears the name "Columbia". It is not known whether CN will purchase the remaining four full-length domes of this class from the Milwaukee Road in the foreseeable future. •



KEATON RIDES AGAIN

by Norm Lowe

You can say what you like about all those weeks that were, but for a small core of CN people the five that made up September and a few days of October "busted out" as never before.

It was a period when commuters were growled at, oncoming yard diesels were waved aside, and freight trains took the siding without question. The cause of it all was a noisy yellow track motor car and its famous operator—a little old man in a black baggy suit, bright red vest and boots without heels, who seemingly didn't give a hoot for danger. He's been used to a similar hair-raising pace of life for 65 of his 68 years.

This could only describe that sad clown and still-sulking Hollywood actor, Buster (Joseph) Keaton. One of the best loved luminaries of the silent film era, Buster spent five weeks on CN lines in the fall, making a movie called "RAILRODDER" for the National Film Board.

The coloured film, a sort of comedy travelogue, features Buster as a wandering Britisher on a track motor car, seeing the sights of Canada as no one else probably ever will—or would wish to. CN facilities and equipment were put at the disposal of NFB crews during the filming, and railway

personnel were assigned to assist the group in all five regions on the System.

Spry as ever, with his famous deadpan expression and porkpie hat that became a trademark as famous as the Chaplin derby, Buster Keaton considered his trip across Canada a great vacation. Mr. and Mrs. Keaton travelled to each location in CN's seven-compartment car Bedford, rented for the occasion, and attached to the rear of regularly-assigned passenger trains. Hotel accommodations were made for the Keatons at places where the filming was to take several days, but Buster found the railway car too comfortable and at times refused to leave.

A rail buff for more years than he cares to remember, Buster jumped at the chance to make "RAILRODDER". "I just love trains," he declared. He's chief of his own system in his back yard at home, in the San Fernando Valley of California.

It took a scant 15 minutes for him to learn the operation of the track motor car which would be his during the filming. Special instructions were given by CN personnel at the Montreal Yard. His only remark about the car was that it bucked. "Have to wear

spurs," he mumbled, "to keep it on the rails."

From Montreal the movie-makers travelled to the Halifax area, then worked their way west until reaching Vancouver where Buster was presented with an engraved silver spike by J.A. Pollock, B.C. area manager, to mark the end of filming. The track motor car and a hyrail car, which was used as a mobile camera platform, were both shipped to filming locations in CN freight cars.

One thing about Buster that soon registers with a railroader is his wide knowledge of the industry. He knows almost as much about power switches, centralized traffic control, the uniform code of operating rules, and safety, as an area operations manager. More than once he would growl to members of the film crew to be careful or they would "damage the property." And he speaks the railwayman's jargon like a true professional.

Buster felt right at home during the five weeks he was a "RAILRODDER". His early films often dealt with hilarious misadventures on railroads. He noted that in one of his favorite pictures, "the General", the director was not able to call on the special effects techniques that help today's film-makers. "When the scene called for us to run the locomotive off the bridge that's exactly what had to happen," he recalled.

There are, of course, a number of rib-tickling episodes in "RAILRODDER". Near Dartmouth, N.S., the sequence has Buster cruising along on his speeder when he suddenly realizes it needs oiling. He picks up his oil can, but it's empty. Where does this take place? Right near an oil refinery, of course. There's a million gallons of the stuff nearby, but not a drop for Keaton. His goofy expression is used to good advantage here.

Rolling into Ottawa, he stands up on the car and smooths down what little hair he has left with water, from a beat-up dishpan. "Have to create a good impression," he preens, proceeding into the capital. And at Rivers, Man., he just happens to be speeding backwards over a high trestle, concentrating on doing his washing. He doesn't know that three other hand cars are surging toward him in the opposite direction. Other "suspense" filming takes place near Halifax, Levis, Montreal, Jasper, the Fraser River Canyon and Vancouver.

"RAILRODDER" is to be released for theatre viewing early this year. A second black and white film, showing how the first was made, will be for Canadian television programming.

Traction Topics

Edited by John F. Bromley



* during a particularly heavy snowstorm on February 25th, eastbound QUEEN car 4216 rear-ended another unknown PCC at Boulton Street, at a speed estimated at 15 m.p.h. Several passengers received minor injuries.

Car 4216 is now reposing at the rear of Hillcrest Shops, with a considerably flattened front end. No plans for repair of the car are yet evident; however, it would appear that in view of the fact that many cars of this series will not be required after the subway opening, chances of repair are slim. Minor damage to classes A1, A2, A3 and A10 is repaired, but complete car painting is no longer being performed. /JFB

* Recently, a local trolley fan standing on a corner watching a motorman change his destination sign, was flabbergasted when two quite foreign destinations flashed past. It appears that TTC has quietly added the destinations DUNDAS WEST STATION and BROADVIEW STATION to the linens, being numbers 45 and 46 respectively. A close check of the various classes of PCC's indicates that the 4300's based at Lansdowne and Danforth (4300-4377) and Nos. 4700-4747 all have the new signs. Cars of the 4300 class at St. Clair did not have them at last check, nor did any of the MU cars. /DT

* The TTC has begun a six-month experiment with service on the LONG BRANCH-DOWNTOWN tripper service. Instead of the former one in three cars running in to Church St., one of every two cars now runs downtown, replacing the former 12-minute headway with eight minute service. The experiment began at the beginning of March.

With the extra cars in Downtown service, TTC is finding itself short of the metal dash signs that hang on the front of the car, reading DOWNTOWN on one side and LONG BRANCH on the other. The TTC is the last system in North America to utilize the metal dash signs. /JFB

* Jim Shetler reports that an interesting illustrated historical account of the Oshasa Railway is included in the January quarterly issue of ELECTRIC TRACTION QUARTERLY, available at \$1.25 from James D. Johnson, 519 Prospect South, Wheaton, Ill.

* Track plow W5 is one of many pieces of TTC snow-removal equipment that came out to deal with the 12-inch snow-and-sleet storm which hit Toronto the morning of February 25th. The plow left St. Clair carhouse about 11:30 a.m. and backed westward on St. Clair Ave. on the eastbound track to Christie. Eastbound wires had been brought down by ice at that point, and about a dozen cars were stalled behind. The PCC's could not break through the slush that had frozen in the flangeways while repairs were being made to the wire, so the heavier W5 was being used. Stalled cars on Wychwood Ave. prevented any cars running in, so W5 led a procession over to the subway and back.

The ST. CLAIR line east of the subway, also plagued by fallen overhead, was not in operation until the evening when wires were repaired at Manor Rd., southbound. The eight cars stranded were preceded by a line truck on whose platform rode two men banging ice from the wire with switch irons.

/TFM

* Construction work began in early March on the 3½-mile extension of the Bloor-Danforth Subway from Keele St. to Islington Ave. The first contract, valued at \$1.45 million, covers construction of the line from Riverside Drive to Humber Blvd., including the Old Mill Station and an 800-foot prestressed concrete bridge over the Humber River. Unlike the bridge between Sherbourne and Castle Frank Stations, the Humber bridge will be in the open, as will a large percentage of the extensions' length. (The present line is virtually entirely underground, with the exception of a portion of the line east of the elevated Keele Station and the portion under the Bloor Viaduct.

Tenders have also been called for construction of other sections of both extensions and work will be well under way by mid-summer. It is expected that both extensions will be completed and operating by late 1967.

/TTC Headlight, JFB

* Readers who are anxiously awaiting the delivery of the new subway cars will be interested to know that the TTC has announced that the initial cars are expected in mid-May. The first two cars, at least, will be delivered to Davisville and not Greenwood. More details will be available next month.

/JFB

* The TTC has declined a request of the Danforth District Business Men's Association for a bus service on Bloor-Danforth after the opening of the new subway. The entire subway system will operate 24 hours a day following the opening of the Bloor-Danforth line.

/JFB



ABOVE: TTC 4308 and 4315 at Lansdowne carhouse, displaying new destination signs.

/J. F. Bromley

BELOW: TTC Track Plow W5 on St. Clair Ave., at Wychwood, February 25th, 1965.

/T. F. McIlwraith



* According to a shopman at St. Clair Division, Witt 2806 which is still in storage at St. Clair is being held for Charles Matthews, who previously purchased cars 2786 and 2894; car 2884 was to have been sold to Mr. Matthews, but was scrapped instead.

The fate of Witt 2868 is still unknown. The editor of this column would appreciate any information readers may have on its disposition.

/JFB

* Timed with operator selections in February was the discontinuance of the "dropback" operation in the subway. Formerly, a subway motorman left his train at the terminal and became the operator of the following train. Now, a northbound motorman becomes a southbound guard, and vice versa.

/BM

* Starting date of the TTC track work on King St. as noted in the April NEWSLETTER has been announced as April 26th. The work is expected to take three to four weeks.

/JFB

* Last but not least, a little humour from over 'ome. It seems that the motorman and conductor of a London Tube train left their train in a station last March 25th while they went to get some water for their tea-kettle. When they returned, the train was gone, having rolled out of the station. No mention is made of where the train was recaptured.

/UPI



ABOVE: One of Toronto's new subway cars receiving a compression test at Hawker Siddeley's Fort William plant.

/Courtesy TTC

BELOW: San Francisco 1022 on J line, stopped beneath the 19th Street footbridge in Mission Park.

/J. F. Bromley Collection

U.S. Review

Continued

SAN FRANCISCO MUNICIPAL RAILWAY - San Francisco, California

On the Pacific Coast lies the Golden Gate city of San Francisco, where the Municipal Railway operates five trolley lines and three cable car routes.

Trolleys are:

- Line J - Market-Church to 30th. St.
- Line K - Market-Ocean Ave.-Ingleside
- Line L - Market-Taraval-Zoo
- Line M - Market-19th. Ave.-Ocean View
- Line N - Market-Judah St.-Ocean Beach

Cable cars are:

- Route 59 - Powell-Mason-Taylor
- Route 60 - Powell-Hyde St.-Aquatic Park
- Route 61 - California St.-Van Ness

Looking first at the streetcar lines, all routes start at East Bay Terminal at Fremont and Mission Sts., running a long block up Fremont and turning south-west into Market St. The first line to turn off is the J, running south via Church St. to 18th, turning into winding private right-of-way through Mission Park and behind several houses to avoid the steep hill on Church St. The cars return to Church at 22nd St., proceeding to a wye at 30th St. Route N leaves Market at Duboce Ave. under the shadow of the U.S. Mint, perched at the top of a high hill. After several blocks of street running cars turn into the mile-long Sunset tunnel to pass under one of the cities steepest hills. Emerging again at Carl St. the line passes along several nondescript streets to 9th. Ave. and Judah, where it turns directly west to a street loop at Great Highway near the ocean.



All other trolleys proceed along Market and into the two mile Twin Peaks Tunnel with its stations at Eureka Valley and Forest Hills. The latter is so far underground that two high-speed elevators are used to reach track level. Steps are also provided for those with unusual stamina. Cars emerge at West Portal Ave., where line L immediately turns west through a pleasant neighbourhood onto Ulloa Ave. At 15th St. cars jog one block for the straight run west to 46th Ave. where they turn south to a street loop near the Zoo.

The M route proceeds southwest from the Tunnel along with the K route to St. Francis Circle, where it gallops off "cross country" on private right-of-way emerging at 19th Ave. and Rossmoor. The cars then enter centre reservation for a mile-long run on 19th Ave. emerging onto street track through a rather poor neighbourhood to Broad and Plymouth wye.

RIGHT: El Paso City Lines 1511
about to turn eastward onto San
Antonio Street, El Paso.

/J. P. Bromley

Route K leaves St. Francis Circle south-bound on centre reservation of Junipero Serra Blvd. for a few short blocks turning south-east onto Ocean Ave. through a very pleasant part of the city to Lee Ave. where the system's only off-street loop (not counting East Bay Terminal) is located.

Rush-hour trippers and owl cars proceed further along Ocean to San Jose Ave. making a very sharp turn in a south-westerly direction for the three block run to Geneva Barns, the only remaining streetcar division. How long it will remain depends on the local earthquake situation. The barn is an old Market Street Railway division, built around the turn of the century, and part of the rear wall collapsed a few years ago due to an earth tremor. The building has been condemned for several years.

Eventually, the Municipal Railway must replace Geneva Barn, as the new Bay Area Rapid Transit Department calls for a trolley subway above the rapid transit trains on Market St. The subway will be used by all five trolley lines between a point somewhere near the present East Bay Terminal and a point southwest of Van Ness Ave. Eventually the trolley subway will run as far as the Castro portal of the Twin Peaks Tunnel with branches leaving the line at Duboce Ave. for the N line, connecting with the private right-of-way in Mission Park.

The trolley lines are presently worked by 10 former Double-end PCCs built new in 1948 for the Muni, 25 standard PCCs built in 1952 (North Americas last), and 70 ex-St. Louis PCCs purchased used in 1957 and 1962. All classes are of the all-electric variety although the ex-double end cars have the appearance of the air-electric car.

Briefly, the cable car lines are broken into two divisions, the POWELL (59-60) lines running from Market St. to the north beach area via Mason and Hyde Sts., and 61-CALIFORNIA, running through the financial district from Market to Van Ness Ave. passing uppercrust Nob Hill on the way. The cable cars from all divisions will be shut down for not more than two months this spring while the cable and some of the machinery are replaced. As it is my intention to do a complete article on the cable cars in the very near future no more will be said about them at this time.

All-in-all, the future of Muni's streetcar and cable lines is very bright, with the cable cars odds-on favourites to outlast the much newer streetcar lines and cars.



EL PASO CITY LINES - El Paso, Texas.

EPCL currently operates one interurban trolley line, which crosses into the Mexican border town of Juarez. The PCCs on the line, purchased second hand from San Diego in 1950 and 1953 are the oldest in operation, being built in March of 1937 and January 1938. These were the second lot of PCCs constructed, the first, of course, being those for Brooklyn, N.Y. The cars are in fair condition for their age, but have a top speed of about 21 m.p.h. The line itself is entirely single track, starting in downtown El Paso and running in a long belt to the Bull Ring in Juarez, returning via another street to El Paso. Seating is longitudinal on both sides so that smuggling is kept to a minimum. Passengers crossing the border leave the car to go through customs and then reboard another car.

North America's only carline operating in two countries, it may soon be replaced by a monorail, as this is the current thinking in El Paso. Unlike many other cities switching would not be a problem, except to get monorail cars to the shops, and the possibility of the line being built is very good. However, the plan has been discussed for several years and nothing has come of it yet. Further, Trolleys were recently repainted into a new two-tone green and white paint scheme, replacing the previous yellow green and white.

Nineteen of the 20 cars are serviceable, with car 1519 stripped of parts to keep others running. This car was partially stripped when the writer visited El Paso in 1958. By now, they should be ready to start on another car.

One interesting item regarding the line is the operation from the carhouse at Cotton Ave., which is a few miles away from the line. Cars entering service must back up, going the wrong way on a one-way street. This operation is usually done early in the afternoon when P.M. trippers are conveyed to the line with the aid of the local law.

- Continued next month -

Bull Session



The last vestiges of the once-impressive interlocking plant at West Toronto on the Canadian Pacific disappeared on April 24th. The tower itself was pulled down last September after CTC had supplanted it, but for the winter a small train order shanty remained. Now, John Mellow reports that this too has fallen victim to the centralized signalling, and the train order office has been closed. For a look at West Toronto in palmier days, see the August, 1961 NEWS-LETTER. /JFM

Here's a little ditty reprinted from the COUNTRYMAN, Spring, 1965, published in Burford, Oxfordshire, England. The sentiment is probably more universal than might first be expected. /AHB

THE AGE OF STEAM

We crane our necks. A Highland train,
Unloved by Beeching, rumbles back
To Inverness by loch and glen
On its unprofitable single track.

The philistines and penny-wise
Would cut this lifeline to the Isles,
This grand Victorian enterprise
That swallows up the money and the miles.

Here it comes! Flushing the woodcock,
Stampeding the sheep, startling the fawn,
Roaring between its walls of rock!
The train, to our disgust, is diesel-drawn.

A child is waving a handkerchief.
That could more touchingly redeem
These dog days and revive the brief
Endearing triumphs of the Age of Steam?

F. Pratt Green



To round out the weekend of our steam excursion to Kingston, why not plan to ride to Gravenhurst on Sunday, June 6th, aboard a diesel-hauled special sponsored by the Toronto Train Trip Association? Feature attraction will be the Muskoka Lakes Watercraft Cavalcade, with a host of activities for the excursionists. Train leaves Toronto at 9.30 a.m., EDT. Tickets and information may be had from TTTA, Box 594, Terminal A, Toronto, Ont.

Apparently CFR's local "Trainmaster" fleet has grown again. CLC 2400 h.p. units 8903 and 8913 have been spotted in the Toronto area recently. /JFM

Just to show that not all the links with the steam era are severed, Canadian National plans to embed a driving wheel in the masonry of the lobby or entrance hall of its new station complex in Edmonton. Peter Cox recently spotted the driver of 2-8-2 No. 3805 being cleaned up for the job at CN's Calder Shop in Edmonton. /PC

Planning to be in Montreal on May 29th or 30th? The Canadian Railroad Historical Association is planning a pair of steam excursions with CN 4-8-4 No. 6218. Saturday's excursion will be to Drummondville, Que., while the Sunday train runs to Ottawa. Full information is available from CRHA at Box 22, Station B, Montreal, Quebec.

Even the smallest incident can have far-reaching consequences. Bob Buck notes that a recent minor derailment at the east end of CN's Stratford yard forced train 20, the "Maple Leaf", to detour via Palmerston and the Fergus and Newton Subdivisions, so as to depart Stratford in a different direction. /RFB

Diminutive CNR diesel No. 500 (Thousand Islands Railway) is still stored in the yard at Brockville, apparently awaiting a buyer. The windows have been boarded up, but otherwise the engine seems to be in good condition, in spite of its age. /JBW

Al Kinsman sent along this photo of a lamentable incident which occurred on the Grand Trunk in the Sarnia area, likely in 1914 or 1915. The engines involved are 2-6-0 No. 1008 (later CNR 910 and 88) and 4-6-2 No. 251 (later a CN K-3 class 5500). Can anyone give us details of this wreck, or at least the number that was assigned to No. 251 in CNR service?

Executive Reports, 1964

PRESIDENT'S REPORT - 1964

The past year has, I think, distinguished itself not by one or two spectacular achievements, but by a continuing programme of activities in which more members than ever before played an active role.

Certainly the year has had its highlights: Six hundred underprivileged children were our guests on a hectic steam excursion to Blackwater in the spring. We retired 0107 in fine fashion by sponsoring two doubleheaded steam trips, surely a noteworthy feat in these dieselized 1960's! Our Annual Banquet went "big time", as two Canadian National vice presidents joined over two hundred members and friends at Hamilton's Sheraton Connaught Hotel. Behind the scenes, work continued on the streamlining of the Society's By-laws, and by late 1964 the task was finally completed; the result will be offered to members for approval early in the new year. Cameramen from the C. B. C. managed to infiltrate the very core of our organization, and carried their findings to the people of Canada just a week ago tonight. Happily, publications and memberships accounted for an increased percentage of the year-end balance, while excursion earnings on the other hand, declined; it is also worthy of note that the December 31st balance was some \$200 greater than at the same time in 1963. And 1964 was the year that "Nova Scotia" became almost as much a part of our excursions as the steam locomotives that drew them.

Of course, the year was not without its disappointments. Our bulletin production left much to be desired. The doubleheaded steam excursion to Capreol and Ottawa never really got up steam for a variety of reasons. Fortunately though, the happy recollections of 1964 far outweigh these disappointments, and our outlook for the future should be optimistic indeed.

Particularly noteworthy was the increasing interest shown by members in the day to day activities of the Society. U.C.R.S. business occupied a position of increasing importance at meetings; I hope this trend toward discussion and intelligent questioning will continue during the coming year.

After many abortive attempts in past years, the "Committee" concept became properly entrenched in 1964. Perhaps the most striking of these was the Entertainment Committee, which arranged for and presented a number of exceedingly interesting programmes and which, I understand, is well under way with its plans for 1965. The Excursion Committee employed a number of additional members in its planning and execution of the September trips and, it is hoped, will further this policy to ensure even better excursions in 1965. The Membership Committee came to grips with a number of administrative problems in connection with our ever-growing member lists, and is seeking ways and means of simplifying our voluminous membership records. The Preservation Committee was out in force in both Toronto and Hamilton, painting and polishing our two locomotive charges as well as "Nova Scotia".

Gratifying as this trend is, the interested member should be wary of the opposite extreme. Some of us (and I expect I am as guilty as anyone else) have in the past undertaken more projects than we can efficiently handle, with the result that all of them suffer to some extent. Let us all participate actively in the Society, at the same time restraining our enthusiasm to the confines of our individual capabilities.

Finally, my heartfelt thanks are extended to all those who made 1964 the successful year it has been. I would particularly like to express appreciation on behalf of the entire Society to Bert Olver who retires this year from the Directorate after seemingly countless years of service in various offices, notably that of Treasurer. Bert has been a continual source of guidance and encouragement in these past years, and in the jargon of show business, "he'll be a hard act to follow." We will miss Bert as a Director, but will look forward to his continued association with the Society.

I am confident that your new Directorate will have your continuing support for a new year equally as successful as the year past.

James A. Brown,
President

January 15, 1965
May, 1965 88a

UPPER CANADA RAILWAY SOCIETY
(INCORPORATED)

Again it is my privilege, at this Annual Meeting, to present the Financial Statement of your Society, and to review some of the highlights of the past year.

Again we have had a successful year that has come out on the credit side, although only to the extent of \$196.55. The bank balance of \$5,221.53 is the highest year end figure in our history.

This year has seen an interesting turning point in the affairs of the Society, in that Membership and Publications income has grown appreciably, while our normal greatest source of revenue, Rail Fan trips has dropped appreciably. The drop in fan trip net income is largely accounted for by our free trip of March 7th., 1964. That trip, apart from making a lot of kids happy, gave satisfaction to those who participated, and lets face it, good publicity for the Upper Canada Railway Society.

The two above sources of income must continue to prosper if the Society is to continue to grow. This can only happen with a hard working Directorate.

It will be noted that, even allowing for a conservative write off, the value of our physical assets has grown to \$1,663.98. Insurance covering these items, and also public liability, is a growing item in our expenses.

In conclusion, your Society continues in good financial condition and has an even more challenging future.

It is with considerable regret that I retire as a Director and as Honorary Treasurer after thirteen years of office, and I wish most sincerely to thank those who have helped in the work. May the Upper Canada Railway Society continue to prosper!


(Albert S. Olver)

Honorary Treasurer,
Upper Canada Railway Society.

BALANCE SHEET - December 31st., 1964

ASSETS

	<u>1964</u>	<u>1963</u>	<u>1962</u>
Bank (Ledger)	\$ 5,221.53	(5,024.88)	(4,375.16)
Duplicator - less write off	1.00	(1.00)	(1.00)
UCRS Jewellery Inventory - at cost	24.03	(8.94)	(19.68)
Multilith 1250 - less 15% write off	361.25	(425.00)	(500.00)
Typewriter #1 - less 15% write off	187.85	(221.00)	(260.00)
Typewriter #2 - less 15% write off	29.40	(34.59)	(40.69)
Typewriter #3 - at cost	242.05	(- - -)	(- - -)
P.A. System - less 15% write off	209.96	(154.62)	(100.32)
Filing Cabinet - less 15% write off	40.72	(47.90)	(- - -)
Pte. Car "Nova Scotia" - less 15%	567.72	(667.90)	(- - -)
	<u>\$ 6,885.51</u>	<u>(6,585.83)</u>	<u>(5,296.85)</u>

LIABILITIES

Prepaid Memberships - 1965 & '66	555.81	(315.38)	(454.70)
Capital	<u>6,329.70</u>	<u>(6,270.45)</u>	<u>(4,842.15)</u>
	<u>\$ 6,885.51</u>	<u>(6,585.83)</u>	<u>(5,296.85)</u>

UPPER CANADA RAILWAY SOCIETY
(INCORPORATED)

Treasurer's Report for 1964

Here follows your Honorary Treasurer's Report for the past Calendar year 1964. For purposes of comparison, the 1963 and 1962 figures are bracketed in the right hand columns.

RECEIPTS

	<u>1964</u>	<u>1963</u>	<u>1962</u>
Membership Fees 1962	- - -	- - -	(1,151.15)
Membership Fees 1963	- - -	(1,152.44)	(450.81)
Membership Fees 1964	1,769.67	(310.38)	(3.89)
Membership Fees 1965	546.96	(5.00)	(- - -)
Membership Fees 1966	8.85	(- - -)	(- - -)
Publication Sales	415.39	(207.33)	(197.35)
Fan Trips - net	1,673.15	(3,110.03)	(2,084.80)
Auction - Club Meeting - net	21.66	(8.25)	(14.02)
UCRS Jewellery Sales - net	.64	(15.00)	(27.58)
Loan repayment	- - -	(- - -)	(150.00)
Bank Adjustment	- - -	(- - -)	(.95)
P. A. System Return	- - -	(79.85)	(167.20)
First Class Mail Payments	70.00	(18.00)	(- - -)
Bank Interest (Savings Deposit)	77.24	(52.60)	(- - -)
BALANCE, December 31st., 1963	<u>5,024.88</u>	<u>(4,375.16)</u>	<u>(3,318.17)</u>
	\$ 9,608.44	\$ (9,334.04)	\$ (7,565.92)

DISBURSEMENTS

	<u>1964</u>	<u>1963</u>	<u>1962</u>
Newsletters, supplies, etc.	\$ 1,121.18	(2,183.36)	(1,609.69)
Bulletins	261.00	(235.33)	(213.40)
Postage - publications	276.72	(143.36)	(181.15)
Postage - Corresponding Sec'y.	24.93	(41.65)	(59.75)
Postage & misc. - Record'g Sec'y	23.70	(45.76)	(- - -)
Annual Post Office Box Rental	6.00	(6.00)	(6.00)
Magazine Subscriptions	22.46	(6.00)	(6.00)
Provincial Government Return	1.00	(1.00)	(- - -)
Prospectus Account	77.29	(- - -)	(- - -)
CNR 6213 Account - maintenance	- - -	(13.41)	(29.19)
Annual Banquet cost (deficit)	813.79	(89.95)	(37.69)
Entertainment Committee Expense	230.00	(219.72)	(46.47)
Hamilton Chapter - misc.	22.47	(7.50)	(27.29)
Maintenance - P.A. System	92.39	(183.66)	(30.84)
Maintenance - Multilith 1250	48.55	(26.73)	(21.68)
Purchases - Office Equipment	324.66	(63.82)	(901.01)
Purchase - C.P.R. Business Car	- - -	(667.90)	(- - -)
Maintenance - "Nova Scotia"	617.21	(268.01)	(- - -)
Rental & Maint. - 69/71 Sumach	395.21	(105.54)	(- - -)
Constitution Amendment - charges	26.50	(- - -)	(- - -)
Miscellaneous - condolences, etc.	- - -	(- - -)	(20.60)
Bank Adjustment	1.79	(.46)	(- - -)
BALANCE, December 31st., 1964	<u>5,221.53</u>	<u>(5,024.88)</u>	<u>(4,375.16)</u>
	\$ 9,608.44	(9,334.04)	(7,565.92)

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REPORT OF THE RECORDING SECRETARY FOR THE YEAR 1964.

<u>GENERAL MEETINGS</u>	<u>1964</u>	<u>1963</u>	<u>1962</u>
Number Held	10	10	10
Total Attendance	649	528	567
Average Attendance	65	53	57

The year 1964 has reversed a trend which, since 1961, had shown a decrease in the attendance at our General Meetings. In my 1963 report, I mentioned that I felt that one reason for this evident trend at that time was our need for moving our meeting place during 1962 and 1963. During 1964, our meeting place remained the same and our attendance rose accordingly. Of course the hard work of the Entertainment Committee in providing interesting programmes must also be cited in providing for what, as far as I can determine, is the highest attendance in the history of the Society.

All meetings in 1964 were held in Room 64 of the Royal Ontario Museum. The best attended (81) was the last Annual Meeting. In addition to the General Meetings, a special meeting was held on May 15 for the purpose of ratifying decisions made by the Directors in connection with the Society's application for Supplementary Letters Patent.

Entertainment at the General Meetings consisted of six lectures, five illustrated with slides and one with impromptu blackboard diagrams. In addition, we had one photograph quiz, one auction, one panel discussion and one slide showing. One interesting diversion from the usual programming was Alan Howard's talk on T. T. C. Marine Operations. There was no musical entertainment at this year's meetings.

In addition to the General Meetings, summer meetings were held as were outdoor meetings during the regular season. The two summer meetings included an evening excursion in 4580 in July and a conducted tour of the facilities of the Toronto Union Station in August.

Nine outdoor meetings were held, generally on the first Friday of the month. Five of these were gatherings at local Railway Stations, one in the Society's Private Car, one at a Hobby Show while two took the form of rallies.

For the second successive year, the Society participated in a Hobby Show under the sponsorship of the Scarborough Rotary Club at Cedarbrae Secondary School.

On the fourth Friday of each month, regular meetings of the Society's Hamilton Chapter were held in Hamilton's Canadian National Station under the chairmanship of Mr. W. F. McNairn.

<u>DIRECTORS' MEETINGS</u>	<u>1964</u>	<u>1963</u>	<u>1962</u>
Number Held	12	14	13
Total Attendance	92	102	88
Average Attendance	8	7	7

Although the number of Directors' meetings shows a slight decrease, it is obvious that the Society's business has kept the Directorate busy throughout the year. Eleven of these meetings were held in the Society's Private Car and one of them in the President's air-conditioned premises.

EXCURSIONS

Once again the Society had a very active year in the Excursion field. The Society operated some nine excursions and assisted in others. Five of these were steam-hauled fan trips and four were street-car trips within Toronto. Unfortunately the Society had to forego the pleasure of its fourth annual last trip on the lines of the Oshawa Railway Company.

Of particular interest were the two double-headed trips on September 26 and 27 to Scotia and Paris. These were, of course, the first for 6218 and the last for 6167. The Society's private car, "Nova Scotia", was used on all trips which were steam-hauled in 1964, including the winter trips to Blackwater and Guelph. The Canadian National Railways Mountain Observation car was used on the trip to Belleville in June and on the two September trips. Of added interest was the use of the Southern Pacific Dome car on the two September trips.

Another diversion on the September 27 trip to Dundas was the holding of the Society's annual banquet in connection with it. At this banquet, by far the largest ever held by the Society and the first one held outside the city of Toronto, over 200 people at the Royal Connaught Hotel in Hamilton heard Mr. Pierre Delagrave, Vice President of the Canadian National Railways make many optimistic predictions for the future of passenger operations in Canada.

The Publications Committee continues its active work. Twelve interesting Newsletters have been published and, although no bulletins have been issued, a number are in preparation and work is also being done on other publications.

Much work has been done by other groups as well, such as those which have helped to restore and preserve "NOVA SCOTIA", "6213", "103" and the premises at 71 Sumach St., those looking after the Society's archives, by the Safety Committee and by many others.

John A. Walker
Recording Secretary.

Report of the Corresponding and Membership Secretary 1964

At the last annual meeting, three objectives were set as goals for the following year: to increase substantially the membership as was demanded by the increasing costs of the Society, to make more efficient the handling of new memberships and renewals, and to reduce the annual number of those who neglected to renew. I am pleased to report considerable success.

Efforts to increase membership and make our Society more widely known, have resulted in the largest increase in membership (247) in at least the last five years.

MEMBERSHIP	1961	1962	1963	1964
Resident	175	208	220	371
Associate	268	321	395	491
Total	443	529	615	862

Considerable change behind the scenes, manifesting itself in the new membership policy announced in the August Newsletter, has enabled a speedier processing of memberships and renewals, and a lighter load for the Secretary. A new updated prospectus has been prepared and is now going to press. Likewise, work is almost completed on a membership list which will be sent to members in the new year.

Finally, some, though I feel not enough success has been made in reducing the number of dropouts. Though the absolute number has increased, the relative percentage has decreased and I feel further work can reduce the present level.

Anthony Careless
Corresponding and Membership Secretary

Respectfully submitted,

Anthony Careless
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