newsletter

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20th Anniversary Issue!

Upper Canada Railway Society

newsletter

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Editor _____ James A. Brown

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Membership in UCRS includes NEWSLETTER subscription. For complete details, please contact the Membership Secretary.

Members are asked to give the Society at least five weeks notice of address changes.

The Cover

This month's special cover photograph, in colour to commemorate the NEWSLETTER's 20th Anniversary, depicts an Ontario Northland freight train heading north near Mulock, Ontario, 20 miles north of North Bay. The photo is provided courtesy of the Ontario Northland Railway.

Contributors to this Issue

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This month's issue marks the twentieth anniversary of the beginning of publication of the NEWSLETTER on a regular basis. Much has happened over the past twenty years, both in the railroad industry and in the Society itself. Next month, we hope to publish a summary of our first twenty years and perhaps even take a look back at our first issue.

Meanwhile, to mark this special issue, we are taking a look at Ontario's own railroad, the Ontario Northland, examining its past and speculating on its future. The importance of the North Country has never been more evident than in the past few years, and much of this development has been due in no small way to the transportation facilities of the Ontario Northland.

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This month, Dave Hall takes over the controls of our press as Ed Jordan leaves us for a year in England. We are deeply indebted to Ed for his unceasing efforts on behalf of UCRS, particularly in the publications department, and wish him every success in his overseas undertakings (and in those back home, Ed!). Dave is a pressman from 'way back as well as being a member of our Hamilton Chapter; we are delighted to have him working with us. /JAB

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Readers' Exchange

CORRESPONDENT WANTED who is interested in Canadian passenger equipment and car names. Please write Martin J. Dignan, 273 Prospect Street, Meadville, Pennsylvania.

UCRS News

Directors George Oliver and Peter Meldrum recently tendered their resignations from the Directorate. John Freyseng and John Dell have been appointed to fill the vacancies thus created.

Coming Events

Sept 17th; Regular UCRS meeting at which illustrated comment on the topic "Historical Museums -- Trolley and Steam" will be presented. Room 64, Royal Ontario Museum, Queens Park at Bloor St. Toronto. 8.15 p.m.

Sept 24th; UCRS Hamilton Chapter regular meeting. Board Room, CNR James Street Station, Hamilton, Ont. 8.00 p.m.

Sept 25th; Steam excursion to London via diverse routings. Train leaves Toronto at 8.30 a.m., EDT. Fare: $8 Adult, $5 Child, $1 Infant.

Sept 26th; Fall Foliage trip to Haliburton. Train departs Toronto at 9.00a.m. EDT. Fare: $8 Adult, $5 Child, $1 Infant.

Oct. 1st; Visit to the Hamilton Works of National Steel Car Corp. UCRS bus departs from York & Wellington Sts., Toronto, at 7.30 p.m. Tickets, at $1.50, must be had in advance, in person at the September meeting, or by mail from the entertainment committee. If you plan to drive, notify the committee of your intentions.

Oct. 15th; Regular UCRS meeting at which members will give brief, illustrated talks on their railroad experiences during the past summer. If you wish to contribute, please notify the entertainment committee.

Nov. 6th; The UCRS Annual Banquet, featuring a speaker in connection with Toronto's new subway. The dinner will be preceded by a trolley excursion.

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Railway News and Comment

RAILWAYS PREPARE FOR RECORD WHEAT MOVEMENT

The plans of Canada's two major railways to haul a record 600 million bushels of grain to export ports by next July 31st may be severely hampered by a shortage of motive power. As in past years, the railways hope to be able to lease locomotives from U.S. lines to meet the delivery deadlines; however, because of increased traffic south of the border, leasing of locomotives may be more difficult.

Canadian Pacific is still retaining the six Bessemer and Lake Erie units that were originally leased in early 1964, and is casting about for further equipment. CNR is negotiating for 25 units to be brought to Canada in December.

Winter operation curtails the operation of freight trains by increasing journal resistance and limiting air flow in brake piping. Further, locomotives may be required for snow clearing duties.

Between now and the end of the year, more than 340 million bushels of grain are to be shipped from the Lakehead, Vancouver, Victoria, Prince Rupert and Churchill. In addition, 25 million bushels are destined for domestic use in western Canada. To move this vast quantity of grain, the railways must load more than 10,000 cars per week! More than half of the total -- about 6700 cars per week -- are destined for Lakehead elevators; thus, to meet all commitments, more than 225 million bushels of grain must be shipped to the Lakehead elevators by December 15th.

For the railways, these targets represent a formidable task. A boxcar takes about 17 days to make the two-way journey between the Prairie elevators and the Lakehead, and consequently the railways must have between 45,000 and 50,000 boxcars in the grain trade at peak periods to cope. Ideally, this car cycle could be reduced, thus reducing the inventory of cars required to complete the movement. However, the solution is not solely in the hands of the railways. The complete cycle involves supplying empty cars to loading points, loading them, moving them from branch line to main line, switching and unloading at their destination. The cycle is affected by elevator space, grain cleaning facilities and ship schedules. A bottleneck at any point in the cycle increases the number of cars required to handle any given volume of movement.

CANADA FINANCES MEXICAN RAIL

A recent order by Mexico for $10 million worth of rail and rail accessories will be financed by the Canadian Government. A government order-in-council has been drawn up so that the Export Credits Insurance Corporation may provide the long-term financing for the National Railways of Mexico to arrange the purchase.

The order will be filled by the Sydney, N.S. plant of Dominion Steel and Coal Corp.

FUNDS ALLOCATED FOR ALBERTA RESOURCES RLY

The Alberta Cabinet has authorized the Alberta Resources Railway Corporation to borrow up to $3 million from any bank or treasury branch in the province. Advances of up to $20 million out of the general revenue fund of the province were also authorized. The new railway will connect with Canadian National east of Jasper, and serve the mineral-rich northwest area of the province. (See June NEWSLETTER, page 94)

CN APPLIES TO DROP HAMILTON COMMUTER RUNS

Canadian National has applied to the BTC for permission to withdraw its Toronto-Hamilton commuter trains Nos. 920-923 and 922-921, with the inauguration of the new Ontario government subsidized commuter service scheduled to begin operation in late 1966. The new service will be operated by CNR crews on CNR trackage with government-owned rolling stock (see page 152.).

Although the railway expects little inconvenience to patrons as a result of the removal of Hamilton-Burlington service (the new service will operate from Dunbarton to Burlington only), the Hamilton SPECTATOR complains that the move will increase Hamilton's rail isolation. Mayor Vic Copps has indicated that the city will protest the dropping of Hamilton from the new commuter service.

CPR'S PETERBORO INTERLOCKER CLOSED

Canadian Pacific's electro-mechanical interlocking plant at Peterboro has been replaced by an automatic interlocker. Since removal of much of CNR's Lakefield Subdivision and the considerable reduction in traffic on the Campbellford Sub., much of the reason for the tower's existence has disappeared.

Just eight years ago, interlocking plants similar to that at Peterboro were maintained by CP at Oshawa, Brampton, West Toronto and Chatham. Of these, only Chatham remains, and indications are that it too will soon be automated.

MORE ON THE "CONFEDERATION TRAIN"

Canada's Centennial "Confederation Train" will have an interesting array of equipment. Powering the train will be two GMD A-units, one CNR 6500 and one CPR 1400. Non-exhibition equipment will include one CNR Steam Generator Unit, one CPR Battery Charging car, three CPR "Grove" Sleepers, one CNR dining car and one CPR Baggage car.

The six government-owned Exhibition cars will carry displays depicting the formation of Canada's geographical features, the arrival of pioneers and the industrial development of the country and experts' predictions of what may come in the future.

The train will be marshalled in Ottawa during the last few days of December, 1966 in preparation for the vice-regal inaugural ceremonies on January 1st, 1967. The train will depart Ottawa at 10.00 a.m., January 3rd, 1967 for Winnipeg via CNR; Canadian Pacific takes over at Winnipeg with a departure at 12.01 a.m., CST January 5th for Vancouver. CP car floats will transport the train to Nanaimo, whence it will run via the Esquimalt and Nanaimo to Victoria for the commencement of its exhibition schedule at 9.00 a.m. local time January 9th.

CNR ENGINEERS TO GET NEW BARGAINING AGENT?

The Brotherhood of Locomotive Firemen and Enginemen (CLC) has asked the Canada Labour Relations Board to certify it as the bargaining agent for the 2,800 engineers of the CNR, replacing the Brotherhood of Locomotive Engineers (Ind.). A vigorous battle between the two unions is expected when the issue comes to a vote this fall. The BLF&E has signed up more than 1,700 of the CNR engineers and thus represents more than 60% of them. There has been a heavy influx of CNR engineers into the union since June.

The BLF&E now bargains for CNR firemen, but it also represents engineers in CN's Newfoundland Area and on a number of smaller railways throughout the country. Both unions are affiliates of U.S. unions.

WANT TO BUY A BRITISH 0-4-4?

The "Dunrobin", a 60-ton 0-4-4 tank locomotive brought to this country last spring, is to be sold to pay off debts incurred in the shipment. The locomotive, built in Glasgow in 1895 for the Duke of Sutherland, was imported by Imperial Pageants Ltd., of Victoria, B.C., which has been declared bankrupt. The trustee for the creditors hopes that the sale of the locomotive and "other historical relics" will bring about $20,000. (See June NEWSLETTER, page 95)

PASSENGER TRAVEL HAZARDOUS ON FEC

An attempt was made on August 2nd to wreck one of the first trains to carry passengers on Florida East Coast's Miami-Jacksonville line since the FEC was hit by a strike 30 months ago. The service was resumed with a locomotive and three cars, and a warning to passengers that they were riding at their own risk.

One hundred miles north of Miami, spikes were discovered removed from sixty feet of rail, the FEC reported.

The strike, still under way, has prompted more than 300 acts of violence and sabotage. It began January 23rd, 1963, when 1300 members of 11 non-operating unions left their jobs to back demands for a pay increase and other benefits.

JNR CONSIDERS EXTENSION OF TOKAIDO LINE

Enthusiastic public acceptance of the super-express service on the world's fastest railway has led Japanese National Railways to undertake studies into the feasibility of extending the line westward from Osaka to Fukuoka, on Kyushu Island. Extension of the line, which now offers four-hour service between Tokyo and Osaka (at speeds of up to 120 m.p.h.), would more than double its present length to almost 700 miles and link Japan's three largest cities.

CPR MOVES SUPPLIES TO COLUMBIA DAM SITES

A smooth-running operation by rail, truck and barge has solved the problem of transport to the remote Columbia River dam projects in south-central British Columbia. Canadian Pacific has integrated railway hopper cars with barges and highway bulk carriers to move more than 300,000 tons of cement and bentonite to the three dam sites which comprise the $50 million power project.

Supplies are moved by rail from Wyoming to railheads at Nelson and Revelstoke, B.C., and thence by truck and/or barge to the construction site.

ELECTRONIC INNOVATIONS AT GERMAN FAIR

The German Federal Railroad is demonstrating an electronic passenger information centre at the World's Fair of Transportation, in Munich. The device has a capacity of 4000 schedule combinations (capable of being increased to 40,000), and provides desired train information within 30 seconds by push button and telephone dial.

An electronic ticket vendor under test in Hanover can print tickets to 89 different destinations, receive money and return the correct change.

ANOTHER ALTA. CNR AGENCY CLOSED

The BTC has authorized Canadian National to remove its agent at Kitscoty, Alta., despite objections by the local Chamber of Commerce. The passenger waiting room will be maintained. CNR has now won approval for the removal of 22 agents at points that will be served directly by its Master Agency in Edmonton.

CANADIAN PACIFIC UPS SHORT-HAUL FARES

Increased passenger fares were introduced by CPR on August 1st, affecting "short-haul" passenger routes. At the same time, reduced round-trip fares were eliminated and on some lines a single fare was established, doing away with old rates for coach and first-class accomodation.

A CP spokesman said that the new charges are to "improve the financial results of rail passenger service." It is also said that the move indicates CPR's desire to concentrate on the airline and hotel side of its business and leave the local passenger hauling to Canadian National. No increases are planned by the latter.

Although considerable editorial opposition has been expressed by news media along CP's affected lines, no intereference

affected lines, no interference is planned by the Board of Transport Commissioners. None of the new rates is above the maximum passenger tariff (five cents per mile) approved by the Board, and the CPR was obliged to give only three days' notice of the increases.

The new fares mean that in some cases it will be cheaper to fly than take the train. Under the new rates, a round trip tourist class from Regina to Winnipeg costs $12 less by air than by CPR.

Striking contrasts now exist between CPR and CNR fares in territories served by both railways:

ROUTE	NEW CPR	CNR "RED"	CNR "WHITE"	CNR "BLUE"
Toronto-London	$5.75	$2.90	$3.40	$3.90
Toronto-Windsor	11.25	5.20	6.20	7.20
Calgary-Edmonton	9.70	4.60	5.50	6.40
Port Arthur-Winnipeg	21.20	9.00	10.80	12.50

Speaking in Moose Jaw on August 9th, NDP MP Douglas Fisher said it is well known that CPR intends to get out of the passenger business. "Now, I half suspect it also wants to get out of the railroad business entirely," he said. "I think the CPR has just found its other holdings too attractive to stay in the transportation business."

NO INJURIES IN CPR HAMILTON COLLISION

An apparent brake malfunction caused a Goderich-Hamilton CPR wayfreight to nose into the side of New York-bound CPR-TH&B train 321 at Hamilton Junction on July 21st. The freight locomotive collided with the four baggage cars of the passenger train, canting them over at an angle. No one was injured in the mishap, and the six passenger cars were taken on into Hamilton after a three-hour delay. The engineer of the passenger train apparently slowed his train sufficiently so that the wayfreight struck the baggage cars instead of the following passenger equipment, undoubtedly averting serious injury.

ROAD-RAIL CAUSEWAY TO LINK N.B. AND P.E.I.

Construction is expected to begin next April on the $148 million combined bridge, tunnel and causeway linking Jourimain Island, N.B., and Port Borden, P.E.I. The nine-mile link, to be financed entirely by the federal government, will include both rail and highway facilities.

The project will begin at the New Brunswick shore with a 13,000-foot causeway supporting the railway line (single track) at an elevation of 26 feet. The highway will be carried on a structure above the rails at an elevation of 59 feet. This causeway will lead onto a 16,000-foot bridge which will carry the railway at an elevation of 60 feet and the highway at 114 feet. The bridge section will connect with another 7,000 feet of causeway, a 5,000-foot tunnel and finally a 5,000-foot section of causeway to the P.E.I. shore.

No similar project has ever been attempted where tidal, weather and ice conditions have been so severe. The project is expected to be completed in late 1970.

CN's three Northumberland Strait ferries, the M.V. Abegweit, S.S. Prince Edward Island and M.V. Confederation carried 163,500 persons to and from P.E.I. during July -- 50% more than the Island's population, and the highest monthly total ever.

SOD TURNED FOR NEW CN BELLEVILLE TERMINAL

At a short ceremony on August 16th, the first sod was turned for Canadian National's new $650,000 freight and express terminal at Belleville, Ont. The new facility will be located in the city's east end, replacing the 45-year old freight shed at Bleecker Ave.

QUEBEC TERRORISTS BOMB RAILWAY LINE

An explosion, apparently caused by dynamite, destroyed a four-foot section of Canadian National's St. Hyacinthe Subdivision about two miles west of Ste. Madeleine on August 2nd. The blast left a crater four feet deep beneath one of line's two tracks, and damaged adjacent telegraph lines. The damage was discovered by special detectives of the Quebec Provincial Police at 10.30 p.m., shortly after an eastbound freight had passed without mishap. Ste. Madeleine is twenty-five miles southeast of Montreal.

Earlier the same day, a time bomb consisting of 44 sticks of dynamite, detonator caps and an alarm clock was discovered on the CPR bridge at Bordeaux, which links Montreal Island with Ile Jesus to the north. The bridge carries CPR's Quebec City traffic and trains for Ottawa via the north shore of the Ottawa River. Set to explode within 12 hours, the bomb was safely dismantled by a Montreal police explosives expert. Three trains were delayed by the incident, although a Montreal-bound passenger train passed over the bridge 20 minutes before the bomb was discovered.

CN SCHEDULES "RAILINERS" TO NORTH BAY

With the fall change of schedules, Canadian National plans to introduce RDC service to North Bay on trains 41 and 44. It is not known at present what effect this move will have on the present Toronto-North Bay running times. Consist for these trains will be one RDC-3 and one RDC-1; snack bar service will be provided in the latter car. The cars involved will likely be D-302 and D-105.

BTC AUTHORIZES "ALOUETTE" WITHDRAWL

The Board of Transport Commissioners has authorized Canadian Pacific to discontinue its trains 31 and 32 at any time after September 20th, provided 20 days' public notice is given. The trains run between Montreal and Wells River, Vt., and until last spring served Boston by means of a connection with the Boston and Maine. Sanction is still required from the U.S. Interstate Commerce Commission to drop the 80-mile U.S. portion of the run.

OPPOSITE: Conventional boxcars fitted with narrow gauge trucks are being operated on CN's Newfoundland Lines, eliminating costly transshipping operations for goods entering the island province. A narrow gauge car is shown here coupled to a standard car for size comparison. See June NEWSLETTER, page 93. /Canadian Transportation

A BOUQUET FOR CN AND CP

This item in a recent issue of MARKETING praises CN-CP newspaper advertising promoting the Toronto-Montreal Pool service:

"Instead of swatting away at air travel, you have concocted an informative, neatly capsulized communique which tells me with great lucidity what you have to offer. The headline gets right to the point: 'Six good reasons for taking the train to Montreal.' The six illustrated cutlines are also direct and meaningful: 'Go in any weather...Enjoy leisurely dining...Stroll around if you wish...Relax in reclining seat comfort... One way coach travel fare of $7.40.'

"Of course, you are by subtle direction showing why train travel is superior to air travel. But you do it with such finesse that you deserve to take a bow."

CPR WANTS TO DROP THE "DOMINION"

Canadian Pacific announced in mid-August that its transcontinental passenger train, the "Dominion" would be discontinued on September 7th, and that an "augmented passenger service" would be provided by its other transcontinental train, "The Canadian".

CP pointed out that if the "Dominion" were continued in service, it would offer only coach service and a very limited sleeping car service between certain points. The railway also claimed that elimination of the train would release about 20 locomotives for the hauling of export grain traffic.

However, public protest against the action has been so strong that the BTC has directed the railway to keep the train running until the Board completes a public investigation of the complaints.

RIGHT: A recent derailment on CN's Toronto Yard Access Line near Burlington derailed several cars of iron ore bound for Pittsburgh from the Dane Mine near Kirkland Lake.
/Brian West

Equipment Notes...

CANADIAN NATIONAL ACQUIRES MORE RDC'S

CNR's heavily-taxed "Railiner" fleet received a shot in the arm recently with the acquisition of 16 "new" cars from U.S. lines. The purchase includes eight all-passenger RDC-1's, one passenger-baggage-R.P.O. RDC-3 and seven RDC-9's.

The RDC-9's are new to Canada, and resemble RDC-1's except that there is no driving cab (hence no end windows or headlights); each unit has only one engine. The RDC-9's will always be used in conjunction with other, conventional, RDC's as powered trailers. Car D-504 (ex B&M 6919) will be assigned to Toronto-Stratford trains 628 and 635 in the near future.

Old and new car numbers are as follows:

RDC-1:

New CNR	D-110	ex Budd	2960	Serial # 2960
	D-111	ex B&M	6111	6106
	D-112	B&M	6110	6105
	D-113	B&M	6119	6114
	D-114	B&M	6121	6116
	D-115	B&M	6116	6111
	D-116	B&M	6107	6102
	D-117	B&M	6108	6103

RDC-3:

New CNR	D-356	ex C&O	9302	

RDC-9:

New CNR	D-500	ex B&M	6900	6401
	D-501	B&M	6901	6402
	D-502	B&M	6902	6403
	D-503	B&M	6915	6416
	D-504	B&M	6919	6420
	D-505	B&M	6920	6421
	D-506	B&M	6925	6426

In addition to the purchases from the Budd Company, Boston and Maine and the Chesapeake and Ohio, it is understood that CN has acquired a number of spare RDC engines from the Rock Island.

CONTRACTS AWARDED FOR COMMUTER EQUIPMENT

The Province of Ontario awarded contracts on August 12th for the supply of rolling stock and locomotives for Toronto's new lakeshore commuter system.

General Motors Diesel Ltd., of London, Ont., will build eight GP-40 locomotives of 3000 h.p. rating. Value of the GMD tender is $2,903,048. Montreal Locomotive Works also submitted tenders.

Hawker Siddeley Canada Ltd. will build 40 suburban commuter cars and nine self-propelled cars at a cost of $4,309,840. Both types of the 125-passenger cars, which will be electrically heated and air conditioned, will have steel underframes, aluminum bodies, and will be similar in general body construction to the cars presently being delivered to the Toronto Transit Commission. They will be constructed in Hawker Siddeley's Fort William Plant. One other bid was submitted, that of Montreal Locomotive Works Ltd.

The nine self-propelled units will be the first such cars of Canadian design. It is intended that they will be used in off-peak hours to provide base service.

Deliveries will begin in the fall of 1966, and will be completed by the end of that year.

CP COACHES LEASED FOR CN'S PASSENGER BOOM

To ease a critical shortage of coach accomodation, Canadian National leased recently, on a per diem basis, a number of Canadian Pacific air-conditioned coaches for use in southwestern Ontario. Four cars each were assigned to Toronto-Windsor trains 75-76 and 37-106, while two cars were used on Toronto-Stratford trains 628-635. The following CPR equipment operated on CN during the period August 20th-September 7th:

CPR 2118 2127 2144
2146 2147 2159
2161 2171 2202
2278

RIGHT: Scrapping continues at a moderate rate at Canadian Pacific's Weston Shops in Winnipeg. V-5 class 0-8-0 No. 6965 gets the torch in July. /Brian West

RIGHT: One of the RDC's of the Pacific Great Eastern, BC-30, has operated more than a million miles since its introduction. A similar car, BC-31, is shown here at North Vancouver. /Jim Brown

CANADIAN PACIFIC MOTIVE POWER NOTES

During the latter part of July, units 4023 and 4420 were returned to Montreal Locomotive Works as part of CPR's replacement programme. During the same period, Nos. 4213-4216 were delivered from the same builder.

GP-35's 5020 and 5021 have been received from GMD. Only two locomotives of the current order remain to be delivered.

CANADIAN PACIFIC ORDERS MORE LOCOMOTIVES

Canadian Pacific recently placed an order with Montreal Locomotive Works for 16 more Century 424 locomotives, as the latest step in its current locomotive replacement programme. The new units will be Nos. 4233-4248, class DRF-24c. Like earlier units of the class, the new locomotives are rated at 2400 h.p. and have a top speed of 80 m.p.h.

No new orders with GMD have been announced by CPR. However it is understood that the railway is quite interested in GM's new 3000 h.p. GP-40, and there is speculation that further GM orders will be for this model.

When delivery of present orders is complete, Canadian Pacific's DRF class will total 73 units.

ABOVE: One of Canadian National's newest acquisitions, ex-NYC sleeper "Hocking River", stands at Transcona Shops in its new garb as "Saskatchewan River".
/Brian West

BELOW: Two locomotives at CPR's Weston Shops appear to be safe from the torch. No. 3101, left, is destined for Regina, while 2634,right, is held for the city of Moose Jaw.
/Brian West

Northern Bonanza

by Brian West and Jim Brown

data courtesy of Ontario Northland Railway

/Chas. Bowman

With ever increasing newsprint and iron ore tonnages burnishing the rails, the Ontario Northland Railway of today is poised on the brink of a period of prosperity unequalled anywhere in its 63-year history. Its beginnings, however, were much more modest.

Due to insistent demands by settlers isolated at the head of Lake Temiskaming and a desire to open up the region for its agricultural and lumbering potential, the Ontario government appropriated $40,000 in 1900 for a railway survey between North Bay and New Liskeard, a distance of 114 miles. The Temiskaming and Northern Ontario Railway Act was passed by the Ontario Legislature and given Royal Assent on March 17th, 1902.

The Commission, which was appointed by an Order-in-Council on July 24th,1902, awarded a contract for the construction of the line in accordance with the original survey on October 3rd, 1902. This contract was completed and the line turned over to the Commission for operation on January 16th, 1905. Prior to this date, a further contract was awarded to the same contractor for a 40-mile extension through the Lesser Clay Belt. On December 31st, 1905, steel reached Boston Creek, the provisional terminus, and the line was taken over for operation as far as Englehart on October 1st, 1906.

Subsequent extensions carried the line to Cochrane on November 26th, 1908, giving a connection with and assisting in the construction of the National Transcontinental Railway, then heading westward. In later years, the T&NO became an important link in transcontinental services between Toronto and Montreal, and western Canada.

Branch lines which, having served their purpose have since been abandoned, were constructed from Englehart to Charlton (1906), from Cobalt to Kerr Lake (1907) and from a point near Cobalt to South Lorrain (1924).

In 1911, the Commission purchased the Nipissing Central Railway, an electric line operating between Cobalt and Haileybury. After extending the line to New Liskeard, the T&NO continued its operation until 1935 when the line was abandoned. This railway had operated by virtue of a federal charter which was retained by the T&NO.

On July 1st, 1911, a branch line from Iroquois Falls (now Porquis) was completed to South Porcupine and later, to Timmins. A branch from Earlton to Elk Lake on the Montreal River was completed on February 5th, 1913, and from Porquis to Iroquois Falls (which had appropriated the name of the junction point) on September 9th, 1913.

The outbreak of the First Great War put a temporary end to further construction. However, in 1922 the first extension north of Cochrane was begun and carried through to Fraserdale, a distance of 70 miles. In 1923, construction was commenced to the east from Swastika, with Noranda, Quebec, as the ultimate objective. Since the line would cross a provincial boundary, it was built under the Dominion charter of the Nipissing Central Railway. The Quebec border was reached in 1925, but further progress was delayed until the validity of the charter had been established by the Privy Council, and Noranda was not reached until October, 1927. From 1928 to 1932, further extensions were carried out from Fraserdale to Moosonee, giving Ontario an ocean port 440 miles north of North Bay.

The driving of the "last spike" (there were actually three - one of gold, one of silver and one of iron) marked the end of construction in the sense that since that time there have been no new branch lines nor any major extensions of existing lines. However, on a railway, construction never ceases and the road today is quite a different system from that of 1932.

It was in 1945 that the historic name "Temiskaming and Northern Ontario" gave way to "Ontario Northland". Great confusion had for years been occasioned by the existence of another T&NO, the Texas and New Orleans, assubsidiary of the Southern Pacific. Repairs done in remote parts of the continent for one railway would often be charged to the other, and a name change was the only solution to the continually recurring accounting muddle. Kind words for the new ONR were offered thus by the Toronto GLOBE AND MAIL:

> "Perfume of the rose would not be lost if the flower were known by another name; neither will changing the name of Temiskaming and Northern Ontario Railway to Ontario Northland Railway, as now proposed, obscure the fact that it is for its size the most valuable work of its kind in the history of Canada, and has not been exceeded in economic effect by any other railway of equal length on the American continent, perhaps anywhere in the world."

With the relaxation of tensions and controls after the Second War, a broad programme designed to improve services and facilities and to reduce the costs of operation was initiated, and continues today. To reduce operating costs was more than ever important since uncontrollable factors such as material and labour costs were increasing at a sharply ascending rate. Despite the fact that revenue was rising constantly, from approximately $6.5 million in the war years to over $15 million in the late '50's, the operating ratio (operating expenses divided by operating revenues) was increasing at an alarming rate. In 1942 it had been 71.3%. In 1959, it was 95.7%!

The plight of the ONR differed in no way from that of the other railways. While giving service essential to the national economy, it was facing ever-increasing competition, much of it unfair, from airlines, highway trucking and private cars. For the ONR this has been particularly galling, since many of its commodity rates had been set and maintained at low levels to encourage regional development, while its less-than-carload traffic was being skimmed off by undercutting competition.

Since little could be done to correct these adverse conditions, other steps had to be taken. The only field in which the rising costs could be combatted was in efficiency of operation. In consequence, the ONR decided, as a first step, to replace its steam locomotives with diesel power. The first diesels, 1000 h.p. Alco switchers, entered service in June, 1946. The delivery of the most recent units, four 1750 h.p. GP-9's, was made in February, 1957. Forty-four diesel locomotives are now on the roster. Pacific 701, now on display at Englehart, made Ontario Northland's final steam run on June 25th, 1957.

The economies of diesel operation were of immediate importance but could not yield their optimum advantage until the transformation was complete. At that time, water tanks, coaling stations and the hauling and storage of coal could be dispensed with. The greater availability of the diesel made fewer units necessary than in the days of steam; the diesel's higher tractive effort permitted longer, heavier trains, resulting in even greater economies.

While the expansion phase of the railway, for the time being at least, had halted in 1932, construction of a different sort was once more at a high level. Dieselization required new repair and maintenance shops, and thus an extremely efficient shop, largely designed by the railway's engineering department, was erected at North Bay. This was followed, on a more modest scale, by a shop at Cochrane. Diesel sheds with provision for inspection and minor repairs have been constructed at Moosonee and Rouyn.

Because of the increased length of trains under diesel operation, many of the existing passing tracks were lengthened and a number of new ones built. A vigorous programme of roadbed betterment is continuously being pursued. This involves such operations as widening cuts and embankments, rock ballasting, the use of treated ties for all replacements and the substitution of 115-pound rail for lighter sections on

the main line. Branch line rail is being upgraded to 90-pound with rails from the main lines.

Another undertaking, which began in 1950, was the installation of automatic block signals on the main line. Annual increments have carried the system from North Bay to Bourkes, a total of 184 miles. The system is designed for conversion, at moderate cost, to centralized traffic control; as far as operation is concerned, this would have much the same effect as double-tracking that portion of the railway. The existing signal system provides a reliable safety factor and facilitates the more rapid movement of trains.

In 1952, the Ontario Northland became the first railway in Canada to adopt the radio-telephone as a secondary medium for the operation of trains. In that year, an installation was made which permitted direct conversation between the North Bay yard office and switching locomotives anywhere in the yards. This was followed quickly by installations which permitted communications between freight locomotives and vans. All locomotives and cabooses are now radio-equipped, resulting in great savings of time. No longer is it necessary for the trainman to walk the full length of his train to communicate with the engineer. In the winter particularly, this could be very arduous work.

A notable improvement is also taking place in the accomodation provided for work crews and extra gangs along the line. Steel coaches and troop carriers have been rebuilt as boarding cars; 14 of these cars are now in service. Most cabooses are of comfortable, all-steel construction. The mechanical department has completely renovated and placed in service three stainless steel coaches from the Bangor and Aroostook, as well as performing major overhauls to other passenger equipment.

Ontario Northland is vigorously pressing forward in other fields as well. It is extremely active in Northland communications, highway transport both by truck and by bus to supplement the railway schedules, cruise ships and resort operation. The Hannah Bay Camp on James Bay is widely known as a hunter's paradise.

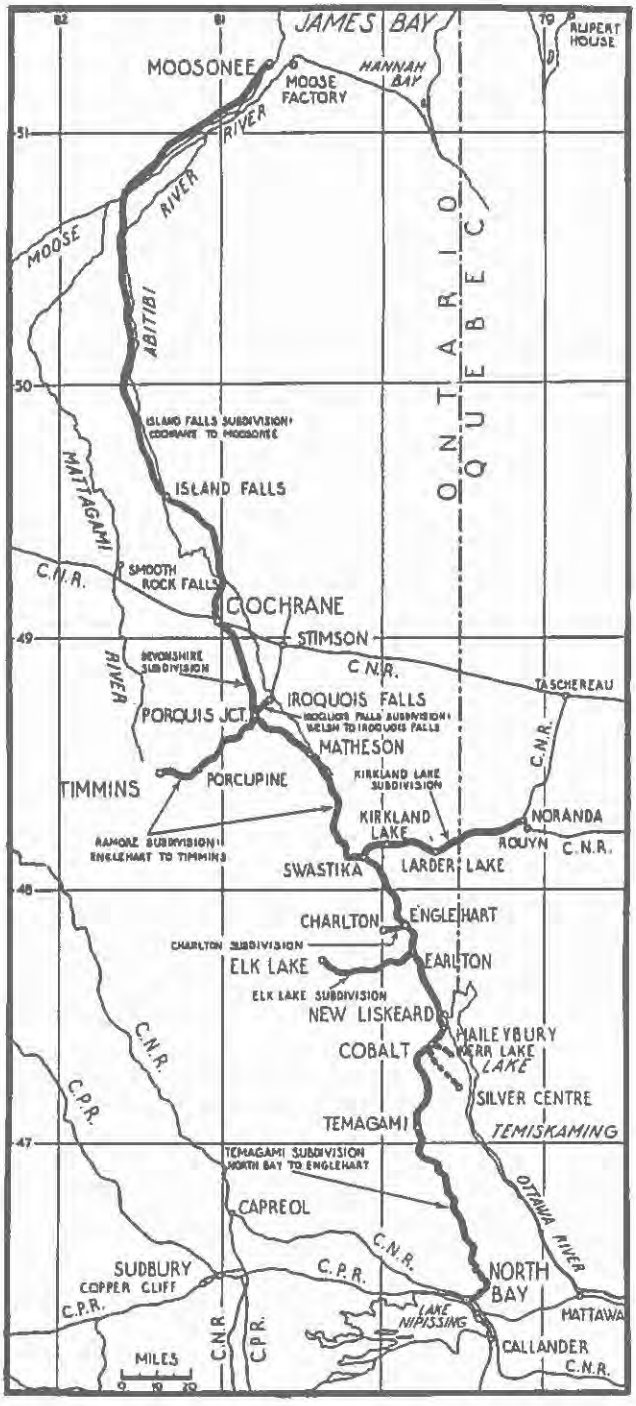
As a measure of the improvements which have been effected in the years following the Second War, an examination of the capital structure of the properties is enlightening. In 1945, investments stood at $45,692,440. At the end of 1959, the comparable figure was $66,549,581. It would be difficult and fruitless to try to prove that revenue during that period has increased two and one half times solely as a result of this increase in investment. It is very sure, however, that the great increase in traffic could not have been handled efficiently and expeditiously with the equipment available in 1945. It is also true that such surpluses as were achieved during the mid-to-late '50's are to be attributed to the economies arising from diesel operation and the increase in revenue of the expanding communication department. However, if expenses continue to increase as they have during this same period, the immediate prospect for the railway is not bright. This situation is not peculiar to the ONR, and applies with equal or greater force to all Canadian railways. It is the inevitable result of revenues subject to strict regulation while expenses are free to climb. The situation is aggravated by an increasing degree of subsidization of all competing media of transportation.

However, the long-term outlook for Ontario Northland Railway and for Northern Ontario with which its interests are so closely linked, is extremely bright. From its inception, the railway has pioneered the country in the sense that it has penetrated ahead of any development and quite often, as exemplified by Cobalt, the Porcupine and Kirkland Lake, the expected development has been overshadowed by something quite different and on a larger scale.

Ontario Northland's burgeoning newsprint traffic has resulted in the establishment of the "Hundred Million Dollar Special", a train which derives its name from the value of the cargo it moves annually from paper mills in the north to North Bay. The train hustles newsprint to market a day faster than before, and returns the empty cars to the North Country even faster than that. The Special is a train consolidated from No. 416 (from Timmins) and No. 418 (from Cochrane) at Porquis, and consists solely of newsprint from Kapuskasing and Iroquois Falls, and a few cars of sulphite from Smooth Rock. It leaves Porquis at about 4.00 p.m., arriving at North Bay at 10.30 the same evening. Mixed freight is handled in a later train which makes local stops. Prior to inauguration of the Special, paper was handled in regular freight trains which made numerous stops en route, thus increasing the possibility of damage to the valuable cargo. Ontario Northland ships on the average 70 cars per day.

Iron ore is playing an increasingly important role in ONR's operations. With the opening early this year of the Adams Mine of the Jones and Laughlin Steel Corp. near Kirkland Lake, sixty-car unit trains began rolling south via ONR-CNR-NYC-P&LE to the J&L mills at Pittsburgh and Aliquippa, Pa. The Adams Mine has an annual output of over a million tons of iron pellets per year; the pellets, about 65% iron, are produced by crushing, milling, screening and finally pelletizing under high pressure and heat the crude ore which averaged 23% iron. As

the pellets cool, they are dumped automatically into the ONR cars. A new spur connects the mine site with the main line at Boston Creek. The Adams Mine employs 300 men from the Kirkland Lake area. It is estimated that present ore reserves will provide at least 30 years of operation for the mine.



Another project of similar proportions will be in full operation in 1968 near Temagami. The Sherman Mine site of Dominion Foundries and Steel Ltd. some five miles west of the town is presently being cleared for construction. ONR will extend a spur line some four miles to serve the new mine. The new mine will produce freight traffic of 60 cars a day for the ONR far into the future as a million tons of iron pellets a year are moved from Temagami to the giant Dofasco plant at Hamilton, Ontario.

Every Sunday throughout the past summer, a special excursion edition of ONR's famed "Polar Bear Express" carried hundreds of tourists from Cochrane to Moosonee, on the Arctic tidewater. Just a year ago, the Sunday excursion operated on only two weekends. This year, the trains have often been filled weeks in advance, with some of its passengers travelling some distance to take the journey. The railway has extended and improved its tourist facilities at Moosonee, and for the first time in many years, the operations at that point have shown a modest profit.

The extension north from Cochrane to Moosonee was ostensibly, for many, to create for Ontario an ocean port. For a period of a quarter century, this objective was as illusory as a dream. The practical attainments of the venture were to be expressed in three hydro-electric power developments on the Abitibi and, later in an impressive traffic in lumber, pit props and pulpwood. The heaviest northbound traffic ever experienced on that section of the line occurred during the construction of the Mid-Canada Defense Line. These forty-car trains, however, were not making for Moosonee, the ocean port, but for Moosonee, the end of steel, the jumping-off place for snowmobiles and winter operating aircraft. Some ships, larger than any craft which had before navigated the Moose, took on cargo at Moosonee. Their sailings were few but they did underline the fact that Moosonee, with the river in its natural state, was close to being a practicable ocean port.

For some years, the ONR has been calling attention to the potential value of a first class ocean port at Moosonee. Here would be created another upsurge in Northern activity as great in its general effect as the discovery of the Porcupine mining field. The harbour would be open for shipping for a season of up to six months, with access to the Atlantic through Hudson Strait for a period of two and one half months at the minimum. The harbour would be a still water basin, immune from high water or ice jams, where a fleet could winter in perfect safety. The ship channel would have a depth of 30 feet at low tide, making the port available to most of the world's shipping.

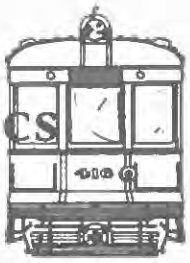
Development of the port of Moosonee would stimulate working of large deposits of iron ore, copper, nickel, lead and zinc which are known to exist in the region. Ready facilities would be available to export the ore to foreign markets or to ship it by rail south to domestic consumers. A tremendous lift to Northern agriculture and industry would be had by opening the port to foreign trading, in which case the ONR would develop a healthy northbound traffic to complement its southbound ore hauls.

With Northern development continuing as it has in the past few years, and with the ever-growing enthusiasm of Ontario Northland employees and management, the long-term outlook for the railway and its ancillary services is indeed promising. If the faith and optimism which inspired the turning of the "first sod" has not been lost, Northern Ontario will soon be entering an era of prosperity unequalled in the past.

ABOVE: GP-9 No. 1603, delivered in 1957, is one of the most recent additions to the Ontario Northland roster. /ONR

BELOW: ONR Pacific-type 602, built in 1911, was one of the last steam locomotives to operate on the Ontario Northland. /Coll. of Jim Brown

Traction Topics



Edited by John F. Bromley

* All-electric PCC 4302 operated from Roncesvalles Division once again, on LONG BRANCH July 12th, QUEEN on July 13th and KING on the 14th and 15th. /JFB, JW

* The method of determining the destination of a subway train, once the new joint service begins December 30th, has been revealed. A small induction coil on the cars will transmit a signal according to the destination shown on the destination signs. As a train enters a station, sensors detect this signal and automatically adjust the station destination signs to agree with the destination of the train.

The newer cars are already equipped with the necessary equipment, and modifications to the Gloucester cars were well under way in mid-August. These involve application of the electronic equipment and relocation of the destination sign crank to the former fire extinguisher recess (the extinguishers have been relocated to the back of the cab). A small mirror arrangement allows the operator to see the sign from inside the train. /BM

* At about 2.00 p.m. on July 28th, a six-car train of class M-1 subway cars, Nos. 5301-00-23-22 and two others, was moving through specialwork at Davisville shops when car 5323 split a switch, derailing both itself and 5322. A short length of rail was torn up and a signal box damaged, while the rear handrails on 5300 were bent and the frame of 5322 damaged. At the peak of the evening rush, 5323 was straddling four tracks, resting in virtually an east-west direction. Rush hour trains going out of service after the evening rush used devious routings through the shop building. All four cars were subsequently removed to Greenwood shops. /JFB

* The automatic transfer machine experiment on the PARLIAMENT route continues into August. PCC's 4375-4377 so equipped are still in use, together with one other car dispensing normal transfers. The experiment will continue at least until the opening of the Canadian National Exhibition, when PARLIAMENT cars are replaced by the KING-Exhibition route. Normal PARLIAMENT service is then operated only before 8.00 a.m., and on Sundays. /JFB

* QUEEN streetcars, westbound only, were diverted on July 10th due to the Annual Orangemen's Parade. Cars were routed via Church and King Sts., and returned to Queen via either Spadina, Shaw or Roncesvalles, depending on the position of the parade on Queen St. at the time. /BM

* TTC Witt 2898, one of the last three on the system, was moved to Hillcrest Shops for regauging in late June in preparation for shipment to the BERA museum at Short Beach, Connecticut. It now appears, however, that the work will not be done before September since the summer has been a particularly busy one at Hillcrest. /JFB

* Work on the new streetcar loops continues at a fast clip. By July 2nd, all street rail was in place on Strathmore Blvd. and Cedarvale Ave. for the Woodbine Station loop, although no off-street trackage had been laid. Both streets have been repaved. Specialwork connecting the loop to existing trackage on Danforth Ave. will be laid in the fall.

Exit (trailing) switches were installed at Bathurst Station July 12th-14th, and final connections were started August 7th. All loop trackage is in.

As of July 16th, the exit track at Keele Station on Indian Grove was in place, together with some loop trackage. (Indian Grove was inadvertently called Indian Road on page 125, July NEWSLETTER)

By July 12th, ground in the vicinity of Main loop (easterly extension) had been cleared, and subway construction begun in that area. /JFB, BM

* The carstops at Bloor St. West and Clendenon were replaced in early July. /BM

* Car 5336 now bears a plaque on the outside of the motorman's cab commemorating the acceptance of the class H-1 cars on May 30th, 1965; the names of the present TTC commissioners are also engraved. All cars of this class now carry builder's plates on the rear wall of the cab, which denote the model and serial number of the car. /JFB

* Two multiple-unit PCC trains were involved in a minor rear end collision on Danforth Ave. at Westlake in the July 19th afternoon rush. One train apparently experienced a brake failure and rammed the preceding cars while they were discharging passengers. Numbers of the cars involved are not available. However, damage was estimated at only $550, and both cars will be repaired. PCC 4743, damaged at Bay and Louisa on June 26th may not be so lucky. In early August, the car reposed at the northwest corner of Hillcrest shop in company with 4123 and 4216, both of which are stripped. /JFB

* A recent newspaper item reports that the TTC will install ceiling heaters on one of the open air platforms at Eglinton station. On cold days, waiting passengers will receive (free) a five-minute blast of warm air. If the experiment is deemed successful, other platforms will be similarly equipped.

* Several PCC's assigned to Russell Division have been removed from service, as follows:

4017: No. 4 motor defective
4022: No. 4 motor defective
4026: Faulty M-G set
4073: Unused since July 19th; stored on trailer stub
4596: Grounded No. 4 motor, damaged commutator; unused since July 19.

It is not impossible that one or more of the above cars may not run again. A close check will be kept of the situation. /JFB

* The car number on the blind side of PCC 4599 has been moved from its normal position. As most readers are aware, TTC side numbers on PCC cars are located directly above the truck centres at the rear end, halfway between the belt rail and the frame. The number on 4599 has been moved to a position about six inches below the belt rail beneath the last window in the second grouping of five. It is not known if this move is a deliberate experiment. /JFB

* The TTC should be thankful that Toronto passengers make only verbal protests against increasing fares. On July 31st, in Calcutta, India, police using staves, rifles and tear gas were required to disperse rioting crowds which were attacking streetcar crews as a result of the announcement that fares were to be raised (likely to 2¢ a ride from 1½¢).

* The first class H-1's to enter revenue service were 5336-37-42-43 on YONGE-UNIVERSITY run 8 on July 26th. M-1 cars 5328 and 5329 were also in the train. With 14 H-1's at Davisville, at least two trains will be in base service as of August 9th. By the end of September, there will be seven or eight trains in regular service. As of Aug. 7th, cars 5336-5381, a total of 46, had been delivered. /JFB, BM

* As of August 7th, a total of 12 new class H-1 subway cars had been transferred to Davisville yards, joining 5336-5337 already there. Cars moved were 5342, 5343, 5346, 5347 on July 3rd, 5350, 5351, 5352, 5353 on July 31st, and 5340, 5341, 5344, 5345 on August 7th. At the same time, the Gloucester experimentals (5110-5115) and several class M-1's (including 5300, 5301, 5322 and 5323) have been moved to Greenwood yards, the Gloucester cars for remotoring and the M-1's for repairs to minor damage. All M-1's will be withdrawn, probably by the end of September, for certain adjustments. /JFB, BH, BM

* During the recent mail strike, notices were posted in the divisions that operators were not to accept mail for delivery. /JFB

* Tenders were called on August 3rd for Eastern Subway Extension Contract E-2. Work consists of the construction of approximately 6300 lineal feet of subway structure from Victoria Park Ave. to Warden Ave. in Scarborough, including Victoria Park station, embankment, two bridges and one underpass. The entire length of this portion is in open cut or on embankment. The tenders will be opened on September 14th. /JFB

LEFT: Who can tell us the story of this shocking piece of electric railway equipment? The photo was taken in 1942. /TTC

On the Shelf...

THE STREETCARS OF NEW ORLEANS, 1831 - 1965, by Louis C. Hennick and E. Harper Charlton. 380 pages. Published by Louis C. Hennick. Card cover edition $5.75, cloth bound edition $8.00.

Available from Louis C. Hennick, 2124 Fairfield Ave., Shreveport, La., 71104, U. S. A.

In this day when one can count on the fingers of both hands the number of cities in Canada and the United States still operating streetcars, New Orleans has become a mecca for trolley fans everywhere -- the last city operating conventional cars in service on neutral ground (35 double-end "modernized" cars on the ST. CHARLES route).

Here is a chronicle of the public transit system of New Orleans, a history dating back 133 years. Published as Volume Two of the series LOUISIANA! ITS STREET AND INTERURBAN RAILWAYS, the authors have produced a fascinating book on the street railway system of the New Orleans Public Service Inc., and its predecessor companies.

The book is divided into chapters covering a general history, description of routes (some having interesting names such as PRYTANIA,DESIRE and TCHOUPITOULAS), rolling stock, track, carhouses and other fixed installations. A special, well-illustrated chapter on New Orleans' most famous thorofare, Canal Street, depicts its changes in public transportation up to the "bussification" of 1964. Not to be forgotten is a separate chapter on the little-known operation of the Sewerage and Water Board of New Orleans.

Detailed car plans supplement the chapters on rolling stock. There are also excellent foldout track maps showing the New Orleans system in 1893 (six separate street railway companies operating), 1922 (peak mileage year), 1926 and 1936, and a separate map showing the maze of track on Canal Street in 1927. Many excellent photographs are included, all related to the text. Photographic reproduction is good.

This book is a must for the library of the serious trolley enthusiast.

/Bob McMann

■ ■ ■

Bull Session

Canadian Pacific 4-8-4 No. 3101, rumoured in last month's issue as being sold to the Ontario government, has in reality been sold to an industrial firm in Regina, who will apparently be putting it on display. CP's other 4-8-4, No. 3100, is still tagged for the future Museum of Science and Industry at Ottawa. /OSAL

* * *

We were most interested to receive recently an account of the Grand Trunk wreck which was pictured in the May issue and reproduced here. Mr. E. Sussex of Detroit provided the data.

The wreck occurred at Komoka, Ont., where Mr. Sussex' father was agent, in the summer of 1915. The Sussexes lived on the second floor of the station, which was located on the south side of the Windsor line (the present station building is situated between the London-Sarnia and London-Windsor lines). The crash occurred at about 4.00 a.m., when train No. 4, eastbound from Sarnia to London, collided head on with engine 1008 which was switching on the Sarnia main line. No. 1008 was on the London-St. Thomas wayfreight which operated via Glencoe. The only fatality was the engineer on No. 4, although several passengers in the rear Pullman were badly shaken up. Oldtimers may recall Dan Murray and Bill O'Connell who were among the crew of the wayfreight.

Engine 1008 was repaired at Stratford and returned to service that same year. Engine 231 (later CNR 5567) was more seriously damaged and did not return to service until the next spring.

Apparently the Ontario Northland is not too happy with the results of its recent locomotive repaintings. We understand that the ONR locomotives will retain their dark green paint and not be repainted with the lighter green (shown on the boxcars on this month's cover), as previously reported.

/EAJ

* * *

Members planning late trips to Great Britain and wanting to see steam power in action would be well advised to plan their activities in advance, according to Graham Cosway. He suggests that the July issue of "Railway Magazine" would be a good starting point in that it outlines the whereabouts of remaining steam on BR's Eastern Region. Dieselization is certainly making rapid inroads on Britain's steam roster, and in a very few years, it may well be that the British steam locomotive is just as scarce as its Canadian cousin.

Omer Lavallee has kindly supplied us with the background data for the photo of CPR 522 which appeared in last month's NEWSLETTER, page 144. He writes;

"...as you correctly surmise, it is a Canadian Pacific locomotive, taken in the mid-thirties in the Rockies during the filming of the Gaumont-British epic 'Silent Barriers', a story which dealt with the building of the CPR. 'No. 522' was actually CPR No. 143 at the time, and it acted in the film with another 4-4-0, CPR No. 158, which appeared as 'No. 374'. The pseudo-numbers were the correct original numbers for each locomotive, but 143 alias 522 had never worked in the Rockies; it had been built by Manchester in 1888 for the New Brunswick Railway, and was only acquired by CP in 1890 when it took over the NBR. After the film was completed, in 1936, No. 143 was scrapped. No. 158 resumed its proper number after the film and worked until 1945 when it was again permanently 'restored' as No.374 and donated to the City of Vancouver where it still is."

* * *

Enthusiasts of the Oshawa Railway will be interested to hear of the recent retirement of its long-time superintendent, Jim Smyth. Mr. Smyth has been a great friend of the Society, and many members will recall his kindnesses on the occasions of our several "last runs" on his line. We wish him well for a long and happy retirement.

BELOW: This stop-the-press photo shows ex-B&M RDC-9 No. 6919 as CNR D-504 on train 628 at Brampton, September 6th. Compare this car with the one on page 153. /Tom Henry

STOP THE PRESS! EXCURSION NEWS.

WELL, HERE THEY ARE!! Long awaited trips that have been requested by you for quite a while! Two low cost, branch line fan trips, making a glorious week-end of railroading in Southern Ontario.

SATURDAY, OCTOBER 23:

A CPR diesel-powered excursion, to include Hamilton, Waterdown, Guelph JCT., Streetsville, Orangeville, and returning to Toronto in the early evening.

SUNDAY, OCTOBER 24:

A CNR diesel-powered excursion, to include Georgetown, Caledon East, Tottenham, Beeton, Cookstown, and Barrie. Again as on Saturday, arrival back in Toronto in the early evening.

Now do you know a better way to spend this week-end? Lunch counter facilities will be provided on the train, and, OH, yes, there will be numerous runpasts for the photographers in the crowd. So, order now, and avoid the disappointment when we have to say that we are sold out!!!

Price for this fabulous week-end $7.00. Now, if you can't join us on both days, per day price will be $4.00.

SATURDAY, OCTOBER 23:				SUNDAY, OCTOBER 24:			
Lv:	10.00	EDT	TORONTO	Lv:	TORONTO 9.00		EDT
Ar:	7.15	"	TORONTO	Ar:	TORONTO 6.15		"

FOR TICKETS WRITE!

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P.O. BOX 122, TERMINAL "A",
TORONTO, ONTARIO.