

newsletter

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Upper Canada Railway Society



newsletter

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Editor _____ James A. Brown

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

The Cover

Poised for its inaugural run to Montreal, Canadian National's train 30, the "Rapido", gleams beneath the new fluorescent lights of Toronto Union Station's track No. 1. An entirely new entrance to this track has been constructed to serve four of CN's "Name" trains. /Tom Henry

Contributors to this Issue

Jack Balmer, Charles Bowman, John Bromley, Ray Corley, Peter Cox, Bill Hood, Ed Jordan, Bob McMann, Stan Richards, J. Wakelin, Jack Walker, Stu Westland, Tom Henry.

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George Witton.

This month's NEWSLETTER is a study in contrasts. Stu Westland's article describes the evolution of the publication itself, and comparison of the issues of today with the original NEWS LETTER of September, 1945 is interesting indeed. Elsewhere in this issue, we have the opportunity of contrasting CN's "Rapido" schedule between Montreal and Toronto at an average speed of 67 m.p.h. with the plodding 22 m.p.h. average for the fastest train of the Great Western between Toronto and Hamilton in 1867.

The growth in content and technical quality of the NEWSLETTER would not have been possible were it not for the increasing support of the membership. Granted, much of the romance of 1945 railroading has disappeared, but it has been replaced by such an infectious enthusiasm in 1965 that our membership has never been stronger. Let's keep up the good work!

* * *

With the introduction of our semi-automated gathering and addressing equipment a few months ago came a few unanticipated problems. Since the pages of your issue are no longer gathered by hand, there is no opportunity to inspect them as they are being put together. Consequently, there have been occasional instances where sheets printed on one side only have appeared in a few copies. Even worse, occasional pages have been omitted entirely. If you have received an issue recently that isn't all there, would you please get in touch with John Thompson, either at the Society's address or at 1571 Mt. Pleasant Road, Apt 2, Toronto 12, Ont. John will see that you receive your missing pages.

* * *

On the subject of NEWSLETTER contributions: We're still (as always) in the market for news items and other material which may be of interest to our readers. Contributions should be mailed directly to the Editor (to save time). One word of warning: Please don't expect an acknowledgement of your contribution. Rest assured that it is appreciated; however, with the NEWSLETTER as time consuming a job as it is, there is precious little time for writing letters. Thus I've established a policy whereby if an item can be used within a few months of its receipt, it is understood that publication of the item serves as acknowledgement. In this way, I feel more able to produce the quality of publication that you, the readers, have a right to expect. Finally, please do not write to me regarding UCRS matters other than NEWSLETTER contributions. These matters will be dealt with by other members, and will only be delayed if they are sent to me. Thanks for your cooperation. /JAB

UCRS News

At a recent meeting of the Directors of the Society, it was decided to rescind the first class mailing of the NEWSLETTER, commencing with the January, 1966 issue. The reasons for this withdrawal are (1) the service is not paying for itself at \$1.00 per year, and (2) the extra handling involved in relation to the total mailout is quite extensive, again considering the charges assessed. Should you wish to comment on this action, please write to the Corresponding Secretary, c/o Box 122, Terminal "A", Toronto.

* * *

Now might not be too early to mention the winter excursion of the Society, to be held on Sunday, January 23rd, 1966. It's a little early to give fares and schedules, but this much can be divulged: CN 6218 will be on the head end, and the trip will touch such points as Hamilton, Caledonia, Brantford and Dundas. Keep the date open!

■ ■ ■



Coming Events

Regular meetings of the Society are held on the third Friday of each month (except July and August) at 8.00 p.m., in Room 64, Royal Ontario Museum, Queens Park at Bloor St., Toronto, Ont.

Nov. 19th; Regular meeting, featuring an illustrated talk on the Northern Alberta Railway, by Bill Sharp.

Nov. 26th; UCRS Hamilton Chapter regular meeting. Board Room, CNR James Street Station, Hamilton, Ont. 8.00 p.m.

Dec. 3rd; Outdoor observation session at CNR Sunnyside Station, King St. at Roncesvalles. 8.00 p.m.

Dec. 17th; Regular meeting. An illustrated discussion of the history of the TTC BLOOR and HARBORD routes will be given by Jack Walker, assisted by Bob McMann.

Our heartiest congratulations to two of our members, Tom McIlwraith and Bas Headford, who recently entered the blissful state of matrimony (on July 10th and October 23rd respectively). We wish you both many years of happiness.

* * *

The UCRS wishes to gratefully acknowledge the donation of a collection of railroad material, made by Mr. R.S. Moore, of Toronto. Mr. Moore's collection amounts to more than a hundred items, and includes books, periodicals and timetables of both Canadian and U. S. interest; it will be a valuable addition to our library.

Mr. Moore is a retired agent for the Milwaukee Road, having managed the Toronto agency for some years.

* * *

To dispel any misconceptions that may exist on the matter, the Upper Canada Railway Society has no connection or interest, financial or otherwise, in the operations of the York Railway Club, an organization which has recently operated a number of steam excursions in the Toronto area.

Readers' Exchange

WANTED to borrow or rent: Blueprints of CP, CN or ONR steam locomotives of the 1900-1930 period. Prints will be returned promptly. R. Brookbanks, 226 Beechy Drive, Richmond Hill, Ont.

WANTED: Typical cross-sections of modern steam and diesel locomotives, to illustrate lecture on the topic. John B. Burton, 166 Ellington Drive, Scarborough, Ont.

HELP! To round out the Society's own files, the following back issues of the NEWSLETTER are required. Ross Hoover would appreciate donations at Box 122, Terminal "A", Toronto:

1946 - Oct, Nov, Dec.
1947 - Jan, Feb, Mar.
1950 - Feb.
1957 - Jan.
1958 - Mar, Oct.
1960 - June.
1961 - May, Jul, Aug.
1964 - Sept.

WOULD MR. PEARCE who left his phone number at the October meeting in connection with NEWSLETTER assistance, please write to J. A. Brown, 3 Bromley Cres., Bramalea, Ont., giving his address.

Railway News and Comment

CPR WILL REMOVE 33 AGENTS NEAR LETHBRIDGE

The Board of Transport Commissioners has authorized Canadian Pacific to remove the agents from 33 of its stations in the Lethbridge, Alta. area. However, caretakers will be appointed at 21 stations to look after undelivered express and freight shipments. Where required, the caretakers will also keep the stations heated and lighted for the arrival and departure of passenger trains. Canadian Pacific plans to introduce a Central Agency in Lethbridge to serve these communities.

INTEGRATION WITH CNR RECOMMENDED FOR C>

The Eastern Quebec Economic Development Office has completed a report which recommends the integration of the Canada and Gulf Terminal Railway into the Canadian National network. The C> operates 36 miles of line on the south shore of the St. Lawrence River from Mont Joli to Matane, Quebec, and boasts Canada's last gas-electric car in regular passenger service.

The report states the integration will not bring about any immediate economic results to the two railroads, but will benefit the region "particularly in the light of forthcoming developments".

LAKEHEAD WON'T GET CN TRANSCONTINENTALS

Canadian National has told the Fort William, Ont. City Council that routing a transcontinental passenger train through the Lakehead appears neither possible nor desirable in the foreseeable future.

In response to a request by the city for this service, N. J. MacMillan, CNR executive vice-president, pointed out that schedules of the "Super Continental" and "Panorama" are "extremely critical and rerouting of one or the other via the Lakehead would add 102 route miles and four hours to the over-all running time".

"Both trains depend for their continuing existence on being able to attract the largest possible volume of through passenger travel," he continued.

CNR transcontinental trains bypass the Lakehead via the old National Transcontinental route through Nakina, Armstrong and Sioux Lookout. The Lakehead cities are served by thrice-weekly CN trains 33 and 34 operating to Winnipeg. The Canadian Pacific main line serves Fort William and Port Arthur.

OPPOSITION TO ANOTHER CPR TRAIN-OFF PLAN

The BTC is scheduling public hearings at Lachute, Quebec on November 30th to hear complaints against Canadian Pacific's proposal to cancel trains 137-138 and 132-133 which now operate between Montreal and Ottawa via the North Shore of the Ottawa River. Removal of these trains would reduce North Shore service to a single RDC run each way daily.

DIEF CAMPAIGNS BY RAIL

Conservative Leader John Diefenbaker has been making extensive use of Canadian rail facilities during the recent election campaign. His rolling home, Canadian National business car 97, has been fitted out with speakers above the rear platform, in the best whistle-stopping fashion. Accompanying car 97 were sleepers "Mount Fitzwilliam" and "Intervale", and Dining Car 1266, providing sleeping and dining facilities for the aides and press personnel accompanying Mr. Diefenbaker.

L&PS/LAND SWAP PACT EXPECTED SOON

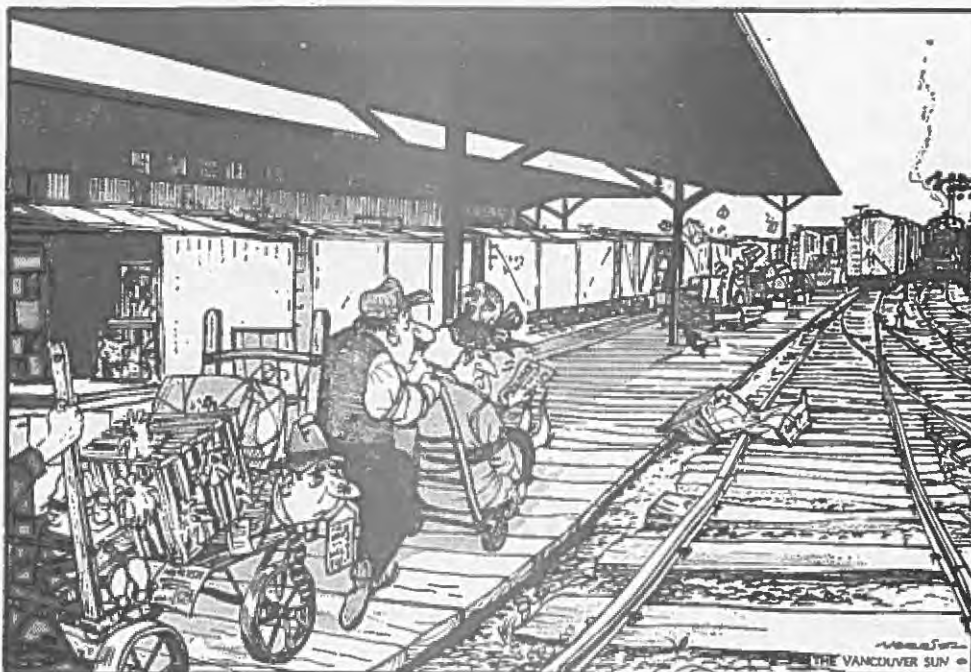
The City of London (Ont.) expects a detailed draft agreement early in November from Canadian National Railways to wrap up the trade of the city-owned London and Port Stanley Railway for the CNR-owned carshops and two other parcels of land (See October NEWSLETTER, page 168). The draft will be examined by city officials, and then likely turned over to council for formal ratification. The official takeover by CN of the L&PS is not expected before the end of the year.

The present CN carshops are due to be closed in the summer of 1966; it is probable that the city will take title to the land before that, with CN paying rent until the carshop operation ceases.

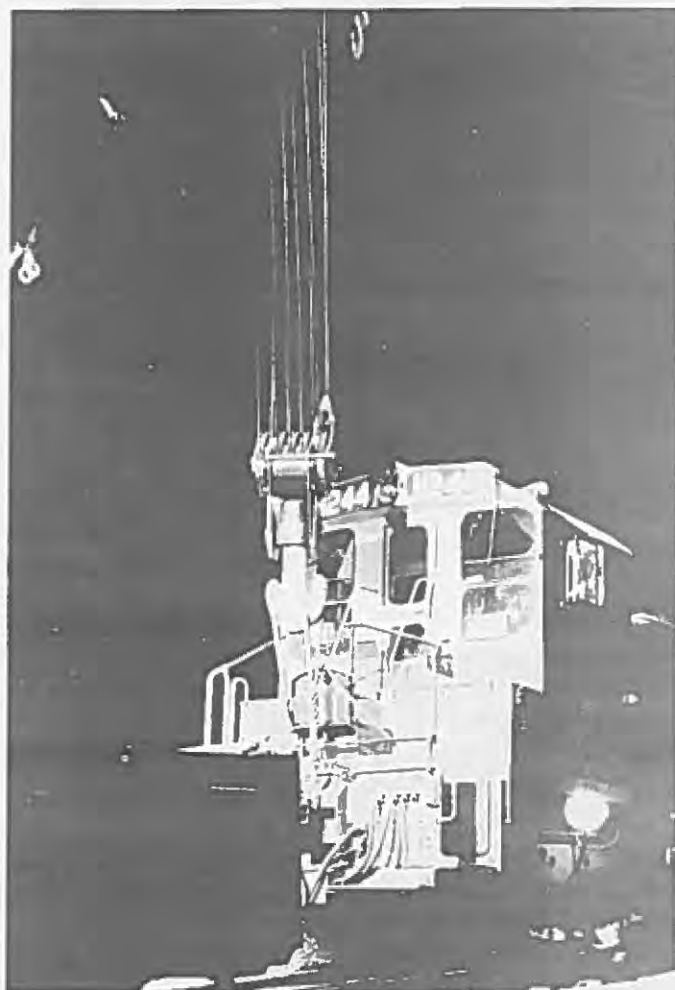
HEARINGS CONTINUE ON "DOMINION" WITHDRAWAL

CPR's abbreviated "Dominion" rolls on as BTC hearings on its proposed cancellation continue across the country. Editorial views on the plan are mixed as some on-line newspapers support the railway by pointing out that no really concrete arguments can be put forth for the retention of the train; others criticize CPR's fare structure, scheduling of trains, failure to "recognize its obligations" to provide the service, and so on.

Surprisingly enough, there is little public clamour over the proposal. The Calgary HERALD recently deplored as "incredible and disappointing" the lack of public protest at the hearing in Vancouver.



"... It's the other way round, ma'm. CN's promoting passenger service and CP's goin' in for freight ..."



WHEAT BOARD DIVERTS EQUIPMENT FROM CHURCHILL

About a dozen Canadian National locomotives and some 2500 boxcars were released for Lakehead and West Coast grain movements in October when the Canadian Wheat Board decided to leave the elevators at Churchill, Man. empty for the winter. In the spring, when the pressure created by vast wheat sales to the Soviet Union is off the railways, the Churchill elevators will be filled for the coming season.

Equipment used in the Churchill service usually does not leave the run until late fall. The shipping season at that port ended around October 20th.

S&L STRIKE SHORT-LIVED

The Brotherhood of Railway Trainmen voted on October 3rd to end a strike which idled the Sydney and Louisburg Division of the Cumberland Railway Company for two weeks. The strike had idled Dosco coal mines at Glace Bay, N.S. (See October NEWSLETTER, page 171.)

LEFT: Canadian National would like to forget about the weekend of Oct. 9th. Four minor derailments on the Access Lines west of Toronto Yard kept the auxiliary crews working 'round the clock. They are shown here rerailing 1244 after a split-switch incident near Halwest.

/Tom Henry

RIGHT: Panicky porkers mill about following a derailment on the New York Central at Muirkirk, Ont., in which a number of stock cars were demolished. /Chas. Bowman

GRAIN MOVEMENT FALLS BEHIND SCHEDULE

Grain officials are concerned that tardy grain movements may cause Canada to run behind in its commitments to Russia and other customers in this record sales year. Vessels are already being delayed at the Lakehead and Vancouver awaiting grain.

The delays are apparently caused by a lack of motive power and suitable grain cars, together with terminal congestion and loading and unloading delays which tend to extend the car cycle (the period of time required for a car to be loaded, shipped to the unloading point and unloaded, cleaned and returned to the loading point once again). Foreign locomotives are being leased by both CN and CP to ease the power shortage.

Although CN has moved 2000 more grain cars this year than for the same period in 1964, it has admitted that it could be at least partly responsible for the West Coast grain tie-up. Canadian Pacific, reportedly down 6000 cars from last year, disclaims responsibility for the delay.

At best, reports on the status of the grain move are confused, and at times contradictory, so that an accurate picture is difficult to obtain.

BELOW: In its new role as a freight locomotive, CP 4073 (ex-1429) heads eastbound train 916 near Whitby, Ont.

/J. A. Brown



HOGS KILLED IN NYC DERAILMENT

Thirty-two cars of a 143-car eastbound New York Central freight train were derailed on October 4th at Muirkirk, about 35 miles southwest of St. Thomas, Ont. None of the train crew, all from St. Thomas, was injured. Railway officials declined to comment on the cause of the mishap, although the derailed cars were located at mid-train, suggesting failure of some car component.

The train was en route from Detroit to Buffalo and other eastern U. S. points, carrying 1000 live hogs, processed meat and a shipment of television sets. More than 200 hogs were killed or injured so seriously that they had to be destroyed.

Clean-up operations were handled by the NYC St. Thomas wrecker, assisted by an auxiliary of the Chesapeake and Ohio, which reached the west end of the wreck by operating over C&O rails via Blenheim and Fargo, where the NYC and C&O lines cross.



Equipment Notes...



CNR ADDS TO FREIGHT CAR FLEET

Canadian National Railways has awarded three contracts for a total of 900 freight cars at a total cost of \$13.5 million.

A contract for 200 50-ton steel flat cars was awarded to International Equipment Co., of Montreal. The cars will be built at International's Napanee, Ont. plant.

Four hundred piggyback flat cars will be built by Vancouver Iron and Engineering Works Ltd.

National Steel Car Corporation was awarded a contract for 300 70-ton heated and insulated steel boxcars which will be built at NSC's Hamilton works.

CLC TO BUILD DIESEL-HYDRAULIC LOCOMOTIVES

Two diesel-hydraulic locomotives of a "new design" will be built for British Guiana by Fairbanks Morse (Canada) Ltd., formerly Canadian Locomotive Company Ltd. Each locomotive will weigh 80 tons and will be powered by two diesel engines having a total of 1050 h.p.

A company spokesman said the order for these locomotives, for main line service, was particularly significant as it gives F-M an opportunity to place in service a modern locomotive which features a hydraulic torque converter, a constant mesh two-speed transmission and a through universal joint shaft drive, all designed and built by F-M engineers in Kingston, Ont.

UPPER LEFT: CN's 1000 h.p. road-switcher 1707 still has its original 6-wheel trucks.

/Bill Hood

UPPER RIGHT: The 4-wheel modification for CN's 1700's is seen here in closeup of No. 1708.

/J. A. Brown

CANADIAN PACIFIC MOTIVE POWER NOTES

Recent trade-ins to Montreal Locomotive Works include Nos. 4012, 4013 and 4418.

During October, Century 424's 4217-4223 were delivered to CP by MLW.

CP's Toronto Terminals transfer engine, 8917, was recently sent to Angus Shops for major repairs and was temporarily replaced by CP's unique MLW 2400 h.p. unit, 8921. This locomotive, classed as model RSD-17 by the builder, was built as a demonstrator in 1957, and after serving periods of time on various Canadian railroads, was sold to CP in 1959. It is regularly employed in transfer service in Montreal. No further units of its type were built.

It is understood that 8909 will be assigned to Toronto in place of 8917, thus permitting 8921 to return to normal duties.

General Motors is apparently arranging to have two SD-40 demonstrators available for testing on Canadian Pacific for a two-week period in November. The units will likely be assigned road numbers 7000 and 7001 while in CP service.

CANADIAN PACIFIC LEASED POWER SUMMARY

The following is a summary of leased locomotives operating on Canadian Pacific as of November 1st:

BESSEMER AND LAKE ERIE:

EMD F-7's operating on Eastern Lines;

716A	713B
717A	717B
718A	718B

BOSTON AND MAINE:

ALCO 1600 h.p. RS-3's operating on Eastern lines.

1511	1536
1535	1540

DELAWARE AND HUDSON:

ALCO 1000 h.p. switchers operating in Montreal Terminals.

3015	3041
3023	3042
3026	3045
3035	

DULUTH, MISSABE AND IRON RANGE:

EMD SD-9's operating on Prairie Region.

112	121
113	123
114	124
117	131
119	135

CHICAGO GREAT WESTERN:

EMD F-7's operating on Prairie Region.

150	155
153	156

A number of additional Soo Line and Boston and Maine units operate through onto CPR lines, rather than changing at border points.

The Pacific Great Eastern leases a number of road switchers to CP on weekends for single-trip service out of Vancouver. Any of PGE's units may be seen in this operation.

MORE ON CP'S NEW LOCOMOTIVES

Montreal Locomotive Works' new serial number system will become apparent with the delivery of CP engines 4233-4250. Contrary to the information published in last month's issue (page 172), serial numbers of these units will be M-3436-01 to M-3436-18, in the manner of MLW's parent firm, Alco Products. The Alco scheme utilizes the shop number (here M-3436) followed by a sequential digit giving the unit's place in the order. MLW shop numbers will be assigned by Alco as have the serial numbers in the past.

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ONTARIO NORTHLAND DISPOSALS

On October 5th, the Ontario Northland Railway wrote off the five locomotives which were damaged in wrecks at Connaught and King Kirkland in January and February of this year (See February NEWSLETTER, page 28, March issue, page 34).

The locomotives involved are 1302, 1303, 1304, 1506 and 1516, and are the first diesel units to be disposed of by the ONR.

NEW LOCOMOTIVES FOR CANADIAN NATIONAL

It is understood that Canadian National will shortly be placing orders two Canadian builders for a total of thirty new locomotives. GMD in London, Ont., will build ten six-axle, 3000 h.p. SD-40's, while Montreal Locomotive Works will construct twenty Century 424's. Road numbers of the new units are not yet known.

REMAINING CPR STEAMERS SUMMARIZED

As of September, the following steam locomotives remained on Canadian Pacific property, with all but a handful destined for scrap:

Number	Class	Number	Class
424*	D-4-g	3100**	K-1-a
972**	D-10-j	3611**	N-2-a
1201*	G-5-a	3650**	N-2-a
2314**	G-3-c	3716**	N-2-b
2317**	G-3-c	5408**	P-2-g
2344**	G-3-d	5441**	P-2-j
2706**	G-4-a	5446**	P-2-j
2827*	H-1-c	6905**	V-3-c
2858*	H-1-d	6906**	V-3-c

Note; *- stored at Angus Shops (Montreal)
**- stored at Weston Shops (Winnipeg)

The following locomotives are held for the National Museum, Ottawa; 1201, 2314, 2827, 2858 and 3100.

The following locomotives have been scrapped or sold to date in 1965:

Number	Date	Number	Date
490	8-65	2851	6-65
975	6-65	3101	6-65(3)
1095	7-65	5105	6-65
1278	6-65(1)	5405	6-65
1297	7-65	5760	8-65
2454	6-65	5762	7-65
2634	6-65(2)	6965	9-65

Notes; (1) - Sold to Steamtown, U. S. A.
(2) - Sold to city of Moose Jaw, Sask.
(3) - Sold to Interprovincial Steel and Pipe Corp., Regina, Sask., for display.

newsletter's First Twenty Years

by Stuart I. Westland

The Upper Canada Railway Society's NEWSLETTER made its initial appearance in September, 1945 as the most modest form of publication imaginable -- a single mimeographed sheet. At that time, the Society was just emerging from its most difficult period since the founding of the predecessor group in 1932; during the lean days of 1943 and 1944, active members in the Toronto area could have been counted on one's fingers (with several fingers left over)!

Nevertheless, meetings had been held regularly on a three-week schedule by a small band of enthusiasts, and a few sporadic mimeographed bulletins had been published. Even so, the maintenance of contact and the dissemination of news and information was a difficult matter for members of the Society of that era.

The days were far from lean insofar as railway and transit interest was concerned, however. Steam and electric traction were seemingly on every hand, passenger service was still operating on almost every branch line, and the tremendous volume of wartime freight and passenger traffic on all public transportation agencies was continuing unabated, despite the cessation of conflict with V-J Day, in August, 1945. Whereas railway enthusiasts today spend sizeable amounts of time and money on trips to distant places to see and photograph things of interest, in 1945 practically everything that interests them existed in such abundance that any extended amount of travel meant that one was definitely neglecting the home front -- The trains were too crowded anyway!

Reference to NEWSLETTER No. 1 reveals that the ultimate nature of the publication was certainly not envisaged at the time of its inception. By the end of 1945, a monthly production schedule had been decided upon and the emphasis on personal news of members soon gave way to the NEWSLETTER's now long accepted primary role, that of presenting news and short feature articles.

In passing, it would be of interest to make some further mention of the Directors' meeting of July 3rd, 1945, which was somewhat of a landmark in the history of the Society. Two decisions were then taken

which have had a lasting effect -- the decision to hold general meetings on a third-Friday schedule, and the decision to publish a Newsletter. The meeting was held at 101 Douglas Drive, the home of the then First Vice President of the Society, John W. Griffin, and was attended by a grand total of three persons, Mr. Griffin, William T. Sharp and the writer. (Yes, it was a quorum, as the Directorate in those days comprised five persons.)

Although NEWSLETTER No. 1 stated that the plans for a publication separate from the Society's Bulletin had been forming "for some time", as the writer now recalls it, the idea was essentially born and developed during the evening's deliberations on July 3rd, 1945.

NEWSLETTER No. 1 was orally dictated by the present writer, in his newly acquired capacity as Editor, to Raymond F. Corley, as the latter committed it to stencil on an elite-faced typewriter in the attic of 45 Blantyre Avenue. The stencils were subsequently transmitted to a former member of the Society who printed them on a downtown office mimeo machine. Issue No. 1 and several subsequent issues consisted of a single sheet of "Goldenrod" mimeo paper, and while its total production run is not now known, it could not have been much in excess of 50 copies. (A membership list of the Society dated May 1945 includes 58 names.)

The same production arrangements continued for some months, to be followed by several years during which a succession of typists and duplicating facilities were necessarily involved, the labour employed being at times outside the ranks of Society members. This latter factor, presumably combined with the Editor's illegible handwriting, resulted in occasional peculiar-appearing issues. One member was highly incensed when his article, appearing in a late 1948 issue, was riddled with "schoolboy howlers".

During 1950 and 1951, typing and production was taken over by the publication crew of the Ontario Society of HO Model Engineers, which served to clear up the "howler" problem. This was the period when a number of Bulletins were jointly published with the same organization.

UPPER CANADA RAILWAY SOCIETY

BOX 122, TERMINAL "A"

TORONTO, CANADA

NEWS LETTER

Number 1

September, 1945

A Word of Explanation

The appearance of this news - sheet marks the beginning of a plan which has been forming for some time in the minds of the Directors of the Society. The Society's Bulletin always seemed to be a dual-natured thing, concerning itself with (1) Articles of Railroad history, intended to be of general interest to everyone, and (2) News of the Society and its members, which was of no particular consequence to anyone except Society members. Now that the Bulletin is definitely open for sale to non-members, it was felt that its standards would be raised considerably by eliminating the second element mentioned above and publishing this quite separately in a periodic one page news - sheet which would be for distribution to members only. This is the first one of these. The Bulletin henceforth, will follow more closely the pattern of Bulletins published by several other well-known railroad fan organizations in the U.S.A. and Canada; no longer will it serve the purpose of reporting "news".

It is not known just yet how often the news - sheet will be published, but it is likely that its publication will follow no definite schedule; rather an issue will appear each time enough material has accumulated to publish one. There is every reason to believe that in the days of expanded membership and activities that must surely lie in the reasonably near future, an issue can be published every two or three weeks. Again, as in the case of the Bulletin, the members themselves will largely control the success of this venture. Any odd bits of news, concerning Society members or concerning railroads of the region will be welcomed by the Editor.

Stuart. I. Westland
Editor, U.C.R.S. News Letter

DIRECTORS' MEETING OF JULY 3rd, 1945

At a Director's meeting of the Upper Canada Railway Society held on Tuesday, July 3rd, 1945, several important decisions were made which are of general interest to all members.

(1) It was decided not to hold any regular summer meetings, following a very unfortunate mix-up on June 20th, which showed the inadvisability of holding meetings during the summer when our numbers are small.

(Cont'd)

(2) During the next season, that of 1945-46, meetings will be held monthly, rather than on a tri-weekly basis as heretofore. The third Friday of each month shall be the evening regularly set aside for meetings of the Society. Thus the schedule for the season is: September 21, October 19, November 16, December 21, January 18, February 15, March 15, April 19, May 17, June 21. (The last date is tentative.)

(3) Jack Bost has been appointed to the Directorate as Assistant Secretary and he alone will be responsible for deciding the location of meetings and for cancelling meetings previously arranged. (These two functions are to be exercised only until the return of the President, who normally exercises them.)

(4) John Griffin was appointed Bulletin Editor. He will welcome any bulletin contributions, which should be sent to his home. (The Society is very grateful to Basil Headford for his able editing of Bulletin #17).

(5) Stuart Westland was appointed News Letter Editor. Accordingly, all contributions for this publication should be sent to him.

NEWS OF OUR ACTIVE SERVICE MEMBERS

The Society recently received a communication from Charles Bridges, a corporal in the RCAF, now stationed at Aylmer, Ontario. One of the original members and an ardent electric railway enthusiast, he seems to be maintaining his interest in his hobby and to be anxious to get back with us again.

Kenneth Wright, a newer member, and at present a cook in the Navy, tells of having visited the New Brunswick Power Co.'s Street Railway in Saint John. He reports the cars, though ancient, are kept in good condition. The railways trackwork is poor and the line has not much chance of survival after the war.

Another old member recently heard from by the Society is John Macnab of the RCA. He says he has acquired a 1944 official guide of German Railways, left behind by the retreating Nazis when the war "closed down" their schedules.

Raymond Corley, late of the Fleet Air Arm, is back with us again after a "tour" of England and Scotland. It is certainly good to have him back again sooner than we expected.

Lloyd Baxter, who was in the RCAF, is in Toronto again, although we have not heard from him. We hope his interest in railroads and the Society is still intact, and that we shall see him soon.

Letters to our first Vice President from two members of long standing contain several interesting items:

Our President, Albert S. Olver, now a Major, tells of making the trip from Nijmegen to Brussels on a Southern Railway train. He says that over 2000 locomotives have been shipped from England for service on the continent. They are mostly Consolidations, or Decapods as well as several O-4-OT type. Many of the 2-8-0's are from American builders - the so-called Austerity type, stripped of all unnecessary appurtenances. Mr. Olver also mentions an excellent high-speed electric line between Brussels and Antwerp which was untouched by the Germans.

Capt. Frederick H. Howard reports a sustained interest in railroad doings on this side of the Atlantic, although he regrets not being able to keep up with them. He tells also of his travels on French Railways. "Traffic is very thick on the military lines in England" he says, 70 or 80 freights passing per day on a line near where he is stationed. These are generally only about 30 cars long however, standing out in contrast with the 100 and 125 car freights which are familiar in North America.

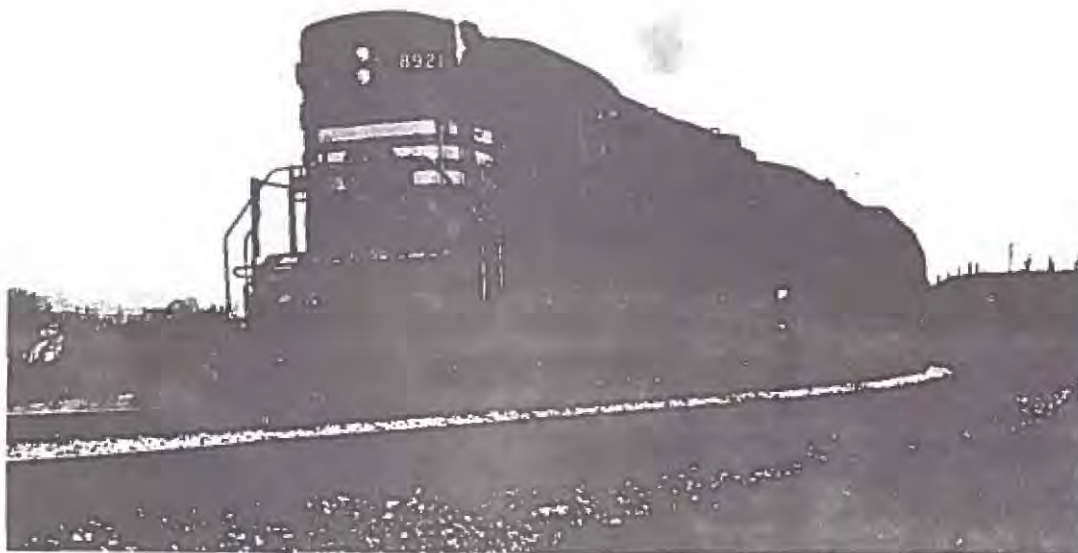
In 1951, the Society purchased a small foreign-made duplicating machine, and John D. Knowles undertook the typing of stencils, a task which he performed ably for the greater part of the next ten years. From this point forward, the entire production of the NEWSLETTER has been in the hands of Society members, working essentially under the aegis of the various Publications Committees which have functioned with greater or less vigour down through the years. Ultimately the difficulties of operating the first small duplicator and the often unsatisfactory results therefrom led to the purchase of a larger Ellams machine which turned out substantially improved work. This unit was accommodated for a lengthy period in the basement of member Ronald D. Cooper, although machines were used from time to time as convenience dictated.

Editorship changed for the first time with the February, 1960 issue, when Robert J. Sandusky took over from the original Editor. Unfortunately, his removal to an out-of-town location a few months later sharply abbreviated the period of his active editorship. John Mills took over in an acting capacity until mid-1961 when Mr. Sandusky resigned the post, as it had become apparent that he was to be away from Toronto on a continuing basis. At this time, the then President of the Society, Basil M. Headford, assumed the editorship and proceeded to revolutionize the entire physical format of the NEWSLETTER. A professional printer, Mr. Headford lost no time in changing to

the multilith (offset) printing process, and pictorial covers together with the use of colour followed soon afterwards. By the beginning of 1962, when E. A. Jordan succeeded as Editor, the NEWSLETTER was a vastly improved publication.

The Society purchased a used multilith machine during 1962 for NEWSLETTER and Bulletin production, together with that of other miscellaneous printed material. The machine was housed originally at the residence of member J. William Hood and now rests at the Society's headquarters at 71 Sumach Street. Recent developments, including the assumption of the key NEWSLETTER post by James A. Brown and the changes in format made under his editorship, are known to most members and will not be further elaborated upon here.

In summary, the twenty-year career of the UCRS NEWSLETTER has been marked by many changes and improvements, and the publication has acquired a respected place among North American railway enthusiast journals. As has been so often stated in the past, however, the chief success of the NEWSLETTER has been due to the volunteer efforts of many members in forwarding news items, writing or researching articles and giving assistance in the production phases. Such volunteer efforts are necessary on a continuing basis, and the Publications Committee and Editorial staff are always anxious to receive contributions, large or small.




LEFT: CP's ML7 demonstrator of 1957, 2400 h.p. No. 8921, climbs the escarpment west of Milton, Ont., with an extra for London.
/J. A. Brown

Reproduced on the following four pages are the entire contents of an 1867 - vintage employees' timetable of the Great Western Railway of Canada, submitted by Ed Jordan.

No. 73.

1867. 1867.

GREAT WESTERN RAILWAY



OF CANADA.

WORKING TIME-TABLE

AND

SPECIAL INSTRUCTIONS

FOR THE

EXCLUSIVE USE AND GUIDANCE OF EMPLOYEES.

TO COME INTO OPERATION AT 4.00 A. M.

ON

MONDAY, SEPT. 23rd, 1867.

Every Officer and Employee of the Company must make himself perfectly acquainted with this Time-Table.

PREVIOUS TIME-TABLE TO BE DESTROYED.

PRINTED BY THE GREAT WESTERN RAILWAY COMPANY.

(2)

INSTRUCTIONS.—Going West.

{ Passing but not stopping Stations, if corresponding Train has arrived.
 { Flag Stations.—Stop when there are Passengers at, or for.

No. 1 **MIXED** is timed to pass following Trains bound East:—At MOUNT BRYDGES No. 2 Express; at THAMESVILLE No. 6 Express; at PRAIRIE SIDING No. 10 Mixed; at STONEY POINT No. 12 Freight and No. 14 Express. If late approaching WINDSOR, keep clear of all ordinary Trains.

No. 3 **HAMILTON AND GUELPH MIXED** is timed to pass following Trains bound East:—At COPETOWN No. 20 Freight. If late approaching HARRISBURG, its destination on Main Line, keep clear of all ordinary Trains.

No. 5 **MORNING EXPRESS** is timed to pass following Trains bound East:—At GRIMSBY No. 10 Cattle; at HAMILTON No. 20 Freight; at COPETOWN No. 4 Mixed; at HARRISBURG No. 2 Express; at WOODSTOCK No. 8 Freight; at DORCHESTER No. 6 Express; at NEWBURY No. 10 Mixed and No. 14 Express; at THAMESVILLE No. 12 Freight; at BELLE RIVER No. 16 Cattle. If late approaching WINDSOR keep clear of No. 22 Mail, and all subsequent Trains of same class starting from that point.

No. 7 **LOCAL FREIGHT** is timed to pass following Trains bound East:—At DUNDAS No. 4 Mixed and No. 2 Express; at PARIS No. 8 Freight and No. 6 Express; at INGERSOLL No. 14 Express and No. 11 Express West. If late approaching LONDON keep clear of all ordinary Trains.

No. 9 **THROUGH FREIGHT** is timed to pass following Trains bound East:—At JORDAN No. 2 Express and No. 20 Freight; at HAMILTON No. 6 Express and No. 11 Express West; at DUNDAS No. 18 Mixed; at HARRISBURG No. 14 Express; at INGERSOLL No. 12 Freight; at LONDON No. 16 Cattle and No. 22 Mail; at LONGWOOD No. 20 Freight; at BOTHWELL No. 17 Express West; at PRAIRIE SIDING No. 2 Express; at TECUMSEH No. 6 Express. If late approaching WINDSOR keep clear of all ordinary Trains starting from that point.

No. 11 **DAY EXPRESS** is timed to pass following Trains bound East:—At ST. CATHARINES No. 20 Freight; at HAMILTON No. 6 Express and No. 9 Freight West; at DUNDAS No. 8 Freight; at HARRISBURG No. 18 Mixed; at BEACHVILLE No. 14 Express; at INGERSOLL No. 7 Freight West; at KOMOKA No. 12 Freight and No. 4 Barns Accommodation; at BOTHWELL No. 16 Cattle; at PRAIRIE SIDING No. 20 Freight and No. 22 Mail. If late approaching WINDSOR keep clear of No. 2 Express and all subsequent Trains of same class starting from that point.

No. 13 **THROUGH FREIGHT** is timed to pass the following trains bound East:—At ST. CATHARINES No. 6 Express; at HAMILTON No. 14 Express; at PRINCETON No. 12 Freight; at WOODSTOCK No. 17 Express West and No. 22 Mail; at INGERSOLL No. 16 Cattle; at LONDON No. 20 Freight; at THAMESVILLE No. 2 Express; at CHATHAM No. 21 Mail West; at PRAIRIE SIDING No. 6 Express; at BELLE RIVER No. 10 Mixed; at TECUMSEH No. 12 Freight. If late approaching WINDSOR, keep clear of all ordinary Trains starting from that point.

No. 15 **MIXED** is timed to pass following Trains bound East:—At DUNDAS No. 14 Express; at WOODSTOCK No. 12 Freight. If late approaching LONDON keep clear of all ordinary Trains.

No. 17 **STEAMBOAT EXPRESS** is timed to pass following Trains bound East:—At JORDAN No. 14 Express; at PARIS No. 12 Freight; at WOODSTOCK No. 13 Freight West; at INGERSOLL No. 22 Mail; at DORCHESTER No. 16 Cattle; at KOMOKA No. 20 Freight; at BOTHWELL No. 9 Freight West; at BELLE RIVER No. 2 Express. If late approaching WINDSOR, keep clear of No. 6 Express and all subsequent Trains of same class starting from that point.

No. 19 **EMIGRANT** is timed to pass following Trains bound East:—At THOROLD No. 14 Express; at COPETOWN No. 12 Freight; at HARRISBURG No. 22 Mail; at PRINCETON No. 16 Cattle; at WOODSTOCK No. 21 Mail West; at BEACHVILLE No. 20 Freight; at DORCHESTER No. 4 Mixed; at LONDON No. 2 Express; at GLENCOE No. 6 Express; at LEWISVILLE No. 10 Mixed; at CHATHAM No. 14 Express and No. 12 Freight; at TECUMSEH No. 16 Cattle. If late approaching WINDSOR, keep clear of all ordinary Trains starting from that point.

No. 21 **NIGHT MAIL** is timed to pass following trains bound East:—At HAMILTON No. 12 Freight and No. 22 Mail; at PARIS No. 16 Cattle; at WOODSTOCK No. 19 Emigrant West; at INGERSOLL No. 20 Freight; at NEWBURY No. 2 Express; at CHATHAM No. 13 Freight West; at BAPTISTE CREEK No. 6 Express; at TECUMSEH No. 10 Mixed. If late approaching WINDSOR, keep clear of No. 14 Express, and all subsequent Trains of same class starting from that point.

Special attention is directed to the Alterations made in this Time Table.

(3)

INSTRUCTIONS.—Going East.

{ Passing but not stopping Stations, if corresponding Train has arrived.
 { Flag Stations.—Stop when there are Passengers at, or for.

No. 2 MORNING EXPRESS is timed to pass following Trains bound West:—At BELLE RIVER No. 11 Express; at PRAIRIE SIDING No. 9 Freight; at THAMESVILLE No. 13 Freight; at NEWBURY No. 21 Mail; at MOUNT BRYDGES No. 1 Mixed; at KOMOKA No. 1 Sarnia Accommodation; at LONDON No. 19 Emigrant; at HARRISBURG No. 5 Express; at DUNDAS No. 7 Freight; at GRIMSBY No. 20 Freight East; at JORDAN No. 9 Freight. If late approaching SUSPENSION BRIDGE keep clear of No. 11 Express, and all subsequent Trains of same class starting from that point.

No. 4 MIXED is timed to pass following Trains bound West:—At DORCHESTER No. 19 Emigrant; at COPETOWN No. 5 Express; at DUNDAS No. 7 Freight. If late approaching HAMILTON keep clear of all ordinary Trains.

No. 6 DETROIT EXPRESS is timed to pass following Trains bound West:—At TECUMSEH No. 9 Freight; at BAPTISTE CREEK No. 21 Mail; at PRAIRIE SIDING No. 13 Freight; at THAMESVILLE No. 1 Mixed; at GLENCOE No. 19 Emigrant; at KOMOKA No. 2 Sarnia Express East; at DORCHESTER No. 5 Express; at PARIS No. 7 Freight and No. 8 Freight, East; at HAMILTON No. 9 Freight and No. 11 Express; at ST. CATHARINES No. 13 Freight. If late approaching SUSPENSION BRIDGE, keep clear of No. 17 Express, and all subsequent Trains of same class starting from that point.

No. 8 LOCAL FREIGHT is timed to pass following Trains bound West:—At WOODSTOCK No. 5 Express; at PARIS No. 7 Freight and No. 6 Express East; at DUNDAS No. 11 Express. If late approaching HAMILTON keep clear of all ordinary Trains.

No. 10 MIXED is timed to pass following Trains bound West:—At TECUMSEH No. 21 Mail; at BELLE RIVER No. 13 Freight; at PRAIRIE SIDING No. 1 Mixed; at LEWISVILLE No. 19 Emigrant; at NEWBURY No. 5 Express and No. 14 Express East; at KOMOKA No. 3 Sarnia Express. If late approaching LONDON keep clear of all ordinary Trains.

No. 12 THROUGH FREIGHT is timed to pass following Trains bound West:—At TECUMSEH No. 13 Freight; at STONEY POINT No. 1 Mixed; at BAPTISTE CREEK No. 14 Express East; at CHATHAM No. 19 Emigrant; at THAMESVILLE No. 5 Express; at KOMOKA No. 11 Express; at INGERSOLL No. 9 Freight; at WOODSTOCK No. 15 Mixed; at PRINCETON No. 13 Freight; at PARIS No. 17 Express; at COPETOWN No. 19 Emigrant; at HAMILTON No. 31 Mail and No. 22 Mail East. If late approaching SUSPENSION BRIDGE keep clear of all ordinary Trains starting from that point.

No. 14 DAY EXPRESS is timed to pass following Trains bound West:—At STONEY POINT No. 1 Mixed; at BAPTISTE CREEK No. 12 Freight East; at CHATHAM No. 19 Emigrant; at NEWBURY No. 5 Express and No. 10 Mixed East; at INGERSOLL No. 7 Freight; at BEACHVILLE No. 11 Express; at HARRISBURG No. 9 Freight; at DUNDAS No. 15 Mixed; at HAMILTON No. 13 Freight; at JORDAN No. 17 Express; at THOROLD No. 19 Emigrant. If late approaching SUSPENSION BRIDGE keep clear of No. 21 Mail and all subsequent Trains of same class starting from that point.

No. 16 CATTLE TRAIN is timed to pass the following Trains bound West:—At TECUMSEH No. 19 Emigrant; at BELLE RIVER No. 5 Express; at BOTHWELL No. 11 Express; at LONDON No. 9 Freight and No. 22 Mail East; at DORCHESTER No. 17 Express; at INGERSOLL No. 13 Freight; at PRINCETON No. 19 Emigrant; at PARIS No. 21 Mail; at GRIMSBY No. 6 Express. If late approaching SUSPENSION BRIDGE keep clear of all ordinary Trains starting from that point.

No. 18 GUELPH AND HAMILTON MIXED is timed to pass the following Trains bound West:—At HARRISBURG No. 11 Express; at DUNDAS No. 9 Freight. If late approaching HAMILTON keep clear of all ordinary Trains.

No. 20 THROUGH FREIGHT is timed to pass following Trains bound West:—At PRAIRIE SIDING No. 11 Express and No. 22 Mail East; at LONGWOOD No. 9 Freight; at KOMOKA No. 17 Express; at LONDON No. 13 Freight; at INGERSOLL No. 21 Mail; at BEACHVILLE No. 19 Emigrant; at COPETOWN No. 3 Mixed; at HAMILTON No. 5 Express; at GRIMSBY No. 2 Express East; at JORDAN No. 9 Freight; at ST. CATHARINES No. 11 Express. If late approaching SUSPENSION BRIDGE keep clear of all ordinary Trains starting from that point.

No. 23 NIGHT MAIL is timed to pass following Trains bound West:—At PRAIRIE SIDING No. 11 Express and No. 20 Freight East; at LONDON No. 9 Freight and No. 16 Cattle East; at INGERSOLL No. 17 Express; at WOODSTOCK No. 13 Freight; at HARRISBURG No. 19 Emigrant; at HAMILTON No. 21 Mail and No. 12 Freight East. If late approaching SUSPENSION BRIDGE keep clear of No. 5 Express, and all subsequent Trains of same class starting from that point.

(4)

GOING WEST.

Daily, Sundays Excepted.

Daily, Sundays Excepted.													Runs Sundays Saturdays	Daily Sundays Excepted	Daily Sundays Excepted
DISTANCE.		STATIONS.		1	3	5	7	9	11	13	15	17	19	21	
Car- load	N. Trails.	Mixed.	Mixed.	Mixed.	Mixed.	Mixed.	Mixed.	Mixed.	Mixed.	Mixed.	Mixed.	Mixed.	Mixed.	Mixed.	

Special attention is directed to the alterations made in this Time Table.

No. 13 will have a passenger car attached between Suspension Bridge and Hamilton

GOING EAST.

(5)

Daily, Sundays Excepted.

DISTANCE		STATIONS.		2	4	6	8	10	12	14	16	18	20+	22
Inter-mediate.	From London.	Wg. Ex.	Mixed.	DETROIT Expt.	Local Freight.	Mixed.	Thro' Freight.	Day Ex.	Cattle Trans.	Mixed.	Thro' Freight.	Night Mail.		
8	8	Windsor depart	A. M.	4.00										
9	17	Tecumseh	A. M.	7.20										
		Belle River	A. M.	7.35										
			P. M.	7.60										
8	26	Stoney Point	A. M.	8.25										
5	31	Bapt. Creek	A. M.	10.00										
6	37	Prairie Sid'g	A. M.	11.20										
8	45	Chatham	A. M.	12.30										
9	54	Lewisville	A. M.	1.00										
6	60	Thamesville	A. M.	1.30										
7	68	Bothwell	A. M.	1.55										
5	73	Newbury	A. M.	2.07										
6	79	Glencoe	A. M.	2.20										
4	84	Appin	A. M.	2.40										
5	89	Longwood	A. M.	2.45										
6	95	Mt. Brydges	A. M.	3.00										
4	99	Komoka	A. M.	3.10										
10	109	London	A. M.	3.35										
			P. M.	3.40										
9	119	Dorchester	A. M.	4.10										
3	123	Dy's Sid'g	A. M.	4.32										
2	125	Fallon's Sid'g	A. M.	4.45										
4	129	Ingersoll	A. M.	5.03										
4	131	Beachville	A. M.	5.15										
5	138	Woodstock	A. M.	5.35										
4	142	Eastwood	A. M.	5.45										
2	145	Gov. Road	A. M.	5.50										
2	147	Arnolds	A. M.	5.55										
2	150	Princeton	A. M.	6.00										
7	157	Paris	A. M.	6.20										
9	166	Harrisburg	A. M.	6.30										
3	170	Lynden	A. M.	6.45										
4	174	Copetown	A. M.	6.57										
5	179	Dundas	A. M.	7.15										
4	184	Toronto Jun'n	A. M.	7.20										
17	185	Hamilton	A. M.	7.30										
6	191	Stoney Creek	A. M.	7.48										
5	197	Ontario	A. M.	8.00										
5	202	Grimsby	A. M.	8.15										
4	206	Beausville	A. M.	8.25										
5	212	Jordan	A. M.	8.40										
5	217	St. Cath'ines	A. M.	8.55										
2	219	Thorold	A. M.	9.00										
9	229	Susp. Bridge	A. M.	9.25										
			P. M.	9.30										

† No. 20 will have a passenger car attached between Hamilton and Suspension Bridge.

(6)

LONDON to SARNIA.

Daily, Sundays Excepted.

DISTANCE.		STATIONS.		1	3
Inter-mediate.	From London.			Accom.	Express
10	10	LONDON	depart.	6.40	4.00
10	20	Komoka	"	7.15	4.40
6	26	Strathroy	"	8.30	5.20
7	33	Kerwood	"	8.55	5.43
8	41	Watford	"	9.25	6.10
3	45	Wanstead	"	9.55	6.37
5	46	Wyoming	"	10.15	6.55
5	51	Petrolia Junction	"	10.20	7.00
9	61	Mandaamin	"	10.35	7.13
		SARNIA	arrive	11.05	7.40

INSTRUCTIONS:

No. 1 ACCOMMODATION West, pass at KOMOKA No. 2 Express East on Main Line; at WATFORD No. 3 Express East.
No. 3 EXPRESS West, pass at KOMOKA No. 10 Mixed East on Main Line, at STRATHROY No. 4 Accommodation East.

SARNIA to LONDON.

Daily, Sundays Excepted.

DISTANCE.		STATIONS.		2	4
Inter-mediate.	From Sarnia.			Express	Accom.
9	9	SARNIA	depart.	7.50	3.15
5	14	Mandaamin	"	8.15	3.45
3	15	Petrolia Junction	"	8.28	4.02
3	19	Wyoming	"	8.33	4.07
8	27	Wanstead	"	8.48	4.18
7	34	Watford	"	9.20	4.40
6	40	Kerwood	"	9.40	5.02
10	51	Strathroy	"	10.00	5.25
10	61	Komoka	"	10.40	6.05
		LONDON	arrive	11.40	7.00

INSTRUCTIONS:

No. 2 EXPRESS East, pass at WATFORD No. 1 Accommodation West; at KOMOKA No. 5 Express East on main line.
No. 4 ACCOMMODATION East, pass at STRATHROY No. 3 Express West; at KOMOKA No. 1 Express West on Main Line.

PETROLIA BRANCH.

GOING NORTH.

Daily, Sundays Excepted.

DISTANCE.		STATIONS.		1	3	5	7
Inter-mediate.	From Petrolia.			A. M.	A. M.	P. M.	P. M.
4	4	PETROLIA	depart.	7.50	9.25	3.15	6.00
4	8	Petrolia Junction	"	8.15	9.50	3.40	6.25
4	12	WYOMING	arrive	8.20	9.55	3.45	6.30

PETROLIA BRANCH.

GOING SOUTH.

Daily, Sundays Excepted.

DISTANCE.		STATIONS.		2	4	6	8
Inter-mediate.	From Wyoming.			A. M.	A. M.	P. M.	P. M.
4	4	WYOMING	depart.	8.40	10.30	4.15	7.10
4	8	Petrolia Junction	"	8.45	10.35	4.20	7.15
4	12	PETROLIA	arrive	9.10	11.00	4.45	7.40

INSTRUCTIONS.

Sarnia Line Trains have right of road over Petrolia Branch Trains between Wyoming and Petrolia Junction, when going in either direction.

*TORONTO TO HAMILTON.										
Daily, Sundays Excepted.										
DISTANCE.		STATIONS.	1		3		5		7	
Inter-mediate.	From Toronto.		Accom.	Express	Accom.	Express	Accom.	Express	Accom.	Express
		TORONTO, (Yonge St. Station) depart	6.50	9.15	12.35	4.15				6.20
		" " (Union Station)	6.55	9.20	12.40	4.20				6.25
1 1/2	1 1/2	Grand Junction*	7.00	9.25	12.45	4.25				6.30
5 1/2	7	Mimico	7.14	9.40	12.58	4.37				6.50
6 1/2	13 1/2	Port Credit	7.30	9.55	1.10	4.55			W. Square	7.15
8	21 1/2	Oakville	7.50	10.15	1.30	5.12			5.12	7.42
4 1/2	25 1/2	Bronte	8.00	10.25		5.25			5.25	7.55
6 1/2	32	Wellington Square	8.17	10.40	1.55	5.45			5.15	8.28
3	35	Waterdown	8.25						5.25	8.39
2 1/2	37 1/2	Toronto Junction	8.34	10.55	2.14	5.00			5.35	8.47
1 1/2	39	HAMILTON	8.40	11.00	2.20	6.05			5.40	8.55
INSTRUCTIONS.—No. 1 ACCOMMODATION West, pass at BRONTE No. 2 Mixed East. No. 3 EXPRESS West pass at MIMICO No. 5 Mixed East; at PORT CREDIT No. 4 Mail East. No. 5 EXPRESS West pass at MIMICO No. 6 Accommodation East. No. 7 MAIL West pass at MIMICO No. 8 Express East. Nos. 9 & 10 Wellington Square Accommodations, will keep clear of all other Time Table Trains. No. 11 MIXED West pass at BRONTE No. 12 Accommodation East.										
*HAMILTON TO TORONTO.										
Daily, Sundays Excepted.										
DISTANCE.		STATIONS.	2		4		6		8	
Inter-mediate.	From Hamilton.		Mixed.	Mail.	Accom.	Express	Accom.	Express	Accom.	Express
		HAMILTON	7.00	8.50	11.30	3.05	4.45			7.25
1 1/2	1 1/2	Toronto Junction	7.05	8.55	11.35	3.10	4.51			7.30
2 1/2	4	Waterdown	7.14		11.42		4.57			7.37
3	7	Wellington Square	7.26	9.12	11.52	3.25	5.05			7.45
6 1/2	13 1/2	Bronte	7.50		12.05	3.40				8.05
4 1/2	17 1/2	Oakville	8.22	9.35	12.17	3.53				8.15
8	25 1/2	Port Credit	9.00	9.55	12.42	4.14				8.40
6 1/2	32	Mimico	9.30		12.57	4.40				9.00
5 1/2	37 1/2	Grand Junction	9.55	10.30	1.10	4.45				9.15
1 1/2	39	TORONTO, (Yonge St. Station) arrive	10.00	10.35	1.20	4.50				9.20
		" " (Union Station)	10.05	10.40	1.25	4.55	W. Square			9.25
INSTRUCTIONS.—No. 2 MIXED East pass at BRONTE No. 1 Accommodation West, at MIMICO No. 3 Express West. No. 4 MAIL East pass at PORT CREDIT No. 5 Express West. No. 6 ACCOMMODATION East pass at MIMICO No. 5 Express West. No. 8 EXPRESS East pass at MIMICO No. 7 Mail West. Nos. 10 and 9 Wellington Square Accommodations, will keep clear of all other Time Table Trains. No. 12 ACCOMMODATION East pass at Bronte No. 11 Mixed West.										
GUELPH to HARRISBURG.										
Daily, Sundays Excepted.										
DISTANCE.		STATIONS.	1		3		5		7	
Inter-mediate.	From Guelph.		Accom.	Mixed	Accom.	Express	Accom.	Express	Accom.	Express
		GUELPH	7.40	1.45	4.30					
8	8	Heppeler	8.00	2.15	5.10					
3 1/2	11 1/2	Freeton	8.10	2.30	5.20					
4	15	Galt	8.20	2.45	5.30					
6	21	Branchion	8.37	3.03	5.47					
6	27 1/2	HARRISBURG	8.55	3.20	6.05					
INSTRUCTIONS.—No. 1 ACCOMMODATION East meet at HARRISBURG No. 2 Mixed West.										
HARRISBURG to GUELPH.										
Daily, Sundays Excepted.										
DISTANCE.		STATIONS.	2		4		6		8	
Inter-mediate.	From Harrisburg.		Mixed.	Accom.	Express	Accom.	Express	Accom.	Express	Accom.
		HARRISBURG	9.10	10.45	7.55					
6	6	Branchion	9.40	10.45	8.15					
6	12	Galt	10.00	11.00	8.30					
4	16	Freeton	10.15	11.10	8.40					
3 1/2	19 1/2	Heppeler	10.30	11.20	8.50					
6	27 1/2	GUELPH	11.10	11.40	9.10					
INSTRUCTIONS.—No. 2 MIXED West meet at HARRISBURG No. 1 Accommodation East.										

*Trains from Toronto, if late approaching Hamilton, will keep clear of those of equal class from Hamilton to Toronto.
 *Trains from Hamilton, if late approaching Yonge Street Station, Toronto, will keep clear of those of equal class from Toronto for Hamilton.

SPECIAL INSTRUCTIONS.

1.—STATION MASTERS, ENGINEMEN, CONDUCTORS and others concerned, must invariably exercise all promptitude and despatch in furthering the movements of Passenger Trains, delays unnecessary or avoidable on the part of any one, must be immediately reported for investigation. EXPRESS TRAINS having close connections to secure, must at all times have special consideration; lost connections are very vexatious in their results, and shall be strictly enquired into, and parties at fault severely dealt with.

2.—ENGINEMEN must approach PASSENGER PLATFORM very cautiously, sounding a low prolonged whistle, especially when one platform is occupied by another Train, and PASSENGERS standing on a narrow INTERMEDIATE PLATFORM.

3.—During night journeys, or in foggy weather, ENGINEMEN are to approach with great caution all Stations or Side Tracks, especially those at which Trains should be met and passed, keeping a good look out for signals, and having their Trains under such control that, if necessary, they could stop them before reaching the Signal.

4.—When PASSENGER TRAIN ENGINEMEN do not find Freight and Mixed Trains at their proper passing Stations, they shall look out for them at each Station or Side Track until passed, and have their Trains under control so as to stop short of Station or siding, if necessary; and at places where Trains are being met and passed, ENGINEMEN and CONDUCTORS shall bring their Trains to a stand, and make sure they are passing the specified Trains. No verbal communication must be delivered or received by Train men while they are on Trains which are in motion.

5.—A Train is not to start on a journey from any Station at which another Train of the same class is over due, except when Instructions in the Time Table give right of Road to the Train which is beginning its journey, or when a passing arrangement can be made by telegraph.

6.—CATTLE TRAINS. It being of the utmost importance that these Trains should be worked through with the least possible delay, STATION MASTERS AND CONDUCTORS are required to accord them every facility and despatch.

7.—CONDUCTORS must always have the full complement of Brakemen on their Trains.

8.—ENGINEMEN AND CONDUCTORS have their attention specially directed to the written notices issued from time to time respecting the movements of the different Construction Trains, and other Special Trains, and are to keep a good look out for all such Trains.

9.—When Conductors open Switches, SWITCHMEN shall see afterwards that Switches have been locked for main track.

10.—ENGINEMEN, while shunting or running their Engines in Passenger Station Yards, must not exceed five miles an hour, keep a good look out, and give warning of their movements by a low prolonged whistle; while passing the street crossings in London this rule must be strictly observed.

11.—SPECIAL TRAINS must be run between Stations by time of Trains of the same class in the Time-Table, and must be shunted clear of the main track at least ten minutes before any ordinary train is due to pass.

12.—HEADS OF DEPARTMENTS will be held responsible for each employe under their immediate superintendence, being furnished with a copy of the Company's Rules and Regulations, for which a receipt on the proper printed form is always to be taken.

13.—KOMOKA JUNCTION. As a general rule, in the absence of instructions giving right of road to any specified train, Main Line and Barns Branch Trains of the same class, have equal right of road between London and Komoka.

14.—RAILWAY CROSSINGS at TORONTO, GUELPH, PARIS and LONDON. The Semaphores will always show the STOP signal, and all Trains, from either direction, shall come to a stand before passing these crossings, and wait until the signal to proceed is given.

15.—The speed of all Trains when passing each other must be reduced—not to exceed five miles per hour.

16.—STOPS.—All Trains, irrespective of Class, must come to a stand at Stations timed as stopping places, and there wait Conductor's signal to proceed.

17.—Stations shown in heavy type have composite or Narrow Gauge Siding accommodation.

GRAND JUNCTION CROSSING, TORONTO.—Trains approaching Grand Junction Crossing from either direction must be brought to a dead stand, and wait for the Switchman's Signal to approach.

All Trains approaching the Grand Trunk Junction at Peter Street must come to a dead stand outside the Semaphores placed at that point.

The Union Station Master's orders with reference to trains going into, or out of, or moving in the Union station yard, are to be promptly obeyed.

The Switch leading from joint running line East of Union Station to Yonge Street Station, will, when set for Station, exhibit the usual Switch Signal by day, and Purple Signal Light by night.

The speed of all Passenger Trains running between Union Station and Yonge Street Station, must not exceed Four Miles an hour.

TORONTO JUNCTION.—MAIN LINE TRAINS EAST, WHEN LATE, must not pass Toronto Junction to come into Hamilton Station, on the time of departure of a Toronto Train; neither shall TORONTO TRAINS WEST, WHEN LATE, pass the Junction to come into Hamilton Station on the time of any Time Table Train West from Hamilton. The Conductors, in all such cases, shall enquire, by Telegraph from Junction, whether they can pass to Hamilton.

Trains from Dundas or Toronto, approaching the Junction, must be brought to a dead stand before reaching the Switch, and wait for the Switchman's Signal to proceed.

All Trains from either direction, before passing on the BURLINGTON Swing Bridge, must be brought to a stand, and remain 3 minutes, and until Semaphores is lowered or Signal given, and when crossing this Bridge the rate of speed MUST NOT exceed THREE MILES AN HOUR.

W. WALLACE,
Traffic Superintendent.

THOS. SWINYARD,
General Manager.

THE NEW TRAINS									
ELLEVILLE—KNOXVILLE—BROCKVILLE—MONTREAL									
⑤ Premier 8 Daily Quotidian	⑥ Lakeshore 14 Daily Quotidian	29 Ex. Sun. Dim. exc.	③ Rapido 30 Ex. Sat. Sam. exc.	④ Bona- venture 6 Daily Quotidian	⑦ RAILINER AUTORAIL 32 Ex. Sat. Sun. & h. a.m. & p.m.	⑧ 118 Sunday Dimanche	⑨ Cavalier 16 Daily Quotidian	⑩ 119 Daily Quotidian	⑪ 120 Daily Quotidian
		P.M. 4:45	P.M. 4:50	P.M. 6:30 First Train	Checked baggage not				

Since the dissolution of the Pool Agreement last month, Canadian National and Canadian Pacific have been hard at work revolutionizing their Montreal-Toronto services.

When it became known that Canadian Pacific would challenge CN for the lucrative afternoon Toronto-Montreal business, Canadian National responded vigorously by announcing a slate of five trains each way between the two cities.

The most exciting aspect of CN's new service is the brand new "Rapido", termed the "fastest inter-city train in North America" by the railway. Trains 29 and 30 leave Montreal and Toronto daily except Saturday (instead of Friday and Sunday only, as originally planned) on an unprecedented four hour and 59 minute schedule. Requiring a 67 m.p.h. average city-to-city speed, "Rapido" covers the distance in 46 minutes less than the best previous time.

Teamed with the "Rapido" is the "Premier", Nos. 7 and 8, which will be operated on a five hour and 30 minute schedule during the Christmas and Easter seasons. Neither of these trains make passenger stops between Toronto and Montreal, but there are stops at Belleville and Brockville for crew changes.

The "Lakeshore" (trains 5 and 14), carrying the name formerly held by summer-only trains 7 and 8, continues on its usual daily schedule between Montreal and Toronto. Accelerated trains 6 and 15 bearing the new name "Bona-venture" leave Toronto and Montreal daily five minutes after the "Rapido", making the run in five hours, 50 minutes, and serving communities along the route.

Overnight service is provided by the "Cavalier" trains 16 and 17. On Sundays, the "Cavalier" operates as a sleeping car train, with coach passengers being handled on trains 118 and 119.

Supplementing these trains will be a Railiner service between Toronto and Brockville, beginning on December 15th.

Some may feel a twinge of nostalgia over the disappearance of such tradition-steeped names as "International Limited", "Inter-City Limited" and "La Salle" on the Toronto-Montreal run; however, CN's revitalized passenger policy is not founded on tradition, and even the sentimentalists will have to agree that the railway seems to have the right formula. (These names are retained on Toronto-Chicago trains.)

Canadian Pacific is putting its faith in a single daily afternoon train, Nos. 21 and 22. Named "Chateau Champlain" eastward and "Royal York" westward, the trains are equipped with stainless steel Budd-built equipment throughout, and require five hours and 45 minutes for the 340-mile trip.

Ottawa travellers are served by a daytime RDC run between Toronto and the Capital, and an additional Dayliner service connects



BELOW: Toronto's mayor, Philip Givens, christens CN's "Rapido" (Left), then stands back and applauds (Right) as 6539 bursts through a banner proclaiming the train as North America's fastest.

/J. A. Brown

/Tom Henry



Ottawa with trains 21 and 22 at Smiths Falls. BTC requirements have kept C₂ RDC's in service between Smiths Falls and Brockville, although this run is no longer shown in timetables, and the connection with CN trains 6 and 15 is no longer made.

Prior to the inaugural runs of its new trains, Canadian Pacific announced a fare structure for the Montreal-Ottawa-Toronto triangle which put its Montreal-Toronto coach fares .40 to \$1.50 above those of CN, depending on the day of travel. Parlour car fares are about the same on the two lines, but CN passengers receive a complimentary meal. Canadian Pacific vice-president Ian Sinclair accounted for the higher fares by extolling the excellence of CP's service. Sinclair felt that CP's single train providing "first class service" would be economically viable, whereas it could be endangered by "the other fellow flooding the market with service that is priced uneconomically". He went on to say that CN's stainless steel equipment was "picked up second hand after it was discarded as unsatisfactory by U.S. railroads, while CP provides the finest passenger trains in North America." The battle of words goes on, and the gulf between the passenger philosophies of the two lines widens. One thing is certain: CN very probably is losing a considerable sum on its passenger business, but one must remember that large sums are being spent now to improve service and accomodation in the future. Certainly passenger deficits will remain unless something is done about them, and no one will argue the sincerity with which CN is tackling the problem.

Divergent policies notwithstanding, Sunday, October 31st was an exciting day for the rail traveller. The festivities got under way at 9.00 a.m., when Canadian Pacific's Ottawa Dayliner departed Toronto's Union Station. This first run was marred by tragedy, however, when an auto ran broadside into No. 34 at the Highway 28 crossing a few miles west of Peterboro. The driver of the car was killed and \$10,000 damage was done to RDC's 9110 and 9060 in the mishap. Ottawa passengers eventually continued their journey when the RDC's of westbound 33 reached the scene and were turned back east.

Sunday afternoon at Union Station had a carnival atmosphere. Both railways had spruced up their train gates for the occasion, and in CN's case, an entire new entrance had been constructed.

RIGHT: The "first night" crowd surges around CN's new train gate in Toronto Union Station, prior to "Rapido's" departure.
/CNR

CN's "Rapido" was officially christened by Toronto's mayor, Philip Givens, in a brief ceremony on the station platform. Closed-circuit television linked the Toronto ceremony with similar festivities in Montreal, presided over by Montreal's mayor, Jean Drapeau. After exchanging greetings, the two mayors simultaneously christened the trains by breaking bottles of Canadian champagne on each locomotive's coupler. In naming the new train, mayor Givens said, "It is my privilege to name this new train 'Rapido'. May all who travel on the 'Rapido' enjoy its services and appointments. And long may she prosper."

Sharp at 4.45 p.m., "Rapido" pulled out of the station, bursting through a paper banner which proclaimed it the "fastest inter-city train in North America".

"Rapido" carries a basic six-car consist, comprising two coaches, one coach-lounge, one 48-seat dining car and two 45-seat parlour cars. An additional coach is carried on Thursdays, Fridays and Sundays, and further equipment may be added as reservations demand. A public address system is installed in the train for the use of the conductor or dining car steward.

More subdued excitement was evident at the other side of the station as CP units 1415 and 1904 made ready to depart with the inaugural "Chateau Champlain". With little fanfare, the GM's glided out of the station at 5.00 p.m., leading their gleaming domed consist.

And thus began a new era of competitive service between Canada's two largest cities.



Traction Topics

Edited by John F. Bromley



* All rail in Keele Station Loop had been laid by October 2nd, and all wire was in place for the necessary overhead. Frogs were installed on the main line; however no connection has as yet been made. Similarly the necessary specialwork has not been installed. The situation at Woodbine Station is virtually identical, except that no loop track or overhead is yet in place. No further trackwork or overhead had been placed at Dundas West Station or Broadview Station as of October 10th. All rail, including specialwork, has been installed at Bathurst Station, although no overhead is in place. /JFB

* A 36" watermain at Bathurst and Ulster Streets burst on the evening of September 17th, cutting service on the BATHURST line and trapping about ten cars. The street was virtually under water as far south as Dundas Street. Diesel buses took over service on BATHURST-Church and BATHURST-Exhibition until 5.00 a.m. Monday. One surprise noted on the side linens of the replacement buses was a "7D-BATHURST-St. Clair-Exhibition" sign. In one case, this sign appeared on a front linen as well.

Several cars were sent out from St. Clair Division on the Sunday to perform football tripper service between the Exhibition and Queen Street. The cars entered service via Bathurst, Bloor, Spadina and King Streets, but returned to the yard directly via Bathurst. After the game, a large number of KING-Exhibition trippers were placed on BATHURST-Queen runs to supplement buses and trolleys already on the line. All were air-electric cars of the 4150, 4260 and 4275 classes, and looked rather out of place on BATHURST after their long absence. Their last appearance had been on May 6th, 1964 for the opening of the baseball season, when 13 "borrowed" cars were used, although the odd air-electric did appear during the Canadian National Exhibition. /JFB, RM

* The complete listing of subway destination signs has now been determined, as follows: ISLINGTON, KEELE, WOODBINE, WARDEN, ST. GEORGE, EGLINTON, UNION ST'N, PRIVATE and NOT IN SERVICE. This last is entirely new to TTC vehicles. /JFB

* During the week of September 13th, an all-electric m-u car, 4498, appeared at Roncesvalles Division for the first time. The car was transferred from Lansdowne Division for one day, due to a shortage of "dual control" training cars at Roncesvalles. The car made several runs, both in and out of service, on LONG BRANCH. On September 27th, several more "foreign" PCC's were transferred from Lansdowne to Roncesvalles for operator training. The cars involved were 4302 (again), 4305 and 4306. Due to a large number of trainees on October 6th, cars 4300 and 4303 were also moved to Roncesvalles. 4303 was changed off to Danforth Division the same day; however as of October 11th, the remaining four cars were still at Roncesvalles. The 4300's operated on all lines from that division, and were practically an institution on QUEEN and LONG BRANCH. According to a Roncesvalles shopman, that division would also be receiving multiple-unit cars for servicing and operator training by the end of October. Cars will operate in trains only in the yard. M-U car servicing continues at Russell Division, and on October 6th, cars 4626, 4692 and 4693 were at Russell. This date marks the first time that Pullmans were serviced at Russell, and the first time that the "Louisvilles" have been there since 1954, when they were operated from Russell as single units on KINGSTON ROAD. /JFB, JW

* Car 4298, with its front end damaged by a truck, was seen at Hillcrest Shops on October 2nd undergoing repairs. We are grateful to the TTC for the following information on damaged or unserviceable cars:

- 4017 - Out of service (O/S), August 11/65 - will be repaired.
- 4123 - O/S May 13/65 - now scrapped. Body and trucks at Hillcrest.
- 4133 - O/S September 28/65, collision damage. No plans announced.
- 4216 - O/S March 1/65 - now scrapped. Body and trucks at Hillcrest.
- 4743 - O/S June 25/65 - now scrapped. Body and trucks at Hillcrest.
- 4577 - O/S May 10/65, no details. Undergoing repair.
- 4776 - O/S July 12/65, complete rewiring required - will be repaired but currently remains at the rear of Hillcrest.

In view of the impending scrap plans for many cars of these classes, it is interesting to note that many air-electrics are being repaired, including some suffering from collision damage. We have been unable as yet to obtain a listing of cars to be scrapped; however, this information will be printed as soon as the list becomes available. /JFB

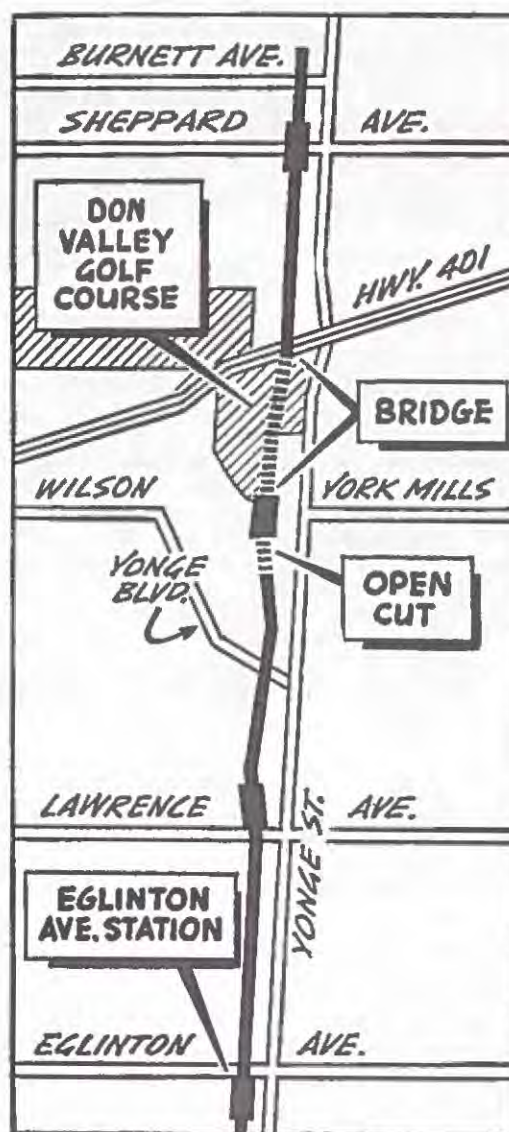
* Taylor-Woodrow of Canada Limited was the low bidder for the easterly extension of the BLOOR-DANFORTH subway between Victoria Park and Warden Ave. The bid of \$1,836,572 was referred to the Subway Construction branch for study and no contract had been awarded at the time of writing. Approval is expected shortly. /JFB

* Extension of the Yonge Street Subway north to Sheppard Ave. will be the next subway project undertaken upon completion of the Bloor-Danforth extensions in 1967. By October 10th, the project was approved by all except Metro Council. Final decision on the alignment of the route has not been made; however both the TTC and the Metropolitan Planning Commission favour the routing shown on the accompanying map. It is possible that another two stations may be added, and some parties would prefer the line to be located on the east side of Yonge Street north of Yonge Blvd. The estimated cost of the line is \$57 million, as against the \$79 million already budgeted for the Spadina Expressway rapid transit line. The additional funds could be allocated to the long-discussed Queen St. trolley tunnel to ease the intolerable backup of streetcars on Queen in rush hours in the downtown area. A station has already been built for the line beneath the present Queen Station on the YONGE subway. /JFB

* Reeve A. Campbell of Scarborough again brought up the subject of a five-mile "limited tramline" northeast into Scarborough from Warden Station. Reeve Campbell feels that the large amount of bus traffic that will use Warden Station will badly clog the surrounding roads. The TTC would have enough streetcars in 1967 to perform adequate service on such a line, preferably with multiple-unit trains of two or three cars. /JFB

* Cobblestones surrounding the specialwork in front of St. Clair Division will apparently remain in place. As of October 10th, all but a few feet of track allowance on Wychwood Ave. had been paved with the second coat of asphalt, and no indication of further work at the Division was apparent. /JFB

* On October 6th, another broken watermain and street cavein plagued TTC operations, this time on the KING route. The situation was not nearly as serious as the Bathurst-Wilket problem. Runs 10 thru 13 were diverted via Bathurst, Adelaide and Church Sts., and one BATHURST car, a 4500, was sent to Erindale to help fill the gap in service. Runs 7, 8 and 9 were trapped for about 30 minutes, and were returned to normal service by looping 7 and 8 at Dundas and Broadview, with 9 going to Victoria and Queen to fill a westbound gap. The cavein stranded one truck, but did not affect the track allowance. /JFB

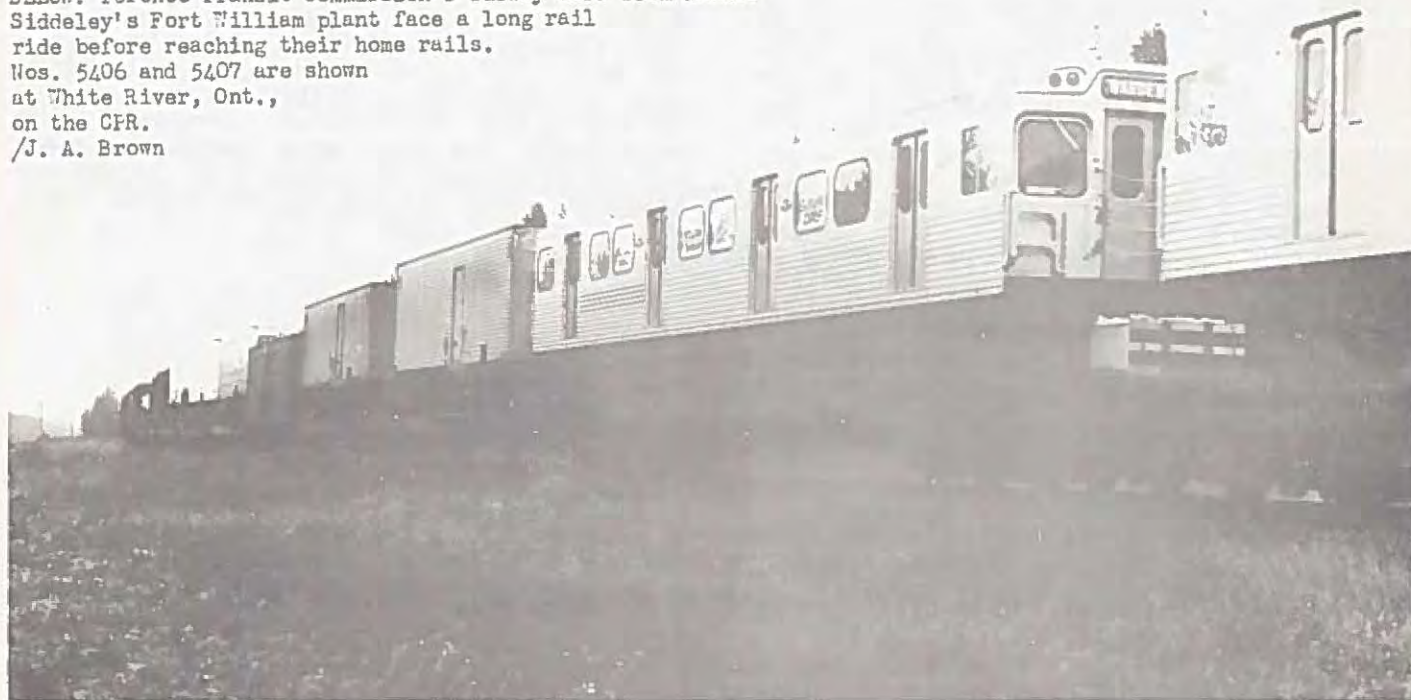


SUBWAY EXTENSION

* As of October 11th, Hawker Siddeley subway car 5435 had been delivered to Greenwood Shops, and car 5436 was reposing in the CN yard just west of Cherry St. on that date. No further H-1 class cars had entered service by October 11th, and current indications are that this will remain the case until the opening of the Bloor-Danforth subway on February 26th, 1966. /JFB

* Trackwork on Dundas Street west from Sorauren Ave. started on September 27th, and by October 3rd, all new rail had been placed as far as Howard Park Ave. The project will continue to Dundas and Bloor Streets. The new rail was reportedly moved to the location by truck, as the street cannot be closed to traffic; this limits severely the operation of crane cars. /JFB, RM

BELOW: Toronto Transit Commission's subway cars from Hawker Siddeley's Fort William plant face a long rail ride before reaching their home rails. Nos. 5406 and 5407 are shown at White River, Ont., on the CPR.
/J. A. Brown



BELOW: Shea's theatre and its neighbours are gone from this July, 1965 scene showing PCC 4138.

McMann



BELOW: Peter Witt cars like 2810 were a familiar sight at the corner of Queen and Bay on August 24, 1956.

McMann



* The new destination signs of DUNDAS WEST STATION and BROADVIEW STATION will not be added to cars of any other series, according to the TTC. This would indicate that only 4300 and 4700 classes will operate next year on the KING and DUNDAS services, as well as the service to be provided between Dundas West Station and Jane Loop. These two lines will require all 147 cars so equipped, and from this can be drawn several obvious conclusions. The 22 cars of the 4300 class will be withdrawn from St. Clair Division, although it is too early to determine their replacement. Due to the conversion of BATHURST north of Bloor Street, not all will be replaced. Base service on QUEEN and CARLTON, as well as LONG BRANCH and possibly KINGSTON ROAD, would be provided with multiple-unit cars, and likely the DANFORTH Shuttle as well. Air-electric cars will likely be added to many routes in rush hours to supplement the m-u cars. Undoubtedly, the KINGSTON ROAD tripper will continue to operate air cars, probably high 4200's. The majority of 4000-4139 and 4150-4199 will be stored or scrapped. The TTC has also indicated that multiple-unit operation on other routes is not likely. /JFB

* A complete list of station colour schemes has been obtained with the cooperation of the TTC. Included in the list are two basic station colours not used before, beige and white. Following is the complete list of station colours, including east and west extensions of the Bloor-Danforth line:

MONTGOMERY - White walls, blue trim
 PRINCE EDWARD - Beige walls, black trim
 OLD MILL - Grey walls, red trim
 JANE - Yellow walls, green trim
 RUNNYMEDE - Green walls, blue trim
 HIGH PARK - White walls, black trim
 KEELE - Beige walls, red trim
 DUNDAS WEST - Grey walls, green trim
 LANSDOWNE - Yellow walls, blue trim
 DUFFERIN - Green walls, black trim
 OSSINGTON - White walls, red trim
 CHRISTIE - Beige walls, green trim
 BATHURST - Grey walls, blue trim
 SPADINA - Yellow walls, black trim
 ST GEORGE - Green walls, green trim
 YORKVILLE - White walls, green trim
 YONGE - Yellow walls, blue trim
 SHERBOURNE - Grey walls, green trim
 CASTLE FRANK - Beige walls, red trim
 BROADVIEW - White walls, black trim
 CHESTER - Green walls, blue trim
 PAPE - Yellow walls, green trim
 DONLANDS - Grey walls, red trim
 GREENWOOD - Beige walls, black trim
 COXWELL - White walls, blue trim
 WOODBINE - Green walls, green trim
 MAIN - Yellow walls, red trim
 VICTORIA PARK - Grey walls, black trim
 WARDEN - Beige walls, blue trim

* The TTC announced a surplus for August operations of \$27,025 compared with \$118,719 in August of 1964. Higher wages and increases in other costs were blamed for the lower surplus. For the eight-month period ending August 31st, a total surplus of \$2,096,424 was earned, compared with \$2,445,015 for the same period in 1964. Fares collected in August were 22,231,153 compared with 21,072,851 for August 1964, an increase of 5.5%. /JFB



SUBWAY EMERGENCY TRANSFER

Issued due to
emergency condition
in Subway

Valid for transfer
to surface route
vehicles connecting
with Subway.

To be forfeited
on first vehicle board-
ed at which time a
new transfer will be
issued if required.

The TTC is prepared for anything, as this transfer, submitted by Jack Balmer, will attest. The transfer is a "one-shot" effort, good only for the initial transfer out of the disabled subway.

This month, Bull Session takes a holiday to enable us to present the summary of train arrivals and departures at Toronto Union Station, which appears on the next two pages. These sheets are numbered in such a way that they may be removed from your issue without disturbing the normal numbering sequence of the NEWSLETTER.

A Train Watcher's Guide to Toronto Union Station

ARRIVALS AND DEPARTURES - EAST SIDE

TIME	TRAIN	FREQUENCY	FROM	TO
12.45 a.m.	CN 18	X.Su.Mo.	Montreal	
4.20	CN 31	X.Su.Mo.	Montreal	
7.05	CN 19	X.Su.Mo.	Montreal	
7.30	CN 17	Daily	Montreal	
7.45	CN 119	Mo.	Montreal	
8.50	CP 381	X.Su.	Havelock	
9.00	CP 34	Daily		Ottawa
9.45	CN 346	Daily	North Bay (Express)	
9.50	CN 607@	X.Su.	Brockville	
10.15	CN 14	Daily		Montreal
10.25	CN 28	X.Su.		Montreal
2.30 p.m.	CP 33	Daily	Ottawa	
3.45	CN 5	Daily	Montreal	
3.50	CP 382	X.Sa.Su.		Peterboro
3.50	CP 386	Su.		Havelock
4.45	CN 30	X.Sa.		Montreal
4.50	CN 6	Daily		Montreal
5.00	CP 22	Daily		Montreal
5.35	CN 900	X.Sa.Su.		Markham
6.20	CN 127	Sa.	Montreal	
6.30	CN 608@	X.Sa.		Brockville
6.30	CP 384	X.Sa.		Havelock
6.30	CP 388	Sa.		Peterboro
7.00	CN 49	Daily		Hearst
7.00	CP 385	X.Sa.Su.	Peterboro	
8.40	CN 110	Daily	Vancouver	
8.55	CN 27	X.Sa.Su.	Montreal	
9.44	CN 29	X.Sa.	Montreal	
9.45	CN 32	X.Sa.Su.		Montreal
9.45	CP 387	Su.	Havelock	
9.50	CP 389	Sa.	Peterboro	
10.40	CN 15	Daily	Montreal	
10.45	CP 21	Daily	Montreal	
11.25	CN 118	Su.		Montreal
11.30	CN 345	Daily		North Bay (Express)
11.59	CN 16	Daily		Montreal

@ First trip December 15th, 1965.

ARRIVALS AND DEPARTURES - WEST SIDE

TIME	TRAIN	FREQUENCY	FROM	TO
1.30 a.m.	CN 39	X.Su.Mo.		Stratford (Express)
5.15	CN 87	X.Mo.		Hamilton (Express)
6.00	CP 14	Daily	Vancouver	
7.35	CN 920	X.Sa.Su.	Hamilton	
8.00	CN 17	Daily		Chicago
8.00	CN 910	X.Sa.Su.	Guelph	
8.10	CN 50	Daily	Hearst	
8.30	CN 29	Daily		Windsor
8.30	CP 339	Daily		Detroit
8.30	CN 922	X.Su.	Hamilton	
8.40	CN 14	Daily	Chicago	
8.45	CN 142	Daily	Niagara Falls	
9.00	CP 322	Daily	New York	
9.15	CN 143	Daily		Niagara Falls
9.30	CN 641	Daily		North Bay
9.30	CN 628	X.Su.	Stratford	
9.45	CN 82	Daily	Sarnia	
10.59	CN 76	Daily	Windsor	
11.20	CP 338	Daily	Detroit	
11.30	CP 306	Tu.Th.	Owen Sound	
12.30 p.m.	CN 6074	Daily		London
3.25	CN 52	Daily	Vancouver	
3.45	CN 106	Daily	Windsor	
3.55	CN 146	Daily	Niagara Falls	
4.05	CN 6	Daily	Chicago	
4.20	CN 75	Daily		Windsor
4.30	CN 147	Daily		Niagara Falls
5.10	CP 11	Daily		Vancouver
5.20	CN 921	X.Su.		Hamilton
5.20	CN 911	X.Sa.Su.		Guelph
5.55	CN 5	Daily		Chicago
6.00	CP 337	Daily		Detroit
6.00	CP 12	Daily	Vancouver	
6.15	CN 37	X.Fr.		Windsor
6.15	CN 137	Fr.		Windsor
6.15	CN 6084	Daily	London	
6.30	CN 51	Daily		Vancouver
6.30	CP 307	Mo.We.Fr.		Owen Sound
8.05	CP 321	Daily		New York
8.25	CN 81	Daily		Port Huron
8.30	CN 680	Su.	Guelph	
8.50	CN 36	X.Sa.Su.	Stratford (Express)	
9.00	CP 302	Su.	Owen Sound	
9.15	CP 340	Daily	Detroit	
9.45	CN 16	X.Su.	Windsor	
10.05	CN 116	Su.	London	
10.10	CN 150	Daily	Niagara Falls	
10.15	CN 20	Daily	Chicago	
10.25	CN 90	X.Su.	Hamilton (Express)	
10.30	CP 13	Daily		Vancouver
10.30	CN 644	Daily	North Bay	
10.35	CN 10	X.Su.	Windsor	
11.00	CN 151	Daily		Niagara Falls
11.10	CN 15	Daily		Chicago
11.15	CN 635	X.Su.		Stratford
11.45	CN 9	X.Sa.		Windsor
11.59	CN 109	Daily		Vancouver

@ First trip December 15th, 1965.