

April, 1957 - Number 135

The Society meets on the first and third Fridays of every month.

The May outdoor meeting will consist of an evening of observing of transit operations at an east end nerve centre of the T.T.C. system, Danforth and Coxwell Avenues, the gathering spot to be the south-east corner. This meeting will be held on Friday, May 3rd.

➤ With this issue, it is announced that Mr. John Maclean has been appointed Assistant Editor of the Newsletter. Mr. Maclean is a railfan of long standing, and has been a member of the Society since 1948. One of our best-informed members on all aspects of railroading, he has already been active on the Publications Committee assisting in the preparation of *Bulletins*.

NEW CANADIAN RAIL PROJECTS

➤ A lengthy monorail railway, as part of an industrial development of mammoth proportions in north-central British Columbia was announced recently in the provincial legislature. A 40,000 square mile area bounded by the watersheds of the Peace and Ketchica Rivers west of Hudson Hope and north of Fort McLeod through to the Yukon border is to be developed by the Wenner-Gren Foundation, headed by Swedish financier Axel L. Wenner-Gren, under an agreement with the B.C. government. At least one pulp mill of 100,000 tons annual production, sawmills, hydro-electric power units, townsites, roads, hospitals and schools are included in the scheme.

An essential feature of the agreement is the construction of a high speed monorail line extending 400 miles from Fort McLeod (65 miles from Prince George on the Pacific Great Eastern Railway) through the Rocky Mountain trench to the Yukon border. Depending on the results of a survey to determine the resources of the area, and the acceptance of the proposals by the B.C. government, it is expected that the monorail will be under construction in 1960.

➤ Another major railway to tap the Labrador iron ore deposits in central Ungava is under plan. The Cartier Mining Company, a subsidiary of the U.S. Steel Corporation, will construct a mining, railway northerly from Shelter Bay, QC (on the north shore of the St. Lawrence River) to a point 150 miles north, to be developed as a mining site, and a further 100 miles northerly to a second site. As is the practice on the Quebec, North Shore and Labrador, the iron ore will be concentrated at plants near the mining sites, with the concentrate to be shipped southerly via rail to Shelter Bay for loading aboard ship. No railway construction is expected during 1957, but a survey and tote road will be commenced almost immediately.

C.N.R. ABANDONMENT

While new rail projects continue to be mooted and to take actual form in Northern Canada (see above), railway abandonments are the order of the day in the older more populous portions of the nation. The Canadian National Railways has just announced that the Peterborough-Millbrook branch (a remnant of the Peterborough - Port Hope line, the southerly portion of which was abandoned in 1951) will be discontinued this year. A way freight has served the line from the Peterborough yard during the 1951-1957 interval. The Village Council of Millbrook has named a committee to protest the move to the C.N.R., who plan to use trucks in substitution.

EDITORIAL

RAILFAN UNITY INCREASINGLY NECESSARY

Over recent months it has struck the writer that a certain uneasiness has been felt at local

fan gatherings, particularly the U.C.R.S. meetings. There appears to be manifest a feeling of frustration over the service abandonments and equipment scrapping of the last year in particular, to the point that members have been heard saying such things as "There does not seem to be much going on any more", and then drifting off into other (non-rail) channels of conversation. Also particularly noticeable has been the tendency of members in the postmeeting discussions at restaurants, etc., to review their railfan activities of the "good old days" of say, ten years ago, rather than to discuss what they have been doing recently or intend to be doing, in the future.

In view of the reduced field of interest, it is apparent that there is considerable danger of reduced general enthusiasm for the hobby; to preserve the level of activities that has been enjoyed over the last few years, it strikes this writer that the fan movement in any one centre, Toronto being a case in point, should strive for greater unity in activities and purpose. Recent years have seen the development of what amount to "splinter groups" from many of the older railfan clubs, and the return of the members of these groups to the main channel, together with the efforts that they put into the hobby, is increasingly necessary. The time is perhaps also arriving when the model railroad clubs should be cultivated by the railfan groups in order to take advantage of the common areas of interest, and to allow the planning of joint activities. S.I.W.

REMINISCENCES OF THE METROPOLITAN DIVISION

By George H. Whitlaw, New Westminster, BC.

My earliest memory of the old Toronto & York Radial Railway (Metropolitan Division) is when it was running from the "Y" at Cottingham Street under the partially-built C.P.R. station and subway to the old radial terminus and ticket office at Farnham Avenue. We lived at stop 42 on Yonge Street at Wilcocks Switch north of Thornhill. The line extended to Sutton on the north and to Schomberg on the northwest, branching off at Oak Ridges; the radials served a rich farming area as well as a growing residential community, and before the advent of the motor car filled a very real place in our lives. In the early days they even served as hearses, there being, I think, two cars which had a special section at the rear or smoker end with special wide doors which folded; they were higher at this end to enable the coffin to be taken off at shoulder height.

Then there were the special types of work cars or as we called them, "construction" cars. There was the line car whose headquarters were just below the Belt Line bridge at Mount Pleasant Cemetery, there being a spur on the west side and also a work shop where quite a lot of electrical work was done, including the servicing of the telephones which were located in kiosks of heavy metal at each switch. These were painted green and grey at one time, and were used to call the dispatcher for clearance to the next section.

As I remember, the switches used to be located at each concession side road, thus there was one at stop 26 which was as far as the local cars ran, and was at the top of York Mills hill; there was another at the bottom of the hill at Hoggs Hollow together with a substation; then up the hill next to Bales Farm, then another at Willowdale, Finch's Corners and Steeles Corners; latterly there was one at Deans. Then through Thornhill, up Langstaffs Hill to stop 42 at Wilcocks, and another, if I remember rightly, at Trench's Road; then Richmond Hill, Elgins Mills and Bond Lake. Here was a large substation and barns, and so on up Yonge Street to Aurora and Newmarket.

To get back to the special cars; There was a heavy construction car and several freight cars; these were used to haul express and freight, also making special runs each day with milk, which was gathered from milk stands alongside the tracks, usually at a crossroads or some large farm gate; the return trip was made with empties. The construction cars could be fitted with small ploughs at either end and were used for light snows, there being a heavier wing plough for blizzards, also a rotary plough. The line also had two engines which were used for hauling

freight cars; one of these came from the Welland Canal construction job. A story told at the time was that they were supposed to operate on 1200 volts but as the radial line was only 600 volts they could not develop their full power.

When a blizzard started to blow, all of the snow equipment came out. The construction cars with their attached ploughs were first, then the wing plough and finally the rotary; the wing plough would come ramming and banging down the track, and heaven help any unfortunate who happened to be driving a horse-drawn conveyance; the noise and flying snow were almost certain to give him a bad few minutes.

My strongest memory of the rotary is that it would start down the Hoggs Hollow hill; become jammed in the drifts and burn out its motors, and that was that! Drifts were drifts in those days; the wind was able to sweep across acres and acres of open land from west to east and when the snow fences were not put up, I have seen drifts as high as telephone poles, particularly at Steele's Corner at Robinson's Farm.

On one occasion my father, who worked in Toronto, was caught in a blizzard at Bales Switch, and walked to Thornhill in the height of the storm with a Christie hat tied on with a scarf.

He suffered frostbite to his ears, nose and face. The line was not cleared for a couple of days.

In those days Yonge Street was impassable for autos during the stormy months. An enterprising driver whom we remember as Curly and who drove a Reo truck for Canada Bread, used to come up the tracks, bumping over the ties and operating much the same as the cars as far as passing at the switches. Another early merchant who travelled Yonge Street was Tony Dandino who drove a converted Cadillac as a truck and delivered bananas, his truck being a mass of old quilts and comforters. If you lived near a switch as I did, during a blizzard you would always see that one of the section gang was out there keeping the points clear. If it was night you would see glimpses of his lantern and probably ask him in for a cup of tea. It was cold work; the switch lamps were oil and had to be lit each night.

The cars had a crew of driver or motorman, and conductor. I can remember on several occasions when the controller at the front end would "go out" so the motor man moved to the rear and the conductor up front, and by means of bell signals on the communication cord, operated the car with the key in the reverse position, the conductor doing the whistling, etc.

There were many humorous incidents on the line. One incident, one of several involving the same person, took place at Newtonbrook. This fellow, an Englishman with a descriptive vocabulary, lived at Connaught Avenue which was a bit past Newtonbrook Post Office, the official stop at that time. Feeling that it was not right that he should have to walk to his road he would try to get the car to stop at his road. Many choice exchanges took place between conductor and passenger; if however the conductor was up front collecting fares, the Englishman would open the rear window and pull the pole off the wire, and drop off the car and be gone. Having the average Englishman's love of animals, it was not unusual for him to bring a goat, chickens, pigeons or even a pair of pigs purchased at the St. Lawrence Market.

The cars generally had a large vestibule at the rear which was used to carry mail and papers, the conductor being responsible for the delivery and collection of the mail bags, having to give receipts for the registered mail. One Post Office at York Mills was a fair distance off the line and he would sprint down the driveway with the mail, sometimes being met and sometimes not. And I can tell that at Christmas time the mail car doing the north run from the limits to Sutton was really loaded. The conductor also handled the small locked parcels in which the ticket agents sent their funds to the head office.

Of course as kids we had our "hero's", motormen who could "get her through" the worst blizzard, etc. As I remember, a motorman named Jones was my ideal, but I also seem to remember that this

same Jones would take the rotary out and either run it off the tracks or ram it deep into a drift and burn the motors out. The of course there were the drivers of the milk train or car whom we would see on our way to school.

The old radials were homy; you got to know all the regulars and the crews became your special friends. I can remember my father used the line to travel down to Toronto to work each day, and on a morning when he was sick the car would stop at our gate and toot just to make sure he was not late, and would be waved on with a real warm feeling in our hearts for this little kindness. Then too there was the old game of dropping off the car while it was still rolling, particularly at the intermediate stops. Dad used to do this until one evening he missed his step and went rolling on the side of the road. Luckily only gravel burns were his lot, but no more jumping!

The cars were comfortable; none of your stoves for heating. Each cane seat had an electric heater under it. These were fine on cold days but a little uncomfortable in warmer weather.

Then too, you had a smoking-section. At most times it was an all-male domain, women not having taken up smoking in public; however on market days and the Christmas season it was no longer the exclusive preserve of the stronger sex.

As a youngster I attended St. Clements School in Toronto (it was co-educational at the time) and have many memories of my trips to and from school on the radials. At that time the limiteds from the north had precedence over the locals which ran only to stop 26, the locals pulling off into the sidings. I well remember the old barns at St. Clair (now part of the Granite Club) and our cars coming down to Farnham Avenue, also I recall seeing the freights pulling in and unloading, and later the ice trains from Lake Simcoe coming down Yonge Street and being broken up at Langstaff Hill, Morgan's Hill and York Mills hill, to enable the engines to get them up these hills. Also there was the old bottling works of O'Keefe at York Mills with its siding, and the buildings of the Mausoleum, which had a spur line into them for hauling the heavy stone slabs, etc. At the time that the Willowdale Arena was being built, the curved beam sections were raised by the light construction car by means of steel cables and sheaves, stretched across Yonge Street.

Even as today we had our favourite cars; mine were the heavy limiteds but sometimes we would have to use the locals which were pressed into service as far as Richmond Hill. Then there were the funeral cars I have mentioned previously; these were very hard to get into from the high end as the steps were very steep, particularly in the hobble-skirt era.

I can still hear the drumming of the trolley pole on the ceiling of the car when running at a good speed. Of course, the trick in getting up the hills was to "let her go" down one side and use the momentum to carry up the other side. This applied at Langstaffs and Morgan's, also to a certain extent at York Mills. Quite often, because York Mills on the Toronto side was a long pull, the "overload box" which was located over the motorman's head would blow with a great flash which was quite unnerving to ladies. The driver would reach up, slam it back and continue to crawl up. This would only happen if the car was overloaded with standing passengers.

The old radials were a definite part of our community life. I can remember the Sunday outings up Yonge Street to Bond Lake with banners on the sides of the cars advertising this or that club. Also in those days we had a hockey league which took in Bedford Park, Willowdale, Thornhill, Richmond Hill, Aurora and Newmarket. (Each town generally had four teams on the go).

You can imagine the fun and sometimes not so friendly rivalry when, say, Bedford Park and Thornhill would be going to Richmond Hill for a playoff in the same car.

Well, the radials are gone now and their place has been taken by buses, but the nostalgia still remains for those of us who remember the old green cars that served us so well.

MOTIVE POWER NOTES

➤ C.N.R. Delivery Dates:
Newfoundland locomotives
 (date from builder)

| | | | |
|-----|------------|-----|----------|
| 800 | June 22/56 | 919 | Sept. 19 |
| 801 | June 22 | 920 | Sept. 19 |
| 802 | June 30 | 921 | Sept. 24 |
| 803 | July 13 | 922 | Sept. 24 |
| 804 | July 23 | 923 | Sept. 29 |
| 805 | July 23 | 924 | Sept. 29 |
| 909 | Sept. 1 | 925 | Sept. 29 |
| 910 | Sept. 1 | 926 | Oct. 10 |
| 911 | Sept. 1 | 927 | Oct. 10 |
| 912 | Sept. 1 | 928 | Oct. 15 |
| 913 | Sept. 2 | 929 | Oct. 18 |
| 914 | Sept. 2 | 930 | Oct. 19 |
| 915 | Sept. 2 | 931 | Oct. 25 |
| 916 | Sept. 2 | 932 | Oct. 25 |
| 917 | Sept. 15 | 933 | Oct. 30 |
| 918 | Sept. 15 | 934 | Oct. 31 |

G.T., C.V. and G.T.W.
1750 h.p. E.M.D. Road-Switchers
 (date from builder)

| | | |
|------|--------|--------------------------------|
| 4539 | G.T.W. | March 7/57 |
| 4540 | G.T.W. | March 7 |
| 4541 | G.T.W. | March 7 |
| 4542 | G.T.W. | March 8 |
| 4543 | G.T.W. | March 10 |
| 4544 | G.T.W. | March 9 |
| 4545 | G.T.W. | March 10 |
| 4546 | G.T.W. | March 10 |
| 4547 | C.V. | March 20 |
| 4548 | C.V. | March 16 |
| 4549 | C.V. | March 16 |
| 4550 | C.V. | March 16 |
| 4551 | C.V. | March 20 |
| 4552 | C.V. | March 15 |
| 4553 | C.V. | March 16 |
| 4554 | C.V. | March 16 |
| 4555 | C.V. | March 19 |
| 4556 | C.V. | March 20 |
| 4557 | C.V. | March 20 |
| 4558 | G.T. | March 20 |
| 4559 | G.T. | (Not delivered as of March 21) |

G.M.D. 1200 h.p. Road-Switchers

| | | | |
|------|------------|------|---------|
| 1259 | Feb. 26/57 | 1264 | Mar. 15 |
| 1260 | Feb. 28 | 1265 | Mar. 18 |
| 1261 | Mar. 8 | 1266 | Mar. 21 |
| 1262 | Mar. 8 | 1267 | Mar. 25 |
| 1263 | Mar. 13 | 1268 | Mar. 29 |

G.T.W. and C.V. 1750 h.p. E.M.D. Road-Switchers
with steam generators
 (date from builders)

| | | | |
|------|-------------------|------|----------------|
| 4907 | G.T.W. Jan. 23/57 | 4918 | G.T.W. Jan. 29 |
| 4908 | G.T.W. Jan. 31 | 4919 | G.T.W. Jan. 29 |
| 4909 | G.T.W. Jan. 31 | 4920 | G.T.W. Jan. 30 |
| 4910 | G.T.W. Jan. 24 | 4921 | G.T.W. Jan. 31 |
| 4911 | G.T.W. Jan. 30 | 4922 | G.T.W. Jan. 30 |
| 4912 | G.T.W. Jan. 29 | 4923 | C.V. Mar. 10 |
| 4913 | G.T.W. Jan. 24 | 4924 | C.V. Mar. 14 |
| 4914 | G.T.W. Jan. 29 | 4925 | C.V. Mar. 14 |
| 4915 | G.T.W. Jan. 29 | 4926 | C.V. Mar. 14 |
| 4916 | G.T.W. Jan. 30 | 4927 | C.V. Mar. 14 |
| 4917 | G.T.W. Jan. 29 | | |

G.T.W. 900 h.p.
E.M.D. Switchers

| | |
|------|------------|
| 7225 | Oct. 11/56 |
| 7226 | Oct. 31 |
| 7227 | Oct. 13 |
| 7228 | Oct. 27 |
| 7229 | Oct. 28 |
| 7230 | Oct. 28 |
| 7231 | Oct. 31 |
| 7232 | Oct. 31 |

M.L.W. 1000 h.P. Road-Switchers

| | |
|------|---------|
| 1721 | Jan. 18 |
| 1722 | Jan. 18 |
| 1723 | Jan. 25 |
| 1724 | Jan. 25 |

G.M.D. 1200 h.p.
Switchers

| | |
|------|---------|
| 7031 | Jan. 14 |
| 7032 | Jan. 28 |

M.L.W. 1000 h.p.
Switchers

| | |
|------|---------|
| 8192 | Jan. 14 |
| 8193 | Jan. 14 |
| 8194 | Jan. 31 |

1725 Jan. 29

G.M.D. Road Passenger 1750 h.p.

| <u>"A" units</u> | <u>"B" units</u> | |
|------------------|------------------|------------|
| 6519 | 6619 | Feb. 28/57 |
| 6520 | 6620 | Mar. 12 |
| 6521 | 6621 | Mar. 20 |
| 6522 | 6622 | Mar. 22 |
| 6523 | 6623 | Mar. 30 |
| 6524 | 6624 | Apr. 5 |

M.L.W. 1600 h.p. Road-Switchers

| | |
|------|---------|
| 3088 | Jan. 14 |
| 3089 | Jan. 14 |
| 3090 | Jan. 22 |
| 3091 | Jan. 22 |
| 3092 | Jan. 29 |
| 3093 | Jan. 29 |

➤ The C.N.R. commenced the operation of road passenger diesel units on Train 6 on April 1st, and Train 15 on April 2nd. These trains are restricted to G.M.D. and C.L.C. units, as M.L.W. units cannot operate into Montreal's Windsor Station because of restricted clearances. As of time of writing all passenger trains on the C.N.R. main line through Toronto are now dieselized except 9, 10, 18 and 19.

➤ The C.N.R. has renumbered the last active T-2-a Santa Fe locomotive, 4100, as No. 4190.

➤ The C.N.R. has placed another large order for diesel locomotives this comprising a complement of 222 units scheduled for 1957 delivery. The order is split between General Motors Diesel Limited and Montreal Locomotive Works as follows:

Number in

| <u>Group</u> | <u>BuilderHorsepower and Type</u> | <u>NumbersClass</u> |
|--------------|-----------------------------------|---------------------|
| 29 | M.L.W. 1000 h.p. switcher | 8206-8234 MS-10n |
| 5 | M.L.W. 1000 h.p. R-S | 1730-1734 MR-10d |
| 56 | M.L.W. 1800 h.p. R-S | 3615-3670 MR-18b |
| 10 | G.M.D. 900 h.p. switcher | 7233-7242 GS-9c |
| 18 | G.M.D. 1200 h.p. R-S | 1271-1288 GR-12k |
| 34* | G.M.D. 1750 h.p. R-S | 4100-4133 GR-17p |
| 28 | G.M.D. 1750 h.p. R-S | 4560-4587 GR-17m |
| 22 | G.M.D. 1750 h.p. R-S | 4588-4609 GR-17n |
| 10 | G.M.D. 1750 h.p. Pass. "A" | 6523-6532 GPA-17d |
| 10 | G.M.D. 1750 h.p. Pass. "B" | 6621-6630 GPB-17d |

* - These road-switchers to have high speed gearing.

➤ 1200 h.p. G.M.D. switcher numbered 1003 passed through Toronto on March 29th billed to the Saguenay-Kitimat Company of B.C.

➤ It is reported that the electric locomotives of the St. Clair Tunnel Company are still at work, hauling the passenger trains (including diesel locomotives) through the Sarnia - Port Huron bore. The diesel engines are shut off for the trip through the tunnel because of feared damage to the structure from their vibration.

➤ Many steam locomotives are now in tallow at various C.N.R. Southern Ontario engine terminals, viz: Fort Erie, Stratford, Palmerston, Belleville and Sarnia. The recent diesel influx appears to have hit the Mikados most seriously, although three of the four 6300 4-8-4's recently transferred from the G.T.W. are included in the group now inactive.

➤ With the delivery of road passenger units 6524-6624 to the C.N.R. on April 5th, General Motors Diesel Limited observed the completion of the 1000th locomotive turned out of the plant.

➤ Correction to "Motive Power News" in *Newsletter 134*: The latest order for the Ontario Northland Railway covers G.M.C. 1750 h.p. road-switchers numbered 1602-1605.

➤ Noranda Mines ordered three diesel electric locomotives from Canadian General Electric

Company, Nos. 18-20. They are 80 ton 550 h.p. units; 18 was delivered in January, and 19 in February, and is not an electric locomotive as was erroneously reported in the last issue.

➤ International Nickel Company is now purchasing diesel locomotives. Delivered in February was No. 201, a G.E. 65 ton, 550 h.p. unit.

➤ Other recent locomotive orders include:

British Columbia Electric Railway: two 900 h.p. SW - G.M.D.

Quebec, North Shore & Labrador: six 1750 h.p. R-S - G.M.D. (to be road Nos. 170-175).

Midland Railway of Manitoba: one 1750 h.p. R-S - G.M.D.

New York Central (Canada Southern Division): sixteen 1750 h.p. R-S - G.M.D.

(The delivery of these units will cause the end of steam operation on the Canada Southern, expected to be by the end of April. The only steam operation at the time of writing is on the three Western Ontario branch lines and switching and transfer service at Niagara Falls and Fort Erie.

T.T.C. NOTES

➤ Large Witts 2326, 2410 and 2438 have joined 2416 and 2436 in the out-of-service lineup at Russell Car house. These cars are earmarked for scrapping.

➤ The Commission has decided to standardize on the moulded composition brake shoes for subway cars following lengthy tests with these shoes on train 5048-49-52-53. These brake shoes, known as the COBRA type, are manufactured by the Railroad Friction Products Company, represented in Canada by the Canadian Westinghouse Company Limited, with whom the T.T.C. has placed an order for sufficient shoes to equip all cars.

➤ The number of transfer forms in use on the system has been sharply reduced by combining groups of lesser routes with one heavy route on a single form. This change affects bus and North-end trolley coach routes only.

➤ The directors of the Ontario Electric Railway Historical Association issue a general invitation to all U.C.R.S. members who would like to spend a day, a weekend or several weekends during the summer months working on the Association's Halton County Radial Railway Museum project.

Auto transportation to the site can be arranged by calling any of the following:

H. R. NAYLOR,

R. J. SANDUSKY,

J.M. MILLS,

RO. 6-7389

AT. 9-1298

BE. 1-0548

➤ Enclosure - With this issue there is enclosed a set of seven "Locomotive Information and Data Sheets" published by the Public Relations Department of the Canadian National Railways, and which, it is expected, will be of considerable interest to members. The editor would like to express his appreciation to the C.N.R. for making these available to the Society in a quantity sufficient to permit distribution to all members.

UCRS NEWSLETTER - 1957

UPPER CANADA MULETRAIN CLUB

NEWSLETTER

Stoort I. Wiesclandt

Chief Scandalmong

APRIL FOOL

NUMBER 0

The Society meets on the thirteenth Tuesday after St. Michaelmas' Day in O'Rorke's Pool Palace (back room). Meetings sound off sharply at 8:00 P.M. with the sounding of three pistol shots.

DUE REMINDER: Dues of the Clun (\$50 per year plus tax) are payable on December 25th of each year. Any member who does not ante up by this time will have a fiery cross tie burned on his front lawn; if the required amount is not paid within three days, on impression of "The Josephine" will be branded on his front door.

INTERESTING ARCHAEOLOGICAL DISCOVERY

(The following is a translation of an ancient inscription dug up recently on the site of the ancient city or Piltdown by Professor Neanderthal of the University of Toronto. Its resemblance to recent events in Toronto is remarkable).

"Now in that land was a great city wherein many people did live. And in that city was a highroad, called the Youthful Street, whereon the people did travell. Now it came to pass, near the beginning of the Age of Television, that there was a great press of traffick upon the said highroad. For each citizen took unto himself a conveyance, and did ride therein to the market place and to the theatre and to the forum. And, so great were the numbers of the chariots, carts, wagons, tumbrils and divers other vehicles that a great commotion was caused withal, and they did interfere each with the other, and did hinder, and collide, and in due time did come nigh unto a stoppe.

And men said among themselves, who shall deliver us from this condition? Whereby shall the citizens be enabled to go quickly even unto the market place? Oh, that men could fly like unto the fowls of the aire!

Then one stood forth and said, brethren, let us digge under the Youthful Street! And they that heard him marvelled, and went and brought divers tools, and great machines, and did digg a mighty pitte under the Youthful Street and did establish it with strong masonry, and did place therein bands of metall which they did name "rayles", and did cause great numbers of chariots to drive this way and that upon the rayles, and did make divers torches and flares of various colours to shine upon the charioteer to guide him in the performance of his task, and did make stopping places.

And men said among themselves, lo, we have performed a miracle. And many among them did dive into the pitte below the Youthful Street, and did gallopp to the forum upon the chariots there established, and marvelled at the speed thereof. And no longer were the citizens hindered by the press of tumbrils upon the Youthful Street."

TERRIBLE PRAM-TRAM CRASH

On Scarborough Road, a doll carriage went out of control recently, and careened down the hill an a onto Queen Street, colliding with Cincinnati Street Railway 1100 (now known to some infidels as TTC 4575) on the Queen line. 1100 was knocked off the track as the pram gave the tram an awful wham. Several passengers were injured including the china doll riding in the pram, who now reposes in horspital with multiple cracks, chips and fractures.

COMING FANTRIP

All the railfan clubs of Canada are combining to operate a secret excursion next Thursday night on the Greenwood Avenue Brickyard Railway. Members will steal dump cars out of the shed and ride madly down the incline into the pit. Should be a good go for narrow-gauge fans. Fare will be one American wartime steel penny, payable on the car, if you aren't caught first. Owing to the great demand, early reservations are advisable. Address: The Warden, Don Jail.

PROGRAM FOR NEXT MEETING

The UCMC will be honoured to have as its guest speaker for the next meeting, Mr. Aloysius Q. Fishplate, who for 40 years was a gandy dancer on the Blottville & Oblivion Railway (Linking

13 Great Coal Yards With the Nation). Mr. Fishplate's subject will be, "How I Broke Rule G For 40 Years and Never Got Caught (hic!)". Every last member is urged to turn out and "drink" (haw!) in Mr. Fishplate's educational talk - no tomatoes this time, please.

FLASH T.T.C. BUYS NEW P.C.C.'s

Just as this issue was printed it was learned from 35 Yonge Street that the T.T.C. has purchased 100 new PCCs from the St. Francis Car Company, St. Francis, Kansas. These new cars will feature motors and seats, and will have doors. It is also reported that fare boxes will also be provided.

Through the courtesy of the St. Sassafras Car Company, we reproduce here a photograph of these significant new cars:

Cartoon: Electric Outhouse.

0135-001.jpg