UCRS NEWSLETTER - 1962

August, 1962 - Number 199

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OSHAWA RAILWAY REPORT - All's Well .... That Ends Well.

By J. A. Brown.

Cover: Oshawa Railway, the gang waiting for repairs, and No. 16 with train. 0199-001.jpg
Sketch: Oshawa Railway locomotive No. 400 0199-002.jpg
Photo: CN 7178 switching. 0199-003.jpg
Photo: CN diesel to the rescue. 0199-004.jpg

Regular patrons of Canadian National's train 14 on July 14th. must have had second thoughts about making their trip at all after witnessing the spectacle that awaited them at Union Station that morning. There, gathered about 14's gate, was a curious assortment of individuals, clothed more or less conventionally, but bearing large amounts of photographic equipment, maps and timetables; occasionally, bystanders could detect such phrases as "Lemme see your shot of W-25" or "the over-head's going up soon" (How can it be overhead if it's not over head yet? And just what is it, anyway?) which did little to alleviate their curiosity. However, as the gates were thrown open, and the throngs surged aboard number 14, the strange group was soon forgotten in the struggle for seats.

Of course, we knew what was going on; we constituted that group, and, safely aboard our "private coach", were en route to Oshawa, and our second annual jaunt on the electrified Oshawa Railway.

The trip to Oshawa was uneventful, save for the periodic expeditions of several members to the Dinette car to examine the etchings of steam locomotives (so they said).

Upon our arrival in Oshawa, we were taken in tow by the Superintendent, Mr. J. Smyth, a constable, the yard crew (in passenger service for the day), and, last but certainly not least, freight motor 400. The first short lap of our tour, from the CN station to the restaurants of King Street, gave us time to become acquainted with the train. It consisted of the aforementioned freight motor, a gondola, and a visually redesigned caboose. At stops, a "gangplank" was placed between the gon and the caboose platform, so that the caboose could be used for boarding. Naturally, seats in the cupola were soon taken, and the enterprising souls aloft were presently heard offering places in the "Scenic Dome" to those nearby for the nominal sum of fifty cents. They had no takers.)

After the lunch stop, we clambered aboard our special and clattered off toward the O.R. shop. Most of the passersby appeared surprised to see a "passenger" train in the middle of town, but there were the usual blase types who pretended not to notice. Before we arrived at the shop, we executed a curious switching operation which had almost everyone baffled until it was nearly completed. After much shifting (across a fairly heavily travelled intersection, incidentally), we pushed on northward with the caboose leading, and number 400 shoving from the rear.

The shop visit was, as usual, very interesting, and all available time was used inspecting and photographing the locomotives and other equipment there. Certain avid trolley enthusiasts were observed casting speculative glances at piles of hardware peculiar to electric railway rolling stock. During our stay at the shop, we changed engines, and renewed acquaintances with an old

friend; No. 16, formerly of the N.S.& T., and our "power" on last year's excursion, was coupled on to propel us over the private right-of-way to North Oshawa.

A piercing blast of 16's whistle summoned us back to the train, and soon we were rattling along caboose-first on the private right-of-way. It was a beautiful summer's day, and everyone was quite enjoying the leisurely ride north past new housing developments and through grassy fields.

Then it happened! At first, it was almost imperceptible, but soon, the reduction in speed became obvious, and presently we sighed to a halt in a tree-shaded cut miles (so it seemed) from civilization. The reason for the halt was not immediately apparent; some suggested that this was as far as we were going to go, while others maintained that we had run out of power. Incredible as it may seem, the yard foreman announced that indeed we had lost our power, and that we had best wait until it came on again. (Apparently, such interruptions are not entirely uncommon on smaller electric railways; when it happens, one simply waits until the attendant at the substation throws the offending breaker in, thus restoring service.)

Everyone took this unexpected stop good-naturedly, and before long the locomotive was full of amateur engineers, while others gathered on the track to hear anecdotes from the bygone days of the O.R. related by the yard foreman. One safety conscious member took the precaution of displaying a lighted red fusee some distance to the south, lest we be overtaken, but goodness knows by what!

After a full hour had elapsed, the crew became noticeably agitated, and a brakeman was dispatched across the fields in search of a telephone. He returned with grim news; a high load in a freight train passing through Oshawa on the C.N. main line had hauled down the overhead at the crossover west of the station. The resulting short circuit had evidently damaged the substation so that we would probably be without power for some time. We were marooned! However, he added that a (and we shuddered to think of the ignominy of it) DIESEL was being sent to our rescue.

Always resourceful, UCRS members settled down to await the diesel. Already, the prophets of doom were muttering darkly about this excursion being another UCRS "last" (as on the C.P. Electric Lines). Other, less impressionable types busied themselves playing cribbage or reading objectionable literature found in the caboose. A panel discussion on buses (not dependent on electric power) over electric cars was instigated on the pilot beam of No. 16. Naturally, this aroused the ire of the trolley types, who quickly organised a "necktie party" for the heretics, using 16's trolley rope for a noose. Only the horn of our approaching diesel saved the bus fans from an early doom.

The diesel turned out to be GMD switcher 7178, kept at Oshawa to switch (naturally) the General Motors more southerly plants. It was given a mixed reception by the UCRS group, but someone ventured that we had never been more glad to see a diesel in all our lives - and he was probably right. In a no-nonsense manner, 7178 was coupled to 16, and we began once again rolling towards North Oshawa. The remaining air in 16's reservoirs was employed by the amateur engineers to augment 7178's bell and horn warnings, with the overall cacophony being nothing short of ear-splitting.

At our final destination, a lumber yard in North Oshawa (the proprietor of which was rather startled to have this load of people, rather than wood delivered) we were treated to the execution of a switching manoeuvre usually reserved for freight equipment, a flying switch. The purpose of this was to place 7178 at the north end of the train so that our run-pasts could be held on the southbound trip, as planned. We had asked for run-pasts, and by George, a little thing like a power failure was not going to stop the Oshawa Railway from giving us the run-pasts! After some difficulty, i.e. three false starts, the flying switch was successfully carried off, and

we set out for the first run-past. Just how this would be managed, however, remained to be seen.

At the appropriate spot (chosen on the way north), we detrained en masse, and 7178 dragged the train and the helpless 16 back up the line. Presently, someone detected movement to the north, and lo, along rolled 16 with our gon and van, pole up, whistle blowing and crew waving; it was doing everything but making smoke (usually a prime requirement for a good run-past), and 7178 was nowhere to be seen. Furthermore, this remarkable example of showmanship was repeated farther south, with the result that all had excellent photo opportunities in spite of the seemingly hopeless situation an hour ago.

By now, we were nearing the shops once again, and in view of the hour (10 minutes before the arrival of No. 5 in Oshawa), it was decided to make a fast run back to the main line. At the shop, 7178 ran around the train, and with great dispatch, we were hurried off to our connection with No. 5. We arrived at the station with just enough time to survey the damage to the overhead (and it was considerable) before we clambered aboard another "private" coach for the return trip to Toronto

Thus concluded an unusual, yet most enjoyable experience. It certainly appeared that no one was disappointed, and credit must certainly be given to the employees of the O.R. who went out of their way to ensure that this was so. Our special thanks go to Mr. Smyth, who made the whole idea of such a trip become a reality, and at no cost to the Society. Someone said that this trip ranks among the Society's finest - this writer wholeheartedly agrees!

Footnote: For anxious readers who might be wondering, repairs were made to the substation, and electric operation has been resumed on the Oshawa Railway. Overhead at the station has not, however, been replaced, and electric engines must be hauled by a diesel across the C.N. main line to resume their switching chores on the south part of the line on Simcoe Street.

Photo: The gang on Oshawa Locomotive No. 16 0199-005.jpg

Map: Map of the Oshawa Railway System 0199-006.pcx

CURRENT EQUIPMENT LIST

No.	Type	Built
16*	Locomotive	National Steel Car, 1918
17*	Locomotive	National Steel Car, 1918
18*	Locomotive	Baldwin-Westinghouse, 1918
22*	D.T. Sweeper	N.S.& T. Shops, 1924
44	Work Car	Oshawa Railway Shops, 1919
45	Line Car	N.S.& T. Shops, 1925
65	Flat Car Trailer	
300	Locomotive	Baldwin-Westinghouse, 1920
325°	Locomotive	National Steel Car, 1917
400	Locomotive	Ottawa Car Company, 1920
401	Locomotive	Oshawa Railway Shops, 1922
402	Locomotive	Oshawa Railway Shops, 1925
403	Locomotive	Canadian Locomotive Company, 1928

* - From Niagara, St. Catharines & Toronto Railway, 1960

° - From Montreal & Southern Counties Railway, 1927; previously (1926) Hydro Electric Power Commission.

STILL MORE ON THE KP& C

The two pictures of old Kingston, Portsmouth and Cataraqui Electric Railway equipment supplied by Mr. William Maddock, and which appeared in *Newsletter 195*, prompted Associate Member William Houston of Kingston to contribute further material on the line which is presented herewith.

These extracts from the *Kingston Daily News* are in two sequences - the first deals in detail with the snow sweeper previously pictured, while the second sequence gives a complete and colourful picture of the series of passenger cars ordered from the Rathbun Company of Deseronto in 1893. These cars were delivered in 1894 and No. 15, pictured in *Newsletter 195*, would appear to be one of that group.

Thursday, January 4th., 1894's *News* reads .... "The first electric snow-sweeper for Kingston's street railway has been built at Peterborough, and will arrive here in the course of two or three days, when the Company will be able to meet all emergencies. It is a powerful and complete machine".

On Saturday, January 6th., 1894, the *News* continued .... "In the *Peterborough Review*, appeared a description of the electric snow-sweeper just completed at the Edison Works in that town for the Kingston electric railway. Concerning the work which such machines are intended to do and their general features, the *Review* says "It will not do to try to push the snow from the tracks as is done with snowploughs on a steam railroad. The snow must be lifted and thrown clear of the road-bed, leaving clear rail to insure contact that will allow the electric current to do its work. The requirements of the street car service call for an appliance that will quickly and thoroughly remove the snow. This has resulted in the construction of special machines for this service. Several forms have been devised, more or less successful, the central feature being an arrangement of large brushes revolving at high speeds and hurling the snow to either side as the machine progresses. The machine is, of course, electrically driven, both as regards to propulsion and as a cleaning device. One of the best yet built and which combines great strength with a large efficiency has just been completed at the Canadian General Electric Company's works here, built to the order of the Kingston Electric Street Railway. It may be stated here that the entire electric equipment for the Kingston Street Railway was furnished by this company".

The Kingston machine is thus particularly described: "It is entirely of home manufacture, the wheels, axles, iron work of the frame, body and fittings were all made at the works. The length overall is 21' by 6' width and very strongly built and braced. The axles are cushioned on rubber. The two 25 horsepower single reduction motors propel the sweeper. The motors are of the well known type made at the Company's works and which are giving such a high percentage of efficiency wherever used. The sweeper has a traction force equal that of 50 horses.

"The sweeping mechanism is driven by a 25 horsepower motor set diagonally across the floor of the car. From the shaft of the motor two sprocket wheels and chains carry the power to the brushes below the car. These are placed at an angle to the track one in front and one on the rear of the car. Each brush clears a width of 6'. Together they clean a space 12' wide, as wide as a two track rail. The revolving brush used by hairdressers shows in miniature the way in which the brushes are constructed, lengths of rattan being used instead of hair. Wire, steel rods and other materials have been tried but none found so suitable as the rattan. A system of levers controls from the inside of the car the height above the rail at which point the brushes shall be set, and to allow for the alteration in height an ingenious arrangement of the mechanism has been made. The motors underneath the car are protected from an accumulation of snow by waterproof canvas. From three to four men are required to handle the sweeper in very heavy weather, one to direct the movement of the car, one at the rear and one at the motors inside the car. The starting, stopping and reversing mechanism are of a type manufactured by the Company and adapted to meet the particular needs of the service. The body of the car is covered in, with the usual framework and roof, with windows in the sides and ends."

"In building the sweeper, a number of improvements have been introduced. Experience gathered from the working of these machines has suggested alterations. In fact the perfect sweeper will be a matter of evolution. While making improvements in construction, the builders have been careful to carry their efforts further .....

NOTE: Pages 99 & 100 are missing

MONORAIL IN JAPAN

As the monorail principle continues to be a consideration in present day rapid transit planning (at least in the minds of the uninformed), it would appear that the Society's many students of rapid transit should be aware of the technical aspects of this still controversial medium of urban transport. Some assistance in this direction is provided by a technical description of a recent installation in Japan which we present here. This railway, however, is not a full scale rapid transit line, but various facets of its construction are applicable to a more extensive facility, and should be considered whenever a discussion of the various aspects of monorail and duorail railways might be in progress.

The Japanese monorail was recently opened in an amusement centre known as "Dreamland", located on Mount Kurokami in Nara Prefecture. The three-car articulated train straddles a low concrete beam built directly on the ground, which type of construction in rapid transit practice would automatically relegate the railway to a private right-of-way for its full length. The cars were built by the Tokyo Shibaura Electric Company Limited, with the Tokyo Rolling Stock Company fabricating the car body.

The train employs rubber tired wheels, the better adhesion of which is claimed to enable the climbing of relatively steep slopes. It is felt that the small number of driving shafts employed and the short braking distance provided by the use of rubber tires will reduce the maintenance necessary and inspection required by a considerable extent. Another advantage claimed is that the train is virtually derailment-proof, provided that switches are not used anywhere on the line.

The car body is a separate assembly from the trucks as in standard railway rolling stock, but for a different reason. The front truck is a one axle bogie type, while the intermediate trucks are two axle bogies. The car body has an air suspension system in an attempt to eliminate vibration in operation. The trucks have vertical traction wheels and side wheels which bear on the running beam; the latter wheels are sprung with a combination of torsion bars, helical springs and rubber, and prevent the car body from rolling on curves.

Because of the difficulty that conventional railway inspection methods would present with this type of equipment, the trucks must be easily removable for inspection and repair. This necessity for removal, however, must be counted as one of the disadvantages as compared with duorail equipment.

The car body is of lightweight construction with control and other auxiliary equipment located in pockets on both lower sides of the units to economise on valuable passenger space. Body sheathing is 0.8 m.m. stainless steel plate. The motorman's cab stands up as a small "vista-dome" on the lead unit while each end of the train has a full height observation nose with wrap-around plastic windows behind which is a four-passenger seat.

In the event of a single tire puncture, the train can continue to travel on the remaining wheels; if more than one tire is deflated, a separate solid wheel provides support. No definite explanation was given of the result of punctures in the vertical guiding tires.

Each unit of the train has a single door on one side, these doors being remotely controlled and interlocked with the control system.

The running rail, or beam, is constructed of pre-stressed concrete sections placed on reinforced concrete piers, the above-ground section having the cross-section of an "H" laid on its side. The electrical conductors are bolted to the side of the beam in the recesses of the "H", and a small pantograph riding along this conductor supplies power to the train.

SPECIFICATIONS

Seating Capacity: (entire train)	88 persons
Total Length:	31 meters (102')
Maximum Width:	2.3 m. (7.7')
Maximum Height:	3.0 m. (9.8')
Height: (floor to ceiling)	1.8 m. (5.9')
Track: Height	0.8 m. (31")
Width	0.6 m. (24")
Line Voltage:	220 V.D.C.
Maximum Safe Speed:	25 mph.

The Toshiba Company is also working on a larger four-coach monorail train with a maximum safe operating speed of 81 mph.

It is interesting to note that officials of the Cleveland (Ohio) Transit System were not too favourably impressed following their visit to the Seattle (Washington) monorail system. They suggested that there are "too many things to be worked out", including bumpy expansion joints, ice and snow problems, unknown repair and maintenance charges and the unsightliness of the elevated structure. They do not feel that it would be justifiable to spend the transit riders' money experimenting with a transportation system of debatable merit.

O.E.R.H.A. BUYS FURTHER T.T.C. EQUIPMENT

The Ontario Electric Railway Historical Association, which has been working since 1954 to establish the Halton County Radial Railway near Rockwood, Ontario as an operating traction museum, now has six units of rolling stock on its property. TTC cars 1326 and 2210 (the latter since partially restored as Toronto Civic Railways No. 55) have been on hand since 1954, while Montreal and Southern Counties Railway car 107 was added in 1956. From that year to the present, however, there had been no additions to the museum fleet.

The number of units at the property has recently doubled with the arrival of three further units in 1962. Lake Erie and Northern Railway self-propelled rail bonder M-4 was moved from the C.P. Electric Lines' Preston property to Rockwood by O.E.R.H.A. members during April.

However, the biggest activity in car moving came toward the end of June with the transportation of TTC grinder W-25 (formerly passenger car 1704) and large Witt car 2424 from Hillcrest to Rockwood on June 26th. and 28th. respectively. These moves were executed without incident by Charles Mathews, house-mover of Langstaff, Ontario.

To support the new arrivals, a substantial quantity of rail was obtained during 1961 from the former American Motors factory on Danforth Avenue and, together with the 200 ties obtained from the C.N.'s dismantled Milton Subdivision, will allow some progress to be made on constructing the main line during the coming months. The Association is still in need of considerably more rail, in the 60 to 85 lb. range, before the full 3/4 mile length of the main line can be installed. Similarly, a railway section car and other track tools are required before major track work can be undertaken.

The Association's mailing address is Box 121, Scarborough, Ontario and the Museum property is located on the third line of Nassagaweya Township, one mile south of highway No. 7. This sideroad's alignment is the same as that of highway No. 7 through the town of Rockwood.

(data from R. D. Cooper)

MISCELLANY

A visit to Cornwall on July 25th. disclosed that Lake Erie and Northern Railway electric locomotives 333 and 335 have now arrived on the property of the Cornwall Street Railway, with 333 being parked in front of the shop building, and 335 at the far end of the spur to the coal

yard north-east of the shop. A company official advised that the two engines will be converted for 600 volt operation and otherwise modified during the coming winter, following which two of the other Cornwall locomotives will be retired. The units to be scrapped have not yet been selected but will be those most in need of repairs at the time.

With respect to other Cornwall equipment, the double truck plough (formerly Montreal Transportation Commission 3152) has been repainted red and cream, but the two single truck sweepers (formerly Ottawa T.C. B-1 and B-2) have not been repainted yet. No trace could be found of track maintenance car No. 4 (ex-passenger car No. 31).

(R. D. Cooper)

6167 AGAIN! - Latest C.N. Excursion a Success

Photo: 6167 is admired from above as well as below during the water stop at Hamilton Station. Photo courtesy of Bill Hood. 0199-007.jpg

On Sunday, July 15, in near-perfect weather, approximately 580 persons filled 15 cars behind Northern 6167 to enjoy another highly-successful excursion sponsored by the Canadian National Railways. Run again in cooperation with the Upper Canada Railway Society, the trip was a repeat of the well patronized March 4th. excursion to Niagara Falls, Ontario.

After leaving Toronto Union, stops were made at Sunnyside and Oakville to entrain more passengers. At Hamilton, in addition to picking up more passengers, the engine was watered, giving everyone a chance to inspect 6167 and to record the activities on film. The engine servicing finished, the excursionists boarded the train and a fast run was made to the site of the first run-past, a level, open area near Grimsby which gave the camera fans an ample opportunity to photograph the train at high speed. The second run-past was at the high steel trestle over 20 Mile Creek at Jordan Station, the site of one of the run-pasts on the March 4th. trip. Here, as before, the old bridge abutments afforded an excellent vantage point to photograph 6167 in action.

In between run-pasts, the inner man was fortified in the well-stocked Cafeteria car, and credit must be given here to the hardy souls who looked after the needs of the passengers in such a cheerful and friendly manner.

At Niagara Falls, the train was met by a large number of buses to take the excursionists to Table Rock and the brink of the Canadian Falls, while the train itself was remarshalled and 6167 refueled and watered. For those who did not make the trip to the Falls, there were ample subjects for photography in the yard; RDC's being made ready for their respective trips to Toronto and to Dundas, and idle road-switchers and yard switchers sitting on the shed tracks, not to mention, of course, our trusty Northern being readied for the return journey.

At 6:45 p.m., when the passengers had returned in the special buses, the train was backed onto the Whirlpool Rapids Bridge for a 10-minute view of the Niagara Gorge. Following departure at 7:00, a fast run was made to Hamilton where a further stop was made for water. Our arrival at Toronto was a very pleasant "on time".

It is interesting to note at this time that one of the coaches included in the consist of the train on this trip was No. 5515, which was one of the three cars painted in the experimental blue and light grey livery the CN tried out before adopting the present black and white colours as standard. Needless to say, this car attracted considerable attention.

The Society, of course, wishes the CN every success in the operation of these excursions, and sincerely hopes that such trips will be made as long as there is an engine available for this purpose.

T.T.C. - Rapid Transit Progress

Map: University Avenue Subway Track Diagram. 0199-008.pcx

Eighty members and guests of the Society were on hand at the Bedford Road entrance to St. George subway station by 8:00 p.m. on the rainy evening of July 20th. for a conducted tour of the nearly completed University Avenue subway line. Representatives of the TTC split the party into three groups which were taken in turn into the structure at St. George station and thence through the subway to St. Andrew station (King Street). Permanent lighting had yet to be installed in many sections and the use of flashlights was necessarily resorted to at frequent intervals. In spite of this, and the wet condition of the floor in some areas, the walking tour was completed without mishap and was greatly enjoyed by all present.

Track for the University Avenue operation is now complete and a diagram of the layout is shown on the right. The two sections of third track in the Osgoode - Union Station areas will permit the storage of extra trains for heavy loading situations, or to turn trains back in this vicinity should the traffic pattern indicate the desirability of this at a later date. Emergency crossovers have not been installed on the new line and the only scissors crossover is on the curve just east of St. George station, to be used in regular dead-end operation. Switches have been installed for the curves on the east leg of the Bloor University wye.

Members were afforded a first look at the two "tube" stations, Queen's Park and St. Patrick. The latter station is substantially finished, in a two-tone green motif, but at Queen's Park the party was able to see workmen installing the special curved metal plates which take the place of tiles in these stations. Also noted was the new tile used in the other conventional stations; it is of smaller unit size and more rectangular in shape than the glass tiles familiar in the Yonge subway.

The unusual clearance test car, constructed to the dimensions of the new 5300 series cars was found on the stub section of track on the west to south curve at Museum station, while car RT-2, loaded with refuse from construction operations was parked immediately south of St. Andrew station. Several members availed themselves of the opportunity to photograph a service car inside the subway structure.

In summary, the evening was most instructive and enjoyable for the many who attended and the Society wishes to express its thanks to Messrs. Norman Funk and William Leslie of the Public Relations Section of the TTC and to Mr. Basil Dodd of the Subway Construction Department for giving up their time to guide the UCRS party through the subway.

T.T.C. NOTES

The small Witt cars of the TTC continue to be retired. In addition to the sixteen cars listed on page 60 of *Newsletter No. 196*, an additional six have been placed in storage at Russell Division. They are: 2704, 2710, 2738, 2760, 2814 and 2848. Six cars have been sold to Western Iron and Metal Company for scrapping. Two car bodies (2736 and 2750), stripped of all valuable parts, have been dumped at the Unwin Avenue Disposal Area, on the south side of Unwin Avenue, about a quarter of a mile east of Cherry Street. The remains of the bodies will probably be burned at that location and the steelwork remaining carted off to the Metal Company's yard. It appears that the work of stripping the cars is being done on track 19 at Russell yard, rather than at the TTC's George Street yard.

C.N.R. REPORT

➢ The C.N. has called tenders for a new station to replace the 60-year old structure at Rockingham, NS, six miles from Halifax on the main line. The new 105 foot by 27 foot building

will be a steel framed brick structure and will also house the Rockingham Yard offices, with integrated data processing equipment and train to station radio. An express freight storeroom will also be included. A neon sign of the new C.N. symbol will be an exterior feature of the building.

➢ C.N.R. diesel 1228, wrecked in a collision just east of Toronto on the Oshawa Subdivision on July 6th. (see Page 82, *Newsletter 198*) was observed in Belleville Yard on July 25th., parked amongst a group of damaged freight cars.

MISCELLANY

➢ Development of the vacated Grand River Railway right-of-way between Wendell Avenue and Doon Road in Kitchener as a public street is expected to be undertaken during the coming fall months.

➢ Contract 2-A-2 of the Montreal subway scheme, covering construction under Berri and St. Vallier Streets from a point north of Jean Talon Street to a point south of Rosemount Boulevard has been awarded to the Spino Construction Company of Montreal.

➢ The ore hauling Cartier Railway of Quebec was closed down from July 22nd. to July 28th. inclusive while repairs were made to a bridge at mile 159 on the railway, the foundations of which had been sliding out of position.

MEMBERS' ADVERTISEMENTS

WANTED: Negatives or prints of steam locomotives and their trains on the Algoma Central and Hudson Bay Railway are wanted by William J. Miller, 15219 Regina, Allen Park, Michigan.

WANTED: A copy of a tape recording of 6167 on the trip to South Parry is wanted by Sidney Burnside, 595 Pape Avenue, Toronto 6, phone HO. 6-9241.

U.C.R.S. ANNOUNCEMENTS

The August meeting of the Society, to be held on August 17th., will be our annual evening trolley tour aboard one of the Peter Witt cars of the TTC. This year we hope to have car 2300, the last large Witt on the roster, for an interesting three hour tour, including several stops to secure night photographs. The trip starts at York and Wellington Streets at 8:00 p.m., and the fare will be free to members.

Members are reminded of the August 26th. steam excursion to Picton, Ontario which has been arranged especially for the railway enthusiast. We plan to make six action run-pasts and several other photo opportunities can be had at the wying and servicing stops. Members may purchase tickets for $7.50 each, rather than the $8 rate shown on the pamphlet. Tickets will also be available at the C.N.R. Information counter at the Union Station or at the City Ticket Office, King and Yonge Streets.

While not directly of railway interest, here is an event that should be of interest to any true steam engine fans. On Saturday, September 1st. and Monday, the 3rd., the Ontario Steam and Antique Preservers Association will hold their second Annual Reunion at the Milton Fairgrounds, in Milton, Ontario. Antique cars, steam traction engines and model engines will be on operating display on both days and contests of driving skill and engine strength will be staged. Admission is a modest 75¢ for adults, children 25¢.

Sunnyside Station is suggested as the location of the September outdoor meeting, to be held on September 7th.. This station, with its excellent vantage points is always busy with railway activity, and the intersection of Queen, King and Roncesvalles nearby is always interesting from the TTC point of view.

Members who change their address are asked to give at least three weeks notice of such

change to the Corresponding Secretary whenever possible. Failure to do so will result in late delivery of the *Newsletter*. If, at any time, a copy of one particular month's *Newsletter* has not been received by the time that the succeeding month's copy arrives, a postcard to the Corresponding Secretary will insure that another copy is sent. Such losses in the mail, while not common, are obviously beyond our control and knowledge.

C.P.R. NEWS

- On Saturday, August 4th., the last mixed trains in southern Ontario made their last runs. This distinction befell C.P. trains 741 and 742 between Guelph and Goderich, Ontario. Starting on August 6th., freight-only operation will begin on the line with a train leaving Aberdeen Yard in Hamilton at 4:30 a.m. and running through to Goderich. Another train, with a fresh crew, leaves that point at 2:30 p.m. for Aberdeen Yard. Both trains will probably use 8700 series engines as motive power. Full details of the last run will be given in next month's *Newsletter*.
- The CPR is studying the development of a major transportation and commercial centre for the east-central business area of Calgary, Alberta. The scheme would include a compact railway terminal, airline offices and bus depot, a high rise office building over the transportation centre surmounted by a landing stage for helicopters, and a central station for the city's transit routes. An intensive economic survey of the Company's 108 acres of land and surrounding properties in downtown Calgary is planned before a decision on the development plan is made.
- The CPR has called tenders for the construction of a Spot Car Repair Shop at the new Agincourt Yard, east of Toronto. This type of car repair facility uses no locomotives to switch cars in the repair areas. Instead, cable hauled lugs, running in a slot between the rails, move the cars from place to place.
- Also placed is an order for nearly $1½ million worth of electro-pneumatic car retarders, switches, signals and automatic radar controlled speed measuring equipment for the yard humps at the Agincourt location. The order went to the Union Switch and Signal Company.