

UCRS NEWSLETTER - 1963

May, 1963 - Number 208

Cover Photo: Canadian Pacific Railway 8300 on display at CP Windsor Station, Montreal. Photo by James A. Brown. [0208-001.jpg](#)

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A CANADIAN PACIFIC SHOW OF POWER - MAY 1 - MAY 4, 1963 - 9:00 a.m. - 9:00 p.m. WINDSOR STATION

For the year 1963, and especially the Canadian Pacific this exhibit of six pieces of motive power in Windsor Station, Montreal, is a completely unexpected event. So well received was it, moreover, that it was necessary to extend the display time an extra day, until Sunday, May 5th, rather than the 9:00 p.m. May 4th closing time originally intended. By Saturday afternoon (May 4th), over 35,000 persons had viewed the display filing through the cab of 5935 and peering into the innards of 8300 or the cab of 8200, as the equipment stood on tracks 10 and 11 on the south side of the station. On display were 4-4-0 number 29, 2-8-2 No. 5468, 2-10-4 No. 5935, track inspection car M-235, M. L.W.-built 2400 h.p. B-B diesel No. 8300 and two G.M.D.-built, 2250 h.p. units, Nos. 8200 and 8201.

All three steam engines, destined eventually for the C.R.H.A.'s museum project at Delson, QC, had been thoroughly cleaned and repainted by the C.P.'s Angus Shop staff and glistened every bit as brightly as the two-week old diesel units on the adjacent track. A set of steps had been erected leading to the cab doors of 5935, and the public was invited to inspect the well-lighted cab interior, or to ring the swinging bell, long a trade-mark of the Canadian Pacific's steam engines. For those with camera equipment, two intense photographic lights, aimed at the front of number 29, enabled many children (and grown-ups, too) to have their pictures taken standing on the footboard of the diminutive 1887-built locomotive. Not only was the paintwork bright and new on the engines, but the siderods and valve gear members had been buffed and polished to a condition better than the day they were turned out of the builder's shops.

Photo: Entrance to display at CP Windsor Station, Montreal. Photo: J. A. Brown. [0208-002.jpg](#)

And the three diesel units on track 10 had just come from the builders. 8300 was so new that even the C.P.R. did not have a photograph of the completed engine with which to illustrate the pamphlet that they gave away at the display; instead the engine was shown in an uncompleted, unpainted pose, taken, no doubt, at the M.L.W. works. The 8200's were only a few weeks older, having been turned out of the London, Ontario, plant of General Motors Diesel in time to make five round trips on the piggyback trains between Toronto and Montreal, as well as two return trips to Winnipeg and one trip to the Lakehead on trains 949 and 952. Needless to say, their paintwork, including the script "Canadian Pacific" on the flanks of their high hoods, showed some signs of weathering. All three units are essentially rebuilds, but the horsepower per unit is the highest ever for Canadian freight diesels, especially considering that both types ride on two two-axle, two-motor trucks. Some specifications of these units are as follows:

ROAD NO.	FORMER NO.	BUILDER	SERIAL	DATE BUILT	CLASS	HORSEPOWER	WEIGHT	LENGTH
8200-01	1902, 1910	G.M.D.	2006-7	March, 1963	DRS-22a	2250		50'
8300	8474	M.L.W.	84413	April, 1963	DRS-24f	2400		260,000

Both classes are of standard road-switcher configuration, but, for the first time in Canada,

59'

have a lower short-end hood and a solid sloping pilot, not unlike A-unit cab engines. These locomotives will be used on fast freight runs by the C.P. which has, in recent years, been chronically short of diesel motive power, often to the detriment of its freight services. Whether the purchase of these units presages further expansion or modernisation of the C.P.'s aging roster makes interesting speculation.

Cartoon: **WORTH A LAUGH** Courtesy Doug. Wright and the *Montreal Star* – “Can I put my car there and go to sleep in the back seat? I’ve got to be in Toronto in the morning and I don’t feel like driving all night!”. [0208-003.jpg](#)

MOTIVE POWER NOTES

➤ In its annual report for 1962, the Canadian Pacific Railway admits to having 131 steam locomotives still on its property (mostly at Angus and Weston Shops). During the past year, a total of 57 engines were scrapped, including the following numbers:

<u>Class</u>	<u>Type</u>	<u>Engine Numbers</u>
G-5	4-6-2	1215, 1228, 1237, 1240, 1244, 1245, 1249, 1251, 1264, 1265, 1266, 1268, 1274, 1292.
G-3	4-6-2	2338, 2376, 2377, 2387, 2428, 2435, 2437, 2439, 2447, 2448, 2450, 2452.
G-4	4-6-2	2709.
H-1	4-6-4	2812, 2830, 2835, 2837, 2843, 2845, 2846, 2847, 2849, 2852, 2853.
P-1	2-8-2	5203, 5207, 5227, 5233, 5253, 5255, 5256, 5258.
P-2	2-8-2	5381, 5427, 5437, 5438, 5440, 5443, 5451, 5470, 5472.
V-4	0-8-0	6943.

In addition, diesel-electric railcars 9003 and 9005 were scrapped at Angus Shops in Montreal in October.

➤ Unlike the C.P., the Canadian National owned only 13 steam locomotives as of December 31st, 1962. A few pertinent facts about these particular engines, extracted from C.N. records of late 1959, are given below:

<u>Engine</u>	<u>Station to which</u> <u>last assigned</u>	<u>Date of next retubing</u>	<u>Miles since</u> <u>last retubing</u>	<u>Condition</u>	
2164	Winnipeg	July 23, 1962	18,467	Good	
2534	Turcot	December 10, 1958	103,147	Good	
5093	Regina	August 18, 1961	53,674	Good	Good
5107	Cochrane	October 23, 1961	94,589	Poor	
5114	Nutana	January 8, 1962	31,960	Good	Good
5703	Toronto	April 29, 1958	278,872	Good	
6001	Winnipeg	July 12, 1961	137,018	Poor	
6077	Toronto	October 7, 1961	30,720	Good	Good
6167	Mimico	October 1, 1962	13,327	Good	Good
6200	Toronto	September 10, 1959	389,361	Poor	
6218	Turcot	August 20, 1959	206,663	Good	Good
6400	Toronto	January 30, 1962	16,047	Good	Good
8447	Joffre	April 28, 1958	94,833	Poor	

➤ Since the end of 1962, C.N. 2-8-0 No. 2164, and C.P. “Royal” Hudson 2839 are reported to have been sold, but not necessarily delivered to, the Ontario Northland Railway. Explanation of this is to be found in plans for a proposed operating steam railway museum, to be built by the Ontario Government as a provincial tourist attraction. The plans envisage a roster of 15

to 25 steam locomotives, all of Canadian origin, maintained as both stationary and operating exhibits on a system of trackage several miles in length. However, no funds have yet been budgeted for the project by the Ontario Development Council, promoters of the scheme.

➤ Certain electric locomotives on the Canadian National system, not previously classified in the C.N.'s motive power roster, have now been assigned a class number. These include engines 16, 17 and 18, class Z-7a, and engines 300, 326 and 400 to 403, class Z-8a. All of the above engines are assigned to switching duties in Oshawa, Ontario.

➤ Diesel-electric railcar D-1 has been removed from service and is awaiting conversion to a service car. It was last used in regular service between Senneterre and Noranda, Quebec.(E. L. Modler)

➤ The Canadian Pacific has embarked on a system-wide program of installing train radio equipment in its road locomotives. Already, many locomotives have been equipped with the necessary antenna, lead-in cable and mounting bracket for the radio equipment. This program will extend the use of radio communications to all motive power, rather than only certain yard and transfer engines which have carried the equipment previously.

T.T.C. HAPPENINGS

➤ Several of the burned-out subway car bodies (see *Newsletter* 207, Page 65) have recently made a 28-mile trip aboard C.N.R. flat cars from Davisville to the T.T.C.'s Hillcrest Shops. The direct distance between the two properties is about two miles. Since the C.N.R. does not have trackage rights between West Toronto and Bathurst Street over the C.P.R. North Toronto Subdivision, the tarpaulin-covered cars had to be routed via Fairbank, Toronto, Don, Oriole, Leaside and North Toronto. It is not known whether the cars are to be rebuilt or scrapped at Hillcrest although the bodies were mounted on shop trucks only.

➤ Since the February 28th opening of the University subway line, the Peter Witt cars of the T.T.C. have seen only sporadic use on the BATHURST and FORT routes. However, with the opening of the baseball season in Toronto on April 24th and the resultant increase in service on the FORT route on that day, at least six Witts were required to augment the otherwise all-P.C.C. fleet. These included 2720, 2806, 2822, 2832, 2890, and 2894. Some of these cars are not among the twelve originally chosen for continued service, but their use was dictated, no doubt, only by their position in the yard at St. Clair Division; the in and out-of-service cars not being segregated in any way.

(A. T. Holt)

➤ On Sunday, April 21st, the Society operated another four-hour tour of the car lines of the Toronto Transit Commission using small Witt No. 2858. Poor weather kept the attendance down from the usual turn-out, but all agreed that the trip was a success in spite of this. Sixteen photo stops were held at interesting locations en route, making this somewhat of a record. Several spurs which had never seen a fan-trip before were put to good use photographically, and a 15-minute layover at the Humber Loop for eats strained the lunch concession in the waiting room to the fullest. It was certainly a welcome sight to see a Witt in service again, a sight which has not been seen too often since the opening of the University subway.

Map: U.C.R.S. Trolley Tour of April 21st, 1963.

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➤ After raising its fares to a basic six tickets for one dollar on May 1st, the T.T.C. will rescind this increase and restore fares to the seven for \$1 on May 20th. This decrease was made possible by the grant of some \$2.5 million from Metro Toronto, the legality of which is being contested in the courts by the short-sighted reeves of two of the suburban municipalities that make up the Metro area.

GATEWAY TO THE YUKON - THE WHITE PASS & YUKON

By Robert D. Tennant, Jr.

Tucked away in the northwest corner of Canada's northland lies a 207,076 square mile territory of virgin forests, untapped petroleum reserves, and unexploited mineral deposits. Aptly called Canada's Treasure Chest, the Yukon, an Indian word meaning "the river", is now about to embark upon a development program unmatched in its history. Canadians hope that the Yukon Territory will enter Confederation in 1967, our Centennial year. Since 1898, the White Pass & Yukon Railway has been providing a never-ending variety of services coupled with dependability and reasonable economy. Today, the W.P. & Y. Corporation can be accurately described as Yukon's most complete transportation system.

The White Pass & Yukon Railway had a humble beginning. Michael J. Heney, who had considerable experience in railroad construction, suggested, in the early spring of 1898, the building of a rail line from the Pacific Ocean to the headwaters of the Yukon River. By accident he met Sir Thomas Tancrede, an engineer representing Close Brothers of London, England, Samuel H. Graves, their U.S. representative, and an American engineer, E. C. Hawkins, in the St. James Hotel in Skagway. The latter three provided sufficient capital and the W.P. & Y.R. was founded.

Graves became President, Hawkins the Chief Engineer and Superintendent, and Heney the contractor.

Immediately the company faced scoffers and pessimists, who pointed out that the Canadian Government had made an abortive effort to construct a rail line from Telegraph Creek, BC, to Teslin Lake, which project defaulted.

It was April 10th, 1898 when a tired group of labourers and engineers, under the direction of Mr. Hawkins, arrived via ship at the Skagway wharf. These men had come to make a preliminary survey for a narrow gauge railway to serve the area of Whitehorse, Yukon Territory. They at once learned of the inaccuracy of their maps and reports; in fact they found that these records were absolutely misleading. After a night's rest, investigation of this barren country, once part of Russia, began. That the problem of constructing this rail line would be somewhat difficult was an understatement. Indeed, the Chief Engineer must have thought that all the brain and brawn his department could muster would soon be taxed to human limits. No less than five surveys were completed; at length the chosen route was finalized as more or less a hybrid of these discrete surveys. On May 27th the first men, horses, supplies and equipment were landed, and early on the twenty-eighth construction began. A right-of-way four miles in length was fairly easily cleared, graded and traversed with roadbed and track. Step followed step without serious misfortunes or delays. Nearly a month later, on July 21st, trains were operating on this section.

Nine days afterwards, the White Pass & Yukon was organized to acquire the capital stock of the British Yukon Railway Company, the British Columbia Yukon Railway Company and, an American firm, the Pacific & Arctic Railway & Navigation Company. The first two, incorporated in 1897 had similar assignments: both were to build from Lynn Canal, BC, into the north, B.Y.R. as far as Fort Selkirk, Y.T., B.C.Y.R. to the boundary only. By August 25th track had been laid an additional nine miles to Henry Station. In the valley below this point lay White Pass City which had been established as a supply base for the gold seekers. Miners' pans, picks, shovels, canteens, and gasoline were stockpiled to be sent down the mountain side by a gravity operated railway. Once a thriving community of over 10,000, the site is now abandoned.

Milepost 15 is the location of the only tunnel on the railroad. This single track bore measures 215 feet in length with a roadbed 1000 feet above the canyon floor. Few railway tunnels in the world have posed as difficult a problem. One of its most noticeable features is its steepness - a fact that presented a very hazardous and difficult obstacle in the bringing up of supplies and men as well as the actual cutting of the tunnel and approaches. During the course of this undertaking, men had to be suspended by ropes to cut out the right-of-way. Again black powder in fantastic quantities had to be used. This was the second of two tremendous tasks, the first

being the blasting out of a cliff - in one piece - measuring some 168,000 cubic feet and weighing in the vicinity of one hundred tons.

A monument near the track above Dead Horse Gulch, mile 19, stands in memory of the 3000 pack horses which fell to their death in the winter of 1897-98. Ironically, no similar memorial marks the area where some seventy people perished in a snowslide in nearby Chilkoot Pass, seen in the distance. The railroad originally crossed this V-shaped canyon by means of a switchback.

Later, it was replaced by a steel cantilever bridge some two hundred and fifteen feet above the creek bed. This structure is the most northerly of its height and kind in the world. The W.P. & Y. had numerous timber trestles and bridges at one time, but steel and concrete structures and retaining walls have since replaced them.

Mile 20, the summit of the White Pass, was reached on February 18th, 1899. Here lies the International Boundary at an elevation of 2,900 feet above the Pacific Ocean. Both freight and passenger trains reached this point two days later. From the summit passengers and freight alike were transported on sleighs to Lake Bennett, twenty miles distant. Materials were then stockpiled by the lake shore to await the spring breakup when steamers of all descriptions, seaworthy or otherwise laden to capacity, floated the goods to Carcross and Whitehorse. At the latter port, a second fleet of equally seaworthy craft ferried the merchandise along the mighty Yukon River to Klondike and Dawson.

July 6th, 1899 saw the railroad reach beautiful Lake Bennett, forty-one miles from Skagway. Bennett today is a lunch stop; north- and southbound passenger trains meet here and wait while crew and passengers have a family-style lunch. Long ago gold stampedeers erected large rafts and crude boats to transport themselves and freight through Lake Bennett, Tagish Lake, Marsh Lake, and the Yukon River to Canyon City. A portage from Miles Canyon to Whitehorse was only a few miles in length. The remaining journey could be completed by river boat. Carcross, mile 67, situated at the northern end of Lake Bennett, was formerly called "Caribou Crossing" because of the once great herds of caribou which crossed at the natural ford. It is said that the lake boats had to dodge them on occasion during the autumn.

Map: W.P. & Y. rail line.

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Photo: Much of the White Pass' traffic moves in containers aboard flat cars, as shown in this photo of a W.P. & Y. car with container of explosives. Photo by J.D. Knowles

0208-006.jpg

Trouble arose on August 8th, 1899, when fifteen hundred employees dropped their jobs, drew their pay, and scampered pell-mell to Atlin, British Columbia. They had heard a returning miner cry, "Gold! gold!". Thus began the Atlin gold rush. The vacancies were filled but the replacement workers required considerable time to become proficient in their tasks. Gold mining was the life of Atlin until 1939, when the Second World War put an end to the mining business.

Eighty-one miles from Skagway, a long trestle traverses Lewis Lake. Originally, the east bank route was selected, but the formidable amount of essential track curvature demanded that the lake level be lowered some fourteen feet in order that a better route be obtained. To accomplish this an outlet channel was excavated. No sooner had the project been completed when an intervening sand hill collapsed, releasing huge brown torrents of water that carved a large trench in the lake bottom. As a result the lake level dropped seventy feet! Two rather large and costly trestles had to be used to bridge the gap, but in spite of the additional capital costs, White Pass & Yukon benefitted by them.

Track reached mile 110, Whitehorse, located two miles below the rapids, in July 1900. In the words of S. H. Graves, "The track layers were on the bridge, over the lake crossing, and then - they were across it. At 5:30 p.m. the ends of the rails touched, and the gap in our line was closed." This eventful day was July 29th, 1900. The following day saw the first through

train service from Skagway to Whitehorse.

Photo: "Lake Summit" is just one of a fleet of many parlour cars on the White Pass and Yukon.

Photo: J. D. Knowles

0208- 007.jpg

During the period 1898-1900 determined men with picks, shovels, horses, and black powder blasted and hacked out a rail line that followed the famous Trail of '98. From the Klondike Gold Rush days the three-foot gauge railroad has continuously provided the Yukon with a quick and easy access to the Pacific Ocean. Reports disclose the fact that from June 1st, 1898 to October 1st, 1900, a total of some 35,000 men were employed. In most cases, these men worked on the W.P. & Y. during the summer months to replenish their finances so that they could return to gold searching.

A railroad is naturally concerned with its grades, and the White Pass & Yukon is no exception. From Skagway to the summit there is a gradient of about 3%; there are even sections of 4%.

It has been previously stated that the railroad served gold seekers; it also carried much of the outshipped metal. Records show that the first shipment of gold from the Yukon Territory was in the year 1880. In that year Mr. George Holt obtained two small nuggets from a Tanana native, while from 1898 to 1905 "gold-dust expresses" transported the precious metal over the peak-studded Yukon with an average annual haul valued at ten million dollars. The year 1900 was a peak year with shipments amounting to \$23,000,000.

(to be continued)

MISCELLANY

➤ The Crew Dispatcher's Quandary can be resolved as follows: Engineer Smith, Fireman Robinson, and Conductor Jones. (See *Newsletter* 207, Page 63).

➤ Expatriate Britons with nostalgic memories of the many fine British steam locomotives may be interested in the "Princess Elizabeth Preservation Fund" being organised by an enthusiasts' group in England to preserve representatives of the ex-L.M.S. "Princess Elizabeth" and "Royal Scot" classes. The "Princess Elizabeth" No. 6201 is a 4-6-2 Pacific type introduced on the L.M.S. in 1933 by the noted British locomotive designer Sir William Stanier. The engine holds a world's speed record for its high-speed run from London to Glasgow (over 400 miles) non-stop in 1936.

Perhaps a few Canadians will remember the visit of the 4-6-0 type, the "Royal Scot" in 1933, when the engine and its train of British rolling stock toured the railways of Canada and the U.S.A. Any donation, however small, would help to preserve these historically significant locomotives, which are otherwise to be scrapped in the near future. Send donations to P. M. Abbott, 77B Ninian Road, Roath Park, Cardiff, Wales.

(P. J. Lewty)

C. N. PASSENGER CAR DIAGRAMS

Car Diagram: CN Passenger Car diagrams.

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RAILWAY NEWS PHOTOS

Photo: The Canadian Pacific has begun to apply its new script lettering to its older equipment, as evidenced by this conductor's van. Photo: W. E. Miller.

0208- 009.jpg

Photo: Several thousand visitors to the Scarborough Rotary Club's recent Hobby Show at Cedarbrae School in Scarborough viewed the Society's exhibit of publications and photographs, as arranged by H. R. Naylor and A. J. Chinnery. Photo J. A. Brown

0208- 010.jpg

Photo: Here is the profile of the C.P.'s newest unit of motive power, the 2400 h.p. type DL-640A unit built by the Montreal Locomotive Works. Photo J. A. Brown.

0208- 011.jpg

Photo: No. 8300 is seen on display at the

C.P.R. Windsor Street (Montreal) station. Its first service was on freight runs to Trois Rivières and Ottawa (train No. 85) on May 7th and 8th. Photo J. A. Brown. [0208- 012.jpg](#)

FANTRIPS !

On Sunday, July 14th, the Lehigh Valley Chapter of the National Railway Historical Society will sponsor an excursion aboard a Canadian Pacific R.D.C. Dayliner from Toronto to Fraxa and return. This trip will leave Toronto at 10:00 a.m. Photo stops will be made at Inglewood, Forks of Credit, and Cataract, while a lunch stop will be held at Orangeville. Fare for the trip is \$6.00 for adults and \$3.00 for children. For further information contact Ernest Kovacs, 416 Second Avenue, Bethlehem, Pennsylvania, U.S.A.

“Ride the St. Clair Blue Water Route”, the freight-only Port Huron and Detroit Railroad, on a special fan-trip sponsored by the Michigan Railroad Club on June 8th. This unusual trip from Port Huron to Marine City and return leaves the P.H. & D. offices in Port Huron at 9:00 a.m. (E.S.T.) and returns by 4:30 p.m., in time for connections to Toronto. For further information, write to Art Weber, 608 West 11-Mile Road, Royal Oak, Michigan, U.S.A.

MISCELLANY

➤ It is reported that the rolling stock and rail from the Huntsville and Lake of Bays Railway between North and South Portage in the Muskoka area has been sold. The buyer, Mr. Percy Broadbear, a C.P. engineer of London, Ontario, has moved the smaller, 18-ton locomotive to London, where it is undergoing major overhaul at a boiler repair shop. When this is completed, the larger engine will be moved to London and similarly treated. Both engines are 0-4-OST's built by M.L.W. The final resting place for the engines will be Pinafore Park in St. Thomas, Ontario, where Mr. Broadbear and his son will operate the engines and the cross-bench open cars, as a passenger-carrying tourist attraction. It is hoped that operations will begin by the end of this summer.

➤ In case you wondered, the name Llanfairpwllgwyngyllgogerychwyrndrobwl'llantysiliogogogoch (see last month's *Newsletter*, Page 62) can be translated as “The Church of St. Mary in the Hollows of a White Hazel, near a Rapid Whirlpool and to St. Tysilio's Church, near a Red Cave”. The excessively-long name is reported to have been concocted by a local resident to give the small village some claim to fame. The station is the first one west of the Stephenson-designed tubular bridge which spans the Menai Straits between the Island of Anglesey and the Welsh mainland.

THE SUMMER TIMETABLES, 1963

With the switch to Daylight Saving Time, the associated semi-annual change of timetables for the C.N. and the C.P. occurred on April 28th. Once more the C.P. revealed a lack of any originality in design as their cover again shows the same passengers leading the same train at Banff. Missing completely from this new table is the former C.P.R. trademark “Beaver” crest, its place being taken by the newer script lettering of the company name. In contrast, the C.N. continues to change the cover of each new timetable, this time showing an interesting view of Jasper Lodge and a potpourri of photos taken aboard the S.S. “*Prince George*”, all in full colour.

As might be expected from the cover, the C.P.R. has made few changes in train services other than the usual summer alterations. Trains 303, 304, 317 and 318 run from Toronto to Port McNicoll to connect with the C.P. Great Lakes steamers “*Keewatin*” and “*Assiniboia*”. As in past years, the summer shifts in departure time for the transcontinental trains have been made. The centre page has a newly revised map of the C.P. system but, by showing all of the rail lines of the U.S. and Mexico, the place names on the C.P.R. are much smaller than previously, demanding consequently, either very good eyesight or a very strong magnifying glass!

Seemingly also indicative of its new cover, C.N. continues to make considerable, although not unexpected, changes in its service. Railiners 630 and 631 from Campbellton to Gaspe will be removed on June 27th, to be replaced by a diesel locomotive and coaches until September 4th.

Second No. 1 from Campbellton to Montreal becomes Advance No. 1 on June 28th, leaving before the regular departure of the Ocean Limited. Also, in time for the summer tourist demand, the service from Montreal to Portland, Maine will be commenced on Fridays only after June 28th.

Few unexpected change have been made in southern Ontario. As usually happens at this time, Pool 7 and 8, the Lakeshore Express, will be added to the Toronto to Montreal service on June 24th.

The forecasted changes (see *Newsletter* 202, Page 142) have occurred, resulting in Nos. 6 and 17 operating via Stratford and the re-institution of Nos. 75 and 76 between Toronto and London via Woodstock. However, the new timetable is not printed directly in Daylight Time as was hoped for last fall, and the traveller must still make the mental juggling of an hour when reading the timetable. The Red, White and Blue fare plan has been extended to October and now applies in Newfoundland as well as the other Maritime Provinces, and the same plan will be applied to Ontario after June 23rd on C.N.R. - O.N.R. trips between Toronto and North Bay, Hearst, Timmins, Cochrane, Noranda and Moosonee.

The Niagara Peninsula service continues to be adjusted as trains 649, 650 and 654, as well as the connecting Railiner to train No. 5 from Dundas, have been removed. The connection with No. 5 is now by bus. The service formerly provided by No. 654 on Sundays is now provided by Nos. 647 and 648, which now run daily. No. 651 from Niagara Falls now runs to Hamilton only, rather than Dundas. The past practice of attaching the two Budd cars of trains 673 and 675 to the rear of No. 37 as it left Toronto, and the separation of these units at Guelph, has been discontinued. Instead, No. 675 now leaves after No. 37 and the two units run alone to Palmerston, at which point one unit heads for Owen Sound, the other for Southampton. Similarly, the two cars, on meeting at Palmerston, run to Toronto after, instead of with, No. 28.

The Toronto to North Bay service has been increased with the addition of Nos. 43 and 56 and the extension and acceleration of Nos. 41 and 44 after June 27th to North Bay, giving Muskoka vacationists a Sunday evening train into Toronto. This summer No. 43 will run via Beaverton instead of Barrie, as in past years.

The greatest changes have been in the transcontinental services. Trains 102 and 103, the coach-only night express between Capreol and Winnipeg, have been resumed. West of Winnipeg the Continental (No. 3) will run only as far as Saskatoon, and will not change its departure time in mid-June as formerly. A new train, the Continental (No. 81), will run from Winnipeg to Vancouver from June 7th onwards via Saskatoon, Biggar, and Wainwright. The alternative route for the transcontinental, via North Battleford to Edmonton is not being used. Saskatoon to North Battleford service is now provided by mixed train No. 221. Thus, Continental No. 81 becomes, in effect, the second transcontinental, as No. 3 used to be. However, those who take No. 3 west of Winnipeg, thinking it is still a transcontinental, will have to spend the night in Saskatoon to catch No. 1 or 81 for Vancouver. It is interesting to note that, as a result of these changes, C.N. will offer two transcontinental trains only between June 7th and September 16th. The service between The Pas and Lynn Lake is now a tri-weekly mixed train, and, other than changes in departure times, few additional changes in the C.N. tables have been made. (A. G. Careless)

A LETTER TO THE EDITOR:

As a member with past experience as an editor of other periodicals, and in the activities of the Society, I feel you were (intentionally) very "considerate" in outlining the responsibilities that members should feel - as members - in this matter.

The content of the *Newsletter* (and the *Bulletins*) falls into two distinct categories:

- (1) Current news
- (2) Past or historical information

Let's consider current news. There are a number of problems facing you as an editor:

- Coverage - Obviously the best coverage is obtained from all of the members contributing from as wide an area as possible. Therefore everybody has a responsibility to keep their eyes and ears open.
- Content - Certain data must necessarily be of more limited interest than other items. While it would not be wise to suggest any restriction on the type of information sent in, I am sure that members would not be insulted if, in the editing process, you decided that some minute detail was excluded because of space requirements and general readership interest.
- Data Available - If the *Newsletter* appears to be "heavy" on certain topics, we must also recognize that some areas of activity are not as "current" as before - active steam news, for example. Consequently you can only report on what is happening, and the space devoted to the many items will naturally be disproportionate.
- Geographical - While we have long prided ourselves on a broad interest in rail activities, obviously we are best situated to report on news in the Toronto area, next in Ontario, and so on (fanning out across the country). Mr. Haddow's criticism of past issues would probably be echoed even more strongly when he saw the March issue, with the great amount of space devoted to the T.T.C. events at the end of February, but what other group is in a better position to give them this sort of coverage?
- Membership - News and articles in which our members have directly
Activity participated (for example, the recent series on Scandinavian Railways) must always have a place, and always tend to broaden out the perspective of our group.

Now let's consider past or historical data. While this may principally apply to *Bulletin* issues, I believe it is the *Newsletter* policy to include smaller items of such material from time to time, in line with the factors mentioned earlier. But the availability of such information is another matter. It has to be dug out by personal knowledge, or personal interest in research; it has to be checked out for accuracy and completeness it has to be written up in relatively readable form and preferably illustrated (particularly in *Bulletins*). This is our greatest need where, as you say, many members may have the information but it cannot be created by a small, hardworking editorial staff. The situation is no different than it was 20 years ago - but our readership is larger, and thus becomes more demanding. While many of us do not have too much time to devote to our activities, I feel that the average railfan is very often loath to "give" but is always looking to "get". Unless there is a better sharing of experiences, material, etc., then your job - like any editor - will always be a thankless one.

Sincerely,
R. F. Corley,
Member No. 56.

U.C.R.S. ANNOUNCEMENTS

MAY MEETING

The May meeting of the Society will be held on Friday, May 17th in the Music Room of Hart House at the University of Toronto. Entertainment at the meeting will be a showing of colour slides of British steam and electric railway operations as viewed by members of the Society last summer.

HAMILTON CHAPTER MEETING

The May meeting of the Hamilton Chapter of the Society will be held on Friday, May 24th, in the Board Room at the Hamilton C.N. station. A guest speaker, Mr. Clare Gingerich, C.N. Dispatcher, will give a talk on train dispatching on the C N.R.

Hamilton area members are invited to lend a hand at rehabilitating T.H. & B. 103, located in Gage Park. Members are working Saturdays and Holidays on the engine and if you can help, please contact Bill Mathews or Frank McNairn.

JUNE OUTDOOR MEETING

The next outdoor meeting of the Society will be held on Friday, June 7th, at the C.N.R. Danforth station.

EXCURSIONS

May 26th: On this date, the Ontario Electric Railway Historical Association will sponsor a trip from Toronto to Elora using a C.P.R. Dayliner. The car leaves Union Station at 9:30 a.m. (D.S.T.) and returns by 5:30 p.m. Tickets (\$5.00) may be ordered from the Association at Box 121, Scarborough, Ontario.

June 2nd: The Society will sponsor a four-hour trolley trip on the T.T.C. and the fare will be \$2.00. The tour will leave from York and Wellington Streets, at 11:00 a.m.

June 8th: The Society will sponsor a railway enthusiasts' excursion over five different railways in covering the route from Toronto to Hamilton, Waterford, Brantford, Galt and return.

Lots of photo stops and movie run-pasts will be made on the trip. The fare is \$7.00 and tickets are available from the Excursion Committee at Box 122, Terminal "A", Toronto, or at the May meeting only.

June 9th: Steam to Palmerston! Need we say more? Special fare for members purchasing their tickets in advance is only \$7.00.

July 6th: Visit the Aurora Centennial celebrations via the steam-powered O.S. & H.U. Railway! Special side trips from Aurora to Bradford, run-pasts, and a low fare (to be announced) are the highlights of this unusual trip.

September 13th to 15th: Members contemplating this grand excursion are invited to make their requirements for sleeping car space known to the Excursion Committee at Box 122, Terminal "A", at their earliest convenience. A detailed advertising pamphlet on this trip is being prepared and will be mailed to all members as soon as possible.

C.N.R. 6213

For those who would like to inspect the locomotive at close range, including the lack interior, John Dell, Chairman of the Preservation Committee, has arranged that the locomotive will be open for your inspection from 1:00 p.m. to 5:00 p.m. on Sunday, June 16th. The locomotive is situated at the east end of the Exhibition Park grounds, next to the Marine Museum building.

PUBLICATIONS

Some time during the fall of this year, the Society will publish what, for the lack of a better name, might be called "*The Annual*", although it may not necessarily be produced annually.

This will be a book of photographic and literary work about the Canadian railway scene, both past and present, with special emphasis on the photographic. Contributions for this publication would be welcomed by the Editor, J. A. Brown, Apartment 304, 45 Mann Avenue, Ottawa 2, Ontario.