



40 YEARS OF UCRS FANTRIPS

The following presentations by members Bob Sandusky and Dave Spaulding outline excursions operated by the Society between 1950 and 1980 (no trips were run between 1943 and 1950, and no railway fantrips between 1980 and 1983). As will be seen, the club participated in many "firsts"--the first charter operation of one of the TTC's secondhand PCC's, for example, as well as, sadly, many "lasts"--the final excursion on Canada's last interurban line, the beloved Niagara, St. Catharines and Toronto Ry., in 1959, and the last operation of a CPR steam powered excursion train out of Toronto, by Royal Hudson 2857 in 1960. In so doing, the UCRS ensured that these historic occasions were suitably commemorated, as well as providing enjoyable outings for thousands of people from across Canada, the U.S., and other countries. Many of us have fond memories, not to mention photographs, of these trips. So, climb aboard and relive some of those magic moments when the white flags went up on 2857, 6167, 6218, 6060, 1911, 1802, et al, and the distinctive UCRS car card graced the likes of 4597, 2666, 83, and 4018. And, it is entirely appropriate that, 40 years after the Society began its fantrip activities with NS&T 83, we will again be "running extra"--to Gravenhurst and Huntsville on Oct. 1, 1983. Order your tickets today, and enjoy the fun.

THE 50'S: A DECADE OF EXCURSIONS by Bob Sandusky

Imagine a time when there was still regular passenger service on most local rail lines still in existence: a time when availability of such transport was still taken for granted. That was the scene as the decade of the 1950's opened. As well, seven different electric interurban or street railway companies were operating in Southern Ontario.

With variety abounding, UCRS members at that time could afford to concentrate their interest upon steam or electric subjects (not necessarily both) and usually ignore the diesel which was still a bit of a curiosity. Bulletins published by the UCRS in that day succeeded reasonably well in striking an equal balance between these two subjects.

In the matter of excursions a balance was more difficult to achieve due to the small membership. It took only 15 people to finance a street car trip, on short notice, but 150 guaranteed fares and several months' lead time were required for any steam trip. To fill the latter need, the UCRS was a partner with several model railroad associations in operating an annual steam excursion.

A survey of the electric excursions of the decade begins in Toronto in October 1950. The wind of change was blowing and the TTC had purchased 52 used PCC's from Cincinnati to allow retirement of its remaining Toronto Railway wooden cars. The nostalgia of listening to the old TR's grind out their last few rush hours was offset by the anticipation of seeing new and unfamiliar PCC's gain a new lease on life. A good turnout greeted car 4597 which sported chrome anticlimbers for its first revenue trip in Toronto. During the tour of Hillcrest Shops, where other cars were seen in various stages of conversion, the seldom seen relic 327 was out for a surprise trip around the test track. A famous post card showing it beside 4597 upon that October day still circulates among collectors.

The next venture was not until 1952 when the UCRS organized a four-car TTC tour for 150 NMRA conventioners and followed it the next day with the Society's own trip in Brill Peter Witt 2666. Almost on the heels of that was an L&PS charter on car 14, which will be remembered for its unofficial use of a North Yonge Railways chime whistle.

A great burst of charters seemed to follow this as the TTC continued to purchase used PCC's. As each new type prepared to enter service a trip was organized to claim the first revenue run on the first car of each type. Thus were cars 4693, 4657 and 4703 well recorded in their new surroundings.

In March 1954 Canada's first subway opened. The UCRS was the officially invited party on the last Witt and trailer to roll down Yonge St. Many members skipped a bit of work (or school) for that one. To wrap it all up the following weekend, the Society ran a charter using "The Last Trailer

Train in North America" and Brill 2668. Later that year ex-Cincinnati PCC 4575 was chartered. Note that domestic PCC's were never chosen. They were 'always there'. Car 4575 (built as a demonstrator) had a unique rear end which made it worthy of selection. An unexpected highlight of this trip was the visit to Danforth Carhouse where it was shown that the different classes of MU PCC's on the roster functioned quite well as a three-car train. (This unofficial phenomenon was not knowingly repeated until three such cars wound up at the OERHA's Rockwood line). Two further Large Witt trips occurred around this time.

Farewell charters were still being balanced off by those of a brighter tone. One such was the inaugural run of car 620 on the Niagara, St. Catharines and Toronto. After so many rumours of NS&T closure, the arrival of three slightly used interurbans from the defunct M&SC produced quite a stir.

For a change London and Port Stanley car 6 was chartered on Sept. 30, 1956 to celebrate the railway's centenary. The fare was \$2 and drew attendees from Hamilton, Detroit, Cincinnati and Pittsburgh.

The next three excursions featured derailments, each of which was handled in a different manner. In September 1957 NS&T car 83 was repainted. This hopeful sign was cause for another charter. Early in the trip the gauge of the Interlake Tissue Mills spur proved too wide for 83, which, on the last curve on paved trackage, decided to carve its own line down the asphalt. A local section house was unlocked and among its treasures was a useful pile of splice bars. A human transport system soon arranged them into a guideway over which 83 was successfully backed onto solid rails (thanks to the rear truck which was still on the track). The following month the UCRS participated in a Montreal weekend as guests of the CRHA. A trip up the spectacular MTC Mountain line in observation car 1 was greeted at the tunnel by derailed regular car 1347. There was quite a delay until an MTC emergency truck came clumping up the ballast with a supply of jacks and tools which were then applied to an 'official' rerailling. Imagine everyone's later surprise to learn that the route was abandoned the very next day with that same car, 1347, as the last car! A TTC trip later that month derailed while turning from Dundas onto Bloor, but was simply backed up to reraill.

A surprise came in January 1958 when the TTC bought their Kansas City cars. A total of 31 members and visitors paid \$2 each to ride car 4778's first revenue trip. Meanwhile the NS&T was now down to five trips a day, so 'just in case' a charter was run with car 622.

The 1950's decade closed out with the end of electric rail operation in Ottawa, Quebec and Montreal and for the UCRS it was the last run of the NS&T. After a decade of rumours, the end came in March 1959 and over 90 people turned out to ride cars 83 and 623 on the day following the last regular trip.

On the steam scene, the co-operative arrangement previously mentioned produced one annual trip, usually in June or July, and usually visiting out of the way places. The trip of June 17, 1950 saw 212 passengers ride to Coboconk, Lindsay and Port Hope behind CNR Pacific 5592. This was the biggest passenger train to visit Coboconk in most memories and was locally remembered for many years. Such a trip was like a voyage of discovery as it passed through more remote communities. Memories of this trip may include the long and relatively unknown wooden trestle over Balsam Lake. For others it may be the line of derelict 700 and 800 series 2-6-0's at Lindsay, which were given a close 'inspection' by many passengers. One latter leg of this trip was over the Peterborough to Port Hope line, which was closed just 11 months afterwards.

The 1951 trip went in exactly the opposite direction, with Port Dover being the final destination. In spite of hot weather which necessitated a four-hour delay for icing at Port Dover, it was a day to be enjoyed as 2-6-0's 902 and 914 handled the train from Hamilton and return via Tillsonburg and Brantford. Other rail activity which added interest included the all-steam Hamilton roundhouse, two local mixed trains and the Lake Erie and Northern. Other memories of this trip include the unreal feeling of gliding slowly through a moonlit evening ground mist which hugged the empty meadows near Burford as the deep, moist whistle of a 2-6-0 drifted back. In contrast was the mainline dash from Brantford to Hamilton as two Moguls tried to regain time and shot down the hill through Copetown and Dundas at 70 MPH. Not bad for 41-year old, 63 inch drivers!

Later trips up to 1955 included the CNR to Collingwood, and to Goderich (via London), then CPR to Goderich via Hamilton (in the rain) and CN to Belleville via Lindsay. Fares by this time were at the \$7.95 level (including an evening meal in the diner). Because many felt that this was inflationary and that the trips were containing less of interest to the railfan, the UCRS bowed out of the joint excursions in 1955. A number of members had begun to favour informal trips where a group would ride a regular train. After all, you could go almost anywhere by train. Such trips were run from late 1953 onward, starting with a sampling of the CPR's new RDC services to London and Peterborough.

Diverse rail routings were often possible. In October 1955 members toured CN lines via Georgetown, Beeton, Collingwood and Allandale and shortly after rode the CPR to Orangeville and Saugeen in order to sample the mixed services of the Bruce Peninsula. Members rode to Durham behind 1057, which is still a well known local engine.

Once bitten by mixed train fever, the UCRS organized several visits to branch lines, often prompted by train-off rumours. Such a trip was the April 1957 last CPR passenger run to St. Mary's. The delegation was so small that all got turns in the cab. No doubt memories still linger of the violent thundershower which pelted the cab roof of the D-10. In vain did passengers peer through the rain for a last glimpse of the 'beach' at Lake Simcoe. Next was a trip out of Woodstock to Port Burwell. This featured lots of steam operation and operational features such as the car ferry ASHTABULA and the two different ways of arriving at Tillsonburg station.

In October 1958 a farewell trip was held on the last CNR passenger run from Blackwater Junction to Midland. About 16 members attended. Some decided to return to Toronto via Georgetown on the

Meaford to Hamilton train which was usually hauled by doodlebug D-1. This evening D-1 was laid up and its replacement car 15832 had also succumbed to a bug so the latter was hauled by diesel 1244. This provided an opportunity to ride the motor section without going deaf. It was obvious by this time that such circuitous rail tours would soon be impossible to make as public services were gradually trimmed.

Worthy of mention are the joint outings with the CRHA of Montreal. These began with the October 1956 commemoration of 100 years of rail service between Toronto and Montreal. Delegations took regular trains (still steam-powered) from each city to Kingston, where they met for a tour of the Canadian Locomotive Company works (where the CPR's first H24-66 Trainmasters were being assembled), followed by dinner and speeches at a local hotel. A year later the UCRS travelled to Montreal for a weekend of trolleys and CPR steam to Labelle.

Finally, in May 1959, the two societies organized the double-headed 'farewell to steam' excursion out of Belleville. For that trip CNR 2-6-0 No. 90 and 2-8-0 No. 2649 were given white tires and a good cleanup. The trip ran to Bancroft and York River and return via Trenton Jct. It provided a lot of useful film footage for the National Film Board, for a film that has been seen around the world. For this trip club members provided the day's food requirements from lunch car 15636.

A quick review of this decade shows a total of 36 excursions, official, unofficial, joint or otherwise, divided evenly between 'steam' and electric. Their frequency varied from a low of one in 1951 to a high of six in 1957. The runpast was always a feature of the more informal electric excursions but was never really accepted of local steam outings until the famous 1959 Bancroft trip. This set a new standard to be followed in the post-dieselization era of the 1960's.

UCRS STEAM TRIPS **1960-1980** Compiled by Dave Spaulding

- 1960 June 5th CPR Royal Hudson 2857 Toronto-Port McNicoll Co-sponsored with Toronto Train Trip Association
 July 10th CNR Northern 6167 Toronto-Niagara Falls, via Hamilton-Caledonia-Welland Jct.-Port Robinson-Stamford. Advertised as "Last Steam-Powered Train Ever To Depart From Toronto Union Station"
- 1961 All trips with CNR 6167
 June 4th Toronto-Guelph-Paris, via Georgetown-Guelph-Galt-Harrisburg-Lynden-Brantford-Paris-Caledonia-Hamilton.
 July 8th Toronto-Oshawa and Oshawa Ry. trip.
 July 9th Toronto-Belleville-Lindsay
 Oct. 1st Toronto-Gravenhurst, via Beaverton-Washago-Gravenhurst-Barrie.
- 1962 Jan. 28th (First winter steam excursion operated by UCRS) Toronto-Lindsay, via Blackwater Jct.-Lorneville-Lindsay-Mariposa-Blackwater Jct.
 Mar. 4th Toronto-Niagara Falls Joint CNR/UCRS trip.
 June 10th Toronto-South Parry, via Barrie-South Parry-Beaverton
 July 15th Toronto-Niagara Falls Joint CNR/UCRS trip.
 Aug. 12th Toronto-Orillia (Mariposa Festival) Joint CNR/UCRS Trip.
 Aug. 26th Toronto-Picton Diesel on tail end Picton-Trenton Jct. to facilitate turning.
 Sept. 30th Toronto-St. Thomas, via Hamilton-Jarvis-St. Thomas.
- 1963 All trips with CNR 6167
 Jan. 27th Toronto-Orillia, via Beaverton-Washago-Orillia-Barrie
 Feb. 17th Toronto-Niagara Falls Joint CNR/UCRS trip.
 May 11th Toronto-Oshawa-Coburg; Oshawa Ry., last train on King St.
 June 9th Toronto-Palmerston-Stratford, via Hamilton-Dundas-Lynden-Guelph Jct.-Palmerston-Stratford-Guelph-Georgetown.
 July 6th Toronto-Aurora, with two side trips Aurora-Bradford. Commemorated Aurora Centennial.
 Sept. 13-15th Toronto-Ottawa-North Bay. ONR Diesel Portion, North Bay-Temagami.
 Sept. 28th Toronto-Lindsay; diesel trip Lindsay-Haliburton with CNR GMD-1's.
 Sept. 29th Toronto-Midland, via Beaverton-Washago-Orillia-Tiffin Yard. Wyed at Tay. Advertised as Mystery Trip.
- 1964 All trips with CNR 6167
 Feb. 15th Toronto-Guelph, via Georgetown-Guelph-Galt-Harrisburg-Hamilton
 Feb. 16th Toronto-Barrie (Winter Carnival) Joint CNR/UCRS trip.
 Mar. 7th Toronto-Blackwater Jct. Children's Special
 Mar. 8th Toronto-Niagara Falls Joint CNR/UCRS trip.
 June 20th Toronto-Lindsay-Belleville; first fantrip with UCRS car "Nova Scotia" (was used on Mar. 7th trip).
 Sept. 26 Toronto-Scotia Jct., with 6167, 6218. Via Beaverton-Scotia Jct.-Barrie. First UCRS trip with CNR 4-8-4 6218.
 Sept. 27th Toronto-Paris, via Hamilton-Brantford-Paris-Caledonia-Hamilton, with 6167 and 6218. Last run of 6167. Special banquet at Hamilton.
- 1965 All trips with CNR 6218, except as noted, 1965-1971.
 Jan. 30th Toronto Bypass; Doncaster-Burlington
 June 5th Toronto-Kingston
 Sept. 25th Toronto-Stratford-London, via Dundas-Paris-Stratford-London-Guelph; with Skyview sleeper/lounge car
 Sept. 26th Toronto-Lindsay; diesel portion (GMD-1's) Lindsay-Haliburton with Skyview car.
- 1966 Jan. 23rd Toronto-Paris, via Hamilton-Caledonia-Paris Jct.-Brantford
 Sept. 24th Toronto-Lindsay; diesel portion Lindsay-Haliburton with GMD-1's

- Sept. 25th Toronto-Niagara Falls, via Hamilton-Merritton-Welland Jct.
1967 Feb. 19th Barrie-Toronto (via Beeton Sub.); diesel portion, Toronto-Barrie
 May 13th Toronto-Gravenhurst; Newmarket Subdivision both ways
 Sept. 30th Toronto-Lindsay, diesel portion Lindsay-Haliburton
 Oct. 1st Toronto-Fort Erie, via Hamilton-Caledonia-Fort Erie-Welland Jct.-Merritton
1968 Jan. 28th Toronto-Washago, via Beaverton-Washago-Barrie
 June 1st Toronto-Stratford-Palmerston, via Guelph Jct.-Stratford-Palmerston-Guelph Jct.
 Special runpast beside 6167 on display at Guelph.
 July 6th Toronto-Montreal; joint UCRS/Illini Railroad Club trip
 July 13th Montreal-Toronto " " " " " "
 Aug. 3rd T&NO 2-8-0 137 North Bay-Englehart; diesel on southbound portion
 Sept. 28th Toronto-Niagara Falls
 Oct. 27th Toronto-Bellefonte-Lindsay
1969 Jan. 26th Toronto-Guelph, via Hamilton-Lynden-Guelph Jct.
 May 17th T&NO 137 North Bay-Englehart; diesel portion northward
 July 5th Toronto-South Parry, via Bala Sub. First trip with Car 13.
 Oct. 25th Toronto-St. Thomas, via Hamilton-Caledonia-Jarvis-St. Thomas-Caledonia-Hamilton.
 Note: In 1969 two additional trips were scheduled and advertising issued but trips were cancelled:
 Aug. 30th-Sept. 1st Toronto-North Bay with 6218, on Sat.; North Bay-Englehart-diesel,
 Englehart-North Bay with T7NO 137 on Sun.; North Bay-Toronto with 6218 on Mon.
 Sept. 27th Fort Erie-Hamilton with Reading 2102
1970 Jan. 25th Toronto-Stratford, via Guelph Sub.
 Apr. 25th Toronto-Lindsay
 July 4th Toronto-Gravenhurst, via Bala Sub.
 Sept. 20th Toronto-Guelph, via Acton-Guelph-Lynden-Brantford-Caledonia-Hamilton
 Oct. 17th Toronto-Lindsay, diesel portion Lindsay-Haliburton
1971 Jan. 24th Toronto-Orillia, via Newmarket Sub.
 Mar. 20th Toronto-London, via Guelph-Stratford-London-Dundas
 Mar. 21st Toronto-Paris Jct., via Guelph-Lynden-Paris Jct.-Brantford-Caledonia-Hamilton
 (Banquet). Last UCRS steam trip with 6218.
 From Sept. 15th, 1973 to Sept. 1977 all CNR 6060 trips operated by CN with involvement of three
 Toronto clubs-UCRS, ORA, CRHA
1977 Oct. 1st CNR 6060 Toronto-Gravenhurst, via Newmarket Sub.; side trip Gravenhurst-Washago
1978 From May 21st to Sept. 23rd all 6060 trips operated by VIA Rail with involvement of three
 Toronto clubs
 Sept. 23rd Toronto-Stratford-Clinton, via Guelph Sub.; side trip Stratford-Clinton
1979 June 2nd Toronto-Collingwood, via Newmarket and Meaford Subs. Diesel section Barrie-
 Collingwood. Two sections combined for two sidetrips Dollingwood to Stayner. Steam section
 to Orillia for wyeing.
 Sept. 29th Toronto-Gravenhurst, via Newmarket Sub.; sidetrip Gravenhurst-Washago
1980 July 19th Toronto-Niagara Falls; last steam trip operated by UCRS

UCRS DIESEL TRIPS, 1963-1978

compiled by Dave Spaulding

- 1963 June 8th CPR RDC 9052 Toronto-Waterford; via Hamilton (TH&B)-Brantford-Waterford-
 (interchange TH&B-NYC-LE&N)-Galt (CPR)-West Toronto
1965 Oct. 23rd CPR E8 1802 Toronto-Hamilton-Orangeville; via Hamilton (TH&B)-Guelph Jct.-
 Streetsville-Orangeville
 Oct. 24th CNR 6703 (F-M C-Liner), 6773 Toronto-Barrie, via Georgetown-Barrie (Beeton Sub.)
 return via Newmarket Sub.
1967 Jan. 14th NYC GP7 7504, TH&B GP9 402 Hamilton-Waterford-Welland; TH&B, Hamilton-Waterford,
 NYC Waterford-Welland, TH&B Welland-Hamilton
1970 May 30th CN RDC's 6352, 6110; Toronto Bypass, Burlington to Pickering
1972 Oct. 14th CNR "The Blue Mountain Special", units 6774, 6623, 6540; Toronto-Meaford;
 (Stonehouse Gardens, Mile 50.2 Meaford Sub.-did not go down grade into Meaford)
1973 Sept. 22nd via CPR/CNR, Toronto-Owen Sound. "The Owen Sound Limited", hauled by GTW
 4922, CN 4107 Geeps; 100th Anniversary of Toronto, Grey and Bruce Ry.; former Prime
 Minister John Diefenbaker was aboard. CPR Toronto-Owen Sound, CNR Owen Sound-Toronto.
1974 MAR. 9th CN RDC's 6106, 6111, Toronto Bypass and Beach Sub., between Pickering and
 Burlington (Special stop at CNR Milton Station).
 June 15th CNR/GO Toronto-Meaford: GO 9861, CN 3112, 3113, 3114, GO 9859. Special in
 connection with Ontario Government, for christening of Manitoulin Island ferry
 CHI-CHEEMAUN, with Premier Davis attending. Did not go beyond Craigleith, account
 sticking brake on GO APCU caused flat wheels.
 Sept. 28th CNR Toronto-Haliburton, with units 6539, 6530 leading the 'Haliburton
 Highlander', via Uxbridge and Haliburton Subs.
1975 Feb. 8th CN RDC's 6114, 6004, 6003, 6116, Toronto-Washago-Barrie; Barrie Winter
 Carnival at Formosa Spring Park (Siding off Beeton Sub.)
 June 7th CPR/CNR Toronto-Midland; CPR Toronto-Coldwater, CNR to Midland, and return via
 Newmarket Sub. CN 6784, 6379 pulling the 'Huron Limited'; special photo stops and run-
 past at Hog Bay Trestle and Orillia Station Restaurant. Two shuttle trips run Midland-
 Martyrs Shrine.
 Sept. 13th CNR RDC's 6116, 6003, 6120; Toronto-London-Goderich; tour of GMD plant in
 London; Goderich-Stratford-Paris Jct.-Burlington.
1976 CNR RDC's 6114, 6006, 6001, 6117, 'The Owen Sound Limited II', Toronto-Owen Sound, via
 Guelph Jct.-Palmerston-Owen Sound, return via CNR Owen Sound Sub. Special movement

through CN/CP interchange at Owen Sound to CPR Owen Sound station. Unveiling of plaque commemorating Toronto Grey and Bruce Ry.

May 15th CN RDC's 6110, 6115, 6101, Toronto-Welland-Niagara Falls. Trip was over 11 subdivisions: Toronto-Halwest-Burlington-Hamilton, via Weston, Halton, Oakville Subs. Hamilton-Caledonia: Hagersville Sub.; Caledonia-Nickel: Dunnville Sub.; Nickel-Yager: Humberstone Sub.; Yager-Robbins: Stamford Sub.; Robbins-Feeder: Cayuga Sub.; Feeder-Thorold: Canal Sub.; Thorold-Port Robinson: Thorold Sub.; Niagara Falls-Hamilton: Grimsby Sub. Train called 'The Niagara Blossom Special'

Aug. 7th CN 3113, 3119 leading the 'United Empire Loyalist Limited', Toronto-Belleville-Picton, via Belleville-Anson Jct.-Picton-Belleville. Special ran Toronto-Belleville as part of Train 44; returned on No. 46.

1977 Aug. 6th CN 4510, 4524 leading the 'Silver Jubilee Special', Toronto-Peterborough-Lakefield. Special celebrations at Peterborough. Three sidetrips, Peterborough-Lakefield. Push-pull operations on sidetrips.

Nov. 11th-13th. ONR 'TEE' Train, Toronto-North Bay-Kirkland Lake. Fri. Nov. 11th, Toronto-North Bay; Sat., Nov. 12th, North Bay-Earlton-Elk Lake-Englehart-Adams Sub. to Dane Mine-Kirkland Lake, return to North Bay. Sun., Nov. 13th, Tour of ONR North Bay shops, return to Toronto. Special was MU'd with No. 123 n.b., 122 s.b.

1978 May 27th ONR 'TEE' train, Belleville-Toronto, via Campbellford and Uxbridge Subs. 'TEE' train returning after being on display at Belleville.

Aug. 4th-7th ONR 'TEE' train, Toronto-North Bay-Moosonee. Fri., Aug. 4th, Toronto-North Bay; Sat., Aug. 5th, North Bay-Timmins; Sun., Aug. 6th, Timmins-Moosonee and return; Mon., Aug. 7th, Timmins-Toronto.

Nov. 10th-13th ONR 'TEE' train, Toronto-Sault Ste. Marie-Hearst. Fri., Nov. 10th, Toronto-North Bay; Sat. Nov. 11th, North Bay-Sault Ste. Marie (CPR); Sun., Nov. 12th, train derailed on ACR north of SOO account broken rail. Note: This trip rescheduled from Oct. 6th-9th.

Note: In 1978 one additional trip was scheduled and advertising issued, but trip was cancelled. It was to be on June 18th, CN RDC's Toronto-Barrie via Newmarket Sub. then Beeton Sub. Tottenham-Alliston.

UCRS ELECTRIC TRIPS compiled by Dave Spaulding

1961 Sept. 30th CPR, GRR/LE&N, Toronto-Simcoe. Last day of electric operation.

1962 July 14th Oshawa Ry. Trip completed by diesel as overhead brought down by high load car at CNR Oshawa station.

1963 June 29th Oshawa Ry. Last UCRS trip on Oshawa Ry.

A REVIEW OF SOME OF THE SOCIETY'S TTC FANTRIPS, 1960-1981

1960 May 8th: 4649, 4675, operated MU on Queensway. June 4: 2420, 2424. July 9th: 2756, 2870. Aug. 19th: 2420, on three-hour evening trip operated free for members and guests, with photo stops for night photography; first trip of this type operated by UCRS.

1961 Jan. 22nd: over temporary track diversion on Bloor at Avenue Rd. account subway construction. Apr. 30th: PCC 4018, equipped with experimental solid steel wheels; into (and out of) George St. scrap yard, as well as along non-revenue track on Scott, Front, and Sherbourne Streets, since removed.

June 3rd: 2424, 2894, 4708. July 21st: 2424 (regular UCRS third Friday meeting); evening trip, reported as "Last trip with 2424", first car into new Ferry Loop; pole broken backing out.

Sept. 9th: 2700, 4575, W27. TTC Centenary (100 Years of Street Railway Operation in Toronto; 40th Anniversary of TTC. Special display of TTC relics and operation at Hillcrest.

Sept. 10th: 2300, 4779 (first hour only).

1962 Jan. 27th: 2838, 2800, 2710. Mar. 25th: 2776. Special operation of work equipment at Danforth Carhouse. Aug. 17th: 2300 (Regular UCRS third Friday meeting).

Sept. 29th: 2300, 2742. Special operation of work equipment at Lansdowne Carhouse.

Dec. 9th: 2850. First Witt into new Lipton Loop.

1963 Jan. 26th: 2300, 2834, 2894. Feb. 23rd: 2894. Not a charter. Used as a regular car for last Saturday of Dupont route. Apr. 21st: 2858. Oct. 27th: 2868 (covered temporary trestle on Queen route during rebuilding of Don River bridge).

1964 May 31st: 2778. Covered Bathurst St. bridge diversion. Oct. 25th: 2766.

1965 Jan. 31st: 2766, 2884, 4754. Apr. 25: 4001. July 16th: 2766, 4525, last run, Witt cars. Nov. 6th: 4020.

1966 Oct. 15th: 4683. Tour of Hillcrest Shops. 4000 (first TTC PCC) posed. Banquet in evening.

1967 July 7th: 4490. Aug. 13th: 4599. Tour of Hillcrest, operation of 2766.

Oct. 22nd: 4400, 4899. MU operation, Queen St., Kingston Road.

1968 May 10-11th: 4199, 4226. Night trip--last run over Bloor/Danforth shuttles, and Dundas between Bloor and Runnymede Loop. Sept. 29th: 4199.

1969 Feb. 8th: Tour and special operation of work equipment, including new garbage car "Tokyo Rose" at Greenwood Shops. Apr. 20th: 9020, first rebuilt trolley coach.

1971 July 23rd: 4586. Sept. 26th: 4199, and operation of 2766 around St. Clair Carhouse.

1972 July 28th: 4199, evening trip. Last fantrip with air-electric PCC. Oct. 15th: 4380, 4751, 4660.

1973 Sept. 7th: 2766, 2894. Evening trip, first Witt excursion since 1965. Sept. 23rd: 2766, 2894.
Oct. 28: 2766, 2894.

1974-1975 Various trips operated with Witts and PCC's.

1976 Jan. 25th: 4759. Last trip with ex-Kansas City PCC before series retired.

1980 June 22: 4701. Last fantrip with ex-Birmingham PCC's before series retired.

1981 Oct. 25th: 4673, 4693. Last charter with ex-Cleveland PCC's before withdrawal.