

Upper Canada Railway Society

NEWSLETTER

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The October meeting of the Society will take the form of the tenth anniversary banquet to be held on the nineteenth, the third Friday as usual. The Society's first meeting was held on October 17th, 1941, so that the banquet will fall very close to the actual anniversary. Further details concerning the banquet are given in a separate circular which is being distributed to those members in the near-Toronto area only.

LOCOMOTIVE NOTES

Chesapeake & Ohio Railway Mikado no. 2376 has been sold to the Sydney & Louisbourg Railway: It passed through Toronto enroute to its new home on September 20th.

Further CNR scrappings are:

(4-6-2)	5590	July 31st	Val Royal
(2-6-0)	742	June 20th	Stratford

The CNR historical locomotive no. 40, which has taken part thus far in the Central Vermont and GTW centennial celebrations and also the "Kingston Diesel Day" was in Toronto for the Canadian International Stamp Exhibition. On Tuesday, September 25th it headed a train from Richmond Hill to Toronto carrying sacks of mail. The train was actually powered by a diesel on the rear, as no. 40 is not operated under its own steam. Period costumes added flavour to the ceremony. The next assignment for this locomotive is at Northfield, Vermont, where it will take part in a celebration at Norwich University on October 6th. It will be again lettered "Central Vermont" for this occasion.

Of the CPR's new 800 H.P. diesel switchers by GMD, no. 6708 is assigned to Toronto. It sports the new paint scheme for diesel switchers of maroon and grey with yellow stripes. Also 1000 H.P. switcher 7061, also in Toronto, has been similarly treated. 6708 is of the same type as the CNR 8500-8521 series, many units of which are prominent in the Toronto yards.

TRAIN CANCELLATIONS

CNR commuter trains 74 and 85 have been cancelled on Saturdays; no. 83 is to replace 85.

George Horner

IMPROVEMENT PROGRAM ON CPR EASTERN REGION

The Canadian Pacific Railway is spending over 17 million dollars on a variety of improvements to right-of-way, buildings, signals and other items in Eastern Canada.

The principal items in the program are outlined:

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- 215 miles of new main line rail.
- 880,745 new ties.
- 713 miles of ballasting and bank restoration.
- Extension of Windsor Station facilities for the handling of express, mail and baggage.
- Further building at the Cote St. Luc yard.
- Construction of 1500 feet of new track at Drummondville, P.Q.
- New team track and roadway at Quebec City.
- Extension of express building at London, Ont.
- Construction of single stall engine shed at Chatham for diesel switcher.
- Extension of passing track and yard at Guelph Junction.
- Double-tracking of "Canpa Runoff" in Etobicoke Township, west of Toronto. (This was completed recently).
- Extension of yard trackage at Parkdale, in Toronto.
- Additional sidings at Emery, Ont.
- 73 miles of block signal installation, Nipigon to Current River, Ont.
- New industrial spur at Sudbury.
- New passing track at Romford, Ont.

A portion of the money allotted for expenditure on track repairs and replacements will be spent on two subsidiaries, the Dominion Atlantic Railway and the Grand River - Lake Erie & Northern system.

ABANDONMENT APPLICATIONS

The electric London and Port Stanley Railway has made application to the Board of Transport Commissioners for authority to get out of the passenger business. This would be a preliminary to converting the line to diesel operation for freight only. Although the cars are still well maintained, they are approaching retirement age, and passenger business has dropped off during the past year. Greyhound buses would carry passengers between London-St. Thomas-Port Stanley if the application is approved. (Eastern Canadian Greyhound bought out Bluebird Coach Lines, which the L&PS successfully fought off in the London-Port Stanley haul only a few months ago).

The Canadian National Railways has applied for permission to Abandon the branch line which runs westerly from Brockville to Lyn Junction and Westport. This was originally the Brockville, Westport and Northwestern Railway, and later became a component of the Canadian Northern system.

TTC NOTES

The new storage yard for Yonge cars on Toronto's waterfront entered service on September 5th as several trains pulled in here after the P.M. rush hour. Up to time of writing only about ten trains have been stored in the yard overnight instead of the capacity number of 36.

Demolition of the most easterly bay of three tracks at Eglinton carhouse is under way.

The long unused crossover tracks in Danforth carhouse yard which served for trailer shunting up until 1938, were recently removed.

A driveway for trolley coach storage has been constructed on the site of the former Wade Ave. trailer yard. This was two blocks south of Lansdowne carhouse, and will presumably allow more space for street car storage there, including the regular Lansdowne sweepers, plow and scraper car which have been kept at Russell yard all summer.

Track on Gerrard Street East from Woodbine Avenue to Main Street is currently being renewed. The old trackage here was the original rail of the Toronto Civic Railway's Gerrard line, laid in 1912. This completes the renewal of all track of this old line.

THE RAIL PROBLEM: SPEED AT A PRICE

by Donald Gordon, CNR President

If there is a serious threat to the long term existence of the railways it arises from the habits of mind induced by a long history of close and exacting restrictions over what railway management can and cannot do in adjusting services to changing conditions. The Canadian public values its great railway systems; it would be a pity if the railways were so loved that they were squeezed to death.

In looking at the trends which emerge from the past and are likely to continue into the future, one of the striking things is the increasing emphasis which the public places upon the speed of transportation service. But when it comes to designing motive power - whether it be a marine or airplane or motor car engine or a railway locomotive - engineers are well aware that speed can be a costly quality in transportation. Apart from technological improvements, increased speed beyond a critical point is attained at the sacrifice of economy. This fact is common to each transportation medium; there is an optimum cruising speed and an optimum load determined by the technical characteristics of the equipment.

Now the railways are not incapable, nor adverse to the idea, of increasing the speed of both passenger and freight service, and I venture to say that if speed were our sole objective we could, within a relatively short time, cut the time of our freight train schedules by as much as one third.

To take the other extreme, if speed were unimportant, economical operation would dictate an average freight train speed of about 15 m.p.h. In fact, railway management is keenly aware that what the public wants is not simply speed, but speed at a price, and as low a price as possible. Some shippers and consignees, because of circumstances peculiar to their own business are prepared to pay a premium for faster service, but for the great bulk of tonnage which makes up the nation's commerce the primary consideration continues to be that of obtaining a low rate for large quantities moving over long distances. Therefore, while the search continues for engineering improvements that will avoid the penalty of higher cost, an attempt is being made to strike a balance in the kind of service provided.

The greater emphasis on speed will, I predict, continue in the future, for the simple reason that more and more significance can be attached to the old adage that time is money. The integration of industrial processes together with shortened working hours means that more things must be accomplished in a given time and this pressure naturally is brought to bear on the transportation industry which functions at each successive stage of productive process. This suggests that the whole range of transportation service the standard of speed will be raised, so that what is now an average or normal level will in time appear slow.

For the railways this will mean higher standards for roadbed and track, and modifications to the layouts and design of yards in major terminals - not an easy problem considering the tendency for railway facilities to be hemmed in by suburban and industrial development.

When it comes to shipping bulk commodities, the public is inclined to hold the railways responsible even when they control only part of the movement to final destination. A case in point is the movement of western grain, which, in view of bumper crop prospects, appears to be headed for a crisis.

Our difficulty, speaking for the Canadian National, is not in accepting the grain for shipment but in getting rid of it when the rail haul is completed.

To illustrate my point, throughout the months of April, May, June and July the CNR moved a daily average of 508 cars of grain from the Prairies, a quantity which not only reached but surpassed the quota set by the Canadian Wheat Board. But as we did so the congestion in Lakehead terminals developed to the point where we had as many as 2,400 cars in the yards awaiting unloading. The average number detained during the month of July was around 2,000 cars.

Clearly it is uneconomical in normal circumstances to use boxcars in this fashion as warehouses on wheels, and it is anything but helpful to the available supply of boxcars to have them tied up at a time when the railways are hard pressed to meet the requirements for moving not only wheat but other important commodities. It has been necessary, therefore, to avoid aggravating the congestion, to make adjustments in the loading of cars at Prairie points.

But to describe this situation as a shortage of boxcars for which the railways are responsible is hardly an accurate representation of the facts. The facts will show indeed that the CNR now has on the Western Region some 24,000 empty boxcars in readiness for the new crop and all other traffic offering. This pool of cars amounts to no less than 37% of our total boxcar ownership on Canadian lines.

The public expects a high standard of comfort and convenience. It is also true that the railways are expected to be improving their operating efficiency. Let us look at the record for the past two decades or so, choosing 1928 as a base, since that was a peak year for Canadian railways in the inter-war period.

In 1950 the Canadian National Railways was able to carry 40% more net ton-miles of freight with 13% fewer locomotives and 13% fewer freight cars of all types, while over the same 22-year period the service we gave the shipping public, as measured by the average freight train speed, improved by 24%. Moreover, essentially because of improvements in the design of rail and treatment of ties on our main tracks, the tonnage of new rail actually laid in 1950 was smaller by 36%, and the number of ties installed was 54% less. For each ton-mile carried we required less man-hours of work. In short, we not only carried more freight faster but we used relatively less manpower and materials and equipment.