Upper Canada Railway Society

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Newsletter

JAN. - FEB. 1975

PURPOSED NAME CHANGE RAIL AND TRANSIT

Upper Canada Railway Society

The Upper Canada Railway Society is a pioneer in Canadian railway publications, having originated in 1935 as the Toronto International Engine Picture Club. In 1941, the present name was adopted and in 1952 the U.C.R.S. was incorporated in the province of Ontario, Canada.

The Upper Canada Railway Society meets on the third friday of each month. July and August meetings are informal movie nights. The meetings are held at 589 Mount Pleasant Road, Toronto, Ontario and start at 8:00 p.m.

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POLICY

Any railway or transit events (such as excursions or fantrips) will be glady covered by the U.C.R.S. Newsletter staff. Two free press passes should be isseed, one for a photographer and one for a reporter to work as a team. All events commencing from outside a 100-mile radius from Toronto, are subject to charges for transportation and accommodation as well.

NUMBER 348-349 JANUARY-FEBRUARY 1975

The Upper Canada Railway Society's Newsletter is published six times a year by the Upper Canada Railway Society, P. O. Box 122, Postal Station "A", Toronto, Ontario, M5W 1A2.

CONTENTS:

WHAT'S NEW GO	3
RAILWAY PHOTOS	7
FAREWELL CITY HALL LOOP	10
RAILWAY NEWS AND COMMENT	16
PALMERSTON; THE DECLINE & FALL	23
MAINLINE ELECTRIFICATION	30
MOTIVE POWER AND ROLLING STOCK	32
TRACTION TOPICS	38

NEXT ISSUE:

EUROPEAN STEAM, FIRST HAND

ONTARIO'S NEW STREETCARS

150TH YEAR OF BRITISH STEAM

FRONT COVER:

CP Rail's premier train, "The Canadian" is overshadowed by the magnificent, towering Rocky Mountains on its way eastbound to Toronto and Montreal in July of 1973. (Ted Wickson)

CENTREFOLD:

Canadian National Railways Pacific number 5605 pulls train 173 out of Palmerston Ontario en route from Hamilton to Owen Sound on 6 August 1956. (Bob Sandusky)

BACK COVER:

Toronto Transit Commission Small Witt #2894 rolls along Edna Avenue leaving Dundas West Subway Station on its way to Bay Street, to be the last car to run over City Hall Loop trackage. The date is 5 January 1975. (Mike Roschlau)

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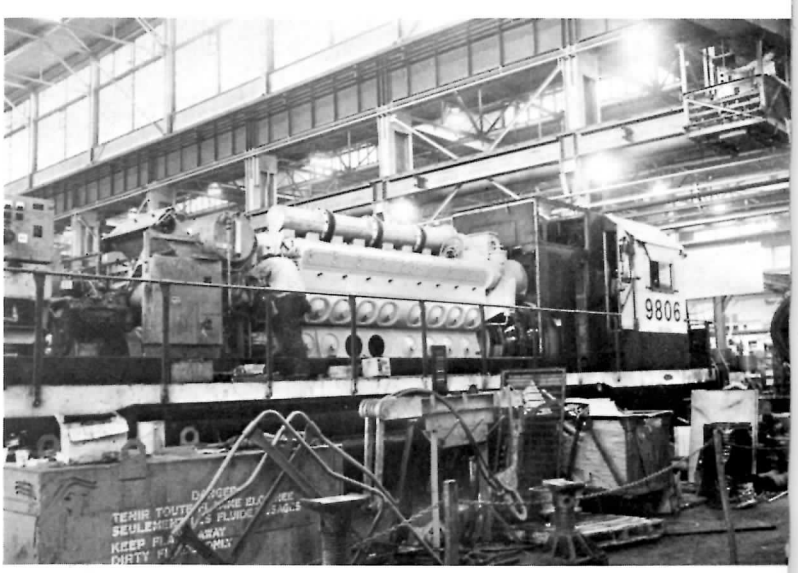
The proposed name change to Rail and Transit as originated by J. T. Robbie is being registered.

what's new

Article and photos courtesy TATOA.



RIGHT: On 17 October 1974, GO GP40TC #9806 sits in CN's Point St. Charles Shop in Montreal in the throes of a major rebuilding job.

BOTTOM: CN sound engineers take meter readings of the sound emissions from GO 9806 with the hood doors open. The open doors reveal the Detroit Diesel model 149 engine used for generating electrical power for the GO coaches, and the sound deadening material used to blank off air louvres in the doors. The engine now breathes through the three air boxes evident on the running board. The photo also shows the lengthened hood which new muffling equipment to cut the noise levels from the mechanical side of the engine and the cooling fan. The protrusion on the roof accomodates silencing components applied to the exhaust side of the engine.

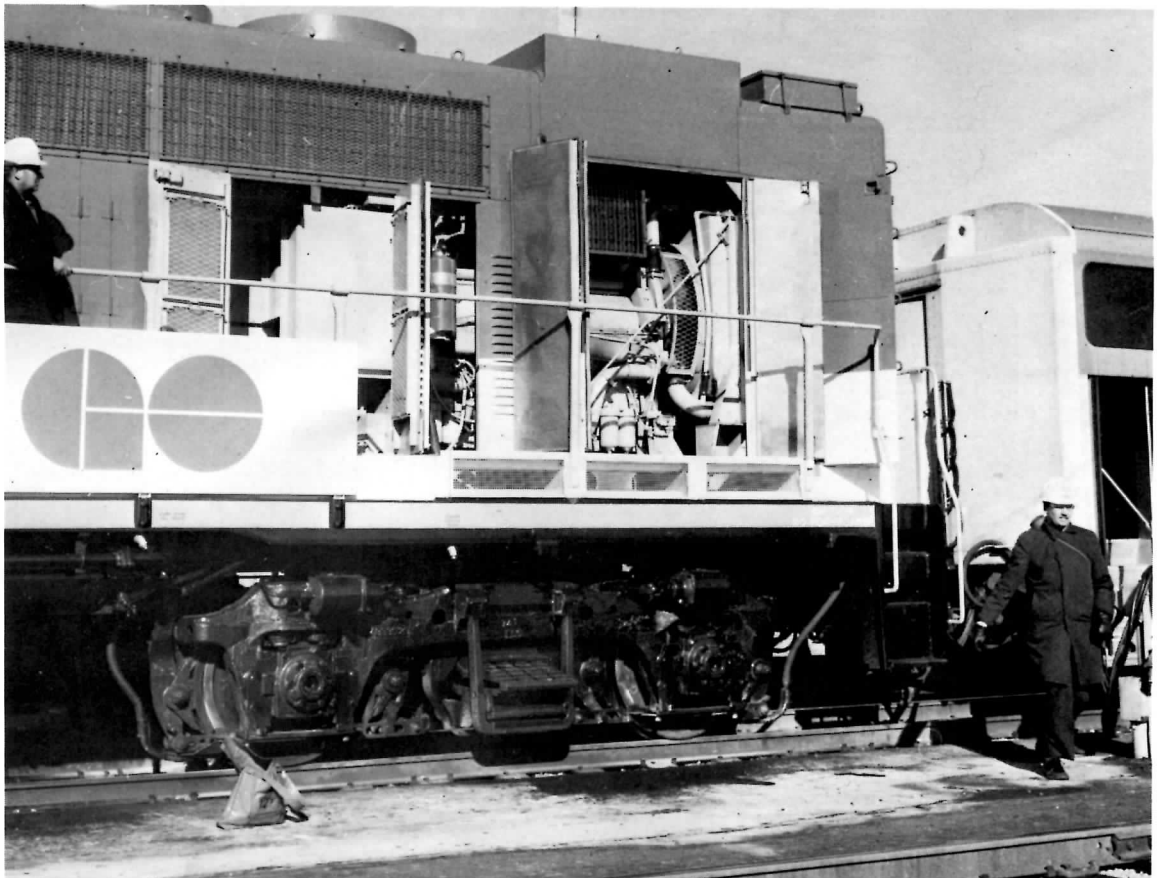
GO Transit has entered the final stages of its programme to reduce noise at its Willowbrook rail facility in Mimico.

Willowbrook, long a busy centre of rail activity as part of CN's former main Toronto freight yard, became the home of GO's rail fleet prior to the start of GO services in 1967.

GO became aware of noise problems associated with the Willowbrook operation and started taking steps to alleviate them. The chief offender seemed to be the diesel power generator installed on the eight original GO locomotives (#9800-9807) to provide electrical power for the heating, air conditioning and lighting in the GO cars.

The engine used in this application was a new model when installed in 1967 and little was known of its noise characteristics. Silencers had been installed, but in practice these proved inadequate.

The real solution to this problem involved applying more effective muffling devices to the engine, but this was difficult on two counts: The technology involvedis extremely sensitive and requires much experimentation, and any such modification would require extensive changes in the locomotive necessitating a lengthy out-of-service period, something GO could not afford to do and still maintain required levels of service.



LEFT: GO 9806 poses beside her sister, GP40TC # 9801 at the Willowbrook maintenance facility in west-end Toronto. The 9801 sports the paint scheme which 9806 had before rebuilding. All eight 1966-built GP40TC diesels will be rebuilt by the end of 1975.

A variation on the auxiliary power problem was introduced last year when GO ordered four locomotives without the power generators in the units. Instead, five Auxiliary Power Control Units (APCU) were built out of old Ontario Northland Railway locomotives, providing the sound technicians with an excellent opportunity to do the necessary experimenting with silencing ocmponents. The experiments proved successful and the APCUs were markedly quieter than the power generators on the locomotives.

The purchase of the new locomotives also gave GO the needed motive power backup to start a programme of extensive overhauls on the original locomotives, part of this programme being to apply the sound-muffling technology learned in building the APCUs. The final design of the silencing equipment and the actual application of the components was carried out by Canadian National Railways in Montreal, who deserve real credit for the success of their answer to an extremely difficult problem.

RIGHT: Resplendent in its new green and white paint scheme, GO 9806 awaits its first assignment at GO's Willowbrook maintenance facility on 26 November 1974.

GOVERNMENT

OF

ONTARIO

TRANSIT

ABOVE: GO 9805 leads a westbound GO train near Markham Road in east-end Toronto. This unit is now in CN's Point St. Charles Shop in Montreal for a complete overhaul and modifications to silence the auxiliary diesel generator which provides electrical power for the passenger cars. It is expected to return to service, painted in GO's new green and white paint scheme, sometime in January 1975.

The muffling has been applied in three major areas. The sides of the locomotive hood, originally louvred to provide breather air for the engine have been blanked off and lined with insulating material while the air intakes have been moved to air boxes specially designed with smooth channels to eliminate any whistling caused by the air flow. The cooling fan housing has been re-engineered to cut down the mechanical noise from the engine and the noise of the fan itself. Better muffling has also been applied to the engine's exhaust.

The first of the modified locomotives, number 9806, has returned to GO Transit service and preliminary tests are encouraging. The sound meters show that the noise emissions have been cut by 80% from the level emanating from an unmodified unit.

The modifications made on locomotive 9806 are now being applied to the other seven original locomoyives in a continuing programme that will see all of them receive the new muffling components by the end of 1975.

GO's noise abatement programme at Willowbrook has extended into another area as well. A "vibration" problem, after extensive testing, was traced to low frequency noise waves from the idling of the 3000 h.p. main diesel engines on the GO locomotives. Shutting down and restarting diesel engines of this size on a daily basis is impractical, so GO started investigations into ways of alleviating the problem while continuing to keep the engines idling.

The possibility of erecting baffles at the Willowbrook facility was investigated but shown to be both impractical and ineffective. So GO experimented with turning the trains around, moving the locomotives from the east end to the west end of the trains and thus placing them farther from residential areas when idling at Willowbrook. This approach proved effective and the experimental switch was made permanent, but not without complications. For turning the trains around meant that the lineside power installations and the locomotive fueling facilities at Willowbrook had to be relocated.

BELOW: GO 9812, 9813 and 9814 haul a CN freight train toward Toronto Yard as they pass Clairville Ontario, on the northwestern outskirts of Toronto on 3 December 1974. The three GP40-2 units had just completed their break-in runs and were about to be delivered to GO. The arrival of the new locomotives allowed GO to return Ontario Northland FP7A units # 1504 and 1511 which had been on lease since late in October. This brings to seven the number of GP40-2 diesels delivered to GO in 1974, bringing GO's total motive power fleet to 15 units.

LRC

Photos by Bill Linley

Light, Rapid, Comfortable is what L.R.C. stands for, and Canada's answer to the railway passenger problem is looking better every day.

The three canadian companies involved with the L.R.C. project, Alcan, Dominion Foundries and Steel Ltd., and MLW Industries Ltd. must be very proud as their product keeps on passing all the tests to which it has been subjected.

These three shots show the test locomotive and coach being tested between Montreal and Ottawa. RIGHT: Departing from Ottawa Station; LEFT: approaching the Ottawa Station; and BOTTOM RIGHT: in full flight passing station and work equipment making a striking contrast although the L.R.C. is only the latest development in conventional train travel, not an airplane or an uninterchangeable set piece of equipment.

RAILWAY PHOTOS

TOP RIGHT:
Canadian Pacific freight extra east for Cranbrook B.C. on the Nelson sub. is headed by units 5580, 5547, BAR 79 and CPR 8640 on 15 September 1974.
(Robbin Rekiel)

CENTRE RIGHT:
Canadian Pacific steam locomotive #144 is pictured at Chipman N.B. shortly before departing for Norton N.B. on 8 June 1950.
(Wendell Lemon colln., photo by the late Fred Stephen)

LEFT:
Penn Central's #7856 leads a freight up the grade at Tyron Pa. en route for Altoona Pa. in May of 1974.
(J.T. Robbie)

One tower, two tower, three. Canadian National's communications tower in Toronto, still to go higher will be the worl-'s tallest free standing structure. The Toronto Dominion Bank tower in downtown is in the background. (Robbin Rekiel)

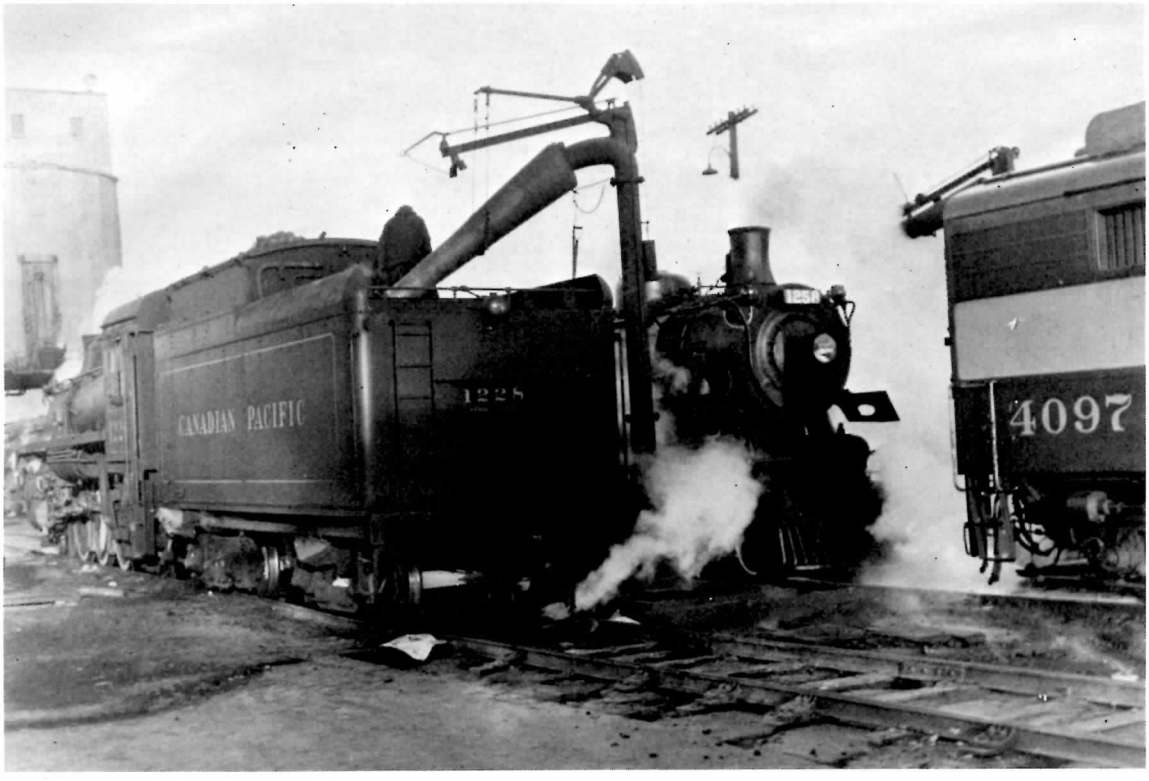

DELSON

TOP OF PAGE 8:
If the Toronto skyline hadn't been there, this shot could easily represent a scene in the winter if 1867, C.P.R. #136passes outside CP's John Street roundhouse on 17 December 1973 before going out to location for more "National Dream" filming.
(John D. Thompson)

BOTTOM OF PAGE 8:
CP pilot crew bords for the forst time! The Delaware & Hudson train on its first trip north to Montreal from New York City is pictured at Delson P.Q. where the train crosses to CP lines for the final part of its journey to Montreal on 5 August 1974.
(Bill Linley)

RIGHT:
Canadian National's Turbo in the picturesque Ottawa Station in early 1974 just after the commencement of this service. (Bill Linley)

BOTTOM:
CP Steam Locomotives #1228 and 1258 with an invader while not really just a diesel locomotive 4097 at Montreal P.Q. in December 1959. (R.D. Webster)



FAREWELL CITY HALL LOOP

BY STAFF WRITER RON LAYTON

The construction of Eaton Centre in downtown Toronto has now reached the stage where the buildings at the rear of old city hall must be demolished. Along with this demolition will come the closing of Louisa and James Streets and so the closing of City Hall streetcar loop. The loop was first used on September 24, 1921 when the DUNDAS car was rerouted from its Richmond-Victoria-Queen loop begun during Toronto Railway Company days. Until November 3, 1930 cars looped via east on Albert, north on James and west on Louisa -- the reverse of the present operation. On December 8, 1930 new trackage on Elizabeth Street (the first west of Bay) was opened. Cars then looped via Elizabeth, Louisa, James, Albert and Elizabeth. Due to construction of the new city hall west of Bay Street, reverted to the use of the Bay Street access on June 4, 1961.

The loop was shared by DUPONT and BAY cars, with the former terminating there when not operating to the Ferry Docks. Both of these routes have been replaced by a variety of bus lines, and to some degree by the subway, in moves the TTC now regrets. The last service car to use the loop prior to closure was Dundas trip No. 21 on Saturday, January 4, using PCC Car No. 4455 which left the loop at 6:40 p.m.

On the following day the Upper Canada Railway Society chartered one of the TTC's restored Small Witt cars No. 2894 to be the last car to use the loop. Demolition was scheduled for the next morning.

After some early snow flurries the sky was clear as No. 2894 left Wychwood Carhouse with "our fearless leader" Charles Price at the controls. The car with its party of 47 enthusiastic riders headed wast on St. Clair Avenue for the first photostop of the day at Townsley Loop. Returning eastbound from the loop, photostops were occuring at what appeared to be every traffic light on the way. Circling Earlescourt Loop and finally heading south on Bathurst Street and west on Dundas, No. 2894 arrived at Dundas West Subway Station for a runpast.

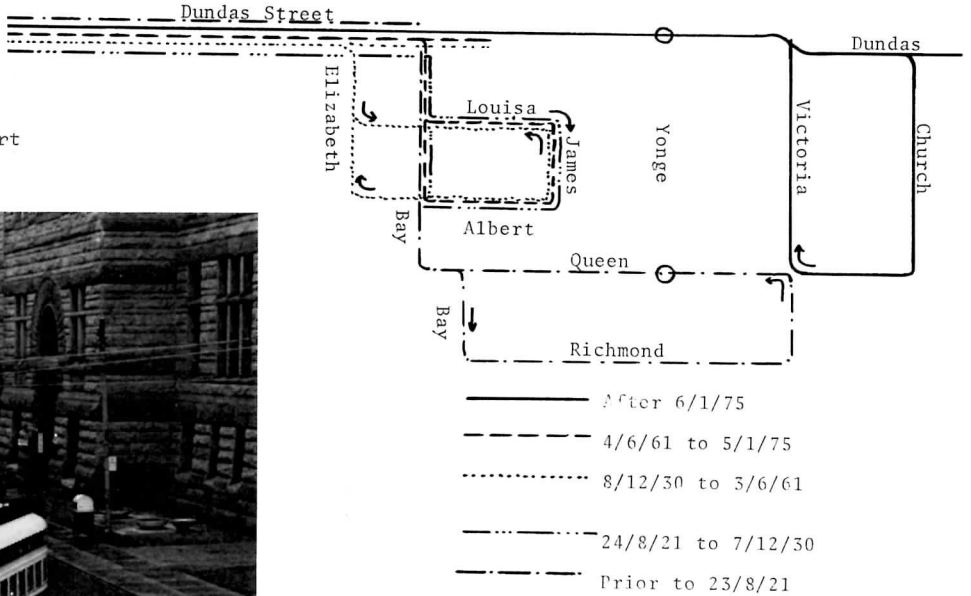
City Hall Loop was reached on time at 11:35, when photographers on the tour stationed themselves on Bay Street for the car to runpast into Louisa Street. The car posed for the cameras in the loop at a number of locations and as it finally turned north onto Bay Street, the clocktower of Old City Hall tolled for the passing of another streetcar facility.

ABOVE: A pair of TTC Air-electric PCC cars load on James Street at Albert on 27 March 1942. (T.T.C.)

BOTTOM LEFT: Brill Witt #2608 loads eastbound on Albert St. at James on 4 April 1930. The direction of the loop was changed on 3 November 1930. (T.T.C.)

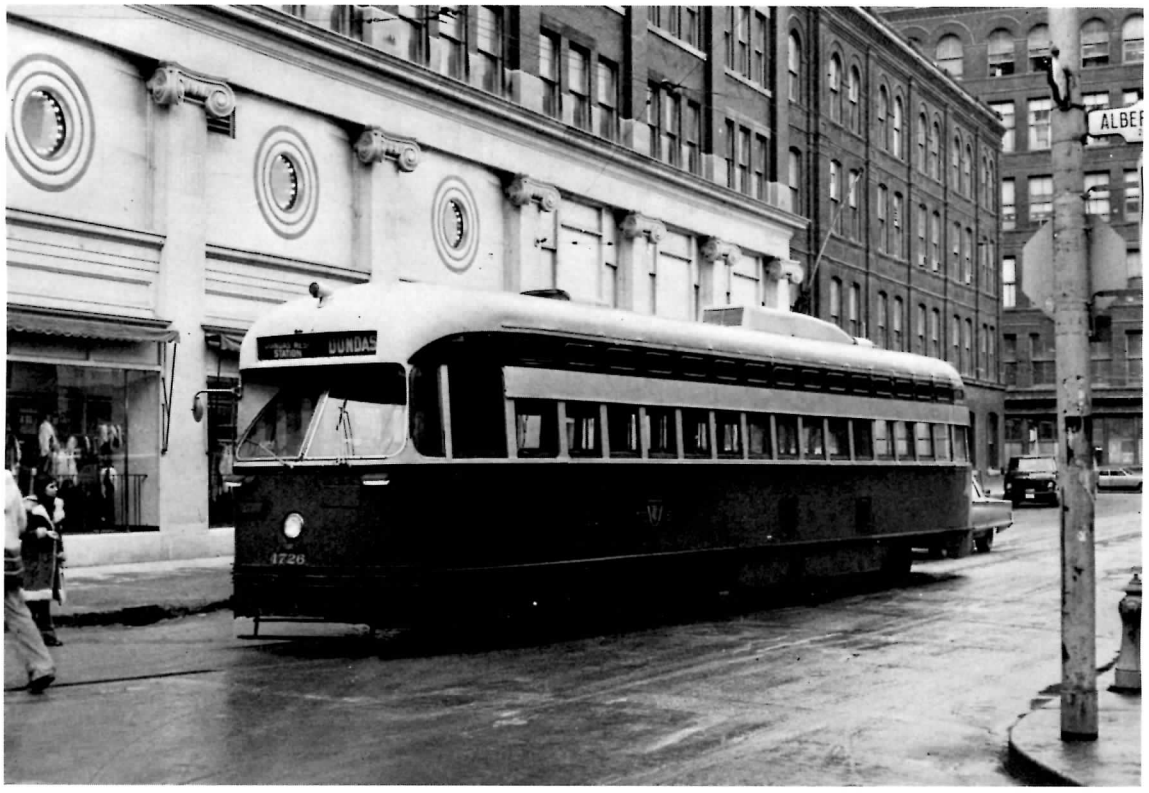
BOTTOM RIGHT: TTC air-electrics #4066 and 4130 are seen on James Street at Albert on 6 September 1941 at about 12:00 noon. (Toronto Transit Commission)

BELOW: All-electric PCC number 4473 turns north onto Bay Street from Albert Street on Christmas Eve of 1974. (Mike Roschlau)



The passing of City Hall Loop was the high point of the tour but it was by no means over. The car and its riders now followed the loop that the new DUNDAS-CHURCH trip will take: south on Church, west on Queen, and north on Victoria. A photostop at Main Street Subway Station was followed by lunch at Coxwell and Gerrard with the car laying over at Russell Carhouse.

The afternoon's activities began with No. 2894 making a loop around the east end of the city to pick up participants who had dispersed to various restaurants. With a service car close behind as the tour ran east on Queen Street, No. 2894 was reversed into Neville Park tail track in order to clear the loop for the regular Queen service. The Neveile Park tail track is the remains of the original Toronto Railway Company Neville Park Wye. The wye was abandoned when the loop was built in the twenties leaving the present tail track. The sight of a Witt car in the tail track must have seemed like a ghost of things gone by to a passing PCC car operator, the expression on his face producing howls of laughter from the members of the tour standing by Queen Street.



RIGHT: Ex Birmingham PCC number 4726 lays over at the corner of James and Albert on 24 December 1974. (Mike Roschlau)

Peter Witt #2894 loads its excursionists on Edna Ave. north of Dundas West Stn. after a brief photostop. (Mike Roschlau)

FAN TRIP

This is the last streetcar ever to leave the City Hall Loop, #2894 northbound on Bay St. on 5 January 1975. (Mike Roschlau)

Byers Towing Service is busy removing an illegaly parked car from the track allowance at York and Wellington Streets in order that our car could proceed north. (Mike Roschlau)

5 JANUARY 1975

The last car to enter the actual loop, no. 2894 does this on 5 January 1975. (Mike Roschlau)

The title of this article was followed by a question mark. The reason for this is that at the present the city and the TTC are negotiating with the Fairview Corporation for the inclusion of transit facilities in the Eaton Centre on the site of City Hall Loop. These facilities would include a new loop for the BAY trolley coach and possibly for the DUNDAS car. If this comes to pass No. 2894 may not be the last car to use City Hall Loop, it may just be preceding a break in service that will result in much improved facilities for travellers on the DUNDAS car line.

Returning to the downtown area the car was stopped for 20 minutes at Wellington and York Streets by an errant motorist who had parked too close to the corner and blocked the tracks. A pair of TTC Inspectors who were out looking for the tour to warn the operator of a parade on Bathurst Street that might interfere later on, found the car marooned at the wrong end of a one-way street. They used their car radio to summon a police cruiser. When Metro's Finest arrived, the officers "suggested" that the tour participants return to the car as the intersection was looking more like the site of a major incident rather than a parking offence. A tow-truck duly arrived on the scene and removed the car enabling No. 2894 to continue on its way.

The final photostop of the day was at Exhibition Loop, where the Witt car was parked on a centre track for the photographers. The tour then returned north on Bathurst Street, completely missing the parade and came to a final halt on Track 1 of Wychwood Carhouse. The people on the trip then had the opportunity to look at and photograph the newly arrived Big Witt No. 2424, which was parked on one of the shop tracks.

In association with construction of the Eaton-Fairview Hall downtown project, the former Dundas-City hall streetcar service was rerouted to loop on-street via Church, Queen and Victoria Streets. This operation began on Monday, January 6, 1975 and is expected to be required for about two years.

Since its inauguration, there have been some difficulties in maintaining the midday and Saturday running times of the Church Street branch. The situation has therefore been reviewed in light of this operating experience, and the problems involved in providing an adequate level of service on the sections of the Dundas route east and west of Yonge Street.

ABOVE:

The last revenue service car in City Hall Loop, refurbished PCC number 4455 waits for railfans to complete their photography on 4 January 1975.
(Mike Roschlau)

BELOW:

On 24 December 1974, unrefurbished PCC #4412 moves by Louisa Street northbound on Bay Street.
(Mike Roschlau)

ABOVE:

On 6 January 1975, the first day of operation for the new "Church" loop, ex Birmingham PCC #4719 turns off Victoria Street onto Dundas St. westbound.
(Mike Roschlau)

Using this arrangement, a 5'-00" midday and Saturday headway could be provided over the entire route with one less vehicle. It is believed that while this headway would slightly overservice the east end, it would provide an adequate level of service in the west end, and thus would be more closely tailored to passenger demand while providing a more even headway over the entire route.

The Transportation Department concurs with this proposal and Mr. Rochester advises that such action would not conflict with the terms of the existing Fairview agreement, since the Church Street short turn loop will continue to be used during both rush hours.

At the present time, a 7'-30" midday headway is operated on both branches of the route. This provides a headway of 7'-30" east of Yonge and a combined 3'-45" west of Yonge. It is considered that during the midday hours, these headways slightly overservice the west end and slightly underservice the east end.

Furthermore, the prime reason for looping the former City Hall service via Albert Street was to serve the downtown department stores. Elimination of the Albert Street loop by current Fairview construction has effectively removed this requirement at least temporarily.

In view of all the foregoing, it is now proposed to terminate use of the Church Street loop routing during the midday and Saturday operating hours, and to run a through service only between the Broadview and Dundas West Subway Stations.

Accordingly, and unless advised to the contrary, we will proceed with arrangements to inaugurate this cheque for the 30 March 1975 Board Period.

RAILWAY NEWS

NORTHERN ALBERTA RAILWAY

31 May 1974 marked an end to a long tradition which started in 1916 when the Northern Alberta Railway first started carrying passengers. The railway, which opened up the Peace River Country now operates freight only. Passenger service reached a peak in 1943 on the NAR when a record 300,000 passengers were handled. The old "You Push Me Shove" as the people along the line called the train, which ran 489.6 miles from Edmonton Alberta to Dawson Creek B.C., carried the men and women who built the Alaska Highway, the trappers, indians, settlers and American army. As times changed, so did the riders of the NAR and at the end, 31 May 1974, the run carried only an average of about twelve passengers per train. The last run was headed by NAR 302, a GMD-1. The NAR is owned jointly by the Canadian National and Canadian Pacific Railways.

LEFT:

Northern Alberta Railway unit #205, Canadian National Railways unit #4156 and Canadian Pacific Railway unit #8644 make up this northbound NAR train at Saint Albert Golf Course, mile 6.4, North of Dunvegan Yards, Edmonton Alberta. This view typifies the operations of the NAR, with both owners represented in the motive power consist. The date is 22 June 1974.
(Ted Wickson)

BELOW:

The same train as the above, preparing to leave Dunvegan Yards at Edmonton Alberta on 22 June 1974.
(Ted Wickson)

AND COMMENT

SOUTHERN PACIFIC DAYLIGHT 4-8-4 #4449

America's freedom train will be powered by SP Daylight 4-8-4 #4449 built by Lima in May of 1941. The Daylight is being overhauled in Portland. The schedule calls for testing in March and delivery to Boston in April. The locomotive will be painted dark blue for freedom train service but repainted to the Daylight colours afterwards. Number 4449, like CNR #6060, is an oil burner which should make operating problems a lot easier than for coal burning locomotives. The Burlington Northern and Southern Pacific have backed this worthwhile project most helpfully.

DELAWARE AND HUDSON STEAM?

Delaware and Hudson may be expected to operate the Baldwin sharks on fantrip service next year, and, time permitting, possibly to refurbish an ex Mexican ALCO-built 4-8-4 #3028 for fantrips.

MLW PRODUCTION SCHEDULE

MLW's March 1975 schedule is comprised of the following: five M636s for Quebec Cartier; four M420s (booster units, cabless) for the BCOL; three M420s for Providence & Worcester. In April the following is scheduled: four M420s (boosters) and four M420 (cabs) for BCOL; four M420TRs for Mexico. In May, eleven M420TRs are scheduled for Mexico.

Algoma Central railway coach number 416 was one of the many leased by Canadian National during the 1974 Christmas rush is pictured behind the wheel shop at the Spadina coach facilities of the CNR in Toronto. (J.T. Robbie)

L.R.C. TO O.N.R.?

The Northeastern Ontario Municipal Association decided Saturday to urge the Ontario Northland Transportation Commission to consider improved passenger service.

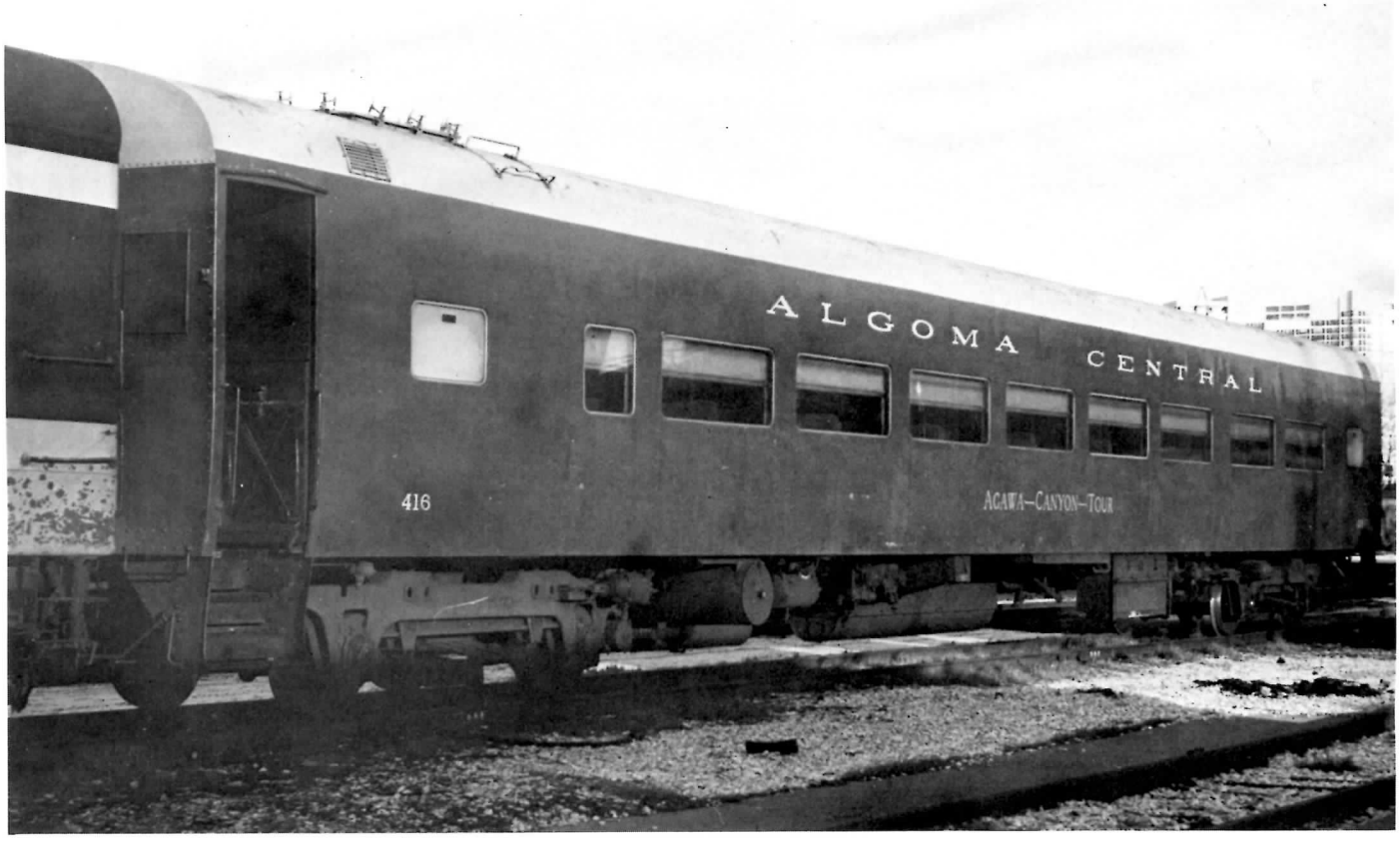
In a resolution to the ONTC, the association suggested special consideration of the new Light Rapid Comfortable train being developed by three Canadian industries - Alcan Canada Ltd., Dominion Foundaries and Steel Ltd., and MLW Industries Ltd.

The Federal Government has also contributed to the development of the train which is lighter than those in the market now, has a lower centre of gravity because of a new suspension system and has a top speed of 120 mph.

The ONTC wants two locomotives and ten coaches for a run between Toronto and Hearst with five stops in between.

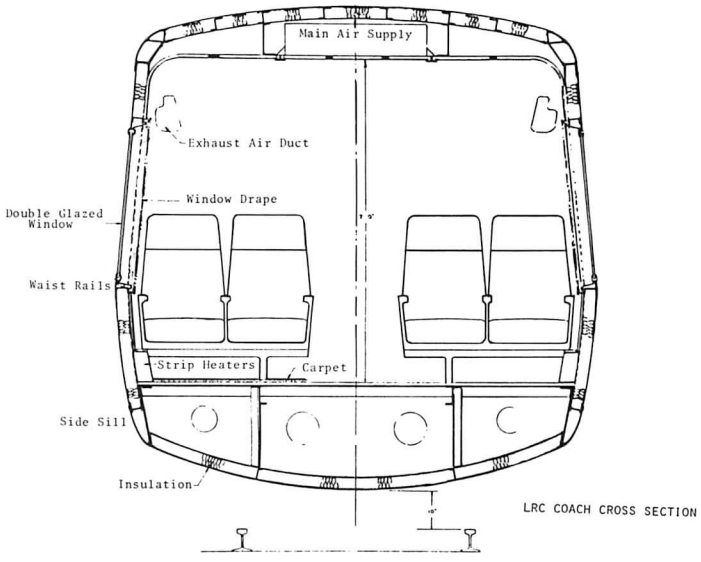
TRILLIUM COMING BACK

The paddle-wheeler, "Trillium", will be returning to service in Toronto's harbour perhaps as early as this summer. Built in 1910, the STEAM-powered vessel is presently being restored at the Port Colborne firm of Herbert Fraser and Associates. Mr. Fraser expects to have work on the paddle wheels, engine deck, and boilers completed by the spring when the ship will return to Toronto. An aluminum superstructure will then be refitted. The Trillium was retired from harbour ferry service in 1957 and for seven years languished in a Toronto Island lagoon, decks and superstructure rotting away. The cost of the restoration has been estimated at $950,000.

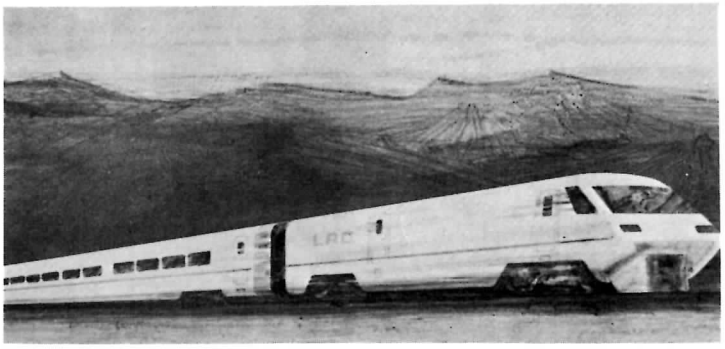


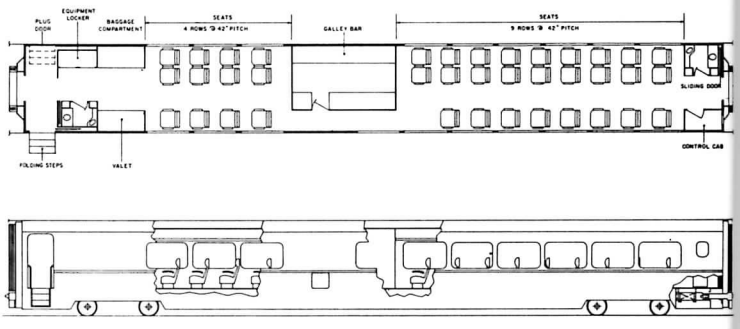
C.N.R. TRIES OUT L.R.C.

The L.R.C. train, which now consists of a locomotive and one coach, will operate one round trip per day pulling conventional rail cars of CN's Tempo passenger service in Southwestern Ontario. CN in testing the train between Toronto and Sarnia after its very successful testing in the United States to see how the train will react under regularly scheduled service. The testing will take place in mid-March 1975.

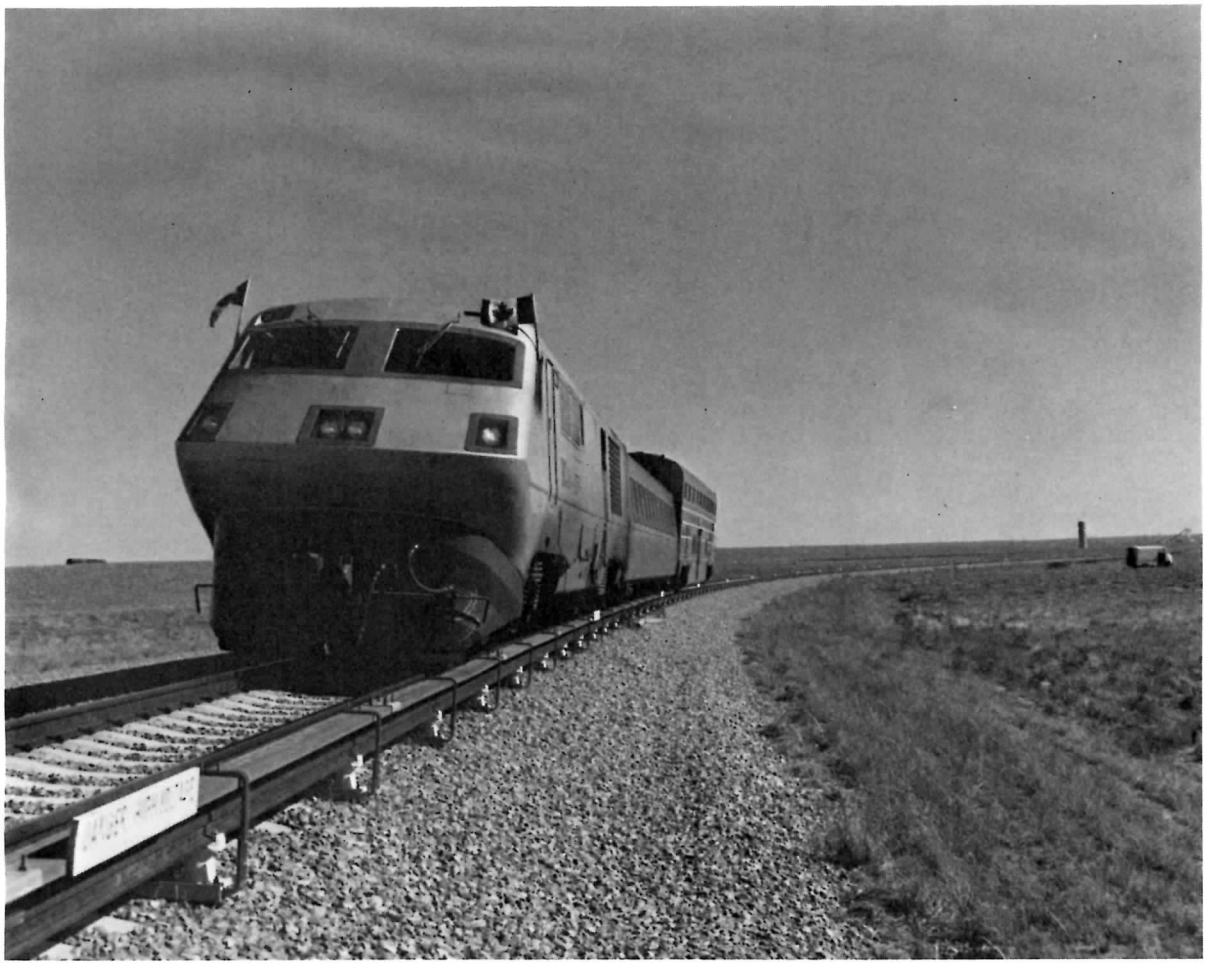


LRC COACH CROSS SECTION





LRC CLUB CAR



LRC

AUTOMATIC COUPLERS IN HUNGARY

The CMEA countries, of which Hungary is a member, have developed a new automatic coupler called Intermat. Intermat couplers can be used with other European automatic couplers such as the Unicoupler system. Hungary estimates that it will take a good ten years to convert its equipment with 1985 set as a deadline.

C.P.R. 50% SUMMER SURCHARGE

It is expected that CP Rail will add a 50% surcharge to the sleeping car fares this summer in addition to its other recent increases. Does CP Rail really want passengers? one would ask. However, it should be pointed out that CP does lose money on "The Canadian".

NEW NAME ON CP RAIL

CP Rail piggyback service will pass into history after handling more than 2.2 million highway trailers. Strong growth in the volumes of both trailer and container traffic has led to the new group called CP Rail Intermodal Service. This branch expects to handle 118,000 containers this year as compared to 111,000 last year; also 170,000 trailer movements compared to 138,000 last year. CP Rail Intermodal Service is using a fleet of 1000 container flatcars and over 2000 piggyback flatcars to handle this traffic.

PASSENGER STATIONS - A COMMENT

Please, Canadian Government, don't let the railways move anymore stations outside of the towns and cities accross Canada. It might serve the railway better or free their downtown land for sale or development but how often does it increase passenger traffic? The removal of a station from the downtown area usually means that the traveller is stuck out in the middle of nowhere. It also means it is usually awkward to reach unless one has an automobile.

NEW RAIL FREIGHT RATE

The Canadian Transport Commission has granted the railways a 10 to 15% freight rate increase which is half of what the railways had wanted. The increase is in the general commodity rates, which accounts for about 22% of railway freight traffic. The increase is the first since February 1972 because the Federal Government imposed a freight rate freeze until 1 January 1975. The railways have stated that the freeze cost the Canadian taxpayer about $160 million, representing the amount the government has reimbursed the railways to cover the lost revenue.

The small shipper is the one affected by the hike and the railways estimate that 52,000 shippers will be affected. An example of a small shipper without the traffic volume to negotiate an agreed charge with the railways (volume and bulk shipments account for 75% of freight traffic) could be a processed meat handler. The shipper would see freight rates go up about one cent per pound to $4.54 per hundredweight from the present $3.39 and this is expected to be passed on to the consumer.

The railways have appealed the ruling stating that the 25% increase originally demanded is needed. The provinces of Manitoba and Saskatchewan are bitterly opposed to any more freight rate increases.

OVERNIGHT TRAINS

Canadian National president R.A. Bandeen has gone on record as stating that the Railway's master plan for eliminating overnight passenger train service is purely speculative and does not truly reflect the underlying passenger plan. On the other hand he admitted that the eventual decision may indeed be toward increased intervity daylight travel.

Jean Marchand, the honourable minister of transportation and communication has stated ina letter to the railway unions that any change would have to be supported by the unions. But then again, he has asked the unions to send a man to represent the unions at future Master Plan talks.

Canadian National's Turboservice from Montreal to Ottawa is encouraging passengers once more to ride the train between these two cities, CN Turbodome #154 is pictured here arriving at Ottawa Station from Montreal. (Bill Linley)

Page 18
Comparative ride quality characteristic testing of the Canadian LRC high speed prototype train and a bi-level Amtrak coachis the caption for this photo by the U.S. Department of Transportation. The location is the departments high speed ground test center at Pueblo Colorado. (E. L. Dodds)

OVERNIGHT TRAINS - A COMMENT

It would appear that the railways do indeed want to discontinue overnight travel. If this is the case, how many people would ride the rails? Yes, there would still be good service in some urbanized areas but who would ride any further? Would you leave Toronto for Vancouver getting on a train early in the morning, then off at the evening to sleep in a hotel a few times. I wouldn't and I love trains.

C.N.R.'S MV BLUENOSE

There is great concern on the east coast of Canada for CN's MV Bluenose. This ferry is 18 years old and losing patronage. CN would like to see the ferry replaced and has asked the government for permission. The ferry runs between Yarmouth N.S. and Bar Harbour Maine.

ON GO IT'S GO

While Metro-Toronto motorists sit stewing in Gardiner Expressway rush hour jams, GO engineers take the opportunity to speed their commuter trains full speed ahead before the eyes of nearby drivers.

Those are engineers' orders, the general manager of the Toronto Area Transportation Operating Authority (TATOA), told a U.S. transportation committee meeting in Washington last May.

"If you see a traffic jam on the Gardiner, throw it full throttle" were William Howard's words at the time. Confronted this year with his testimony, Mr. Howard smiled and admitted he was exaggerating slightly. "But from Mimico to Union Station, about a 12-mile stretch, is one of our longest open sections and it's a good spot to make up time. We point out to our engineers that all other things being equal, it would be a good psychological manoeuvre to have the train at its top legal speed of 85 m.p.h. along that section so that the motorists, not just on the Gardiner but also on the Queensway, could see it".

Whatever the strategy to encourage motorists to switch to public transit, there is no denying that it's working so well that success has become an embarrassment to GO officials. The question now is how can GO Transit cope?

CROWN ZELLERBACH'S ELK FALLS (STEAM) NO. 1

Crown Zellerbach's Elk Falls Shay locomotive (named after designer Ephriam Shay) built in 1923 by Lima Locomotive Works in Lima Ohio was replaced by a diesel last September. The company donated the Shay to the National Museum of Science and Technology in Ottawa Ontario. Number one worked obscurely on the Vancouver Island and in the Squamish B.C. area in her early days and was purchased in 1942 by the Comox Logging and Railway Company, later a Crown Zellerbach acquisition.

She hauled log trains in the Courtenay and Ladysmith areas and was taken to Campbell River in 1951 to haul construction materials and supplies during the birth of the Elk Falls mill. After the mill opened, number one stayed on switching at the mill until replaced,

RAIL FREIGHT UP

Statistics Canada reported that rail freight tonnage for the year 1974 until 21 December was up to 237.7 million tons, 1.1% more than the previous year (comparable time span).

RAIL RATES ROLLED BACK

In the United States the Interstate Commerce Commission has ordered the railways to roll back freight rate increases ranging up to 132% on fresh fruits and vegetables by the end of January 1975. The rates went into effect at the beginning of the year.

MORE PASSENGER FARES UP

The Auto-Train Corporation in the United States will raise its fares 7% for one car and two passengers and 12% for each additional passenger.

CP RAIL ROBOTS

CP Rail is currently testing robot-controlled locomotives on through and fast freight trains east of Calgary to determine how advantageous they can be in non-mountainous territory, particularly in the winter,

The tests started in late October of last year and will end this March. Until now, robots have operated exclusively in the Rockies on CP Rail.

The purpose of the testing is two-fold; to establish the most practical method of operation of mid-train locomotives when heavier tonnage is required, and to overcome the restrictions on train length resulting from cold weather interference with braking systems. Equipment for the tests is two SD40-2 units and robot car #1021.

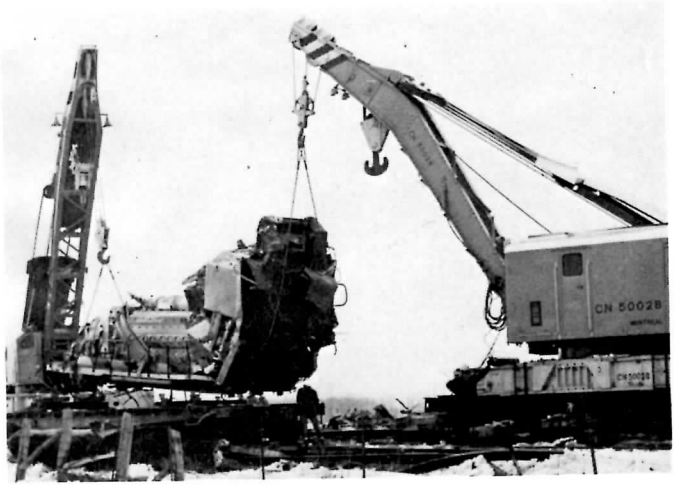
Results so far have shown that there is a saving in fuel using mid-train locomotives. With added power supplied at mid-train, crews have found that air brake application and release was faster and the operation smoother, almost like a passenger train. A smoother ride means less commodity damage and reduced wear and tear on equipment, particularly barake shoes. Also, mid-train locomotives make it possible to run longer trains as in warm weather. In extreme cold weather, trains may not exceed 70 cars because of insufficient air pressure to operate brakes efficiently. CP Rail will continue testing into March before figures will be released on the robots' success.

LEFT:
Safety cab unit CNR# 9487 being lifted onto a flat car by the hooks. Train number 318, a freight train, was headed by unit 9487 when it ran head on into train number 45 (see Railway News and Comment, Nov.-Dec. U.C.R.S. Newsletter).

(Robbin Rekiel)

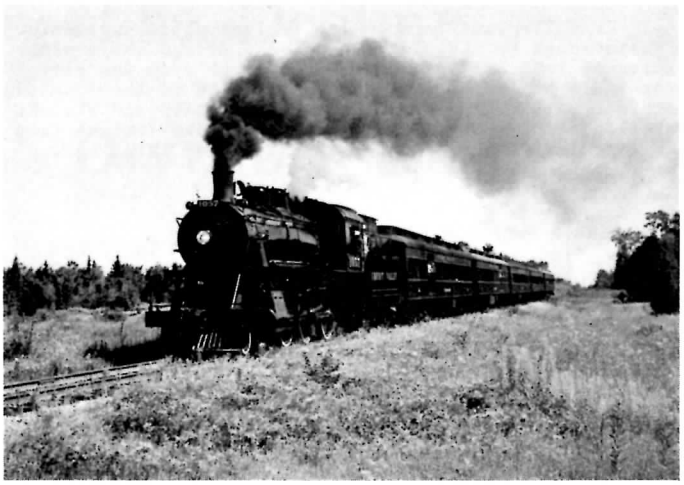
BELOW
CNR unit #6792 loaded on a flat car after the same accident. The second unit of passenger train number 45 locomotive #6860 was also scrapped.

(Robbin Rekiel)



The Milton CNR railway station location of this photo stop on the March 9th 1974 U.C.R.S. fan trip has like so many other passenger stations been torn down. The U.C.R.S. trip was the last passenger train to use the Milton station.

(Ted Wickson)



Ex Canadian Pacific Railway steam locomotive number 1057 now owned by the Credit Valley Railway, a railfan group in Toronto, will be out of service until later this year, if it will run at all. Watch for later news on 1057 trips as well as other steam operations in the U.C.R.S. Newsletter.

(Ted Wickson)

REGINA RELOCATES RAILWAYS

Regina Saskatchewan, a city of 150,000 that grew from a humble beginning (its original name was Pile o' Bones) when the first Canadian Pacific Railway train reached the town in 1882 - and it was promptly named for Queen Victoria, has begun rail relocations. The work involves relocation of the CNR Glenavon line to a point one half mile east of the CKCK TV station on Highway No. 1 (the Trans Canada Highway) where it will connect with the CP mainline. Removal of the CP's Tyvan line to a point 2.5 miles east of the city to join the Glenavon line. Moving the CN terminal by constructing new trackage from the point where the Glenavon line crosses the CP mainline and running it west to Ross Industrial Park.

Other projects for the city include relocating a portion of the CN Lewvan line to connect with the CP Tyvan line; moving a section of the CN's Qu'Appelle line to a point east of the city; moving part of the CP Lanigan line in the north-east of Regina to connect with the Qu'Appelle line, using a common CN-CP corridor on the east side of the city. Another major undertaking would be the relocation of the entire CP downtown railway yards outside of the city.

CANADA AND GULF TERMINAL RAILWAY

It is reported that the C.N.R. is negotiating for the purchase of the Canada and Gulf Terminal Railway (Mont Joli-Matane P.Q.). If this line was purchased, the CN could operate a train ferry for iron ore between Sept Isles and Matane Quebec.

CN BRONTE STATION

Canadian National's Bronte station was closed about a year ago and was turned over to GO Transit which retained it as a shelter for patrons using the four trains which stop there. In the fall of 1974, GO decided to make substantial improvements to the site, which meant that the old station would have to be demolished. The Ontario Rail Association was offered the station on the condition that it would be off the site by mid-November. Needless to say, the offer was taken up and the building moved by Charles Matthews and Company on Monday 11 November. The building is currently in the yard of Sherwood Hume Transportation in Milton Ontraio. The plans call for the building to be moved to Cheltenham Park once the proposed Credit Valley operation is located there.

** New Hope and Ivyland Railroad has restored their ex Cliffside Railroad 2-8-0 #40 to operational condition. They also operate an ex CN 4-6-0, number 1533.

GO TRANSIT PATRONAGE UP 16%

Officials of the provincially run GO Transit commuter rail system were just getting used to a very healthy annual growth rate of 6% when it hit them - a whopping increase in passengers of 16% in one year.

In terms of passengers carried, it meant an average daily passenger load of 22,330 people on the lakeshore commuter line last October as compared to 19,250 each weekday in October of 1973. The growth rate is so staggering that David Sutherland of TATOA said additional parking spots are being gobbled up as fast as they can be prepared. Multi-level parking, although costly, may be the only solution if the present trends continue.

DOUBLE DECK CARS FOR GO

To ease the problem of North America's most successful commuter network (in terms of passenger growth and minimal deficits) a report on the feasibility of purchasing double deck coaches for the GO rail system was presented to the authorities and a decision was made to order eighty of the cars in the near future (see September-October 1974 NL, pages 124-126). The report points out that bi-level commuter coaches are the best economical and short term solution to the capacity problems.

GO TRANSIT NEWS

GO's rush hour only line between Toronto and Georgetown which opened on 29 April 1974 (see September-October 1974 NL, page 127) has experienced a marked increase in patronage. It has doubled from 1500 passengers per day to over 3000.

Thirty new coaches, with better suspension systems, are on order for future expansion of the GO rail system.

Expansion to Richmond Hill is still set for a January 1976 completion date. The Richmond Hill service will operate with three trains southbound in the morning and three northbound in the evening, like the Georgetown service. Stops will be located at Thornhill, Sheppard and York Mills.

For the present, fares on GO will remain the same. Although labour costs have risen 30% since the last fare increase of 10% in mid 1972 and the system's deficits are modest in comparison to the TTC. Last year the TTC's operating deficit was over $30 million while GO Transit's was only $2.8 million. The GO deficit was made up of 46¢ per passenger on the rail service and 20 to 25¢ per passenger on bus services.

** AMTRAK's Auto Trak service between Indianapolis and Florida has been postponed indefinitely. Reasons given were lack of equipment and unfavourable economic projections.

CP RAIL CHANGES IN PETERBOROUGH

CP Rail plans to move its freight yards in downtown Peterborough to the city's southwest fringe where nine acres of land are being purchased by CP from the city for $3000 per acre. The three-acre site of the downtown freight yard will revert to Marathon Realty and will be available for redevelopment. The downtown freight yard is expected to be relocated by the end of this year.

NEW REPAIR SHOP FOR CP RAIL

CP Rail plans to build a new $6 million freight car repair plant in Montreal. The shop will have an annual capacity of 2700 freight repairs and will lead to an estimated 20% improvement in car repair productivity. The shop will take two years to construct.

** In an ill-considered economy move, AMTRAK has abolished the posistions of Service Director and the Passenger Service Representatives will be transferred to other positions with AMTRAK. This is an unfortunate decision in that the PSRs have proved to be popular with passengers and trying to solve problems that hard-pressed conductorscould not, or in too many cases, would not handle.

** Another move AMTRAK has made, again on the grounds of economics, has been to remove the first class diner on the "Southwest Limited" (formerly Super Chief). In light of their slogan "We're making trains worth riding again", this constant downgrading of service from its former quality can only be classed as questionable.

** Effective 1 October 1974, AMTRAK assigned seat reservations in parlour cars to the porter rather than to the reservation computer. As a result, the foul-ups have become unbelievable even for AMTRAK: would you believe standing room only in a parlour car.

LOCOMOTIVES NAMED

The Illinois Central Gulf Railroad will name their 50 new GP38-2s after prominent people in the history of the Illinois Central and the Gulf, Mobile and Ohio Railroads.

AMTRAK NEWS

The James Whitcomb Riley has been moved from the Penn Central to the Chesapeake and Ohio for its run between Chicago and Cincinnati. The train had been rerouted temporarily after the Federal Railway Administration condemned the track, but since AMTRAK published its new timetable, the change is permanent.

Train 51	0730	Cincinnati	2255	Train 50
	0920	Richmond Ind.	2105	
	1020	Muncie	2005	
	(bus connection to Indianapolis)			
	1200	Peru	1840	
	1445	Chicago Union	1405	

The state of New York is paying for a new train between New York and Albany. The train, the Washington Irving, leaves Albany at 0815, arriving in New York at 1105. Northbound, the train leaves New York at 1115, arriving in Albany at 1405.

The American Thanksgiving holiday weekend was a busy time for AMTRAK in that the North Coast Hiawatha ran daily, the northeastern corridor runs were fully booked and both the Panama Limited and Illinois Zephyr ran two sections. From 15 December to 6 January the North Coast Hiawatha was again running daily instead of tri-weekly. From 15 December to 10 January, AMTRAK ran an additional New York-Miami train, the Miamian. This train left New York at 1235 with a Miami arrival the next day at 1350. In the reverse direction, the train left Miami at 1540 arriving in New York at 1650 the next day. The train was to have run until mid-April but was curtailed early as an economy move.

The US Secretary of Transportation, Claude Brinegar, has submitted his resignation effective 1 February. The former Union Oil executive has been well known for his attacks against AMTRAK and its efforts to restore the U.S. rail passenger network. Among his less notable statements, "I seriously question AMTRAK's role in intercity bus service". Speculation has it that the next in line for the job is W. Ronan of the Port Authority of New York and New Jersey and good friend of vice-president Nelson Rockefeller.

MICHIGAN BOND ISSUE DEFEATED

Michigan voters derailed the state's proposed transportation bond issue that had been on the November ballot. The money raised ($1.1 billion) by the issue was to have been used for the most comprehensive transportation rehabilitation scheme ever proposed in North America.

The money was to have financed rail and bus systems ($325 million), airport construction ($100 million), deep water port facilities ($50 million), urban transportation ($540 million) and miscellaneous ($45 million).

The rail services plan called for the establishment of high-speed corridor service between Chicago and Detroit-Port Huron-Grand Rapids, and Detroit-Grand Rapids-Bay City. Eighty million dollars was to go for the upgrading of approximately 700 miles of track with new grade crossings and signalling protection. Funds were to have been allocated and enable the purchase of sufficient rolling stock to cover the five corridor routes as well as the equipping of intermediate routes serving cities with a population of 5000 or more in outstate and northern Michigan.

Ten interfacing rail/bus depots were to replace old and obsolete terminals and all other rail and bus terminals were to have been refurbished. Last, but not least, to improve freight service in the state, $95-million was to go towards the upgrading of 3500 miles of non-passenger rail lines to a minimum standard of 35 m.p.h.

Reasons given for the defeat of the measure was a voter protest against increased government expenditure in an era of rising taxes and skyrocketing prices, as well as lack of a basic understanding of the benefits to be gained in a state that is the home of the great and almighty auto manufacturers.

SOUTHERN PASSENGER SERVICE

By the law that established the National Railway Passenger Corporation, non members of AMTRAK had to retain passenger service at the 1 May 1971 level until 1 January 1975. Effective 31 January, if the ICC approves, the Southern Railway will drop its Washington-Lynchburg and Salisbury-Ashville trains. The Southern Crescent will run tri-weekly between Atlanta and New Orleans instead of Birmingham to New Orleans as at present and the Piedmont will be cut back to a Washington-Charlotte run. Notable about this move is traffic on the daily section between Washington and Atlanta had been growing. The Rock Island has indicated that it will retain the Rockets, provided the state of Illinois covers the deficit.

PALMERSTON: The Decline and Fall of a Division Point

BY GEORGE W. PEARCE PHOTOS BY R.J. SANDUSKY

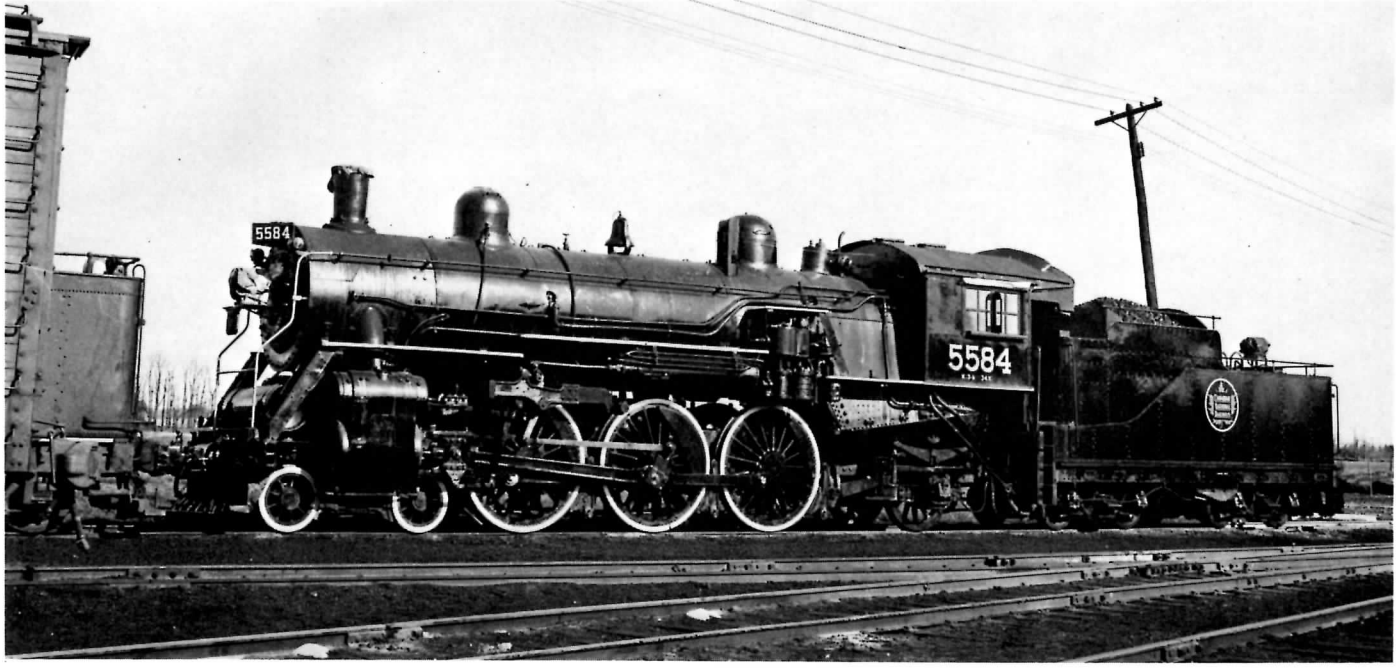
A town that was once known throughout Ontario as a busy railroad centre, Palmerston, today is only a small sleepy town in Western Ontario; a shadow of its former self. Technically, it is still a division point, but in actual fact it is relatively unimportant as a railroad centre. Located approximately forty miles north-west of Guelph Ont., Palmerston forms the "hub" of the rail transportation "wheel" in a large area of Southwestern Ontario. The Fergus subdivision extends from Palmerston south through Fergus and Elora to Guelph. The Newton sub. links Palmerston with Listowel and Stratford. The Kincardine sub., running from Listowel to Kincardine also falls under the jurisdiction of Palmerston. The Owen Sound sub. joins Palmerston to Owen Sound, passing through Harriston, Hanover and Elmwood. The Southampton sub. links Palmerston with Southampton and the Douglas Point Hydro and Atomic Energy complex. Finally, the Durham spur provides rail access from Palmerston to Mount Forest and Durham.

With so many subdivisions proliferating from one locality, it would be reas-nable to assume that Palmerston would be a busy railroad town. In the past, it was. Passenger trains were prevalent on all of the subdivisions, with as many as four trains each way per day on the Owen Sound sub. alone. Freight traffic was quite heavy in all directions. It was also quite common for the despatchers at Palmerston to send upwards of sixty trains per day out of the yards. Southbound trains consisted mainly of cattle and some grains, rock (from quarries on the Durham Spur), dairy products, furniture and general freight. Northbound trains returned agricultural products, cattle, lumber and general products. A roundhouse at Palmerston stabled a small but varied roster of locomotives to handle these trains. Most mixed trains drew a Mogul, class E-10-a (a unit of this class, #81, is on display near the station today). Heavy freights usually were pulled by Ten-wheelers of the 1200 and 1300 class, while some freights and most passenger trains were hauled by 5200 and 5500 Pacifics. Doubleheading was a common occurrence on most of the subdivisions, as the countryside is marked with rolling hills and the track routings filled with curves. Many interesting tales of railroading in the area during the days of steam do exist, I am sure, but are beyond the scope of this article.

The beginning of Palmerston's decline began, almost unnoticed, in the early 1930s. Altough trucks had been "creaming off" more and more of the freight traffic, and Henry Ford's invention had helped to empty many of the rural passenger trains, in the 1920s, there was no great abandoning of rail services in the Palmerston district. This may have stemmed from two main reasons: lack of good roads over which to ship the largest single commodity, cattle; and lack of finances on the part of the general public for purchasing an automobile.

During the 1930s, however, better highways were constructed in the area, and along with these came the trucking companies. Although rail was still the dominant mode of shipping, the volume began to decrease steadily. In the war years of the 1940s when rail service throughout the country bounced back in terms of ton-miles, the Palmerston district did not fare as well. This could have been because agriculture was the occupation upon which the area depended, not manufacturing. In the 1940s the trend of deserting the rural area for the opportunities of the city struck hard in Southwestern Ontario. Although some of the land in the area is of excellent quality, much of it is only marginal and returns a very low profit, if any, when put under the plough. This trend had a serious effect on freight loadings in the area, as so many small industries were dependant upon the agricultural dollar

Canadian National K-3-b Pacific #5584 sits in storage at Palmerston fresh out of Stratford Shops, but never used again. The date is 30 March 1957 and the engine was scrapped three years later.




CANADIAN NATIONAL

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CANADIAN NATIONAL

CNR RSC-13 number 1719 lays over in CN's Palmerston fuelling area on 30 March 1957.

for their livelihoods. Passenger traffic in the 1940s remained stable until about 1948, when automobiles could be purchased by most.

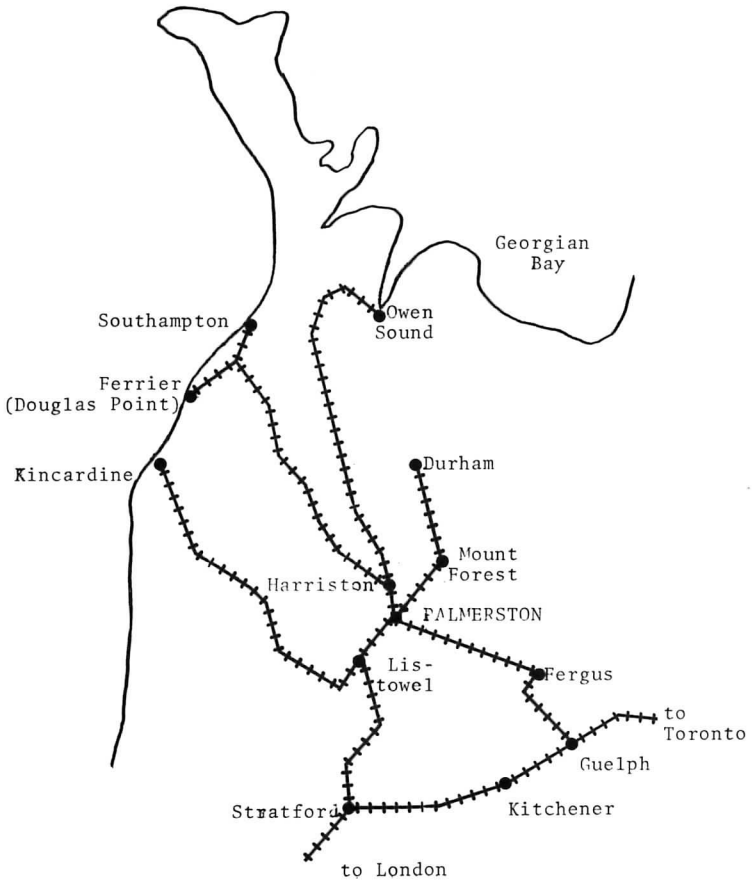
By the mid 1950s it was clear that Palmerston was in difficulties. The Durham Spur, whose existance was dependant on the quarries, faced abandonment as the quarries themselves closed up, unable to meet the competition from similar works in other areas. Freight traffic had been switched to the highways to such an extent that two or three crews could handle almost all of it. Passenger traffic had merely disappeared.

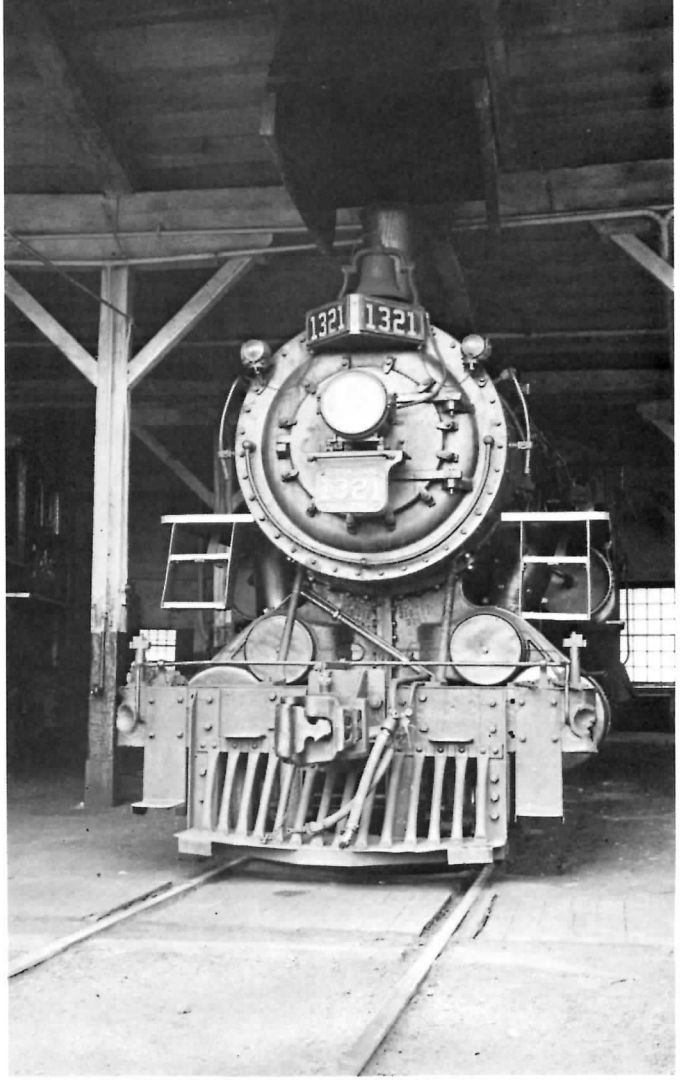
The death knell sounded for Palmerston in 1958. This year would see the last operations using steam. It was also decided by CN that a complete restructuring of rail facilities of the area was in order. Accordingly, when the last steamer was sent to London for scrapping, the wrecking crews moved in right afterwards. The roundhouse, turntable, coaling station, car shops, freight shed and transfer dock were razed. The engine crews, conductors, trainmen and most of the labour force were either retired or moved to other points in the system. The yard tricks disappeared and the station was left with one operator on a single track (daytime). This was a far cry from the days when operators were on duty 24 hours per day, when two dozen or more carloads of l.c.l. freight were transferred, when a gang of thirty men was kept busy in the car shops, and when the call board listed nearly sixty crewmen.

Passenger services were retained, but entrusted to Budd RDCs stationed at Spadina in Toronto. Freight trains were routed out of Stratford or Guelph, with the agent at Palmerston merely passing on orders from a despatcher at Kitchener. In all fairness- it must be stated that the CN, being guided by the patronage (or lack of it) in the mid fifties, did try to set up a passenger service that would reach all lines in the area. Unfortunately the times of the trains were not exactly conducive to rail travel. Between 3:00 a.m. and 4:00 a.m. each weekday, one RDC would depart from Owen Sound, one from Southampton and one from Kincardine. All were scheduled to arrive in Palmerston at 6:00 a.m. Two of the cars were then coupled to form a train that proceeded to Guelph and Toronto, arriving in Toronto around 8:00 a.m. The third car would proceed to Listowel and Stratford. In the evening, the process was reversed, except that the car from Stratford turned directly onto the Kincardine sub. at Listowel, instead of making a connection with the other two cars at Palmerston. Arrival in Southampton, Kincardine and Owen Sound was after 10:00 at night. Few souls were inclined to rise at 3:00 a.m. to catch a train for Toronto that would not return until late at night. Schedules were improved somewhat by scheduling later departure times in the morning, but this allowed only four or five hours in Toronto for shopping, business etc. and failed to improve the car loadings. This situation lasted until the fall of 1970 when, on 1 November, the last passenger runs were made.

Freight traffic has been relegated to an "as desired" basis on most subs. in the area, although two freights are timetabled through Palmerston today. One train (#577) proceeds from Stratford to Owen Sound Monday through Saturday and ties up there. Its counterpart (#576) makes the same trip, tying up in Stratford. Any service required on the Kincardine, Southampton and Durham lines is done by one or both of these trains. Because of this, it is not possible to state exactly when one will see these trains at Palmerston during the day. Motive power is usually one 4500 series GP9, although a 1200 or 1300 series road switcher is sometimes seen. Other than the above mentioned trains, the rest of the freight movements are of the extra, or seasonal type. From approximately 15 October to 15 December each year, a Geep stationed at Guelph picks up a train of

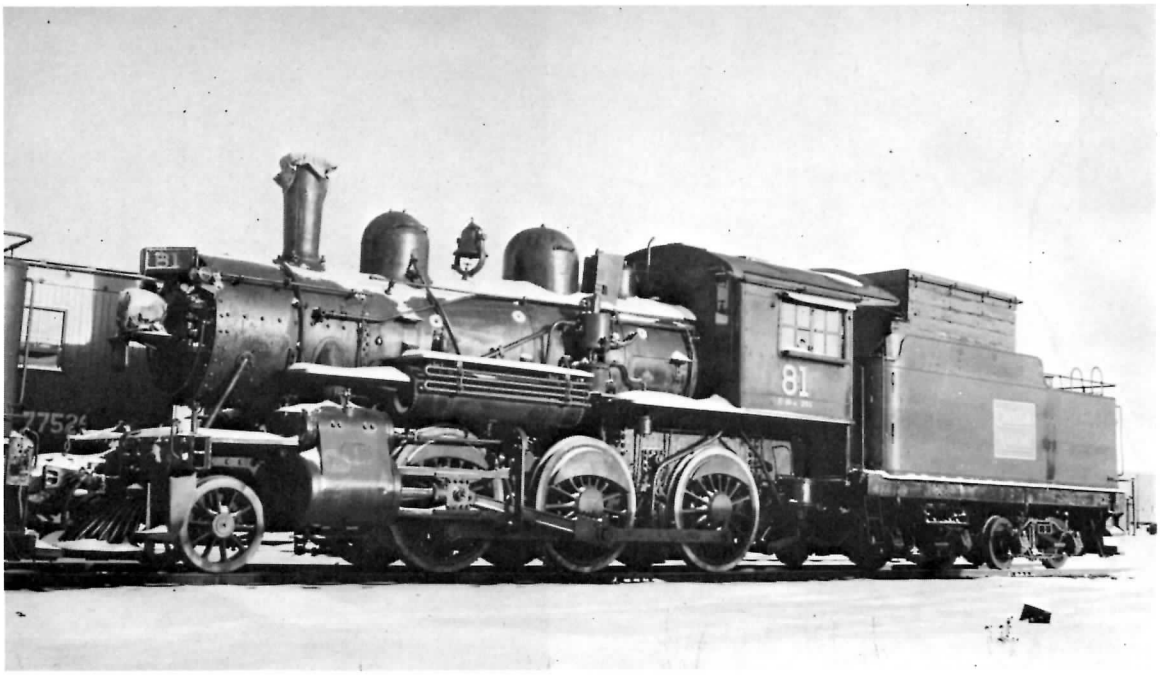
A few days before her demise, CNR Ten-wheeler #1374 is being watered with the Palmerston water tower in the background. The date is 6 August 1956.





ABOVE RIGHT: CNR H-6-c Ten-wheeler #1321 sits inside the Palmerston roundhouse on 6 August 1956.

BELOW: CNR #5136 takes water before continuing on to Hamilton on train #174. This train had just arrived from Owen Sound on 30 March 1957.



In the scrap line at Palmerston, CN Mogul #81 awaits her display at Palmerston Station. This view was taken on 11 January 1958 and in November of the following year the engine was placed on display.

Switcher number 7358 works in the Palmerston yard on 16 February 1957.

"stocker" cattle from the west and brings it to Palmerston over the Fergus sub. When the St. Lawrence Seaway closes in the winter, some grain traffic takes place from the elevators at Owen Sound to Stratford. Usually the wayfreight will handle these extra cars by running with two Geeps, but if there are sufficient cars, an extra train will run.

The third type of movement is the unit oil train from Montreal to Douglas Point. This train is made up in Montreal with oil from Venezuela and proceeds to Guelph, Palmerston and the Southampton sub.to the Douglas Point Spur. The crew that handles the train is from Toronto, and proceeds non-stop from there to Douglas Point. There, it books off and Douglas Point personnel take car of unloading. The viscous bunker oil is unloaded into underground storage tanks six cars at a time. The trains, therefore are composed of a number of cars that is a multiple of six; usually 42 cars, but often 60 cars, and on the odd occasion 72 cars are counted. Two round trips per week are made, with the loaded trains grinding through Palmerston usually around 11:00 p.m. on Wednesday and Saturday nights; returning empty in mid-afternoon Thursdays and Sundays. Motive power is varied, depending on the number of cars in the train. Usually 42 cars will rate three GP9s;

heavier trains will rate three GP9s plus a GP38, GP38-2 or GP40. These trains, grossing in excess of 5000 tons, have necessitated a continual upgrading of track, especially north of Palmerston, for trains of this weight on the Southampton sub. were undreamed of in steam days. In the colder weather, the oil hauled in these trains tends to gel to such an extent that it will not flow from the cars for unloading. For this reason, the oil is heated in the cars before the train leaves Montreal. It is imperative that the train proceed to Douglas Point as fast as possible, otherwise the cars will have cooled to the point where unloading is impossible. A plough train often precedes the unit train on the Fergus and Southampton subs. in the winter months. To the author's knowledge, only one train has failed to make the Toronto-Douglas Point trip in the time allotted. During the winter of 1972-1973 it took the crew the better part of a day and evening to get the train to Palmerston because of heavy snow and drifting. The "eleven hour" rule would have overtaken the crew before its arrival in Douglas Point, so the train tied up at Palmerston. Fears were expressed that the train would have to return to Montreal with its load to be reheated, but these proved to be false when the train reached Douglas Point the next day.

Other than plough and work trains, Palmerston sees no other rail activity than that previously mentioned. The agent/operator may have only two trains to deal with on any given day - the two wayfreights. A busy day is when the two wayfreights have an oil train, a plough train and a cattle train for company. This is certainly a far cry from the bustling Palmerston of forty years ago.

Will Palmerston as a railroad centre disappear? Indications are that it may pick up some of its long-lost tempo in the coming years. First, depending of course on oil resources, the unit oil train schedule may be increased to one train per day. Expansion plans are already underway at the Douglas Point complex. Secondly, there has been much consternation in the communities north of Palmerston since November 1970, as many of these places now have no public transportation facilities. The demands for reinstatement of the RDCs are becoming louder with each passing week. Thirdly, the Federal Government, ever alert to the "noises from the boondocks", is currently conducting feasibility studies on making Palmerston the hub of a rail or rail-highway coach passenger transportation network. Fourthly, the current gasoline "crisis" is serving as an effective weapon for those arguing for the restoration of passenger trains. The station at Palmerston, although old and somewhat seedy in appearance- could easily be restored to its former grandeur. A massive track rebuilding program is in the works to bring the track standards up to those suitable for heavy freight operation (for the oil trains).

Thus, it is not beyond the realm of possibility to see a passenger train sitting in front of the station at Palmerston again. Nevertheless, Palmerston the bustling division point, the railroad shop town, the focal point of freight movement in Southwestern Ontario, is gone forever.

Canadian National Ten-wheeler number 1564 (ex 1374) is seen switching the north end of Palmerston Yard on 11 January 1958. This locomotive was scrapped in April of 1960.

MAINLINE ELECTRIFICATION

Edited by Ron Layton

Mr. Anthony Crosland, Britain's Secretary of State for the Environment has said that owing to the present economic situation it is now impossible to approve a high speed rail link from London to the Channel Tunnel. He said that the estimated cost for the project had risen from $280 million to $860 million in the last two years. British Rail has now begun to examine the existing routes from Folkestone to London with a view to up-grading the present tracks, erecting 25kV overhead and easing clearances to allow European equipment to run over these lines. The route to the channel ports is already electrified at 750v dc third rail. If the BR proposal comes to fruition this will become the world's longest stretch of route electrified with two different systems and may also spell the doom of the Southern Railway electric system.

British Rail's new Advanced Passenger Train project has taken a further step forward with the ordering of five sets of traction equipment rated at 3,000kW for six power cars for 25kV electric APT's. The first set of equipment was delivered in 1972. These trains, when in service, will reduce the running time for the 400 mile London-Glasgow route to 4 hours. They will consist of 14 cars built of extruded aluminum members and will be made up of two close-coupled power cars with four first class cars (one with a control cab) on one side and eight second class cars (again the outer car will have a control cab) on the other. The two power cars are located in mid-train because it was considered that a 14 car train is too long for push-pull operation at high speed and the design of the GE cross-arm pantograph will not allow for multiple pantograph operation. The power cars will be connected electrically by high voltage bus-bars the distinction of being not only the world's longest railway tunnel but of also being the world's oldest electrically operated underground line.

In order to obtain more efficient utilisation of their polycurrent electric locomotives, the state railways of France, Belgium, Netherlands, West Germany and Luxembourg recently held a conference in Luxembourg. It was decided that with the start of the 1975 summer timetable, these locomotives would be diagrammed to cover a larger number of international workings. It is intended that the number of kilometres operated should balance out between the railways.

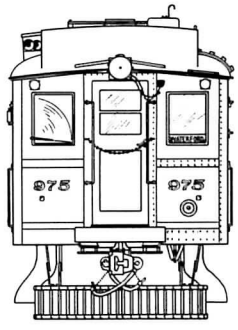
French National Railways (SNCF) is presently taking delivery of a further 15 Class CC6500, 8000HP dc electric locomotives. The new units are to be based at Lyon-Mouche depot. The SNCF has also just placed two more Class CC21000 25kV/1500v bi-current 8000HP units in service.

The German Federal Railway (DB) expects to have four more stretches of track electrically operated by this fall. This will bring the total of DB electrified route to just over 6000 miles. The sections concerned are Korthaus to Perl (29Km), 47Km between Rheine and Osnabrück, 41Km between Böblingen and Horb and 14Km between Karlsruhe and Worth.

Swiss Federal Railways new order of 45 Class Re6/6 Bo-Bo-Bo units (rated at 10,000HP) are expected to be named after various Swiss localities. This is a continuation of the practice initiated with the four prototype Re6/6 locomotives.

The first week of March 1975 will see the extension of Japan's high speed "Shinkansen" lines. The new service will cover the 1070 Km between Tokyo and Hakata in 6 hr. 56 min., an average speed of 154 Km/h. The new route includes the Shin - Kammon undersea tunnel (18.9 Km) which runs between the islands of Honshu and Kyushu. The equipment to be used on this line is similar to the "Bullet Trains" at present operating on the Tokaido line.

AMTRAK (ex Penn Central) GG-1 no. 902 hauls a New York-Washington D.C. train through Princeton Junction N.J. (Mike Roschlau collection - photo by Henry Posner III)



RIGHT: Italian State Railways locomotive number E 646 066 is ready to pull a train out of the huge station in Rome. (Mike Roschlau)

BELOW: Chicago, South Shore & South Bend Littel Joe no. 802 sits beside some commuter cars in South Bend Ind, (Mike Roschlau coll. photo by R.C. Sherwood)

BOTTOM RIGHT: Penn Central (still in the old PRR colours) MP-54 no. 416 sits in Penn Station in Baltimore Md. in the summer of 1972. (Mike Roschlau)

The five remaining ex-Cleveland Union Terminal P2 locomotives that have seen Penn Central-Amtrak service out of New York's Grand Central Terminal were retired on September 1st last, when ex-New Haven FL9's took over their duties. The P2's were due for heavy overhauls and their weight was rapidly deteriorating the already poor Penn-Central track. The FL9's take the Amtrak western New York trains to Harmon where they hand over to Amtrak E-units for the run to Buffalo.

The Strasburg Railroad had an unusual visitor during October. It was Penn-Central/Amtrak GG1 No. 925 which had developed a hot box on the lead truck whilst pulling the westbound "Broadway Limited". It was detached from the train at Leaman Place, PA. A drop it was needed to replace the defective axle and the nearest PC shop was 50 miles away at Harrisburg. The Strasburg came to the rescue by towing No. 925 to their shop at East Strasburg, only four miles away. The defective journal was then replaced and the GG1 was back in service after 6 hours.

MOTIVE POWER AND ROLLING STOCK

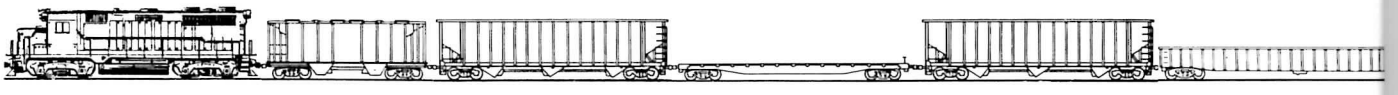
Compiled by Raymond L. Kennedy

The following will UPDATE the Assignment of Power of CP Rail, as shown in the MOTIVE POWER AND ROLLING STOCK feature in July-August 1974 issue of NEWSLETTER.

LOCATION	DELETE	ADD
	June 30,1974	
Thunder Bay	8107,8111.	8110,8166.
Winnipeg	8110,8166, BAR 74.	8107,8111, BAR 76, 77.
South Edmonton	7110	
Alyth	4506,4552.	
Nelson		7110.
Angus (Repairs)		B&M 1562.
Winnipeg (repairs)		BAR 68, 73.
Ogden (repairs)	PNC 100,108.	PNC 113,127,130.
	July 31,1974.	
St.Luc	B&M 1562,1565,1567,1569.	
	PLE 1527,1530.	
	URS 15, 16, 17.	
	6507.	
Glen	9106.	9109.
Sudbury	9109.	9106.
Winnipeg	BAR 67, 68, 70, 73, 75, 76, 77.	
	BLE 712B,716B,721B, 725A,727A,728A.	
	PNC 130,138,142,148, 158,162.	
Alyth	PNC 100,113,118,121,137.	
Leased to N.A.R.		8670.
Under Repairs:		
Angus	BM 1562.	
Winnipeg	BAR 68, 73.	
Ogden	PNC 113,127,130.	
Tied-up serviceable:		
St.Luc		PLE 1527,1530. URS 15,16,17.
Winnipeg		BLE 712B,716B,725A,727A,728A.
		PNC 130,138,142,148,158,162.
Alyth		PNC 100,111,113,121.

LOCATION	DELETE	ADD
	August 31,1974.	
St.Luc	PNC 900, 901.	
Glen	9024,9109.	
Toronto	17 (sold).	3000-3005.
John Street		9024,9106.
Sudbury	9106.	9109.
Thunder Bay	7018.	
Winnipeg	3000-3005.	
	PNC 120,124,126,127,132, 143,150,152,164,166, 170,171,177,969,970, 971,3445.	
Weston	12 (Sold).	
Alyth	PNC 104,108,110,112,114, 116,118,122,123,135, 137,144,145.	
Leased to NAR	8644.	8639.
Tied-up Serviceable		
Winnipeg		PNC 120,124,126,127,132, 143,150,152,164,166, 170,171,177,969,970, 971,3445.
Alyth		PNC 104,108,110,112,114, 116,122,123,135,144,145. (NOTE: 118,137 leased for use elsewhere.)

CP Rail



ABOVE: Peeking out from behind CP service car #412065 is New York Central U-boat number 2879. Looking on are MLW A-unit and GMD A-unit all on shop tracks at St. Luc in Montreal. (Pierre Patenaude)

LEFT: The Humber River bridge in suburban West Toronto supports these covered wagons (4097, 4405 & 4082) and friends RS-3 #8449 and 8431 returning from Obico piggy back yard back to the hump which they passed earlier as train 931 (piggyback) from Montreal on 7 June 1973. (Robbin Rekiel)

Canadian Pacific

September 30,1974

Kentville	9057.	9067,8131.
McAdam	6602,6621.	6576,6594.
St.Luc	8131.	
Glen	9024,9067.	9057.
Toronto		6586.
London	6586.	7059.
Windsor	7059.	
Sudbury	9109,6549.	
Soo		6549.
Thunder Bay	8108,8121,8169.	8107.
Winnipeg	8107,6517.	8108,8169,7036, 21.
Weston	21.	16.
Portage	16.	6517.
Weyburn	6534.	6559.
Regina	6531.	6510,6534.
Moose Jaw	6510,6559.	6531.
Sutherland	7036.	
Lethbridge	6579.	
Alyth	6576,6594,6602.	6579,6621.
Nelson	8604.	

Tied-up serviceable

St.Luc	PNC 900. (Unit returned to owner and re-sold).

October 31,1974

Kentville	8132.	
St.Luc		8132.
		URS 15, 16, 17. PNC 901.
Glen	9024.	
Toronto	6586,6614,6617,6708.	6703.
John Street	9106.	
London		6614,6617.
Windsor	6703.	6586.
Sudbury	9103.	
Thunder Bay		8108.

ABOVE: Here's looking at you!! Canadian Pacific C-liner number 4105 sits under the fuelling bay in Lethbridge Alta. on 14 September 1972.(Robbin Rekiel)

RIGHT: The same unit; the same place; the same time. Here's a side view of the Fairbanks Morse (Canadian Locomotive Company) unit. (Robbin Rekiel)

LOCATION	DELETE	ADD
Winnipeg	8108,8121.	BLE 712B716B,725A,727A,728A.
		PNC 120,124,126,127,130,132, 138,142,143,148,150,152, 158,162,164,166,170,171, 177,969,970,971,3445.
		BAR 67, 68, 70, 75, 76, 77, 87.
Sutherland	6569.	6575.
Prince Albert	6575.	6569.
Alyth		6602.
		PNC 100,104,108,110,111,112, 113,114,116,118,121,122, 123,135,137,144,145.

Under Repairs

Angus	show 4042,4213,4242.

Tied-up serviceable

Winnipeg	PNC	120,124,126,127,130, 132,138,142,143,148, 150,152,158,162,164, 166,170,171,177,969, 970,971,3445.
	BLE	712B,716B,725A,727A,728A.
Alyth	PNC	100,104,108,110,111, 112,113,114,116,121, 122,123,135,144,145.

November 30,1974

Brownville	8404.	
Newport		8404.
St.Luc	URS 15, 16, 17.	8132.
Glen		9057,9103.
Toronto	3000-3005,6552,6703.	6708.
London	7059.	
Windsor		7059.
Thunder Bay	8122.	
Dryden	6511.	6544.
Winnipeg	6548,6554, 21.	3000-3005,8121,8122,6511.
	BAR 67, 68, 70, 75, 76, 77, 87.	PNC 1505,1506,1507. (exFEC).
Weston		21.
Brandon		6548.
Weyburn	6559.	6530.
Moose Jaw	6530.	6521,6559.
Lethbridge	6519.	6535,6536.
Alyth	6535,6536.	8169,6519.
		BCR 702,704,707,708,718, 719,726.
Vancouver	6572.	6573.
Victoria	6573.	6572.

Leased to NAR: show 8637,8671,8674.

Tied-up Serviceable

St.Luc	URS 15, 16, 17.
Winnipeg	BLE 712B,716B,725A,727A.
	BAR 61, 70, 75, 76, 77, 78, 80.
Alyth	BCR 701,727,729.

Canadian Pacific

Locomotive rosters compiled by Raymond L Kennedy. All roster notes would be appreciated if sent to Ray's home address, P. O. Box 186, Islington, Ontario. All photos and other information should be sent to U.C.R.S. NEWSLETTER, P. O. Box 122, Postal Station "A", Toronto, Ont. M5W 1A2, as all layout and production work is done in Rail and Transit offices by the production staff. -ed.

LEFT: CPR mainline action on the Belleville subdivision catches train 916 east with units 5616, 5617, 8429 and locomotive 4042 dead on 26 June 1973. (Robbin Rekiel)

CENTRE LEFT: "The Canadian" is pictured on the MacTier sub. with lone unit 4066 in the old paint scheme as the only motive power on 13 June 1974. (Robbin Rekiel)

BOTTOM LEFT: Charging uphill, CPR #4015, 8600, 8482 and 4090, all in the multimark paint scheme, are caught by Robbin Rekiel on a long freight train.

BELOW: CP RS-3 #8453 is shown outside the diesel shop at Agincourt Yard in what seems an almost ancient paint scheme on 2 June 1973. (Robbin Rekiel)

OPPOSITE PAGE--

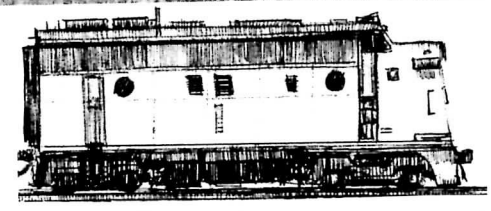
TOP: Chihuahua Pacifico #516 in transit at Montreal Yard awaits further shipment on to Mexico on 13 March 1974. Number 516 is the last CH-P locomotive to be overhauled by United Railway Supply Co. of Montreal. The unit, of course, is an FM 4-1644. (Pierre Patenaude)

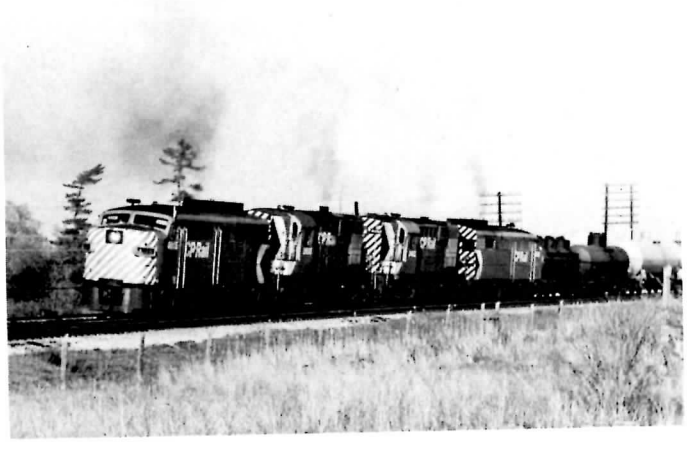
UPPER CENTRE: Duluth, Missabe & Iron Range (ex Union Pacific) C-630s #908, 905 and 906 purchased by the Quebec Cartier Railway, Port Cartier P.Q., are shown in transit in the Montreal Yards on 20 April 1974. (Pierre Patenaude)

LOWER CENTRE: Providence & Worcester M-420R number 2002 is seen at the MLW plant on 2 March 1974 before delivery to the P&W. (Pierre Patenaude)

Road No:	Serial No.	Deliver Date
2001	M6075-01	27 March 1974
2002	M6075-02	27 March 1974

BOTTOM: Union Carbide unit #4010 is captured outside its rebuilder's shop (URS) in its fresh new blue coat of paint on 12 May 1974. (Pierre Patenaude)





DELIVERY DATES FOR NEW UNITS

Order C-365 GP40-2L(F) 91 units 3000 hp CNR A2978-A3068. GR-430a

19/3/74	9400,9401	29/5/74	9442,9443
23/3/74	9402.9403	31/5/74	9444,9445
27/3/74	9404,9405	12/6/74	9446,9447,9449,
29/3/74	9406,9407		9450
30/3/74	9408,9409	13/6/74	9448,9451
08/4/74	9410,9411	19/6/74	9452,9453
11/4/74	9412,9413	20/6/74	9454,9455
16/4/74	9414.	21/6/74	9456,9457
19/4/74	9415-9417	25/6/74	9458,9459
20/4/74	9418,9419	26/6/74	9460,9461
24/4/74	9420,9421	27/6/74	9462,9463
27/4/74	9422,9423	04/7/74	9464,9465
30/4/74	9424-9426	05/7/74	9466,9467
07/5/74	9427,9428	10/7/74	9468,9469
08/5/74	9430	12/7/74	9470,9471
10/5/74	9429,9431	17/7/74	9472,9473
14/5/74	9432,9433	22/7/74	9474-9476
16/5/74	9434,9435	23/7/74	9477-9480
17/5/74	9436,9437	21/8/74	9481,9482
23/5/74	9438,9439	23/8/74	9483,9484
25/5/74	9440,9441	27/8/74	9485,9486
		03/9/74	9487-9490

Order C-372 GP40-2L(F) 40 units 3000 hp CNR A3069-A3108. GR-430b

20/9/74	9491,9492	18/10/74	9511,9512
24/9/74	9493-9496	21/10/74	9513,9514
26/9/74	9497,9498	24/10/74	9515,9516
27/9/74	9499	29/10/74	9517-9520
28/9/74	9500-9502	01/11/74	9521,9522
30/9/74	9503,9504	06/11/74	9523,9524
07/10/74	9505,9506	12/11/74	9525,9526
09/10/74	9507,9508	13/11/74	9527
11/10/74	9509,9510	20/11/74	9528,9529
		22/11/74	9530.

GENERAL MOTORS DIESEL DIVISION NEWS

28 November 1974. From the outside of the Diesel Division, it seemed that there was not much doing at the plant. But the impression that was indeed wrong after an in-plant trip. All that was outside was the three ZTP G16Ws, all in tarps and all mounted on flatcars, separated from their trucks; and a lone CPR SD-40-2, #5803 (11-74 A3116!!). Inside on the assembly line were CPR SD40-2 #5802 (11-74 A3115!) and units 374-10,-11 and -12, all in primer. These will become CPR 5677 to 79 respectively. Having their interiors painted were CPR SD40-2 units 374-8 & -9 (to become CPR 5675 & 5676) while CPR 5804 was being touched up after her final run through the paint shop, as was 5805, which was about to have her builder's plate affixed to the frame. In the paint shop itself were ONR GP38-2 #1802 (11-74 A3111!!) and CPR SD40-2 #5836. This was an additional unit added to to the Locotrol order to replace another 5800 which had been withdrawn from service (thus order 374 will now have seven units with Locotrol and 43 standard SD40-2s, rather than the six and 44 originally announced). In the test building were CPR #5800 (11-74 A3113!) and 5801 (11-74 A3114!) as well as ONR GP38-2 #1800 (11-74 A3109!) and 1801 (11-74 A3110!). A new addition to the ONR lettering is a medium sized road number applied to the cab sides, just under the Ontario Goverment's symbol and phrase "Rail Services". It is interesting to note that on the cab of the 1800s the "Rail Services" and emblem had first been applied without the road number (just like the SD40-2 order in the new paint scheme) but this first application had been repainted and been recentred to allow for the road number to be inserted above. The outline of the first application is still clearly visible when viewed using a sharp light angle. All of the CPR units had the stamped metal class plate DRF-30m, and of course the ONR unots have no classification. The GO unit order (GP40-2(F), 9812-9814) was delivered on 27 November 1974. Of some interest perhaps is that on 22 November there was a rainbow of colours about the plant, ranging from CNR red & black, GO green & white, ONR two-tone blue & yellow, CPR peppermint stripe, and (although tarped) ZTP green & yellow. Wouldn't that have made a terrific PR shot if time had been available to set it up??

P.S. - IOCO SW1200MG unit has now been painted and is due for a mid-December 1974 delivery to Labrador.

Canadian National locomotive number 7027 shows off her new cab colour, the same as the new CNR safety cab units. The red cab of 7027 is quite a contrast to the old paint scheme as CNR unit #7001 demonstrates in the background. The shot was taken on 11 Jan. 1975 at Mimico Ontario.
(J.T. Robbie)

CANADIAN NATIONAL RAILWAYS

JUNE 1974

LEASED OUT		EFFECTIVE	RETURNED
8221	Dofasco, Hamilton Ont.	June 10/74	
7180	Abitibi Paper, (Pine Falls Man.)		June 7/74.
4353	N.A.R.	May 14/74	

ON LEASE

GTW 4139	Spadina	?	
GTW 4427	Spadina (returned from DW&P)	?	
GTW 4428	Spadina	June 26/74	
GTW 4431	Spadina		June 20/74
GTW 4552	Spadina (returned from CV)	?	
GTW 4553	Spadina	June 18/74	
GTW 4700	Spadina	June 11/74	

ASSIGNMENTS

Montreal

2553

2553	Montreal	June 5/74
2554	Montreal	June 7/74
2555	Montreal	June 12/74
2556	Montreal	June 17/74
2557	Montreal	June 21/74
2558	Montreal	June 27/74

9446

Montreal

2553	June 5/74
2554	June 7/74
2555	June 12/74
2556	June 17/74
2557	June 21/74
2558	June 27/74
9446,9447,9449,9450.	June 12/74
9448,9451.	June 13/74
9452,9453.	June 19/74
9454,9455.	June 20/74
9456,9457.	June 21/74
9458,9459.	June 25/74

Symington

9460,9461.	June 26/74
9462,9463.	June 27/74

Calder

9175 (Re-manufactured 9132)	June 19/74

RE-ASSIGNMENTS	DELETE	ADD
Symington		
7006	June 18/74	
7008		June 18/74
7212		June 21/74
7220	June 21/74	
The Pas		
7006		June 18/74
7008	June 18/74	
Saskatoon		
7212	June 21/74	
7220		June 21/74

RETIRED	Last located	
GTW 7910	Flint Mich. (GTW)	June 1/74
7940	Symington	June 13/74
8137	Spadina	June 20/74
8142	Spadina	June 11/74
9120	Calder	June 28/74

JULY 1974

LEASED OUT		EFFECTIVE	RETURNED
1284	Francon Ltd.	July 31/74	
7204	Canadian Cellulose Co.	July 20/74	
7242	Canadian Cellulose Co.	July 15/74	July 20/74
7912	Northwood Pulp & Paper	July 2/74	July 17/74
4148	N.A.R.	July 10/74	

LEASED

GTW 4542	Spadina	July 16/74
GTW 4543	Spadina	July 16/74
GTW 4555	Spadina	July 15/74
GTW 4556	Spadina	July 16/74

		EFFECTIVE	RETURNED
GTW 4139	Spadina		*
GTW 4427	Spadina		*
GTW 4429	Spadina		*
GTW 4433	Spadina		*
GTW 4440	Spadina		*
GTW 4441	Spadina		*
GTW 4910	Spadina		*
GTW 4916	Spadina		*
GTW 4921	Spadina		*
GTW 4922	Spadina		*

* latter part of July 1974.

ASSIGNMENTS (New units received)

Montreal

2559	July 4/74

Symington

9464,9465,9466,9467.	July 5/74
9468,9469.	July 10/74
9470,9471.	July 12/74
9472,9473.	July 18/74
9474,9475,9476.	July 22/74
9477,9478,9479,9480.	July 23/74

RE-ASSIGNMENTS	DELETE	ADD
Symington		
5098 to 5110	July 10/74	
1903	July 30/74	
Saskateon		
1903		July 30/74
Calder		
5098 to 5110		July 10/74
RETIRED		
GTW 7230	July 17/74	

AUGUST 1974

LEASED OUT		EFFECTIVE	RETURNED
7204	Canadian Cellulose		Aug. 8/74
7208	Northwood Pulp, Prince George	Aug. 14/74	Aug.22/74
4147	N.A.R.		Aug. 9/74
4152	N.A.R.		Aug.23/74

ASSIGNMENTS (new units received)	DELETE	ADD
Symington		
9481,9482.		Aug.21/74
9483,9484.		Aug.23/74
9485,9486.		Aug.27/74
RETIRED Last located		
8129 Spadina	Aug. 7/74	
RE-MANUFACTURED		
6119 Spadina (Rebuilt 6353 RDC-3 into RDC-1)		July 12/74

RIGHT: Only four days after being delivered, CNR unit #9458, a GP40-2L was photographed in the Montreal Yard on 19 June 1974. (Pierre Patenuade)

BELOW: RSC-13s #1716, 1722, 1712 and 1713 are shown at the diesel shops in Moncton N.B. on 27 October 1972. (Wendell Lemon)


UNION ST'N
YONGE
12
SHORT
TURN
CAR
2424

TRACTION TOPICS

Edited by Mike Roschlau

RESTORATION OF LARGE WITT CARS ...

At its meeting of February 27, 1974, the Commission approved that Witt Car No. 2300 be leased from the Canadian Railroad Historical Association and Witt Car No. 2424 be leased from the Ontario Electric Railway Historical Association. This approval was on the understanding that an estimated $17,000 to $18,000 would be required to put Car No. 2424 into reliable service condition and an estimated cost of $20,000 to $22,000 to prepare Car No. 2300 for regular service and that this work be undertaken at a later date when the shop work load permitted.

The two cars have now been acquired and it is necessary to determine what use will be made of them and what amount of restoration work will be done. At the present time, the Commission has two Small Witt Cars which have been restored to operating condition for use in the Tour Tram Service. The future of this service is under study and will be the subject of a separate Commission report, however, it does not appear that the two Large Witt Cars will be needed to expand the Tour Tram Service.

The only apparent use for the Large Witts at this time is to display Car No. 2300 at the 1975 Canadian National Exhibition as requested by Mr. D. E. Garrick in his letter dated November 25, 1974. It is noted that the letter requests that the car be restored to 1921 characteristics, however from recent discussions with Mr. Mike Filey of the C.N.E. it has been determined that their intention is to have a static display and that the car would need to be restored to display condition but not necessarily to operating condition.

In order to prepare Car No. 2300 for possible display at the C.N.E., its condition has been assessed and the amount of work necessary has been estimated. The car is in very poor condition as shown in the photographs. It is estimated that it will cost $18,000 for this work on Car No. 2300 and $9,500 for Car 2424. These estimates are based on restoring the cars to their Post-War condition. This is the state in which the cars were when they were last in service in Toronto so they would be familiar to the greatest number of people. It must be emphasized that the car would not be in operating condition and would have to be moved by towing.

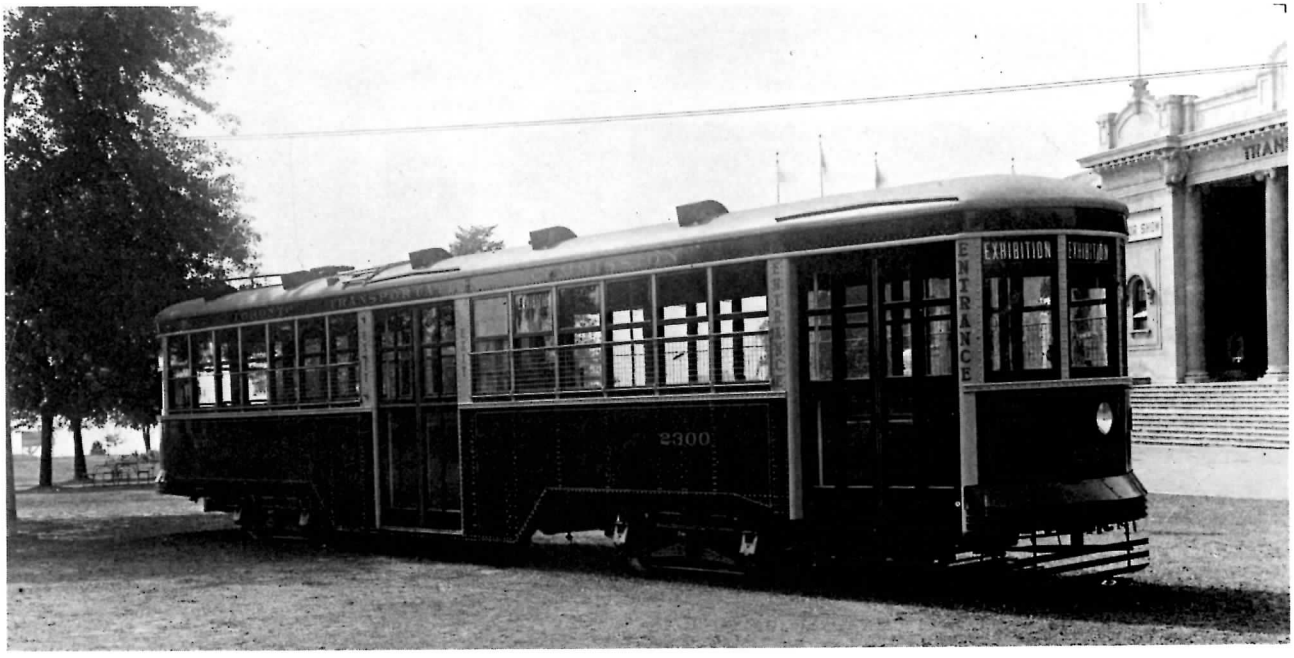
In order to restore the cars to the same operating condition as the Small Witts, additional work must be done. All air pipes would be replaced and the air valves overhauled. There would be a major rewiring and the trucks, including the motors, would be overhauled. If this work is done at the same time as the restoration for display purposes, it would cost an additional $10,000 for Car No. 2300 and $7,500 for Car No. 2424, for a total of $28,000 and $17,000 respectively.

As indicated above, it was suggested in the letter from the C.N.E., that Car No. 2300 be restored to its original 1921 condition. It would require major alterations in seating and to the motorman's cab and the addition of a conductor's stand, coal stove and Tomlinson coupler as well as many other changes. This type of restoration could take up to two years and cost in the order of $50,000 to $60,000 if all the major items needed could be located. It is possible, of course, that some of the necessary items could not be purchased or duplicated.

In view of all of the foregoing, it was decided to restore car no. 2424 to operating condition at an estimated cost of $18,000 to be made available for charter and for use in the proposed exhibit at the 1975 Canadian National Exhibition.

OPPOSITE PAGE:
T.T.C. Large Peter Witt Car number 2424 sits inside Saint Clair Carhouse on 5 January 1975 prior to being moved to Hillcrest Shops for renovation.
(Mike Roschlau)

BELOW:
T.T.C. Large Peter Witt Car number 2300 sits in front of the Transportation Building at the Canadian National Exhibition on display on 28 August 1921.
(Toronto Transit Commission)



DESCRIPTION OF CONDITION OF CAR 2300 AND WORK REQUIRED TO PUT IT IN NON-OPERATING DISPLAY CONDITION ...

Roof:

The canvas covering is rotted anc cracked and the roof is leaking badly. It requires re-covering with canvas with repairs made to wooden roof framing, and finished with two coats of paint.

The wooden moulding around roof edges is rotted and must be replaced with shop made moulding.

The ceiling panels are damaged and bowed downwards from water leaking in through the roof and must be replaced.

Windows:

The joints in the wooden window frames have separated and there is evidence of dry rot. While it might be possible, in some cases, to re-glue, new window frames should be installed and safety glass should be installed.

Interior:

The seats require re-upholstering. The floor covering is discoloured and the joints are open and raised up. All seats would be removed and re-upholstered, the floor covering removed, a 1/4" plywood overlay installed over the old wooden floor and new battleship linoleum installed. Seats would be re-installed.

Exterior Body:

Exterior body panels are rusted out in places and window posts show signs of deterioration. Defective body panels would be replaced or repaired as required. Entrance and exit steps must be overhauled and made safe. Entrance and exit doors will be removed, repaired and replaced in operating condition.

ABOVE AND RIGHT:

Car number 2300 is carefully unloaded from the flat-bed truck on which it was transported from Montreal.

(Ted Wickson)

Wiring:

The wiring requires checking. All lighting circuits need to be checked and made safe and operating. All fixtures must be removed, cleaned and replaced. Some operating wiring may need replacing. The roof trolley pole and mounts and related units need to be cleaned and painted.

Trucks and Underbody:

The trucks require removal for re-gauging, cleaning and painting. The underbody will be checked and repaired as safety requires. Any obvious underbody parts showing would be painted. Trucks would be re-installed.

Painting:

The vehicle requires complete exterior and interior re-painting. All sign frames would be removed, repaired and re-painted, then re-installed.

2300

Number 2300 was the first Peter Witt car delivered to the TTC, on 24 August 1921. It was on display at the 1921 Canadian National Exhibition and entered service on 2 October 1921. The car was withdrawn from revenue service on 14 March 1951 and became a training car, finally being retired on 4 January 1963 (PCC No.4000 becoming the new training car). On 17 July 1963, the car was shipped to the Canadian Railway Museum near Montreal, never receiving any restoration work there.

ABOVE:
Number 2300 is lifted from the truck on the west side of Hillcrest Shops. (Ted Wickson)

BELOW, RIGHT AND BOTTOM RIGHT:
These three views depict the interior of large Witt car #2536 in January 1932, and this is what number 2424 should look like after restoration.
(Toronto Transit Commission)

TOP:

Ontario Electric Railway Historical Association members are hard at work installing the temporary rail to unload car #2424 after its trip from the Halton County Radial Railway Museum near Rockwood Ontario. (Ted Wickson)

ABOVE:

The rail almost all there, crews prepare to back the car down to street level. The car arrived at Hillcrest on 21 November last year. (Ted Wickson)

RIGHT:

Here she goes!! The winch is slowly released and the car rolls backwards down onto TTC rail in the west yard at Hillcrest Shops as crews look on hoping that everything will go well. (Ted Wickson)

2424

This car was delivered to the TTC on 5 October 1921 and was placed in service on 30 October of the same year. The 21 of July 1961 saw the car withdrawn from regular service and during the summer of 1961 it was used in special school charter service taking children to the ferry docks. Number 2424 remained at Russell Division Carhouse awaiting scrapping until 27 July 1961. It was decided not to scrap the car and it was shipped to the Halton County Radial Railway Museum near Rockwood Ontario on 28 June 1962.

REQUIRED BASIC CHANGES TO LARGE WITT CAR NO. 2424 TO CONFORM TO 1921 "AS DELIVERED CONDITION

The first 100 TTC motor cars 2300 - 2498 (even nos.) were ordered in April 1921 and delivered commencing August 1921, before the TTC officially took over from the TRC. Ordered with them were 60 trailers 2301 - 2419 (odd nos.) which the motor cars were designed to haul.

Car 2300, delivered on August 24th, 1921, was put on display at the C.N.E. outside the Transportation Building and then was placed in revenue service on the Broadview route out of Danforth Division on October 2nd, 1921, following several days of training runs.

Cars 2300 - 2322 were converted to one man "suburban" type for use on the Long Branch route only in 1933/35/36; they were similar to the "final" one-man design, but had a number of odd equipment features. These were removed when the cars were "standardized" in 1940 to the style of the other one man treadle conversions (i.e. cars 2324-2478).

Car 2300 was set aside as the Hillcrest training school car on March 14th, 1951. When "replaced" by P.C.C. 4000 in this role it was retained as an emergency car until retired and sold to the C.R.H.A. in July 17th, 1963.

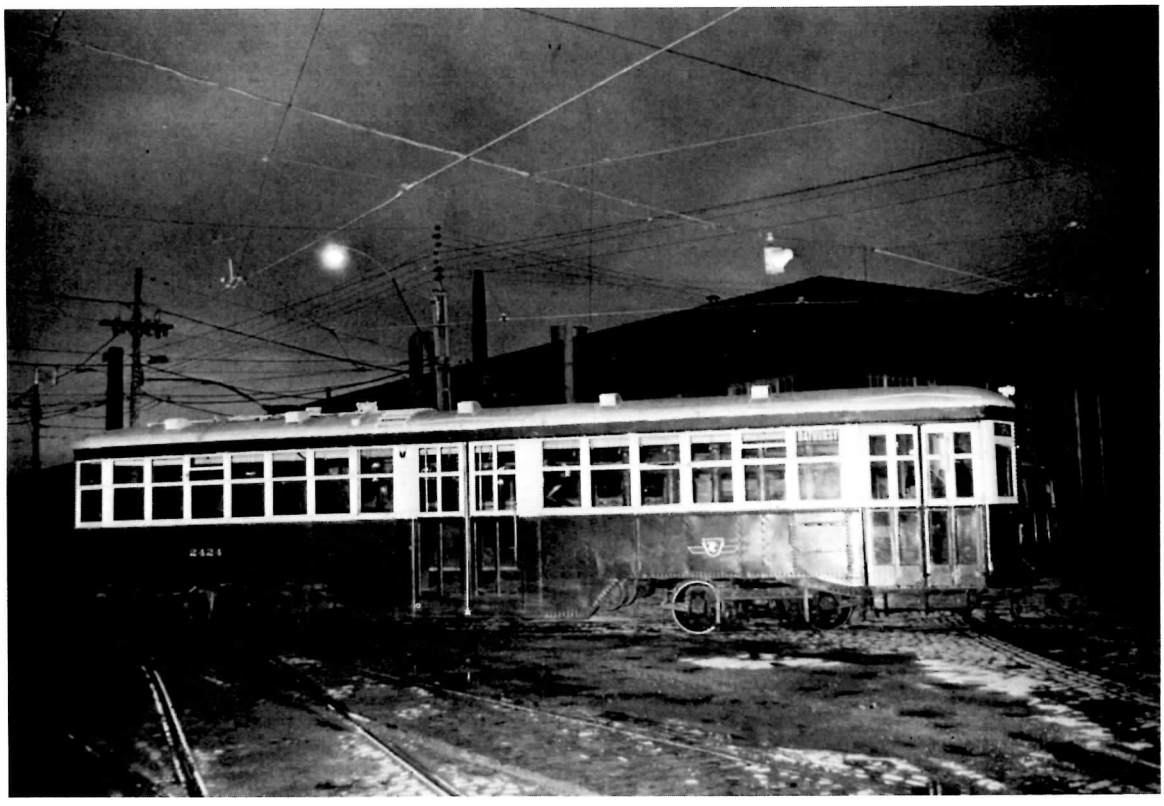
CONVERSIONS REQUIRED

A. Exterior
1. Remove advance light.
2. Replace headlight with old style body and lens.
3. Remove dash hood advertising lights.
4. Replace automatic wiper with manual.
5. Remove front door rearview mirror.
6. Remove run number indicator.
7. Install window screens on both sides and rear (except centre rear).
8. Relocate/remove stanchions and handrails to conform.
9. Install Tomlinson coupler and drum switch at rear.
10. Change advertising brackets (size and location) on right front side (1) and on front outside dash (2).
11. Remove centre door exit (red) light.
12. Remove side upper vents on windows (2 on each side) and permit 4 windows to open same as all others.

B. Interior
1. Rework motorman's cab and vestibule to:
   - completely enclose
   - apply M20A brake valve in place of M36
   - remove brake equipment panel
   - remove foot control valve for doors, and replace with hand lever
   - relocate gauges etc.
   - remove pilot valve on controller and install standard 2 man car brass controller handle.
2. Replace all seats with wood style, and re-arrange seating to provide 60 seats (with stove in)
3. Install conductor's stand and door controls; chain and stanchion.
4. Remove electric blast heaters and install Peter Smith coal stove, with coal box
5. Rearrange and replace interior fittings, handrails, etc. to suit.
6. Rearrange wiring and piping to suit
7. Change advertising signs

C. PAINTING AND LETTERING
1. Paint (and varnish) interior and exterior to original style, and original colour shades.
2. Reletter with name and numbers in original Roman style graphics.

No sooner did she arrive, that the Hillcrest crews took advantage of the opportunity to give 2424 a few spins around the yard. Here she is in the evening of 21 November 1974. (Ted Wickson)



TTC SUBWAY CAR PURCHASES

At its meeting of 14 August 1974, the TTC gave authority to call for tenders for the purchase of 100 subway cars for the Spadina and Bloor-Danforth subway extensions with the provision that the number may be increased to 116 or 134 if notice is given by 1 September 1975. Since then, governmental approval has been given for the purchase of 134 cars at an estimated cost of $48,240,000. It has been determined that the only car builder planning to submit a tender for the construction of these cars is Hawker Siddeley Canada Ltd. It has been agreed, therefore, to cancel the request for tenders and to start negotiations with Hawker Siddeley. Initial discussion with Hawker indicates the desirability of establishing, as early as possible, the specific number of cars to be purchased. This enables the most effective program schedule for obtaining components and production arrangements.

When the three lines are completed, the minimum recommended level of service during the a.m. rush hours would require the purchase of 100 cars to provide a total fleet of 598 cars, including 534 cars for service and 64 for maintenance spares. However, during the p.m. peak period, the current operation of a short turn service on the Yonge-University line has resulted in certain problems involving uneven train loading and passenger congestion at the Eglinton Terminal; the loads on trains destined for Finch Station are substantially higher than the loads on trains terminating at Eglinton and there are many passengers boarding Finch trains at Eglinton. This appears to indicate that a substantial number of through passengers change trains at Eglinton Station. In order to resolve this problem, approval has been given to the trial operation of all service on the Yonge-University line to Finch Terminal, during the p.m. rush hour only, commencing on 31 March 1975, when a sufficient number of the 88 subway cars currently on order are available for operation. This will necessitate a reduction of 18 cars in the normal maintenance requirement.

The purchase of 134 additional subway cars, making a fleet total of 632, would permit the operation of the through service on the Yonge line to Finch Avenue during both peak periods on week-days. It is not the intention, however, to operate all trains through to Finch in the a.m. rush hour because empty trains originating at Eglinton southbound are needed to provide capacity south of Bloor. It is considered almost a certainty that the public will be pleased with the through service to Finch in the evening and there is a strong possibility that it will be maintained especially in view of the increasing traffic.

A fleet of 632 cars would allow some room for growth which will undoubtedly occur. The ultimate fleet requirement to provide a 2'-00" service over the entire committed system, from Finch Station on the Yonge line to Wilson Station on the Spadina line, as well as on the Bloor-Danforth line between Kipling in the west and Eglinton-Kennedy in the east, is calculated to be 712 cars, including spares. (Present rush hour headways are as follows: Yonge-University between Finch and St. George - 4'-00"; between Eglinton and St. George - 2'-00"; Bloor-Danforth line between Islington and Warden - 2'-53". The proposed rush hour headways after the opening of the three new lines will be: Yonge-University-Spadina between Finch on Yonge and St. Clair on Spadina - 2'-00"; between Finch on Yonge and Wilson on Spadina - 4'-00"; Bloor-Danforth line between Kipling and Kennedy - 2'17".)

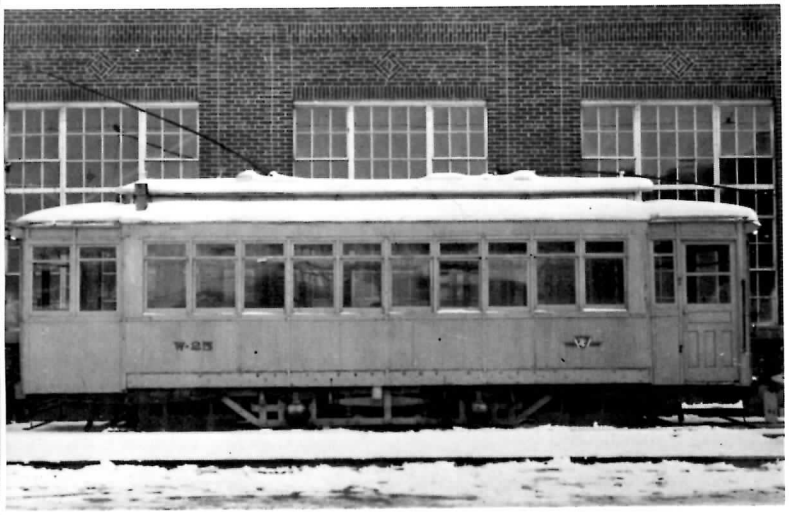
All of the foregoing statistical data indicates a need for additional cars not only to extend the system, but to improve the level of service as well. Therefore, the TTC has decided to negotiate with Hawker Siddeley Ltd. for the purchase of 134 new subway cars similar to the H-4's presently being received by the commission.

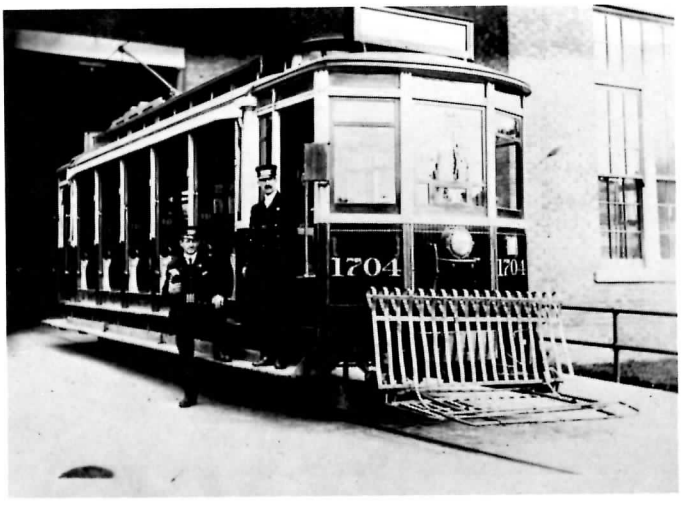
EXPRESS STREETCARS PROPOSED FOR NORTHEAST TORONTO

A new express streetcar (LRV) system would be running between downtown Toronto and Scarborough within three years if Metro's transportation planners and politicians want it, John Rhodes, Ontario's Transport Minister said on 7 January. If Scarborough and Metro make up their minds about what kind of transit service they want, the province will help them both technically and financially, Rhodes said. Scarborough Mayor Paul Cosgrove definitely favours the idea of light rapid transit and "It's refreshing to hear talk about a willingness to move ahead quickly and to co-operate and look at the problem and the future". No plans have as yet come forth from either Scarborough or Metro for an expanded transit system to serve Toronto's northeast section although Metro may have been waiting for the results of the Soberman Review. Called the Metro Toronto Transportation Plan Review, a two-year study by transportation planner Richard Soberman is expected to be published soon, will speak of some corridors that could be used for a new light rail system, and will be outlined in a future issue of RAIL AND TRANSIT. If Metro and Scarborough can decide on a corridor that's acceptable to the people who reside nearby and whom it would have to serve, the province could provide the money and the technology to put it into effect. "If Metro wants it, it can have it by 1978" Rhodes said. "We're far enough advanced that we can make that offer".

B E L O W:

After serious consideration, the Ontario Jockey Club finally decided against funding the restoration of TTC rail grinder W-25 as passenger car 1704 to commemorate the centennial of Greenwood Raceway in Toronto in 1975. Below left is a view of W-25 on 1 February 1957 and right car 1704 at Lansdowne Carhouse in 1914. This is how the car would have looked, had the project not fallen through.
(Both photos - courtesy Toronto Transit Commission)





A B O V E:

RIGHT -- San Francisco Municipal Railway PCC car number 1190 (ex TTC 4752, Kansas City Public Service 551) prepares to leave City College Terminal inbound on the "K" line. The ex TTC, KCPS cars operate much faster in San Francisco than they ever did on the St. Clair and Earlscourt routes in Toronto. However, MUNI motormen dislike them because of "poor" braking and the conventional accelerator and brake pedal arrangement (most of MUNI's PCCs are ex St. Louis and have left-foot accelerator and right-foot brake pedals). This view was on 23 December 1974. LEFT: The same car in Toronto, proceeding westbound on St. Clair Avenue toward Yonge Street on 3 September 1972, destined for Keele Street. (Both photos - Ted Wickson)

MORE GO - URBAN PROBLEMS

The Ontario Government says it didn't lose a nickel in terminating the ill-fated GO - Urban transit demonstration at the Canadian National Exhibition. Some Ontario industries haven't been as fortunate however. Ontario engineering and consulting firms have yet to be paid by the German contractors, Krauss Maffei AG of Munich, for substantial portions of $4 million worth of work they contributed toward the $27 million cancelled project. The Canada Systems Group Ltd. (CSG), prime contractors for the magnetic levitation guideway, stations and power system, has filed a mechanic's lien of $3,386,000 against the completed part of the GO - Urban CNE test track. The lien, filed on 20 December 1974, names Krauss Maffei and the Municipality of Metropolitan Toronto, owner of the CNE. Spar Aerospace Products Ltd. of Toronto, which had a separate contract with Krauss Maffei, is still owed part of $100,000 it spent producing linear induction motors to propel the test vehicles. Several other large building contractors in Ontario are out as much as $50,000 to $100,000 each for tender preparations they made to construct the system's guideway and stations. The vice-president for contract services with CSG said the writ was filed on behalf of the firm and at least 12 subcontracting firms it employed on the project that have been paid in full for their work. CSG is still negotiating with Krauss Maffei and has every reason to expect a settlement. No progress payments have been made by the German firm since last October and some of the subcontractors were quite far advanced in their work when the project termination came.

SPADINA SUBWAY NEWS

Tenders have been advertised for Spadina rapid transit contract A18-1 which consists of complete site development for the Wilson Subway Yard complex, comprising yard grading, granular base, ballast, retaining walls, access road and underpass, and all underground and on-surface services including those for signald and traction power. The tenders will be received on or before 25 February 1975.

Funds in the amount of $25,000 have been authorized for carrying out test installations of the track support system proposed for the Spadina Rapid Transit line. This consists of massive precast concrete ties, isolated from the invert slab, with rubber pads. This is expected to reduce noise and vibration transmission significantly; however, track and tie installation problems are anticipated. In order to minimize these problems, a concrete invert slab will be constructed in the Hillcrest Yard and a sufficient number of the precast concrete ties will be in the TTC's hands to make a mock-up of the proposed installation.

At its meeting of 11 December 1974, the TTC approved the calling of tenders for Spadina contract A3-1, consisting of building approximately 2290 lineal feet of cut-and-cover subway structure from St. George Subway Station to Bernard Avenue, including Spadian Station, a pedestrian passageway and ancillary work. Tenders will be received on or before 29 January 1975.

SPADINA SUBWAY TUNNELS TO START NEAR CASA LOMA ...

A 300 ton crane lowered one of two 100 ton manual shields into the excavation at Spadina and Davenport Roads during the second week of January.

When the shields are in place underground, construction of the twin 16-foot diameter tunnels will start in a northerly direction and will pass about ninety feet east of Casa Loma. The work is part of Robert McAlpine's $5.7 million contract to build 1,958 feet of tunnel beneath Spadina Road to a point just south of St. Clair Avenue where the subway will swing in a north-westerly direction along the ravine. At its deepest point, the McAlpine built tunnels will be 100 feet beneath the street.

This is the only tunnel contract on the 6.17 mile 155 million dollar Spadina Subway. Either cut-and-cover or open cut construction will be used on the remainder of the route.

Construction is now in full swing on five major structural contracts totalling just over two miles in length. Eleven more major contracts will be awarded before the end of this year.

RT-3 SUBWAY WORK CAR CONVERSION

At its meeting on 17 January 1974, the TTC approved a recommendation to scrap subway work car RT-3, after salvaging any useful parts. This car was originally built in 1922 and converted from surface to subway operation in 1953. During the development of the subway wall-washing unit, RT-3 was equipped with pumps and tanks etc. and used as a prototype wall washing car. Based on further investigation into the requirements for subway work cars, the proposed scrapping of RT-3 has been reconsidered. It is now approved that the car be converted for use as a combined differential ballast spreader and back-up service vehicle as required by the plant department maintenance crews. To make RT-3 suitable for future use as a ballast spreader and service vehicle, it is necessary to install side opening dump gates and to fabricate a removable deck which can be installed when the car is needed as a platform car by painters and electricians. This decking will be made in such a way that it will be easily removable when the car is required for its primary function, as a ballast spreader during construction of the Spadina rapid transit line and Wilson Yard. The total cost for these modifications is $18,000, to be included in the 1975 operating budget.

NEW TTC COMMISSIONERS ELECTED

At its 14 January meeting, the Toronto Metro Council elected the five TTC commissioners for the calendar year 1975. They are Karl Mallette, G. Gordon Hurlburt, Metro Chairman Paul Godfrey, David Totenberg and Etobicoke Controller E. H. Farrow. It took three ballots to restore Mr. Mallette to the TTC. Mallette, a former Scarborough Controller, was defeated in the 2 December civic election and also lost his job as TTC chairman. His election to the TTC along with the other four is as a citizen commissioner. When Metro advertised for citizens who wanted the TTC jobs, it got 61 replies, one of which was from Crawford Smyth, whose TTC term ran out this year. He was defeated on the 14th in his bid for re-election. Rotenberg, who was defeated by David Crombie for Toronto Mayor in 1972, said he wants to improve transit service in the suburbs and wants fares kept at their present level to encourage more people to use public transit. Mallette, however, said that fares can be set by Metro Council only when it knows what grants the province will pay. Mallette said he will not seek the chairmanship again but won't turn it down if it is offered. The chairman receives $15,000 per year and the vice-chairman $9,000. The new chairman and vice-chairman will be elected by the TTC on 21 January 1975.

ABOVE LEFT:

Cornwall freight motor number 16 is in transit after the abandonment of the railway. (Pierre Patenaude)

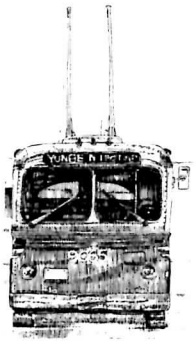
BELOW LEFT:

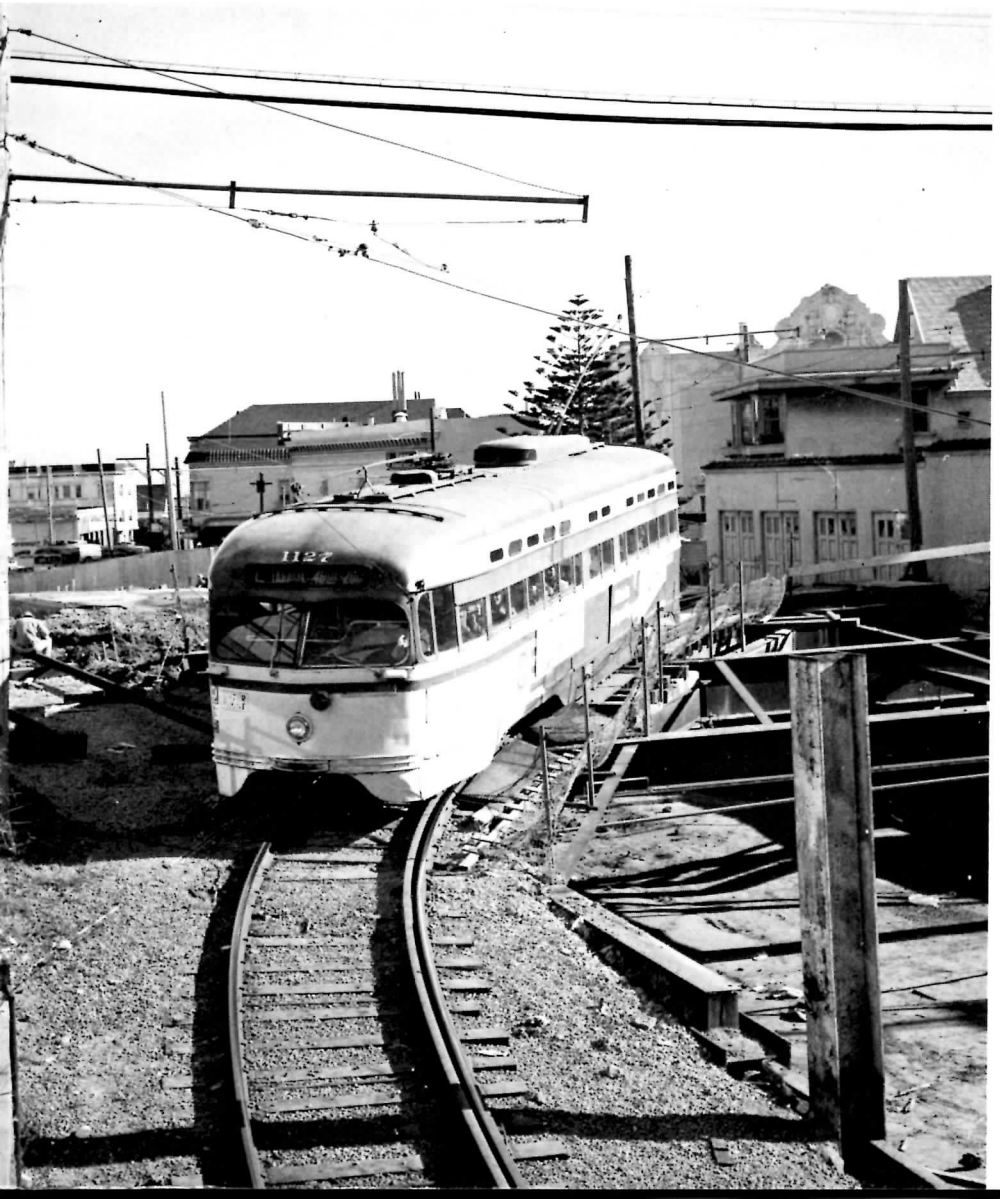
Toronto Transit Commission snow sweeper S-36 is seen in transit at CPR's yard in Montreal on its way to Branford Trolley Museum in Connecticut. See page 96 in May-June 1973 NL for additional information. (Pierre Patenaude)

TTC FARE HIKE IMMINENT

Toronto commuters will be hit with the first Toronto Transit Commission fare hike since 1969 early this spring, probably some time in April. It is rumoured that the new fares will be 35¢ cash or three tickets or tokens for $1 for adults; senior citizens would buy six tickets for $1; students would pay 20¢ exact cash or buy five tickets for $1; children's fares would be 15¢ cash or five tickets for 50¢. The old fares were 30¢ cash or four tickets for $1 for adults; eight tickets for $1 for senior citizens; 15¢ exact cash or seven tickets for $1 for students; 10¢ cash or six tickets for 50¢ for children under twelve years of age.

Outbound, San Francisco Municipal Railway #1157 enters Duboce Ave. on the "N"-Judah route traversing traversing temporary rail adjacent to the future entrance to the MUNI streetcar subway (ramps shown at extreme right) near Market Street. The San Francisco Mint looms in the background.
(Ted Wickson.





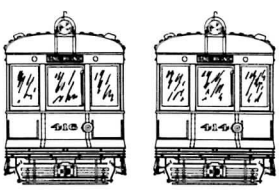
San Francisco MUNI PCC #1127 is seen outbound on the "L"-Taraval route crossing to the north side of Market "street" through a jungle of construction clutter near the Twin Peaks tunnel portal.
(Ted Wickson)

BE SURE TO READ NEXT MONTH'S ISSUE

UTDC UNVEILS THE OFFICIAL PLANS FOR ONTARIO'S NEW LIGHT RAIL VEHICLE -- A FULL LENGTH EXPOSE

150 YEARS OF BRITISH STEAM

ALL IN MARCH-APRIL 1975



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JAN. - FEB. 1975

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