

Canada's Railway Magazine

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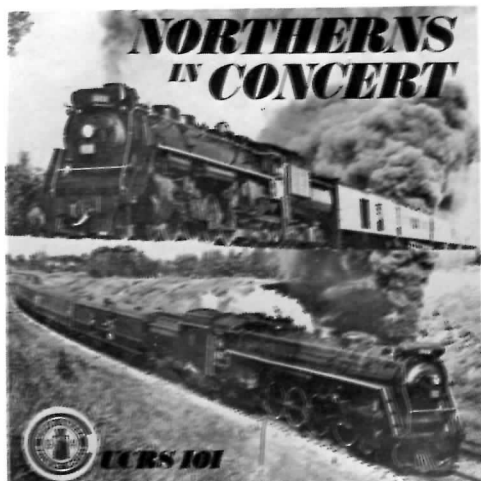
Rail and Transit

JANUARY - FEBRUARY 1976

FORMERLY U. C. R. S. NEWSLETTER



Rail and Transit



Canadian Railway Records

NORTHERNS IN CONCERT

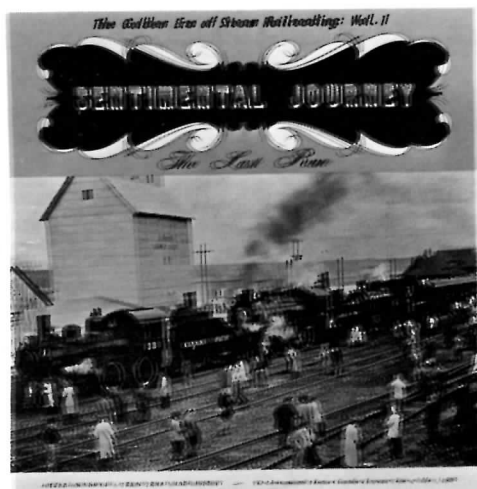
CNR Northern #6167 and 6218 in excursion service from 1960 to 1971. Recordings both of the engines individually and doubleheaded.

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Recorded entirely on 26 September 1964, the last doubleheader using CNR Northern steam locomotives #6167 and 6218. The trip operated from Toronto to Huntsville Ont. and return.

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Rail and Transit

EDITORIAL OFFICES:

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Steam locomotive "Toronto", the first locomotive built in Canada in the year 1853 has been adopted by the Toronto & York Division of the Canadian Railway Historical Association as their major project of the future. They hope to rebuild a working version in the future for their museum. For more information, turn to page six.

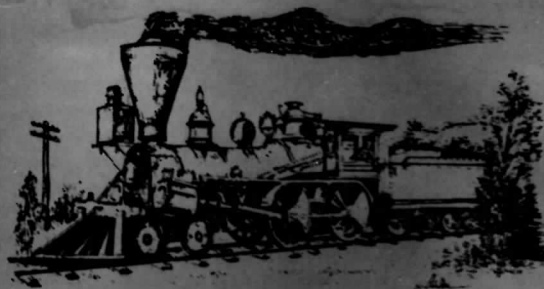
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"Toronto" - First Locomotive built in Canada - 1853

JANUARY-FEBRUARY 1976

VOLUME 1 NUMBER 2 WHOLE ISSUE NO. 359

FRONT COVER PHOTO

It was cold and nippy on 18 January 1976 when CP Rail F7A number 4030.....1
and RS10s number 8596 await their assignment in the Hamilton (Chatham
Street) Toronto, Hamilton and Buffalo roundhouse.
Photo by Doug Page.

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Office.

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Trundling through the snow on a cold winter's day is TTC A-114 class.....32
PCC streetcar number 4739, before its sale to Philadelphia. The
occasion was a special fantrip on 25 January 1976 for which a
delegation from Philadelphia specially installed a SEPTA destination
sign. (Photo by Ted Wickson)

FUTURE ISSUES:

At long last, the history of the Township of York Railways is ready! It will be published in the next issue, March-April 1976 RAIL AND TRANSIT. Of special note will be original photographs of the official opening of the lines back in the 1920s.

A completely updated GO Transit rail equipment roster is currently being checked and will appear in the March-April issue. Included are locomotives, Auxiliary Power Control Units, Cab cars, Self Propelled cars and coaches in their original, intermediate and new numbering systems.

ANNUAL SUBSCRIPTION RATE

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Contributions to RAIL AND TRANSIT are solicited. No responsibility can be assumed for loss or non-return of material, although every care will be exercised if return is requested. Please address all contributions to the Editor, RAIL AND TRANSIT Magazine, P.O. Box 93, Islington, Ontario M9A 4X1. Written contributions (articles and news items) should be in the form of typed material. Photos contributed should be black and white glossy prints of 8"x10" or 5"x7" size or larger. Each photograph should be captioned on the back (or on a label attached to the back) stating subject, location, date and any other pertinent information.

Under the Wire

WILL RETURN NEXT MONTH

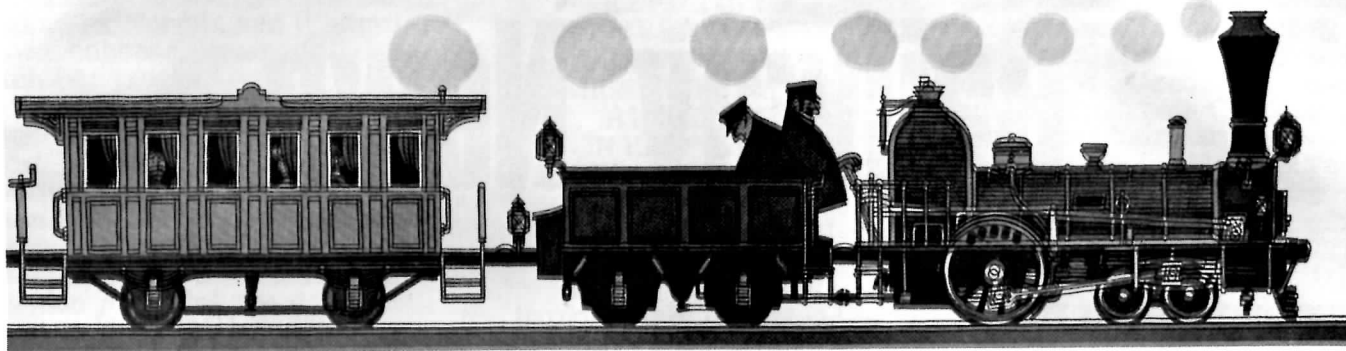
RIGHT:

A train of the Rhaetian Railways is seen near the Lago Bianco in the Bernina Pass. In the background Piz Cambrera/Grisons: (Swiss National Tourist Office)

BELOW:

A trio of Penn Central E44 electric freight locomotives pull a freight train by the Penn Station in Baltimore Maryland in the summer of 1972. These locomotives are now in the custody of Conrail. (Mike Roschlau)





SWISS STEAM RAILWAY

EXTRAVAGANZA THIS FALL

By James Montagnes

A ten day tour of Switzerland for vintage steam railway enthusiasts is planned for this fall by the Swiss Federal Railways and the Swiss National Tourist Office. Travel will be in vintage as well as modern railway coaches and restaurant cars through tunnels and mountain passes, paddle steamer trips on Lake Geneva and Lake Brienz, visits to railway maintenance shops, old railway stations, castles, museums, cheese factories and a brewery.

The tour covers most of Switzerland and allows for two free days of railway travel. There will be six nights at hotels in Vevey and four nights at hotels in Chur. Steam railway buffs from all over the world are invited to this grand steam train tour.

Rates are 1050 Swiss francs (about \$400 Canadian) per person double occupancy in room without bath or shower, with 60 Swiss francs (about \$23 Canadian) extra per person for double occupancy room with bath or shower, the same extra for single occupancy room without bath or shower, and 120 Swiss francs extra (about \$46 Canadian) for single occupancy room with bath and shower. All meals are included, except for lunch on the two free days, and Swiss Holiday Card for free rail travel is included for two free days and four post-tour days.

Tentative dates are August 27 to September 6.

The tour starts with a welcome lunch on August 27 at the railway station restaurants at Basel and Zurich. Then a short train trip from either luncheon spot to Rheinfelden and a visit to a brewery. A special steam train then heads via Basel to Lausanne and Vevey on Lake Geneva.

The next day south by narrow gauge railway to Martigny, then on old electric rolling stock to Chamonix in France within sight of Mount Blanc, returning by a partly different route to Vevey.

The third day has a special vintage train to Nyon and trip from there on Lake Geneva by paddle steamer, a visit to a steam railway museum at Blonay, returning by train via Montreux to Vevey.

The next day from Vevey via the Golden Pass to Interlaken on Lake Brienz and a paddle steamer trip to Brienz. Then by special steam train for a visit to a hydro-electric power station, and dinner on the train back to Montreux and Vevey.

The fifth day is free. The sixth day a visit to a castle or cheesery at Gruyeres by special steam train, then to Lausanne and Ste. Croix, to Mont-de-Baulmes for dinner in a herdsman's hut, a visit to a museum of music boxes, and

return to Vevey.

The next four nights will be spent at Chur, and to reach there the tour leaves Vevey on the seventh day on the Glacier Express via Brig and Realp where there is lunch and a visit to the tunnel near Furka which allows year 'round travel on the railway.

On the eighth day the route leads to Austria and the town of Bregenz on Lake Constance. Many photo stops are scheduled on this run by a special steam railway, returning to Chur. The next day is free with a Swiss Holiday Card for more railway travel.

The last tour day is from Chur south to famed St. Moritz, then into Italy via the Bernina Pass to Davos, partly in vintage cars with meals on the train, and returning to Chur. The bar is open all day.

Breakfast the next day at the hotel at Chur is included and then the tour breaks up with the Swiss Holiday Card good till September to reach a frontier station or a Swiss airport.

For more information contact Swiss National Tourist Office, P.O. Box 215, Commerce Court Postal Station, Toronto, Ontario, M5L 1E8, telephone (416) 868-0584, and for reservations contact Swiss Federal Railways, Swiss Centre, 1 New Coventry Street, London W1V 3HG, England.

Railway News

TORONTO MUSEUM

It is said that next to stamp collecting, railroading is the next greatest interest to man. The Canadian Railroad Historical Association, like many other societies in North America is a group of individuals intensely interested in railroads. Formed in 1932, the CRHA has been very active in recording the railroad history of Canada. It has developed an extensive library and archive and in addition, owns the largest collection of rolling stock of Canada's railway museums. The Association acquired its first piece of rolling stock in 1950 and their collection numbers over 100 pieces. This includes steam locomotives, diesel and electric units, passenger, freight cars, street cars, mining equipment, etc. etc.

The Canadian Railway Museum at Delson, just outside Montreal, includes Sir William Van Horne's private car "Saskatchewan", Montreal's first electric street car, CPR 5935 a member of the Selkirk class which was the largest locomotive to operate in the British Commonwealth, and CNR 2-10-2 4100 which was the most powerful locomotive class in the British Commonwealth.

The Canadian Railway Museum (Toronto) is a part of the Canadian Railway Museum in Delson but is, however, a complete operation controlled by the Toronto and York Division of the Canadian Railway Historical Association. The relationship with the Delson Museum allows the group to draw on the experience and materials housed there to develop a display which will fill the needs in Toronto.

Located at Harbourfront, on Spadina Quay, the program is to show some facets of railroading. The plans are nearing completion and will soon be put into operation. This summer saw the end of preventative work to stop deterioration and the beginning of restoration work.

Equipment at the Museum

Diesel Switcher 7988; Built by Montreal Locomotive Works in 1949, the unit was used by Canadian National in the Toronto area until retired in 1974. The locomotive has been repainted to its original scheme of black and orange.

Caboose 608

Originally owned by the Pere Marquette Railway which became part of the Chesapeake and Ohio System in 1947. It was used in Michigan and Ontario until it was retired. It was then given to the Bayview Railway Museum, Sarnia and later purchased by the CRHA.

Caboose 77137

Built in 1891 by the Grand Trunk Railway in Port Huron Michigan. When it was retired, it was donated to the Bayview Railway Museum Sarnia. Later sold to the T&Y Division CRHA.

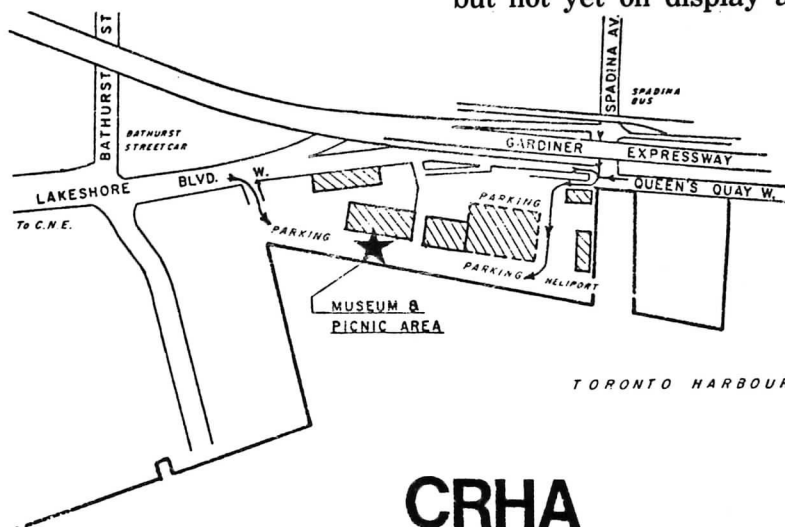
Combine 7195

Built by Pullman in 1919. Original owner Canadian Northern. This was built as a colonist car and was converted in 1956 for service in Northern Ontario. After retirement, it was sold to the Toronto and York Division where it is used as a meeting place for fans.

Mail and Baggage 7792

Built by Canadian Car and Foundry in Montreal in 1920. Originally owned by the Grand Trunk. Used by Canadian National up to 1966 for the sorting of mail enroute between cities, the car was on retirement, donated to the Bayview Railway Museum in Sarnia. Later the car was sold to the T&Y CRHA.

Also owned by the Museum but not yet on display are an



CRHA
Canadian Railway Museum, Toronto

Ontario Norhtland steel box car and an ex Norfolk and Western wood caboose, complete with arch bar trucks.

The latest aquisitions of the museum are the ex London and Port Stanley Railway Locomotive L2, and Toronto Hamilton and Buffalo Railway caboose number 70. The locomotive was the last used by the London and Port Stanley just prior to the sale of the Railway line to the Canadian National Railway and was to be part of a planned railway museum in London. Unfortunately plans fell through and the locomotive sat on an industrial siding for years, before being rescued by the CRHA. The locomotive has been badly damaged by the elements and vandals and the CRHA is to be congratulated for preserving this excellent example of an electric freight motor. The TH&B caboose was donated by the Toronto Hamilton and Buffalo Railway.

The official opening of the Museum took place at Harbourfront in Toronto in 1975. Highlight of the opening ceremonies was the appearance of CNR Steam Locomotive 6060 on 17 May.

The museum is located on Spadina Quay, of Queens' Quay at the foot of Spadina Ave. in Harbourfront Park. Museum hours are Saturday and Sundays as well as Holidays 1 pm to 5 pm.

REPORTS TO MEMBERS OF THE TORONTO AREA TRANSIT OPERATING AUTHORITY IN RESPECT TO IMPLEMENTATION OF THE TORONTO TRANSPORTATION TERMINAL IMPROVEMENTS

Recent reference in the media to the development and improvement of rail and terminal facilities in the Union Station area, based mainly on statements from the City of Toronto Planning staff, and concerns attributed to Mayor Crombie, are providing a distorted picture in that they tend to draw conclusions which do not take into consideration all the facts and conditions.

Statements appearing in the media would appear to indicate that the province, TATO and the railways are the villains in the piece, and therefore, it is necessary that all sides of the matter be stated, so that the whole can be viewed in the proper perspective, something which is impossible because of some errors in the statement of facts and more importantly, omission of many important aspects.

At the outset, the Implementation Committee referred to as being formed by the Province was, in actual fact, formed

as a result of the unanimous decision made at the meeting in May, 1975, chaired by Premier Davis and attended by senior officials from both CNR and CP Rail, the Chairman of Metropolitan Toronto, Mayor Crombie, the Federal Minister of Urban Affairs, The Honourable Donald Macdonald and The Honourable John Rhodes, then Minister of Transportation and Communications.

The organization to be represented on the Implementation Committee were also agreed upon at the May meeting and further, the recommendations of the Toronto Transportation Terminal Task Force was approved, the main elements of which were that the Union Station would remain in its existing position and be expanded and improved to meet the new demands and the rail corridor between Union Station and Bathurst Street would also remain in its existing location and a grade separation would be designed and constructed, to eliminate the very serious bottleneck at this point.

At the suggestion of Mayor Crombie, a Land Use Committee was to be established, chaired by Mayor Crombie, to

GO Transit GP40-2W number 9812 leads CP's leased bi-level cars from the C&NW east-bound along the Toronto Lakeshore on 28 January 1976. (Ted Wickson)



consider the options open for the development of lands contained in the station and rail yard area, together with those properties in the immediate vicinity, accepting the decision that the station and rail corridor would remain in their existing positions. It must be remembered that the formation of both committees and their overall terms of reference were set down in a communique issued at the time of the May meeting and subscribed to by all officially in attendance. The Implementation Committee is, therefore, not a body formed solely by the Province but rather by the Province and three other levels of government and the railways on whose property the development is to be undertaken.

The decision made at the May meeting was considered to be a means whereby our present and future demands could be dealt with at a cost commensurate with government's ability to finance and yet keep development options open, albeit somewhat difficult and possibly reduced from that provided by the enormously costly transportation component in the Metro Centre concept.

The Implementation Group has adhered strictly to the terms of reference in that it is planning rail and terminal facilities to meet demands laid down in the Task Force report and to ensure sufficient flexibility to respond to government's development plans in the future.

On the other hand, the activities of at least some members of Mayor Crombie's Land Use Committee appear to be going much beyond the terms of reference which were assigned to the committee, by concerning themselves with regional land use and transportation planning beyond the terminal area and for that matter, beyond the boundaries of Metropolitan Toronto.

The railways have been most emphatic that what was econ-

omically feasible when the Metro Centre Project was first proposed and up to early 1970's is no longer viable because of the delays by the City of Toronto's opposition and their insistence on major alterations to the original design. During the period of these delays, the escalation of construction and material costs has resulted in their concluding that their concept of development is 'dead'. However, the demand and urgent need for public transit is increasing dramatically. This is recognized by all levels of government.

This increased demand is brought about by many factors: concern for intrusion on the environment by the construction of more arterial highways and expressways, the intolerable congestion on Metro roads and streets, and roads and highways leading into and out of Metro Toronto; the very serious problem of the shortage and cost of fuel and the enormous increase in costs for the construction of roads and highways. As was pointed out, all levels of government recognize this and are stressing the need for more and better public transit.

The former Minister of Finance, the Honourable John Turner, and Prime Minister Trudeau himself, when gas-

oline prices were significantly increased and the 10 per cent surcharge on gasoline was applied, explained that the main reason for this surcharge was to conserve our energy resources and force more people into public transit.

Much of our transit facilities are most inadequate to meet the demands and therefore, Premier Davis and the provincial government have committed themselves to a policy of developing and encouraging the development of public transit.

It is recognized that we must utilize, to the greatest extent possible, for economic and environmental reasons, those rights of way and rail facilities now in existence and this is the course of action which is being followed, not only by the TTC, but by the CNR, CP Rail and the Government of Ontario, using TATO as the agency.

The claim that the harbour front development is being shut off, so to speak, by the plans of the Implementation Committee is not valid. The elevated Gardiner Expressway and the existing rail facilities already form a barrier. The Land Use

Canadian Pacific snow plow extra west with F unit #4061 on 8 February 1976. (Doug Page)





CP Rail Geep #8684 and RS10 #8475 lead
The Canadian northbound out of Toronto
in the Parkdale area on 24 January 1976.
(Ted Wickson)

Committee has been assured that connections, both vehicular and pedestrian, between Front Street and the harbour front lands, will not be denied by the expansion of the Union Station and improvements to the rail corridor.

The City Council and its planners appear to be in opposition to the expansion of commuter rail, since they feel it will serve as an irresistible force towards development of the downtown core beyond that which they feel is desirable. The terms of reference for the Implementation Group, approved by the parties at Premier Davis' May 27th meeting, recognized the concerns of the city of Toronto planners in respect to control of growth in

the core area, in that they confined the improvements to fulfil the needs of the lower range of future job opportunities (450,000) but to ensure in the design the ability to expand if land use planning decisions in the future would dictate a higher level of job opportunities and the resultant demand for increased transportation capacities. An increase in patronage in excess of 15 per cent in peak hours, for both 1974 and 1975 on GO Transit is obviously an indication of the urgent need and this need shows every sign of continuing to grow. There seems to be a paradox when we have the City, along with other levels of government, advocating more reliance on public transit and yet at least some City of Toronto officials inhibiting and resisting its development in respect to commuter rail.

The Minister of Treasury, Economics and Intergovern-

mental Affairs, as well as the heads and staff of the regional governments surrounding Toronto, recognize that commuter rail services in and out of Toronto are one of the most important needs to encourage the dispersal of commercial and industrial development. Public transit services can provide a means whereby our citizens can go out from Toronto to work as well as in to Toronto for the same purpose.

Statements have been made that the federal government, as represented by the Ministry of Urban Affairs, is in opposition to the project presently being planned. On the other hand, and this has certainly not been pointed out, the federal Ministry of Transport is represented on the Implementation Committee and it is obvious that that federal Ministry's representative is in support of what is being undertaken. The Honourable Otto Lang, Min-

ister of MOT, in his transportation statement of January 29, 1976, establishes as federal policy, the value of commuter rail as a form of public transit in urban areas.

Mayor Crombie has been quoted as saying that the Implementation Group's plans would result in only 18 of the 187 acres on the site being available for development. This figure is just not correct and I can only conclude that the Mayor has been receiving incomplete advice from his staff. The improvements being planned are confined to the mail line rail corridor from Bathurst Street, through Union Station, to approximately Yonge Street and of course, the expansion of the Union Station itself, which will require two or at the most, three additional station tracks. The balance of the land, which would amount to an absolute minimum of 150 acres, has a potential for redevelopment but it must be remembered that these types of yards, shops and other rail oriented facilities are presently required and will continue to be needed if rail service of all kinds is to be maintained to serve, not only Metropolitan Toronto but a large part of the province, to say nothing of its forming a major link in our national railway network.

The rail corridor itself can be bridged where necessary to give access to development of the approximately 150 acres and of course, there are many instances throughout North America and the world where the air rights along entire rail corridors have been developed with buildings above them. With land values in this strategic location as they are, it may even be feasible to build over much of the railway yards themselves.

However, both CNR and CP Rail have stated that they would be most willing to discuss with any development agency, the utilization of much of the area presently devoted to rail yards, if they could be provided with acceptable new locations

for these necessary facilities and the developer or developers would bear all costs of the acquisition of property, reconstruction of facilities and would guarantee all zoning and by-law approvals.

Much has been said, particularly by the city of Toronto planners and some members of Council, of the desirability of establishing housing developments on lands immediately adjacent to the rail lines through downtown Toronto. It must be remembered that through this entire area we also have, adjacent to the area being suggested for family housing, the elevated section of the Gardiner Expressway, a facility which generates even more noise pollution than do the railway operations.

The suggestion in respect to public housing in this area is being developed without any consideration being given to the soon to be introduced Environmental Assessment Act. One of the more important reasons for the development of this Act was to assess the environmental impact transportation services would have on the type of housing development being proposed by city planners, and before any such developments can be approved in the future, they will have to undergo a review procedure and a decision by the Minister. These procedures will apply to developments within municipalities.

Problems of noise pollution are being experienced throughout the world where housing developments exist adjacent to, or in close proximity to major transportation facilities and industrial areas. The potential for housing in the area of the railway yards should be carefully scrutinized if we are to gain from the experience of others. In this instance, housing is suggested between the elevated section of the Gardiner Expressway, the most heavily travelled section of road under the jurisdiction of Metropolitan Toronto and one of the busiest and most important rail cor-

ridors in Canada.

We have well known noise problems along Highway 401 where housing developments have been allowed adjacent to that freeway. A great deal of effort has been expended by both the Ministry of Transportation and Communications and the Metro Toronto Roads Department in attempting to find some feasible way in which this form of pollution can be reduced to an acceptable level. As is the case elsewhere throughout the world, conclusions have been reached that the only really effective means of combatting this form of pollution is to zone residential development out of these areas in favour of types of commercial and industrial development which are obviously less affected.

This matter, of course, is not one of the responsibilities of the group assigned to the task of implementing the rail improvements in this area but I do sincerely feel that it is a matter which should receive very serious consideration by all levels of government in their planning roles.

A recent article which appeared in a Toronto daily intimated that my group, in designing and implementing the approved improvements to the rail and terminal facilities, are not co-operating with or taking into consideration land use and the consequences of our actions. This is hardly correct in that we have met with the Land Use Committee, answered all questions posed by them and have requested that they provide input to our group. We have also stated that before final recommendations are made to government and the railways, they will be given the opportunity to meet with us, examine our proposals and concepts and hopefully, provide us with constructive criticism and recommendations. This offer is a matter of record.

The same editorial suggests that the Implementation Group, which I chair, represents only provincial interests. This, of course, is most

emphatically not correct in that its establishment was approved by all levels of government, including the City of Toronto, and the members of the group include a representative from the federal Ministry of Transport, the province of Ontario, CNR and CP Rail and TATO, whose members consist of the chairmen of Metropolitan Toronto, and the Regions of York and Peel.

Recently Mr. Barker, City of Toronto Planning Commissioner, has questioned the need for a grade separation at Bathurst Street.

While it is true that the introduction of even limited service on the Streetsville line is impossible until improvements are made at this location, there are a number of other valid reasons necessitating the design and construction of new facilities at this point.

1. The constraints at this point have been for many years a cause of concern to the railways. They found it possible, however, to cope with these problems without significant serious difficulties. The advent of GO Transit operations through this point has obviously magnified the problem and increased the difficulties.
2. The existing road - streetcar bridge on the alignment of Bathurst Street was built near the turn of the century and has been, for some time, a Metropolitan Toronto priority for replacement. It constitutes the only reasonable access to the lakeshore, harbour front and the Exhibition, east of Strachan Avenue and is the only structure in the downtown area that has vertical clearance sufficient for the movement of high trucks.
3. Even under present conditions, with regular railway movements, all westbound train movements out of and through the Union Station area must come to a full stop and wait for a manual signal clearance. This safety meas-

ure is absolutely essential for the railways to maintain but at the least is an undesirable feature, particularly in the operation of commuter trains.

4. Conflict with unscheduled

and on schedule rail traffic through this intersection is a significant cause of train delays again a very undesirable situation insofar as commuter service is con-



In the fall of 1975, the Canadian National Railway still had at least one railway car on which to install storm windows, as two CN Spadina Coach Yard employees are seen doing. The car, painted in the old green livery, is a rule instruction car for Northern Ontario.

(J.T. Robbie)



cerned, as well as for the movement of freight and intercity passenger trains.

5. Speaking entirely in respect to commuter service, it must be remembered that a commuter service is only acceptable to the public if its schedules are maintained. This is particularly true at peak hours, when passengers have working hours to meet. The regularity of the GO Transit trains is difficult to maintain at the present time and one of the main factors, of course, is the constraint at Bathurst Street and certainly any increase of regular traffic, to say nothing of the committed service on the Streetsville line, would make it absolutely essential to carry out this project immediately, to provide reliability for all types of rail services presently in existence and flexibility to cope with any future demands.

6. It also must be remembered that the proposed shuttle service, to provide any significant contribution for access to all the events, present and future, in Exhibition Park, requires the improvements at this point. There is no way this service can be maximized under existing conditions.

The suggestion of Mr. Barker, Planning Commissioner for the City of Toronto, that this development should be delayed until a cost-benefit analysis can be made is certainly not realistic. We know that the cost will not exceed the Fifteen to Twenty Million Dollars originally estimated in the Toronto Transportation Terminal Task Force report of May, 1975, and that the valid reasons listed above are ample proof of its need to be constructed immediately.

RAIL FARES GO HIGHER

The cost of rail passenger travel recently went higher in North America. In Canada, CN, CP and GO Transit recently announced fare increases. CP

Rail announced a general fare increase of 15 per cent to apply to all trains. CN put the cost of travelling up 15 per cent to take effect 1 Feb. At the same time, CN announced that the sleeping car fares on Transcontinental and Maritimes runs would be subject to an increase of 15 per cent. During the period 27 June - 11 Sept. a further surcharge of 12.5 per cent would apply. As well as the increase, CN revamped their Red, White and Blue Fare structure to reflect the "Off Season Travel Plan" being promoted. The plan encourages travellers to use the less travelled trains at times other than between the hours of 16.01 and 18.30 in the Quebec City-Windsor / Sarnia Corridor and outside of the corridor, at times other than Friday and Sunday.

Fares on GO Transit went up 12 per cent on 4 April. The increase had been expected for some time and is an attempt by the Provincial Government to cut the deficit of the increasingly popular rail and bus system as the Government tries to restrict the growth of its own spending. The increase, the first since 1972, is expected to cover 62 per cent of the operating expenses of the system in contrast to the 57 per cent now covered by fares. In 1972, fares provided 79 per cent of the operating budget of GO Transit. The deficit paid in 1972 was 1.9 million dollars, in 1974 the deficit was \$4.5 million. The Anti Inflation Board does not have to give its approval for the

increases as transit fares are exempt from the guidelines.

In the United States, Amtrak, in a similar move to cut their deficit, raised most fares 5 to 10 per cent, effective 1 Feb. The only route not effected by the increase is the new "Lake Shore Route", Chicago-New York / Boston via Cleveland and Toledo. Amtrak President Paul Reistrup announced at the same time a cost cutting program with a target of \$30 million. The program includes computer run analyses of passenger car needs so that such things as car cleaning and crew assignments can be reduced during light traffic periods. Amtrak expects a loss of 460 million dollars for 1976 and has been under pressure from Congress and the Ford Administration to keep its deficit in check.

CONRAIL TO CANADA?

The bankrupt Penn Central Transportation Company of Philadelphia, Pennsylvania has been denied permission by the Canadian Transportation Commission to set up a Canadian subsidiary to assume control of its Canadian rail operations. The lines involved, are all controlled through leases by either Penn Central or its subsidiary Michigan Central Railroad.

In the decision, the CTC said that they were not convinced that the proposal was economically feasible and that the PC had not given any convincing evidence of financial respon-



sibility, as well as the fact that no evidence was given that the transfer would be in the best interest of Canadians.

P.C. had wanted to make the transfer to a new Canadian-established subsidiary, the Canada Connecting Railroad Company in order to have time to work out a plan to sell the properties at the best profit. The trustee of the Penn Central felt that they could get a better deal from either Canadian National or Canadian Pacific than they could get from the US government backed Consolidated Railroad Corporation.

Conrail, established by the US government under the provisions of the Regional Rail Transportation Act of 1973, was seen as the best way of reorganizing and consolidating the assets of the bankrupt railroads of the Northeastern United States. Under the terms of that act, the bankrupts would have had until 9 January to sell the lines to another company, provided it gave trackage rights to Conrail. If the lines were not sold by that date, they would automatically be assumed by Conrail on 1 March.

Lawyers for the Consolidated Railway Corporation argued that the Penn Central was engaged in a "parking operation", saying that the PC was trying to avoid losing the Canadian properties to Conrail. They added that until the U.S. district court decided whether or not the PC trustees had the authority to incorporate a company, and make the transfer, the application to the CTC was completely academic ex-

cercise.

Representing the Penn Central, lawyer, John Claxton, urged the chairman to ignore such arguments and to disregard the orders of a foreign court, whatever they may be. He added that the trustee's agreement of sale would be legitimate in Canada under the terms of the Railway Act and under the jurisdiction of the Commission if it authorized the Company's creation.

The lines involved were the Detroit River Tunnel Company between Windsor and Detroit, the Canada Southern Railway, (Windsor-Niagara Falls), Niagara River Bridge Company (Niagara Falls Ont - Niagara Falls NY), Toronto Hamilton and Buffalo Railway, and the Adirondack and St. Lawrence (Malone NY - Montreal).

Lawyers for Penn Central said the issue is still not settled. PC trustees are challenging in U.S. courts Conrail's constitutional right to automatically take over Canadian properties. If this succeeds, Penn Central will appeal the CTC decision. The CTC had left the door open for a future application by Penn Central if it clears up their legal problems and the trustees "have proof they have something to sell".

OUELLET RAIL BUFF

The two private railway cars leased to the government by the CNR were used 12 times during the period of April 1st, 1974 and March 19th, 1976. The two cars are luxury cars which are hooked onto regular passenger

trains.

The 12 trips by former Consumer Affairs Minister Andre Ouellet (all between Ottawa and Montreal) plus trips from Ottawa to Kenora Ontario by former Finance Minister John Turner, former Works Minister Jean-Eudes Dube, now a Federal Court Judge, 3 trips to Campbellton, New Brunswick, Housing Minister Barney Danson one trip, but the longest, from Ottawa to Vancouver B.C. with the only trips not by cabinet ministers were by a Soviet Union Railway delegation travelling to Vancouver, B.C. and the Canadian Transport Commission which travelled to Sydney, Nova Scotia, totalled 54,163 miles.

MTC MINISTER ANNOUNCES GO FARE HIKES

TORONTO - Minister of Transportation and Communications James Snow, on February 4, 1976, announced a 12 per cent increase in GO transit fares, the first in almost four years.

The increase is scheduled to become effective April 4th.

"The last time fares were increased was in September of 1972," said Mr. Snow. "At that time, fare box revenues covered 79 per cent of GO Transit's operating costs.

"Since then, costs have spiralled to the point where today's fare box revenues are only accounting for 57 per cent of GO's operating costs.

"Therefore, the only option open to us in the face of these figures is to try and restore a more equitable ratio between revenue and costs. The new increase should result in fare

OPPOSITE PAGE:

Canadian Pacific GP9 built by General Motors in London Ont. DRS17 number 8501 is caught in full flight at Kennedy Rd. near Agincourt Yard in 1970. Of note is the paint scheme and old tub headlight. (Percy Booth)

LEFT: On 4 January 1976, Doug Page caught CP Rail extra west at Guelph Jct. with 4246, 4222, 4227 and 8160 on the head end.





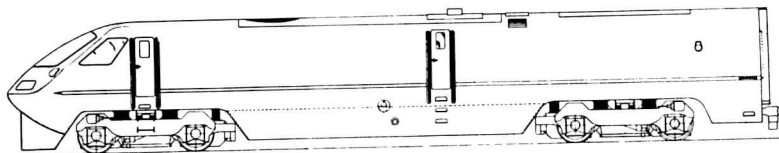
On 12 January 1976, Mr. Paul H. Reistrup, President of AMTRAK, was given a test ride in the LRC (Lightweight, Rapid, Comfortable) between Ottawa and Montreal. The LRC was developed by Bombardier-MLW Ltd., Alcan Canada Products Ltd. and Dominion Foundries and Steel Limited.

Mr. Reistrup had come to Canada looking for a train which could be used on AMTRAK's intercity runs. The LRC does not have a fixed consist and therefore cars can be added for peak travel days, which is not the case with present Turbo trains.

Although Mr. Reistrup could not make an official commitment to purchase the \$4 million train, he did give every indication that there was a good chance that AMTRAK would. AMTRAK's decision will be known within the next few months.

ABOVE: The LRC reached speeds up to 95 m.p.h. on the run from Ottawa to Montreal

BELOW: Getting a wash in Ottawa Station. (Both photos - Kenneth A.W. Gansel)



box dollars paying for approximately 62 per cent of the operation."

Mr. Snow added, "Even with the increase, GO Transit is still the best transportation buy there is for the commuter or shopper."

Current fares are based on 4.6 cents per mile up to 21 miles; 4.2 cents for each mile beyond 21. The new fare will be increased 12 per cent, then rounded off to the nearest nickle or dime.

The Minister added that the Toronto Area Transit Operating Authority (TATO) will announce the specific new fare rate structure as soon as possible.

LRC

Amtrak President Paul Reistrup was in Ottawa 12 January for a demonstration run of the Canadian built (L)ight (R)apid (C)omfortable train between Ottawa and Montreal. Reistrup indicated that Amtrak was seriously considering obtaining several sets of the train but did not indicate any specific number. Amtrak is looking at both outright purchase of the train and a lease with option to buy. Reistrup said that he favours the lease with option to buy for an initial demonstration to test the train's reliability.

LRC officials have long been pressing for Canadian orders to wipe out doubts by foreign railroads about the train, its reliability and if that was why domestic roads (CN-CP) have not purchased the equipment. They pointed out that if Amtrak places an order for the equipment ahead of Canadian roads, it would further delay the replacement of equipment that is now over twenty years old.

Reistrup said that the LRC is an exciting new train and is thinking of the Montreal-New York - Washington corridor for the trains.

CHICAGO-BOSTON

28 October saw the inauguration of Amtrak's long awaited Chicago-Boston service. The

service, dubbed the "Lake Shore Limited" runs over the old New York Central (now Penn Central) "Water Level Route". When Amtrak first started in 1971, there was passenger service west of Buffalo on the line but due to poor running time and lack of financial support from the states involved, the train was dropped. The new service is better planned and unlike the old service connects Boston with the middle west directly. Two of the stations are of interest. The station in Cleveland is located on the waterfront in the vicinity of the football stadium. At the present it is housed in a trailer while a permanent station is constructed. The other station of note is the South Bend Station which is actually the Chicago South Shore and South Bend station and has a cross platform connection to the CSS&SB.

No. 49	No.48
18:15 dp New York (GCT)	12:15
21:05 ar Albany	dp 09:25
No. 449	No.448
14:40 dp Boston (So.Sta)	16:20
21:02 ar Albany	dp 09:35
21:25 dp Albany	ar 09:05
02:45 ar Buffalo	dp 03:45
02:55 dp Buffalo	ar 03:35
07:30 Cleveland	23:20
10:00 dp Toledo	dp 20:50
14:40 ar Chicago	dp 14:15

The only operating problem of note is 12 mile Post Road line into Rensselaer, N.Y. This line was removed in 1972 by Penn Central during the Roger Lewis administration of Amtrak and was the direct connection to the Boston & Albany main line. Although the right of way is intact, there has been no indication as to if Amtrak will relay the track. The lack of the direct connection causes a detour of 8 miles of reverse running and adds 45 minutes to the schedule. In spite of this, the train has been a success and is handling an average of approximately 300 passengers daily.



OWEN SOUND LIMITED

24 January 1976 saw another Upper Canada Railway Society excursion leaving Union Station, this time to Owen Sound and the Winter Carnival. A highly successful trip, it managed to fill 4 RDC's (and could have filled several more, had the equipment been available). Running by way of Guelph, Palmerston and Chesley, the train arrived a little late, primarily due to a southbound plow extra and an unexpected mechanical breakdown that was quickly rectified by the train crew (supervised by our resident GO Transit expert).

Upon arrival at Owen Sound, there was a ceremony commemorating the construction of the Toronto Grey and Bruce Railway from Toronto to Owen Sound. The highlight of the ceremony was the unveiling of a commemorative plaque, erected by the Ontario Heritage Foundation Ministry of Culture and Recreation. Taking part in the ceremony were Art Eyres,

President Upper Canada Railway Society, His Worship Warren Loughheed, Mayor City of Owen Sound, Charles Kelly, Chairman Owen Sound Winter Carnival, the Warden of Grey County, Dr. Gus Mitges, MP Grey-Simcoe, Dr. Grant Head of the Ontario Heritage Foundation, Rev. J.A.C. Kell, Grey County Historical Society, Peter Oehm, Vice-President, Upper Canada Railway Society. Scheduled to be present, but unable to be there because the heavy snows the night before kept him busy in London, William Somerville, Superintendent Eastern Division, London Division CP Rail. After the unveiling, the plaque, located beside the CP Rail station, was dedicated by Dr. Bruce Gordon, Secretary of the Owen Sound Ministerial Association.

After the ceremony, there was time to attend the Winter Carnival site, or as others did, explore the downtown section of the city including Mackay Brothers Store for a look at the

On Saturday 24 January 1976, an historical plaque commemorating the Toronto, Grey and Bruce Railway was unveiled at the Canadian Pacific Railway station in Owen Sound. This plaque was erected by the Ontario Heritage Foundation, an agency within the Ministry of Culture and Recreation.

Shown from left to right following the ceremony are: the Reverend Bruce Gordon, Secretary, Owen Sound Ministerial Association; Mr. A.H. Eyres, President, Upper Canada Railway Society; Mr. Peter Oehm, Vice-President, Upper Canada Railway Society; Mr. Lorne Lemon, Warden, Grey County; Mr. Charles Kelly, Chairman, Owen Sound Winter Carnival; Dr. Gus Mitges, M.P., Grey-Simcoe; His Worship Warren Loughheed, Mayor of Owen Sound, who unveiled the plaque; Mr. Lorne Madill, Mobile Supervisor, CP Rail; Dr. Grant Head, who represented the Ontario Heritage Foundation; Mr. Allan Ische, Train Master, Canadian National Railways; and the Reverend J.A.C. Kell, President, Grey County Historical Society. (Government of Ontario)



fascinating "Money Monorail". This is a unique system in that change has to be made at a central cashier's office and the money and change if any, is sped along its way by a system of belts and pulleys with; little containers for the money.

Departure from Owen Sound was late by a few minutes, but the fast run down to the "main" at Guelph and a high speed run along the Guelph-Halton and Weston Subdivisions brought the train into Union a little ahead of time. The only discordant note was a threat (or was it a promise?) to make sure that the person(s) responsible for the run past sites were the first off the train to use as a snow depth gauge.

THE ROCK GOES UNDER

123 years ago, the Chicago Rock Island and Pacific Railroad was the first railroad to cross the Mississippi River. On 17 March 1975, President John Ingram announced that effective 15 May, all freight shipments for the "Rock" would be embargoed - the Chicago Rock Island and Pacific was bankrupt. Between the two events there is a long story of boom and bust for a road that was "...the Road to ride".

The country served by the

CRI&P is overgrown with rail lines, barge operations and interstate highways. Because of this and the fact that the line was number four in terms of traffic, it needed sharp management to stay out of financial difficulty. In the past decade, this was missing and the road suffered the inevitable consequences.

In receivership in 1915 and again in 1933, the CRI&P emerged from bankruptcy in 1948 after a wartime traffic boom that left the road in good financial shape and paying \$5 a share on common stock. Then in the early 1960's net profits started declining drastically due to increased competition from the now merged C&NW-M&StL as well as CB&Q and AT&SF.

Jervis Langdon was brought in from the Baltimore and Ohio in an effort to reverse the trend but felt that the best hope of salvation for the line was a merger with the Union Pacific. Formalized in 1963, the plan was approved by the line's stockholders and immediately stirred up a hornets nest. The UP in Chicago, Minneapolis and St. Louis would severely cut if not eliminate the interchange traffic at Omaha and Kansas City, to which most of the western roads owed their solvency. As the merger proposal became bogged down at

the I.C.C., the Rock slipped into the red in 1965 and from 1967 onwards.

In early 1974, John Ingram was hired as President of the road. Formerly head of the Federal Railroad Administration, Ingram quickly gave up on the UP merger due to the many conditions that were attached to it. He put forward a new plan of track repairs, acquisition of new motive power and equipment as well as a new symbol in blue and white.

The only problem with the plan was financing (\$762 million). The only place that he would be able to obtain that amount was the Federal Government and he requested a loan of \$100 million from the United States Railroad Association. As the economy slumped in the early part of the year, the CRI&P was hit particularly hard. In January '75, Ingram was quoted as saying that if the loan was not granted, the line would be sold for scrap.

In February, the USRA granted the road a loan of \$9.1 million while it studied the ability of the road to repay the loan (Congress decreed that the USRA is prohibited from lending money to a road that will not be able to repay it).

From here the events came quickly - in fact too quickly for the Rock Island.

Late February - Ingram requests an emergency loan of 30 million dollars.

26 February - USRA denies loan request on the grounds that the Rock Island is too far gone to be saved.

1 March - USRA withdraws the 9.1 million advanced to the line.

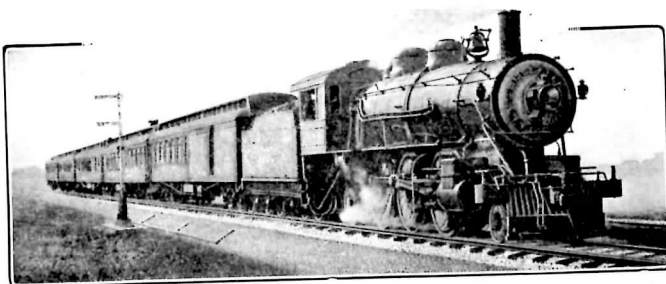
14 March - In response to pleas from top CRI&P officials, area legislators and congressmen, USRA reaffirms decision not to grant loans requested.

17 March - Chicago Rock Island and Pacific officially petitions for reorganization under Section 77 of the Bankruptcy Act.

The future of the Rock Island is still uncertain. The Interstate

Illinois Central and Rock Island Lines

THE ONLY ROUTE OVER WHICH SLEEPING CAR IS RUN THROUGH WITHOUT CHANGE FROM CHICAGO TO



Hot
Springs
Ark.

Daily the Year
Round via
Memphis; also
Through Sleep-
ing Car Reser-
vations :: ::

FROM CINCINNATI AND LOUISVILLE

Tickets, Particulars of Train Time, etc., of Agents of the Illinois Central, the Rock Island, and Connecting Lines

S. G. HATCH, G. P. A., Illinois Central R. R.,
CHICAGO

JNO. SEBASTIAN, P. T. M., Rock Island Lines,
CHICAGO

Commerce Commission is looking at several options that range from breaking up the line among its various connections (UP to Chicago, SP, DRGW to Kansas City, ATSF to Memphis), simply letting the line die and rerouting traffic over parallel lines all the way to Federal loan guarantees. The creditors of the Rock Island claim that reorganization is impossible and demand sale of the line. The trustees of the line advocated an inclusion of the line in the Missouri Pacific System (MP-C&EL-T&P) to which MP is opposing.

In view of this, the trustees are making an effort at reorganization and continued independence. The only definite things concern Rock Island passenger service. The Chicago-Blue Island - Joliet commuter service is to be turned over to the new Chicago Area Regional Transit Authority. The RTA has reportedly set aside 40 million dollars for the

purchase of 21 new diesels and 50 new bilevels.

The mainline services, the two Rockets, are being offered to the State of Illinois for inclusion in the Amtrak system as 403(b) trains. If agreement cannot be reached they will most likely be dropped.

CN ELECTRICS

Canadian National has announced that effective the first of February, the fares on the Montreal electric line to Deux Montagnes will be increased 25 per cent and the number of trains cut. The CN line, dating back to the days of the Canadian Northern, has run at a deficit and is not subsidized. CN warned at the same time that if a subsidy is not forthcoming from either the City of Montreal or the Province of Quebec the line will be phased out in four years through higher fares and diminished schedules. As a com-

muter operation the line is not under the jurisdiction of the Canadian Transport Commission and is not eligible for a Federal subsidy. CN has indicated that they would not object to running a GO-type of operation on the line as long as they were reimbursed for the costs of running the service.



GOVERNMENT OF ONTARIO TRANSIT

GO ROSTER

The Government of Ontario Transit Railway roster set to be published has been delayed in order that GO officials can check our records to insure that they are correct - sorry!

Five miles west of Lake Louise, Alberta, the westbound Canadian is captured on film by Edward A. Wickson on 9 July 1973, travelling through the beautiful foothills of Western Canada.



DIESEL NOTES

ASSIGNMENT ROSTER OF CANADIAN NATIONAL
DIESEL LOCOMOTIVES AS AT 1 JANUARY 1976.

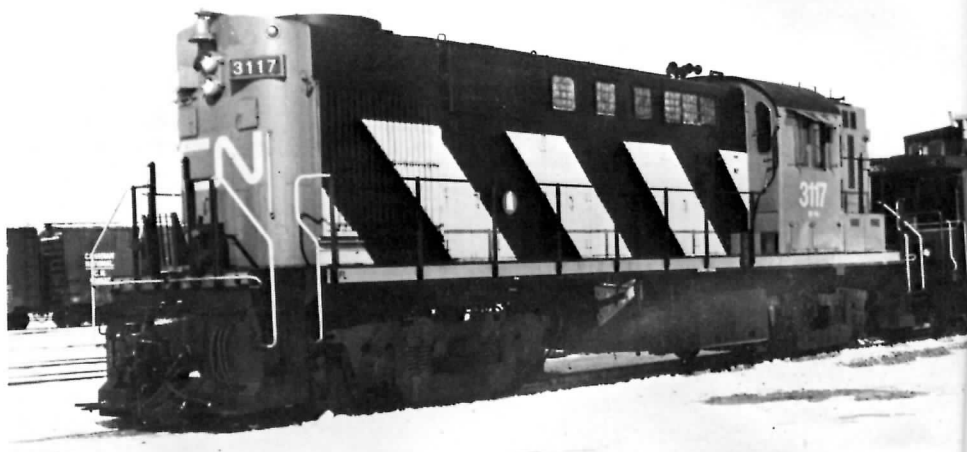
Unit Nos.	Assigned To:
30	Charlottetown
35	Charlottetown
40, 41	Charlottetown
300	Symington
301 - 306	Toronto Yard
307 - 311	Montreal Yard
312 - 314	Symington
854	Symington
991, 992	Vancouver
1000 - 1005	Calder
1006 - 1023	Saskatoon
1024 - 1031	Symington
1032 - 1034	Saskatoon
1036 - 1049	Saskatoon
1050 - 1055	Symington
1056 - 1064	Calder
1065 - 1071	Symington
1073 - 1076	Symington
1204 - 1213	Toronto Yard
1214, 1215	Sarnia
1216 - 1221	Calder
1227 - 1239	Toronto Yard
1240 - 1258	Spadina
1259, 1260	Montreal Yard
1261 - 1265	Toronto Yard
1266 - 1268	London
1271 - 1277	Vancouver
1279, 1280	Vancouver
1282, 1283	Vancouver
1284 - 1314	Montreal Yard
1315 - 1326	Toronto Yard
1327	Halifax
1328, 1329	Toronto
1330 - 1336	Halifax
1337	Vancouver
1338, 1339	Calder
1341	Calder
1342	The Pas
1343 - 1346	Calder
1347	The Pas
1348 - 1351	Calder
1352 - 1358	Symington
1359 - 1361	Calder
1362 - 1366	Symington
1369 - 1371	Calder
1372 - 1375	Vancouver
1376	Calder
1377, 1378	Neebing
1379	Symington
1380, 1381	Calder
1383 - 1386	Vancouver
1387 - 1390	Symington
1391 - 1395	Senneterre
1396, 1397	Toronto Yard
1500 - 1503	G. T. W.
1504 - 1508	Sudbury
1509 - 1511	C. V.
1512 - 1519	G. T. W.
1700, 1701	Moncton
1704 - 1706	Moncton
1709 - 1712	Moncton
1714	Moncton
1717 - 1720	Moncton

Unit Nos.	Assigned To:
1723 - 1725	Moncton
1727 - 1728	Charlottetown
1731, 1732	Charlottetown
1734	Charlottetown
1750	Moncton
1752	Moncton
1754, 1755	Moncton
1757, 1758	Moncton
1763	Moncton
1766	Moncton
1771	Halifax
1772	Moncton
1774	Moncton
1776	Halifax
1780	Halifax
1782	Halifax
1784	Halifax
1787	Halifax
1800	Halifax
1803	Halifax
1900 - 1901	Saskatoon
1902, 1903	Symington
1904 - 1917	Neebing
1950, 1951	G. T. W.
2000, 2043	Moncton
2300 - 2339	Moncton
2500 - 2559	Montreal Yard
3100 - 3129	Montreal Yard
3150 - 3155	Spadina
3200 - 3220	Montreal Yard
3222 - 3237	Montreal Yard
3239, 3240	Montreal Yard

COMPILED BY PIERRE PATENAUDE

Unit Nos.	Assigned To:
3600 - 3614	D. W. & P.
3615 - 3640	Moncton
3642 - 3671	Moncton
3673 - 3693	Moncton
3695 - 3699	Moncton
3700 - 3724	Montreal Yard
3726 - 3745	Montreal Yard
3830 - 3842	Moncton
3844 - 3846	Moncton
3849	Moncton
3852, 3853	Moncton
3855	Moncton
3957 - 3859	Moncton
3862	Moncton
3864	Moncton
3866 - 3868	Moncton
3870, 3871	Moncton
3873	Moncton
3876 - 3880	Moncton
3885, 3886	Moncton
3888	Moncton
3891, 3892	Moncton

RS18 number 3117 sports CN's new paint
scheme at Montreal Yard on 9 March 1975.
(Pierre Patenaude)



CNR M636s #2316 and 2303 haul freight
number 390 into Lachine Quebec from
Sarnia Ontario on 14 July 1973. The
exact location is 40th Ave. in Lachine.
(Pierre Patenaude)



Canadian National MLW-built C630 number 2036 and M636 number 2329 wait for a routine inspection at the Diesel Shop, Montreal Yard on 21 October 1972.
(Pierre Patenaude)



ABOVE: Duluth, Winnipeg & Pacific ALCO RS11 number 3609 is seen at Montreal Yard on 2 April 1975 with the new paint scheme applied to DW&P units.

BELOW: GTW units #4556, 4134, 4703 and 4553 idle beside the yard office at Sarnia Yard on 8 October 1972. These units are used on transfer freights between Sarnia and Port Huron.

Unit Nos.	Assigned To:
4000 - 4015	Montreal Yard
4016, 4017	Spadina
4100 - 4106	Spadina
4108 - 4112	Symington
4114, 4115	Symington
4117 - 4127	Symington
4129 - 4133	Symington
4134 - 4139	G. T. W.
4147 - 4156	Vancouver
4206 - 4240	Calder
4241 - 4264	Saskatoon
4265 - 4285	The Pas
4287 - 4299	The Pas
4300 - 4312	Symington
4314 - 4334	Calder
4336 - 4353	Calder
4400 - 4404	Vancouver
4405 - 4414	Neebing
4415, 4416	Vancouver
4417 - 4426	Calder
4427, 4428	G. T. W.
4429	GTW to DW&P
4430 - 4432	G. T. W.
4433	GTW to DW&P
4434 - 4441	G. T. W.
4442 - 4450	C. V.
4451 - 4475	Senneterre
4476 - 4480	Montreal Yard
4482 - 4497	Montreal Yard

Unit Nos.	Assigned To:
4498 - 4501	Neebing
4502 - 4509	Toronto Yard
4510 - 4524	Spadina
4525 - 4530	Fort Erie
4532 - 4537	Fore Erie
4539, 4540	G. T. W.
4542 - 4546	G. T. W.
4547 - 4551	C. V.
4552 - 4557	G. T. W.
4558, 4559	C. V.
4560, 4561	Fort Erie
4563	Fort Erie
4565 - 4569	Fort Erie
4571 - 4581	Fort Erie
4584 - 4590	Fort Erie
4592 - 4601	Fort Erie
4700 - 4704	G. T. W.
4706, 4707	G. T. W.
4900, 4901	G. T. W.
4902 - 4906	C. V.
4907 - 4910	G. T. W.
4912 - 4922	G. T. W.
4923 - 4928	C. V.
4930 - 4933	G. T. W.
4950	G. T. W.
4952	G. T. W.
5000 - 5007	Calder
5008 - 5024	Symington
5025 - 5075	Toronto Yard
5076 - 5139	Calder
5141 - 5150	Calder
5152 - 5199	Calder
5200 - 5225	Symington
5226 - 5240	Calder
5241 - 5278	Calder
5279 - 5293	Calder
5500 - 5515	Toronto Yard
5516 - 5559	Montreal Yard
5560 - 5590	Symington
5591 - 5610	Calder
5800 - 5811	G. T. W.
5900 - 5929	G. T. W.
6000 - 6006	Spadina
6100	Halifax
6101	Spadina
6102	Halifax
6104	Calder
6105	Moncton
6106	Spadina
6107	Halifax
6108 6111	Spadina
6112	Moncton
6113 - 6120	Spadina
6121	Neebing



Domtar

Unknown to many railfans, Domtar Limited has huge railway facilities at Lebel-sur-Quévillon, Quebec in the Abitibi region. Witness to the fact is Domtar NW2 number 2812, seen here at Montreal Yard on 1 March 1975. This is a former CN yard switcher, ex number 7961, serial number 5157 delivered to the CN on 28 November 1947. It was sold to its present owner in November of 1966. Its visit to Montreal was for routine inspection, seen here in transit.

(Pierre Patenaude)



ABOVE: Canadian National SD40s #5223 and 5089 with GP9 number 4465 on freight #308 wait for the block to clear at Ballantyne, near 23rd Ave. in Lachine on 1 July 1973.

BELOW: CNR freight train #395 is seen in the passing track near 55th Ave. in Lachine on 14 July 1973. Power was SD40s #5237, 5059, 5010 and GP9 #4524.

BELOW RIGHT: CN freight 395 rolls westbound through Baie d'Urfe on Montreal's lakeshore on 17 July 1973 with SD40s #5085 and 5048.

TOP OF OPPOSITE PAGE: CN transfer freight #T-094 passes EJ tower in St. Laurent, Quebec on 17 July 1973 with three GP38-2 units, #5544, 5551 and 5525. (all photos - Pierre Patenaude)

Unit Nos.	Assigned To:
6200	Moncton
6201	Calder
6202	Moncton
6203	Spadina
6204	Saskatoon
6205, 6206	Moncton
6207 - 6210	Point St. Charles
6302	Spadina
6350	Saskatoon
6351	Spadina
6355	Spadina
6356	Calder
6401	Spadina
6475	Neebing
6501, 6502	Symington
6504 - 6515	Symington
6516	Montreal Yard
6518 - 6521	Montreal Yard
6523 - 6537	Montreal Yard
6539 - 6542	Montreal Yard
6602 - 6607	Symington
6610 - 6615	Symington
6516	Montreal Yard
6518 - 6521	Montreal Yard
6523 - 6537	Montreal Yard
6539 - 6542	Montreal Yard
6602 - 6607	Symington
6610 - 6615	Symington
6616 - 6637	Montreal Yard
6758 - 6765	Montreal Yard
6767 - 6791	Montreal Yard
6793	Montreal Yard
6858 - 6871	Montreal Yard
7000	Hamilton
7001	Spadina
7002, 7003	Calder
7004	Neebing
7005, 7006	The Pas
7007 - 7009	Saskatoon
7010 - 7019	G. T. W.
7020, 7021	Hamilton
7022 - 7026	Fort Erie
7027	Spadina
7028	Toronto Yard
7029	Spadina
7030	Neebing



<u>Unit Nos.</u>	<u>Assigned To:</u>
7031	Toronto Yard
7032	Neebing
7033	Hamilton
7034, 7035	Neebing
7150	Prince Rupert
7151, 7152	Calder
7153	Symington
7154	Vancouver
7155, 7156	Calder
7157	Symington
7158, 7159	Calder
7160 - 7164	Symington
7175	Toronto Yard
7166 - 7168	Fort Erie
7169, 7170	Toronto Yard
7172	Symington
7173	Toronto Yard
7174 - 7176	Symington
7177	Neebing
7178	Toronto Yard
7179, 7180	Symington
7181	Saskatoon
7182	Neebing
7183	North Bay
7200	Calder
7201 - 7203	Calder
7204	Prince Rupert
7205, 7206	Vancouver
7207	Symington
7208	Prince George
7209	Symington
7210	Vancouver
7211 - 7213	Symington
7214	Saskatoon
7215	Prince George
7216	Saskatoon
7217, 7218	Vancouver
7219 - 7222	Calder
7223	Vancouver
7224	Symington
7225 - 7232	G. T. W.
7233, 7234	Saskatoon
7235, 7236	Symington
7237 - 7239	Saskatoon
7240, 7241	Calder
7242	Prince Rupert
7243	Calder
7244, 7245	Saskatoon
7246 - 7248	Vancouver
7249 - 7252	Calder
7262 - 7268	G. T. W.
7600 - 7608	Symington
7904 - 7908	G. T. W.
7911	G. T. W.
7936 - 7938	Calder
7956, 7957	Symington
7966 - 7974	G. T. W.
8027	G. T. W.
8028, 8029	Montreal Yard
8030 - 8033	Spadina
8034, 8035	G. T. W.
8036 - 8038	Montreal Yard
8039, 8040	Spadina
8041 - 8054	Montreal Yard
8055	Toronto Yard
8056 - 8079	Montreal Yard
8080, 8081	C. V.
8082 - 8090	G. T. W.
8093 - 8095	G. T. W.
8097 - 8098	G. T. W.
8104	G. T. W.
8107, 8108	G. T. W.
8110, 8111	G. T. W.
8120, 8121	G. T. W.
8162	G. T. W.
8163	Toronto Yard
8164	Spadina
8165	Toronto Yard
8166 - 8173	Hamilton
8174, 8175	Spadina
8176 - 8185	Toronto Yard
8196 - 8205	G. T. W.
8206 - 8215	Sarnia
8216 - 8223	Windsor
8224 - 8230	London
8231 - 8233	Stratford
8234 - 8237	Fort Erie



<u>Unit Nos.</u>	<u>Assigned To:</u>	<u>Unit Nos.</u>	<u>Assigned To:</u>
8238	Moncton	15402	Vancouver
8239	Halifax	15403	Prince George
8240 - 8245	Moncton	15404	Vancouver
8500 - 8511	Montreal Yard	15405	Symington
8512 - 8522	Spadina	15406	Prince George
8600 - 8603	Montreal Yard	15407	Calder
8604	Moncton	15409	Prince George
8605	Montreal Yard	15410, 15411	The Pas
8606	Moncton	15413	Halifax
8607 - 8611	Toronto Yard	15415	Halifax
8612, 8613	Moncton	15417 - 15426	Halifax
8614 - 8619	Montreal Yard	15427 - 15435	Senneterre
8620 - 8625	Toronto Yard	15437, 15438	Senneterre
9150 - 9155	Symington	15439, 15440	The Pas
9156 - 9160	Prince George	15441	Kamloops
9161 - 9179	Calder	15442	Symington
9190 - 9192	Prince George	15443 - 15445	The Pas
9193 - 9199	Calder	15448	Prince George
9400 - 9419	Toronto Yard	15450 - 15456	Spadina
9420 - 9459	Montreal Yard	15457 - 15469	Point St. Charles
9460 - 9486	Symington	15470 - 15478	Spadina
9488 - 9509	Symington	15480 - 15482	Saskatoon
9510 - 9530	Calder	15483 - 15485	Symington
9531 - 9553	Toronto Yard	15486 - 15488	Calder
9554 - 9572	Montreal Yard	15489 - 15494	Symington
9573 - 9632	Symington		
15300 - 15302	Spadina		
15400	The Pas		
15401	Prince George		

CN GP40-2Ls #9447 and 9435 await the call of duty for express train 202 at Montreal Yard on 21 July 1974. (Pierre Patenaude)



TRACTION TOPICS



EDITED BY MIKE ROSCHLAU

ON THEIR WAY TO PHILADELPHIA!!

Above:

TTC ex-Birmingham PCC number 4731 and ex-Kansas City #4750 and 4762 are seen sitting on dummy trucks on flatcars near the TTC's Hillcrest Shops on the Canadian Pacific Railway's North Toronto Subdivision. The regauged trucks (from the TTC's 4' 10 7/8" to SEPTA's standard 4' 8 1/2") are attached to the flatcars on either side of the car. This was the first shipment, leaving Toronto on Monday 15 March 1976.

(Ted Wickson)

Right: CN switcher #7029 delivers three cars from Kansas City to Hillcrest on 27 November 1957. (J.D. Knowles)



TTC SELLS THIRTY EX-BIRMINGHAM AND EX-KANSAS CITY PCC STREETCARS TO PHILADELPHIA

SALE OF TTC STREETCARS TO PHILADELPHIA

The thirty TTC PCC streetcars sold to the Southeastern Pennsylvania Transportation Authority (SEPTA) are being shipped in ten groups of three cars each. The trucks are being regauged by the TTC in Toronto and the cars are being shipped on dummy trucks on railway flatcars with the regauged trucks accompanying the respective car. The dummy trucks are TTC gauge to facilitate loading on the TTC's ramp at Hillcrest Shops.

The thirty cars are comprised of 19 A-13 class (ex-Birmingham) and eleven A-14 class (ex-Kansas City) cars. Two A-14 class cars will remain in storage in Toronto, numbers 4766 and 4774 which have been damaged and are not in operational condition. The remaining eleven A-14 class cars sold to SEPTA are Nos 4750, 4751, 4756, 4759, 4761, 4762, 4765, 4767, 4772, 4773 and 4779. Of the A-13 class cars, 33 cars were in existence prior to the sale, 30 of which were serviceable (4700 is the training car, 4714 is due to be scrapped and 4720 is in storage). Of these the

cars going to Philadelphia are 4706, 4707, 4709, 4710, 4711, 4718, 4724, 4726, 4727, 4728, 4729, 4730, 4731, 4732, 4734, 4740, 4741, 4744 and 4746. Eleven ex-Birmingham A-13 class cars will therefore remain in service in Toronto, namely No. 4701, 4704, 4705, 4713, 4715, 4719, 4721, 4737, 4738, 4742 and 4745.

The first three cars (4731, 4750 and 4762) were loaded at the TTC's Hillcrest Shops on Friday 12 March and shipped three days later. The second batch (4711, 4742 and 4772) departed Toronto on Monday 12 April and a third shipment of three has taken place since then, bringing the total to nine. Initially, the cars are being operated on route 60 in Philadelphia out of Luzerne Depot. The cars are being renumbered as shown on the accompanying table but no paint work is being undertaken by SEPTA whatsoever. The renumbering is duplicating numbers once assigned to ex-St. Louis cars which were scrapped in 1959 and 1960. Route 15 should therefore resume streetcar operation in June as well as at least the northern half of route 23.

RENUMBERING OF PCC CARS PURCHASED BY SEPTA FROM THE TORONTO TRANSIT COMM.

TTC No.	SEPTA No.	Original Owner*	Original Number	Builder	Date Built
4750	2240	KCPS	526	St. Louis	1947
4751	2241	"	535	"	"
4756	2242	"	749	"	1946
4759	2243	"	757	"	"
4761	2244	"	762	"	"
4762	2245	"	765	"	"
4765	2246	"	771	"	"
4767	2247	"	775	"	"
4772	2248	"	782	"	"
4773	2249	"	784	"	"
4779	2250	"	794	"	"
4706	2300	BTC	806	Pullman	"
4707	2301	"	807	"	"
4709	2302	"	809	"	"
4710	2303	"	810	"	"
4711	2304	"	811	"	"
4718	2305	"	818	"	"
4724	2306	"	824	"	"
4726	2307	"	826	"	"
4727	2308	"	827	"	"
4728	2309	"	828	"	"
4729	2310	"	829	"	"
4730	2311	"	830	"	"
4731	2312	"	831	"	"
4732	2313	"	832	"	"
4734	2314	"	834	"	"
4740	2315	"	840	"	"
4741	2316	"	841	"	"
4744	2317	"	844	"	"
4746	2318	"	846	"	"

*Original Owners:

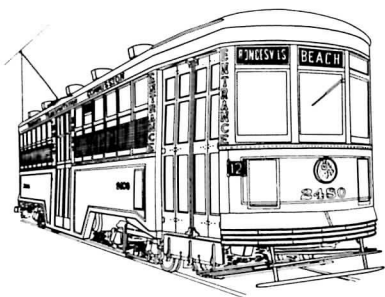
KCPS - Kansas City Public Service, Kansas City, Missouri.

BTC - Birmingham Transit Co., Birmingham, Alabama.
(Trolley Fare)

RIGHT:
THE SAME CAR, IN THE SAME CITY, BUT IN TWO DIFFERENT PAINT SCHEMES
Right:
TTC 4759 (ex KCPS 757) proceeds east on Howard Park Avenue with Philadelphia rollsign linens specially installed for a fantrip on 25 January 1976. (Ted Wickson)

Below:
KCPS 757 (now SEPTA 2243) sits in the TTC's Hillcrest Shop properly awaiting repainting and conditioning on 7 February 1958, after shipment from Kansas City. (Jack D. Knowles)





RIGHT:
On the 25 January 1976 fantrip, TTC A-14
class PCC car number 4750 passes Massey
Hall northbound on Victoria Street at
Shuter Street. (Ted Wickson)

BOTTOM:
Ex-Birmingham car number 4738 proceeds
westbound on King Street east of Ron-
cesvalles Avenue in August of 1972.
This car will remain in Toronto, not
having been sold to SEPTA. (Ted Wickson)

BELOW:
TTC Training Car number 4700 poses at
Roncesvalles Carhouse on 10 December
1974. This car is generally stored at
Hillcrest Shops when not in use. It
does not see regular revenue service.
(Ted Wickson)



TTC INCREASES FARES AGAIN

Due to the refusal of the provincial and regional governments to subsidise the TTC's 1976 deficit to its full extent, the Commission has been left no other alternative than to raise its fares again. Seven million dollars must be raised through a fare increase and a further \$1.5-million through reduced expenditure. In addition, \$1.2-million would be paid by raising special TTC fares for the aged - a cost borne by Metro Toronto. Present fares are: Adults - 40c cash, 3 tickets or tokens for \$1; Students - 15c cash, 7 tickets for \$1; Senior Citizens - 40c cash, 8 tickets for \$1; Children 10c cash, 12 tickets for \$1. Adults' fares were increased to 50c cash, five tickets or tokens for \$2 effective 22 February. Other fares went up on 14 March as follows: Students - 25c cash, tickets 5 for \$1; Senior Citizens - 50c cash, 5 tickets for \$1; Children - 15c cash, 8 tickets for \$1.



1975 TTC STATISTICS

The TTC carried 357,592,527 passengers in 1975, 8.4 percent higher than in the previous year when a strike closed the system for 23 days. An increase of two or three percent is expected for 1976. The 2246 TTC vehicles drove 93.5 million miles on 711 miles of route in 1975, compared to the previous year when 2122 vehicles drove 82.5 million miles over 696 miles of route.

Incidents of vandalism on the TTC have risen 134 percent in 1975. However, the number of

major crimes has dropped 16.4 percent from 354 in 1974 to 295 in 1975, in spite of the 1974 strike. Vandalism incidents rose from 2075 to 4063 in number. Alarms have been installed in about 410 TTC buses, about one-third of the fleet.



RESULTS OF PHILADELPHIA CARHOUSE FIRE

The two photos below show the results of the fire which gutted SEPTA's Woodland Barn and destroyed 54 PCC streetcars on 23 October 1975. The photo was taken on 2 November 1975 (see November-December R&T, page 56) (photos by Albert T. Helts)



TTC SUBWAY ART CONTROVERSY

The \$500,000 art programme for stations on the TTC's new Spadina subway line has been the subject of much controversy as to the feasibility of such a great expenditure at this time of necessary austerity. When regarded in light of the total cost of the subway line, the \$2-million involved is only one half of one percent of the entire cost. This is really a pittance when viewed in this light, and considering the fact that the Ontario government long ago approved subsidisation of the cost, scrubbing the project wouldn't save the TTC a penny directly in their 1976 budget. Many polls have been taken; by a major television network and by the Art Gallery of Ontario where drawings and scaled-down models of the art were on display. The results were mixed, some favouring the art and others rejecting it; an official decision has not yet been reached. It would be difficult to eliminate the artwork as much of it is integrated into the architectural design and construction of the stations themselves and partial redesigning may be required if the art is voted down. A third of the money has already been spent on consultant's fees and other preliminary costs anyway, so considering redesign costs, very little probably would be saved by eliminating the art. The only accomplishment the scrubbing would achieve is to continue the TTC tradition of "efficiency over attractiveness" exemplified by their uninteresting bathroom-tile type subway station decor. The artworks proposed are as follows:

Spadina Station

"Katie's Cups" is a reinforced concrete epoxy cement sculpture by John MacGregor located outside on the sidewalk in front of the station entrance. This is a stack of oversized cups and saucers on an abstract table.

"Morning Glory", a porc-

elain enamel mural 25 feet by 9 feet by Louis de Niverville, is located inside at the entrance level. This humorous fantasy world of floating figures, objects and animals recreates in a dream sequence the dawn of a new day for the early morning subway rider, from the moment of waking up and drinking coffee to his setting off for work. The intention is to amuse, mystify and make a familiar bell ring in all our heads.

"Barren Ground Caribou" is a quilt hung behind safety glass by Joyce Wieland, 31 feet by 6¼ feet to be located on the south wall, mezzanine level. The subject is a favourite ecological theme having to do with the preservation of our Canadian natural heritage. Here the lordly caribou, those marvellous beasts who roam the barren ground, are seen wandering across the tundra covered with delicate Arctic flora. The quilt is at once intimate and familiar a very human offering in the purely technological environment of a subway station.

DUPONT STATION

"Spadina Summer Under" is a glass mosaic tile mural by James Sutherland. It covers six entire walls, two on track level and four on mezzanine level, a total of 1680 square feet. Like a multicoloured flower garden, this mural forms a total environment within the station. Enormous plants and flowers open their petals, leaves and stamens in a glistening floral pattern made up of shiny glass tiles.

ST. CLAIR WEST STATION

"Tempo", a porcelain enamel mural 62 feet by 9 feet by Gordon Rayner, is located on the mezzanine level. This abstract mural in glowing translucent colours is intended to be a joyful and rhythmic colour experience for the subway traveller. Its design is based on a synthesis of all aspects of subway function, the colours and shapes suggest the tempo of the subway movement, its flow and pulse and the various changing rhythms

created by people and trains moving through space.

EGLINTON WEST STATION

"Summertime Streetcar". Two porcelain enamel murals on the platform level by Gerald Zeldin are each 26 feet by 25 feet in size. These two facing streetcar murals complement each other in their design. One is brightly coloured composing a sequence of frames in which are depicted streetcars in various stages of movement; the other a closeup front and rear view of two stationary streetcars.

GLENCAIRN STATION

"Joy", a skylight whose pigments are etched in Lexan, forms the ceiling of the open station and is by Rita Letendre. Light, filtering through a vividly coloured valuted skylight bathes the platform in a warm ambience, like the interior of a cathedral; the design incorporating translucent colour with natural light, is intended to evoke a mood of celebration, visual poetry and joy.

LAWRENCE WEST STATION

"Spacing"...Aerial..... Highways", a porcelain enamel mural at roof level of the

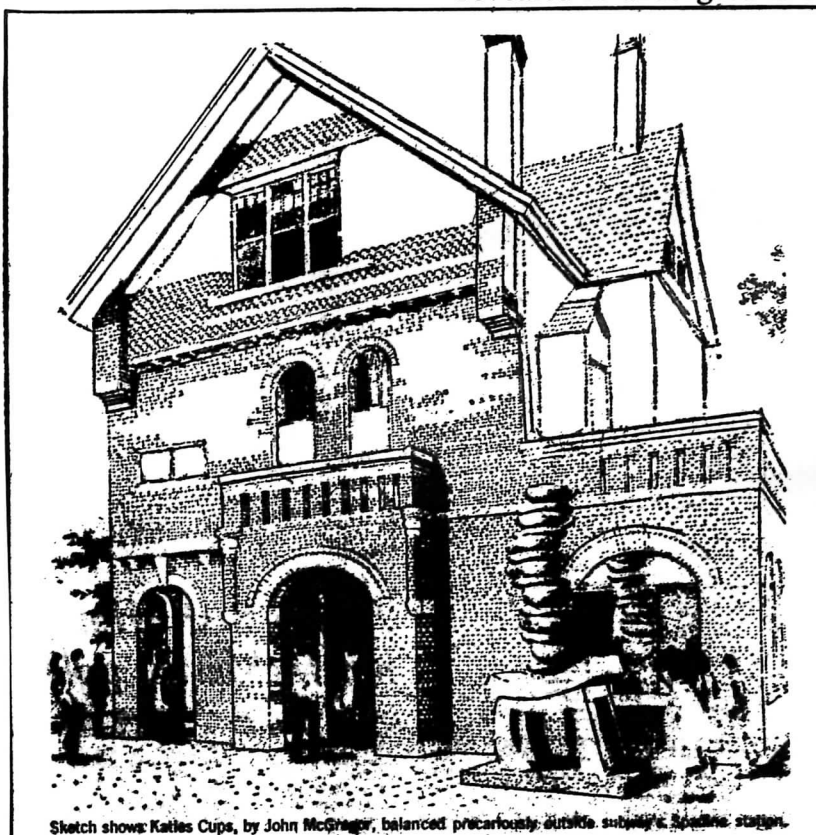
mezzanine by Claude Breeze is 60 feet by 15 feet in size. This vibrantly coloured abstract mural forms an interior landscape suggesting aerial views of natural and man-made forms. The imagery relates to ideas of expanding space, vast distances and the placement of things contained within.

YORKDALE STATION

"Arc en Ciel" is a system of neon lightwork on the ceiling of the track level of the station by Michael Hayden. This is a systems lightwork consisting of repeated neon tubes which follow the arched structural ribbing of the glass-vaulted subway station roof. Programmed in various sequential relationship to interact with the movement of the subway trains, this neon lightwork has the effect of a total colour spectrum running the entire length of the station platform overhead.

WILSON STATION

"Canyons", an aluminum sculptured wall relief 46 feet by 10 feet on the mezzanine level is by Ted Bieler. The structure of this relief relates to geological phenomena - the striations and layering of earth and rock revealed in underground exca-



Sketch shows: Katties Cups, by John McGrath, balanced precariously outside subway's Spadina station.

uations. It implies the timeless interplay of forces at work in the changing geology of our planet.

EDMONTON TROLLEY COACH NEWS

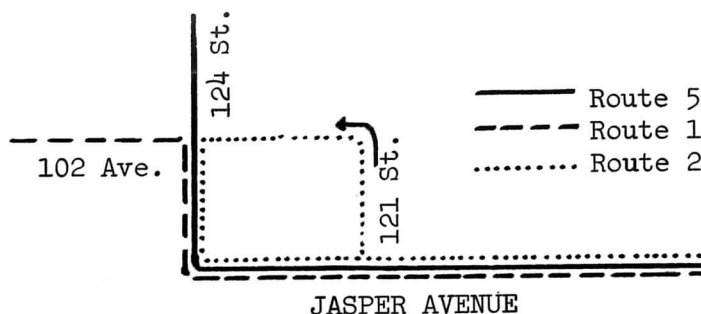
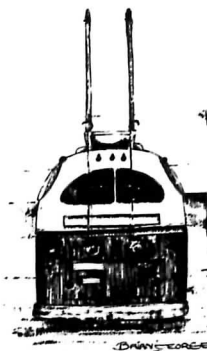
The installation of all electrical equipment (wires, feeders, and substation) for the one-mile extension from 109 Street and 65 Ave. to a new transit centre at Southgate Shopping Centre creating a new route - number 9 -, essentially the old S2 route now running to Southgate, was completed in late April. However, the commencement of electric services has been delayed due to equipment shortages. Diesels were being used in the meantime. The S2 route has become a shuttle along 109 Street between 65 and 83 Avenues except during rush hours when it is extended to its former run over to the north side, thereby duplicating most of the new route 9. Incidentally, the insulators used on the new route 9 overhead are ex-Calgary.

A new shopping centre was opened in March, Kingsway Garden Mall, and by way of

celebration the S1 trolley coach route was extended by about one mile from 106 Street and 118 Avenue southwards to about 111½ Ave. along 106 Street. The extension was installed very rapidly and the buses have their own turning circle at the southern end of the shopping centre. Route 2 has become a shuttle along Jasper Ave. from 124 Street to 97 Street. A new loop was installed at the 124 Street end as shown on the accompanying map. This has created an interesting overhead junction at 124 Street and 102 Avenue, as routes 1 and 5 already diverged from here.

The following 18 ETS trolley coaches have recently been scrapped: 122, 133, 138, 147, 157, 165, 173, 175, 178, 181, 184, 187, 190, 193, 194, 196, 205 and 207.

They have apparently become structurally too unsound for further use. The ETS has had a bit of an equipment problem now. The 25 new Flyers have had many teething troubles, although these are systematically being corrected. There are supposedly 12 more Flyers on order, but what with Flyer being tied up with deliveries to San Francisco and Boston, it may be a while until the ETS gets the their dozen more new coaches.



Flyer E10240 trolley coach number 218 of the Edmonton Transit System poses in front of Pullman #113 at the Westmount terminus of Route 5 of the ETS. The Flyer was in regular service and the Pullman was on a special fantrip on 2 November 1975. (J.A. Kernahan)



HOUSE MOVE FOR SPADINA SUBWAY

To make way for a unique subway entrance at the new Spadina (Lowther) Subway Station on the Spadina line, a three storey house was moved approximately 60 feet from its original site on 4 February. The 76-year old house at 85 Spadina Road was built for Toronto lawyer Norman Blair Gash and designed by architect E.H. Herbert. The house was saved from demolition because of its architectural value. It is a handsome mansion of red brick with ribbons of red stone and

decorated brick balconies. A new foundation will be placed at the original site and the house will be moved back sometime this summer. Movement of the house was accomplished by means of placing it on rollers and winching it back, taking four hours to complete.

RIGHT:

The winch is set and workmen prepare to begin the mechanics of moving the house back 60 feet. (Ted Wickson)

BELOW:

Some four hours later, the house was in place in its new temporary location. Note the tracks on which the house was rolled back under which the new foundation and subway entrance will be built. (Ted Wickson)



TTC'S NEW C.I.S. SYSTEM

The TTC's Communications and Information System (CIS) and its design specifications are the result of a joint study approved by the TTC in 1973 and carried out by TTC staff, consultants and provincial government representatives.

Following an analysis of existing TTC methods of communication and control and a selective study of several TTC surface routes, the study team made inspection trips to ten North American and European cities which are involved in the development and use of various types of automatic vehicle monitoring and control systems. After evaluating all aspects of each system, the study team concluded that if the TTC is to maintain and improve transit service in the future and effectively anticipate and respond to the increasing demands being placed on its service, the existing communications and information system should be improved to include two-way voice radio communications; a simplified and comprehensive method for the transmission of continuous data between surface vehicles, control centres and other TTC departments; the capability for information display at control centres and on vehicles for operational purposes as well as for the central storage and



PCC streetcar 4537 and trolley coach 9299 have been equipped with the CIS system as well as ten buses. Below is 4537, with the controls at the top of the page. At right is diesel bus 7960. (P.P.C.)



retrieval of information for planning and management purposes; and an improved ability to handle all TTC surface fleet operations activities using present inspection and supervisory personnel.

The types and costs of equipment available were extensively reviewed and the most cost-effective system using available hardware and technology was chosen. This resulted in the combination of all on-vehicle data handling and logic functions into a single and compact unit - the Transit Universal Micro Processor (TRUMP).

Back in 1975, one test bus was equipped with the TRUMP system. It involves a two-way radio system and driver information display units for receiving and transmitting pre-coded messages to and from the test vehicle and the control centre at Hillcrest Shops. Work has also been underway on the design and development of on-board, automatic, continuous passenger counters which record the number of boarding and alighting passengers by use of infra-red light beams.

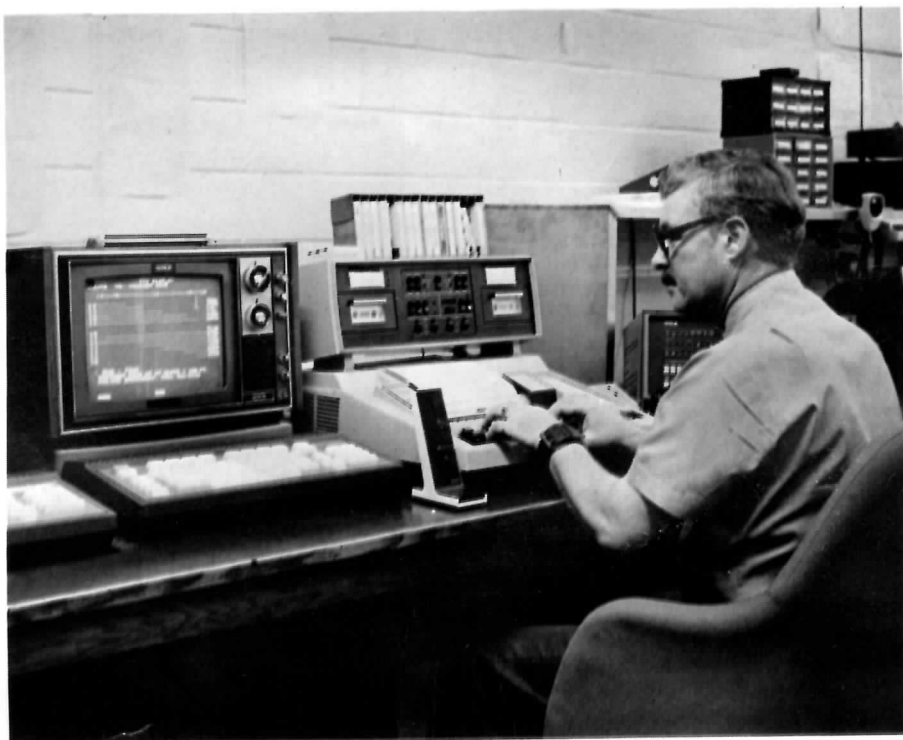
During 1976, a total of 100 diesel buses, one streetcar and one trolley coach will be equipped with the system. The estimated cost of the entire CIS project is in the neighbourhood of \$493,000, of which approximately \$402,000 will be covered by a subsidy from the Province of Ontario.

The full scale project would enable TTC controllers to determine immediately the exact location of any surface transit vehicle at any time and also provide radio communications facilities for the direct and continual exchange of passenger service and vehicle data between all surface vehicles and the Transit Control Centre. With such a system, the TTC will be able to take faster action to reroute vehicles and adjust service in the event of major delays and also keep passengers better informed of the reasons for tie-ups and

delays. From an operating standpoint, CIS is also expected to improve the utilisation of manpower and vehicles.

BELOW:

A TTC Transit Control Centre employee is at work monitoring bus #7960 on the 90-VAUGHAN route in late July 1975, when the first tests were undertaken. (TTC)



BELOW: Toronto Transit Commission line trucks numbers 149 and 120 are busy renewing trolley wire on St. Clair Avenue West at the site of construction of the new St. Clair West Station on the Spadina Subway line, near Walmer Road east of Bathurst. The date is 28 March 1976. (Richard F. Glaze)

BOTTOM OF OPPOSITE PAGE: Who says no one rides the rear end anymore? Here, an agile TTC lineman lowers and then raises the trolley pole on streetcar number 4519 on the fly as the car passes under new trolley wire installation. The car is eastbound on St. Clair Avenue West at Tweedsmuir Avenue on 28 March 1976. (Richard F. Glaze)





During the past few years, the B.C. Government has been putting together a transit plan for the Greater Vancouver Region in the form of upgrading the bus system, running commuter ferries across the harbour and using several former inter-urban lines for LRT. These plans have progressed far from smoothly but they have nevertheless been going ahead. It was decided to upgrade the former Central Park and Vancouver/Marpole-Richmond interurban lines, using a subway in the downtown area and also to run the LRVs on a median out the former Hastings East streetcar line. In the Fall of 1975, the BC Hydro purchased a Dlwag-Siemens demonstrator car (see Nov-Dec '75 R&T, page 56), which is seen above at the BC Hydro's New Westminster Shops on 31 January 1976. In the time between purchase and delivery a great deal of change had taken place. A new government had taken over in B.C. and placed a lower priority on the transit issue. Instead of a celebration taking place when the car arrived, it was quietly loaded on two flatcars and whisked away to the shops where it is being stored pending a decision on what to do with it. (Bob Webster)

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FORMERLY U. C. R. S. NEWSLETTER

