

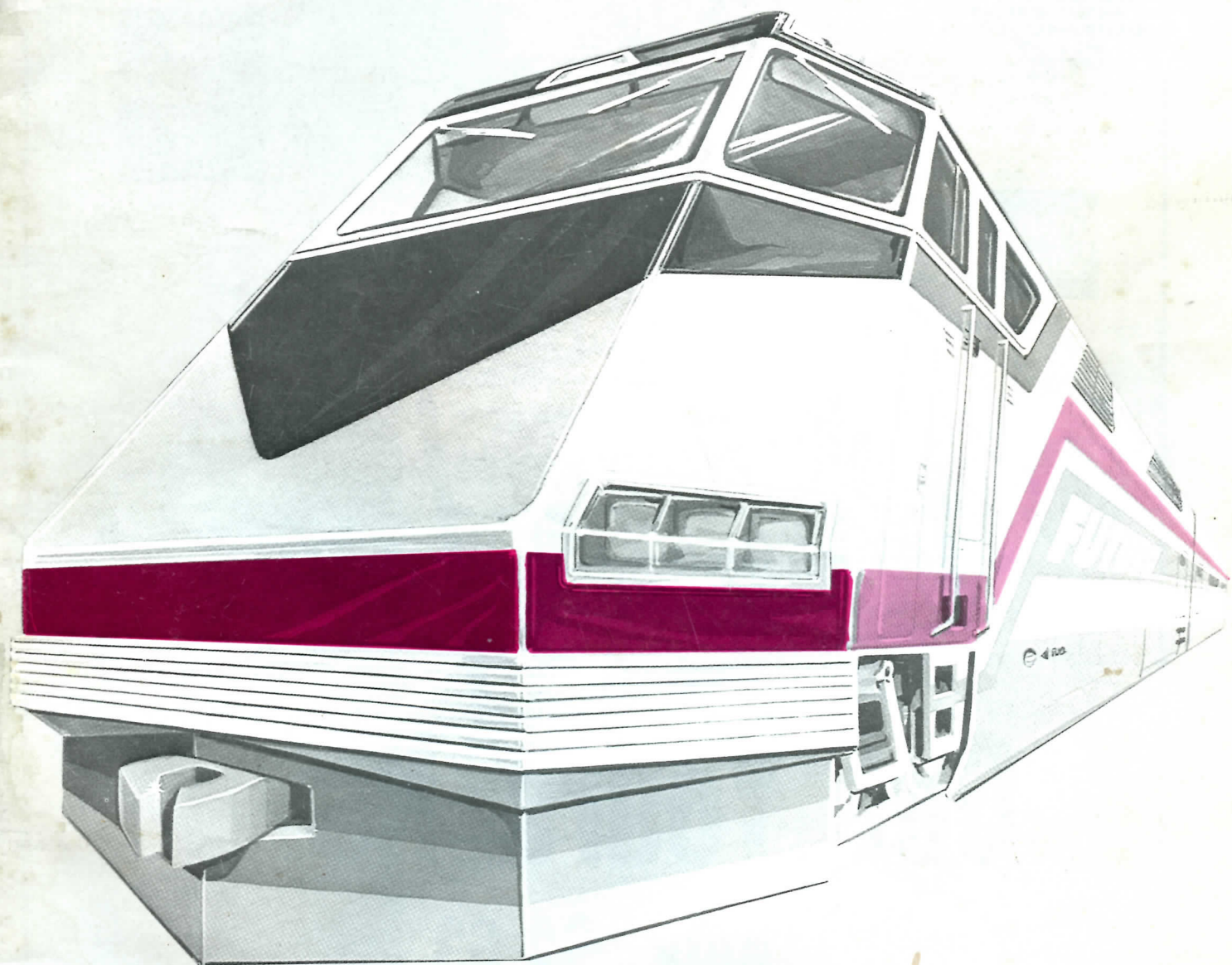
Canada's Railway Magazine

\$2.50

Rail and Transit

NOVEMBER — DECEMBER 1975

FORMERLY U. C. R. S. NEWSLETTER



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Rail and Transit

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This issue commences a new era in Canadian rail transportation reporting, incorporating the best of the former Upper Canada Railway Society NEWSLETTER, but will no longer resemble in any way a house organ. It is hoped by your editorial staff that not only will all major Canadian railways be covered regularly, but the activities of railfans from the Atlantic to the Pacific as well.

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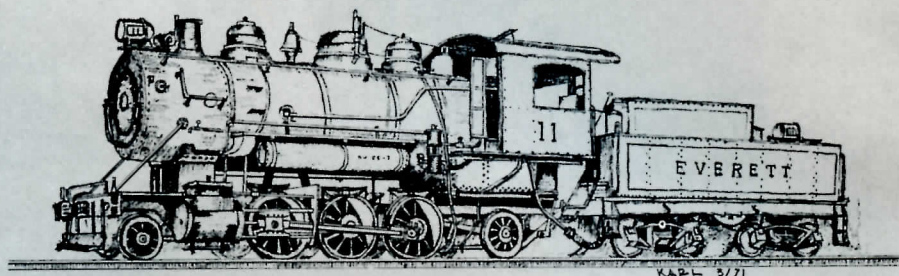
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RAIL AND TRANSIT is published bi-monthly by the Upper Canada Railway Society and subscriptions may be obtained from the publisher at P.O. Box 122, Toronto, Ontario M5W 1A2. The Upper Canada Railway Society has been engaged in publishing railway material since its conception in 1941 and that of its predecessor in 1935.

CORRECTION

September-October 1975 issue of UCRS NEWSLETTER should be Number 356-357.



NOVEMBER-DECEMBER 1975

VOLUME 1 NUMBER 1 WHOLE ISSUE NO. 358

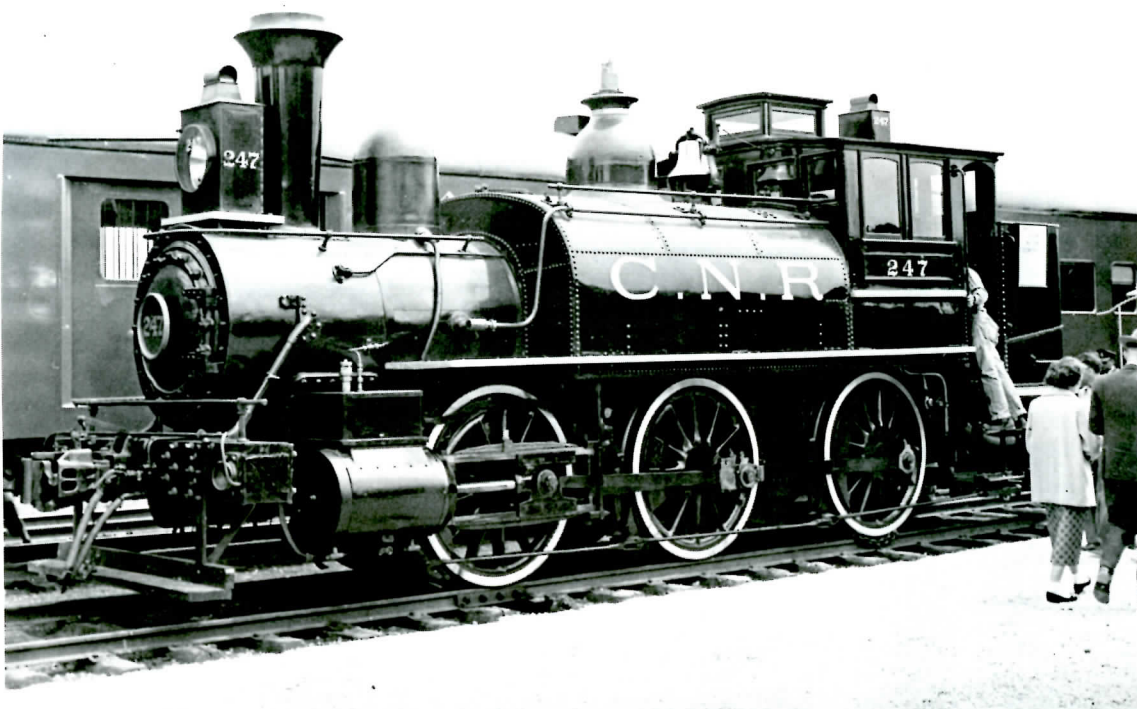
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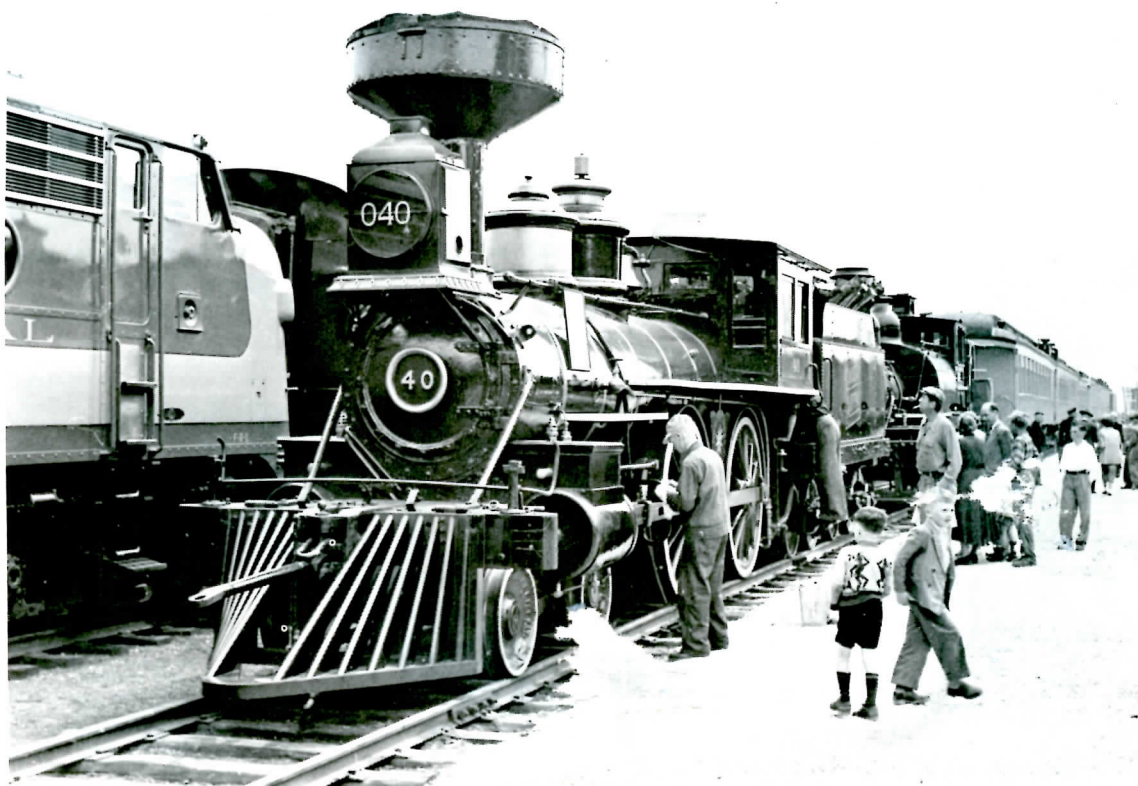
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Celebrating the one hundredth anniversary of the Aurora-Richmond Hill-Toronto service in 1953, Roy Faux captured the two now preserved veteran CN steam locomotives along with a museum train at Aurora Ontario on 16 May 1953. (Roy Faux)



Back in 1953

Photographs and Article by
GEORGE W. PEARCE

"...LET'S DROP A BRIDGE IN HERE,
AND ..."

That's right! You may have observed railway "hooks" lifting a large girder bridge into place one piece at a time, but have you ever witnessed one being dropped into place? This is not a method of bridge-building commonly practised, or even recommended for large structures, but it has occurred on the Canadian National. One such incident took place on the Fergus sub at Drayton Ontario, approximately ten miles south of Palmerston, Ontario, during the winter of 1952-1953.

At this location, the railway line crosses the Conestogo River and adjacent flood plain on a span approximately 170 feet long. Prior to 1953, the tracks utilized an under-framed trestle for the river crossing, along with an earth fill of several hundred feet in length that extended over the flood plain. This steel structure, erected around 1905, was deemed quite suitable for the trains of the day, and would certainly last for a lengthy period of time. However, as time progressed, the trains using this line gradually became longer and heavier. As well, immediately off the northern end of the northern end of the bridge, the line commences a relatively short but rather stiff climb past the (now razed) station and through a double curve north of the town. This grade, extending for approximately one-fifth of a mile, posed no serious threat for most trains passing to the north in the early years of the century, as there was a lengthy down-grade coming onto the bridge from the southern end that afforded engineers ample opportunity to "get up a good run" for the grade and curves north of the bridge.

As stated, trains became longer and heavier during the 1920's and 1930's. Because of this, it was necessary to place a speed restriction over the trestle. This effectively robbed engineers of their chance to increase speed for the up-coming grade. As we all know, trains that were heading north had to stop at the Drayton station were sometimes unable to develop enough power to begin the climb up the grade from a standing stop. This necessitated a reverse movement back over the bridge to enable the locomotive to attain a gradient that would allow forward movement. The cure for this dilemma was found in "Doubleheading" many of the trains. This certainly provided enough motive power to pull the trains up the grade, but greatly increased

the stresses being applied to an aging bridge.

By the last 1940's the speed restriction over the bridge had been lowered to ten miles per hour because of the advancing age and deteriorating condition of the span, and by 1952 it was quite obvious that a replacement span would have to be built if the line was to remain open.

The bridge chosen as a replacement was a steel girder trestle that had been built in 1948 by Canadian Bridge for export to China, to be used near Kowloon. However, as the Communist regime took over control of China's political affairs in 1949, the bridge was never shipped, but placed in storage.

In 1952, the bridge was sent, disassembled, to the erection site at Drayton. As traffic demands on the line were rather heavy, orders were given that the bridge was to be installed with a minimum of interruption to the traffic flow. Accordingly, it was decided to drop the bridge, fully assembled, into place.

With the old bridge still in service, work commenced during the winter of 1952 on the erection of the new bridge. The old abutments, still quite solid, were strengthened and also lengthened approximately six feet on either side. Cribbings were then erected around the abutments, filled with rocks, and then packed with cement that was pumped in around the rocks under high pressure. In order to enable the cement to set properly in the cold weather, a portable steam generator was parked on a siding at the station, and a heavily-wrapped steam line run down to the construction area. By wrapping the cribbings and pumping steam around

them, temperatures were kept at a proper level to permit the cement to harden properly.

South of the old span, a spot beside the right-of-way graded level to enable assembly of the new structure. The new bridge was thus completely assembled on the ground a few yards from its final destination. Up to this point, no interruption of train service had occurred.

Sunday, April 19, 1953, was the day chosen to suspend train operations to allow the bridge to be put into place. Two "hooks" and a work train showed up early in the morning to begin operations that were to last only one day. The plan was to drag the newly assembled bridge up onto the tracks of the right of way, then slide it along the tracks until it was directly above the old span and block it into place. Then the old span would be severed at both ends and lowered into the river; the blocks removed from the new span, and the two hooks would "drop" the new span into place. Necessary track connections would be quickly made, and the bridge opened to traffic.

On paper, the plan looked terrific. In actual fact, things occurred even more speedily than anticipated. In order to enable the new span to slide easily over the old one, the rails were greased. One "hook" proceeded across the river over the old span, then pulled the new span down the greased

CN

Canadian National work crews are busy replacing the old bridge across the Conestogo River on 19 April 1953.



rails onto the old span. There it was blocked into place. It was at this point that operations progressed more quickly than planned. The intention was for the two "hooks" to lower the old span to the river bed one end at a time. However, no sooner had the first crane begun lowering its end when the hook straightened out, thereby allowing the one end of the span to drop freely to the river below. The sudden shift of weight onto the hook at the other end was too much at once, and it also straightened, allowing the other end of the bridge to fall. Thus what had originally been scheduled to occupy the better part of an hour was completed within a few seconds. The rest of the erection was completed without mishap, and trains were passing over the new span within a day. The old bridge was then cut into pieces on the river bank, loaded onto cars and hauled away for scrap.

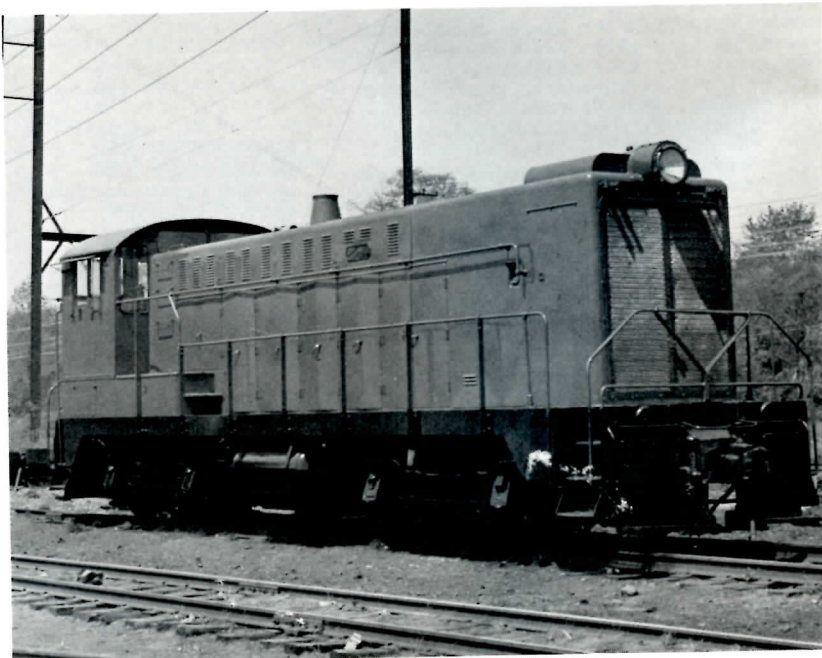
The new span saw a diminishing frequency of service through the 1950's and 1960's, and remained unused completely from the fall of 1970 to the summer of 1971. Today the span is still far from being "overworked", having a minimum of four trains per week pass over it, and a maximum of approximately a dozen. Most of these trains are extra cattle trains, operated in the late fall, that head northwards loaded with from three to thirty cars of cattle, and return south-bound empty. These certainly provide no strains in terms of tonnage.



The new bridge is in place in this view. The old bridge over the Conestogo River has been dropped into the river. Canadian National H-6-c class locomotive number 1321, hard at work here on 19 April 1953, was built by Montreal Locomotive works in 1910. The locomotive was later renumbered 1530 and finally scrapped in April of 1960.

The other trains to use the span are the unit oil trains, on their way from Toronto to Douglas Point. These trains, loaded on the northward trip, weigh from 4,700 tons to 7,000 tons, plus weight of the locomotives. This weight, were it applied frequently, would perhaps shorten the life expectancy of the span. However, as this weight occurs only twice per week on the average, it is reasonable to assume that the bridge, that was dropped into place originally, will be around for many years to come.

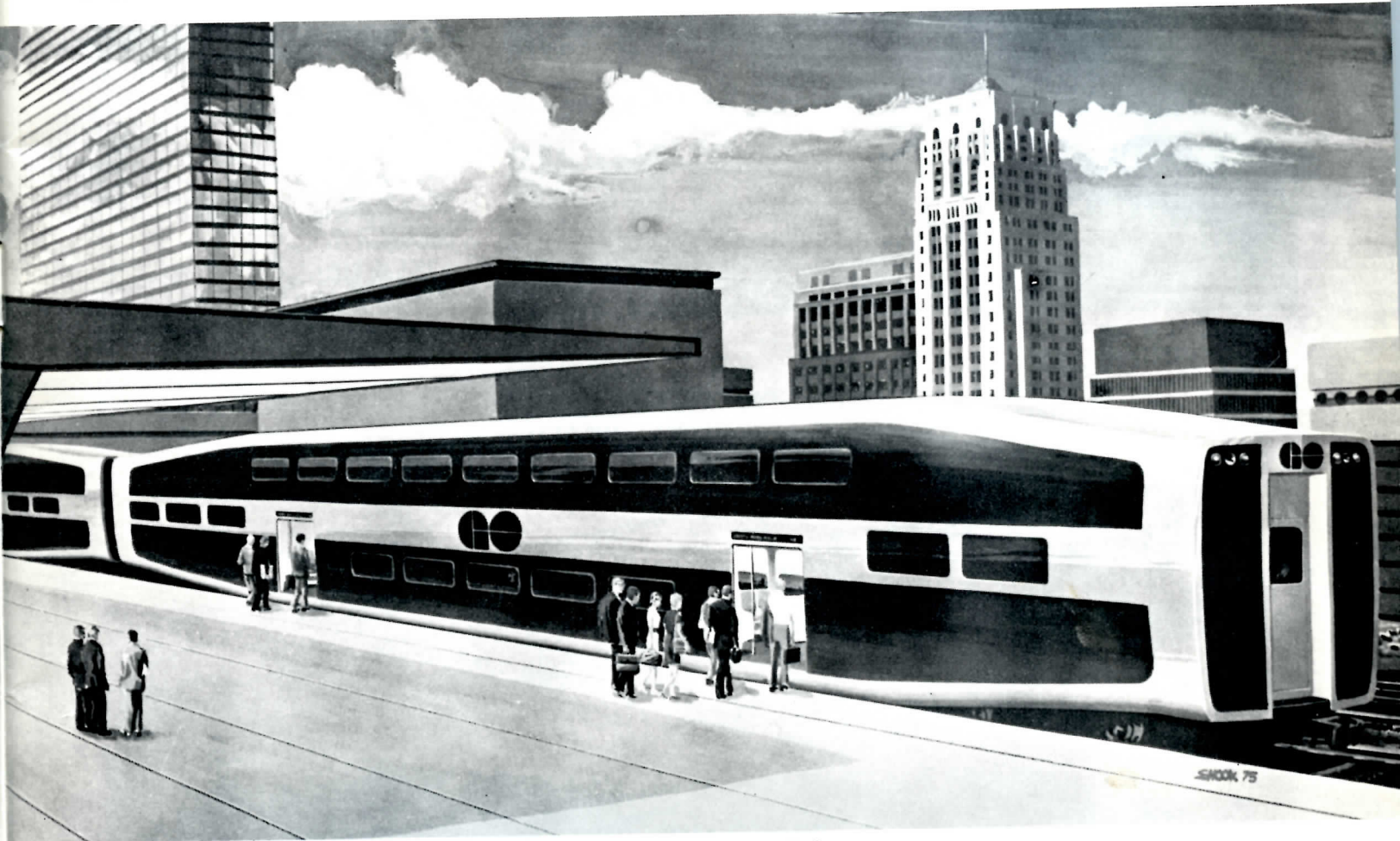
In response to an article in the January-February 1975 issue of the UCRS Newsletter, Mr. James C. McHugh, President of the New Hope and Ivyland Railroad sends us the following information: ex Erie-Lackawanna 609 and 613 were traded in to General Electric, and in turn sold to the NH&I. These old Baldwins were then rebuilt with green body orange running boards and black undercarriage. The units have been renumbered to 309 and 313 respectively. It is hoped that the NH&I will never have to scrap the locomotives. (photos courtesy of James C. McHugh, President, New Hope & Ivyland)



A NEW DOUBLE DECK RAIL COMMUTER CAR



Hawker Siddeley
Canada LTD.



To meet the rapidly increasing demands for service on rail commuter lines, Hawker Siddeley Canada Ltd. has designed a DOUBLE DECK passenger car. Initially, it is specifically aimed at meeting the immediate future requirements of the Government of Ontario's successful GO Transit rail commuter service for which Hawker Siddeley has supplied all the existing passenger coaches.

The new car has a modern, aerodynamically-clean shape that combines an aesthetically-appealing appearance with many functional considerations related to passenger comfort and economy of operation, maintenance and manufacture. A significant feature of the car's design is the ease with which several different versions can be built without changes to the basic structure.

This adaptability is achieved by engineering the underframe and centre part of the body to form the main structure element of the car. The two end sections are built as separate modules. By adding different modules to the basic car, individual customer requirements such as a washroom, a control cab for push-pull operations, or additional seats can be easily accommodated.

Information and photos courtesy Hawker Siddeley Canada Limited.

The flexibility of the basic design also allows the double decker to be produced as a self-propelled car. In this version, an end module can house a diesel or gas turbine engine with a mechanical or electrical transmission. In the latter configuration, the power plant can operate the car on non-electrified lines and switch, where power is available, to a direct feed to the electric motor from a third rail or overhead catenary. The drop in roof line at the ends of the car provides a natural access for a pantograph structure which can be retrofitted to the cars as and when railways are electrified.

The power plant location is such that the weight it adds is transferred through the truck directly to the rails and the working conditions of the basic body structure are virtually unaltered from those in trailer-type unpowered versions of the car.

Provision is made in the design for changing the position of the double doors at each end of the car to suit operations from high or low level platforms.

An impression of the new DOUBLE DECK rail commuter car designed by Hawker Siddeley Canada Limited shown here as it might appear if operated on the Government of Ontario's GO Transit system. Note the Toronto skyline in the background.

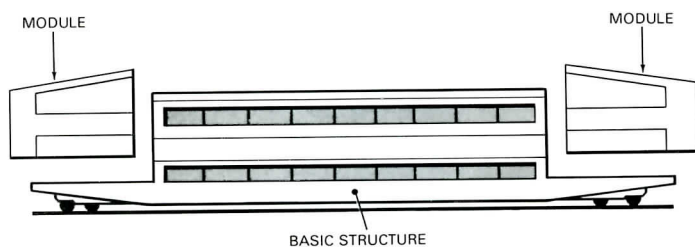
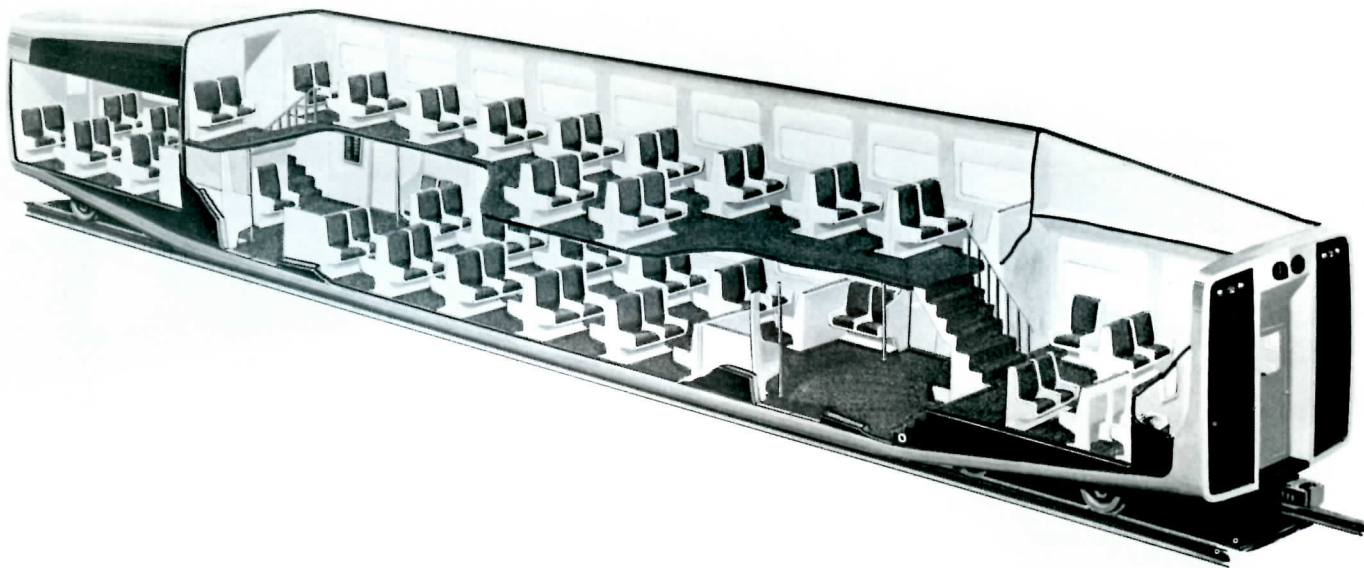
Hawker Siddeley Canada Ltd. believes that the modular method of construction incorporated in the new DOUBLE DECK car design will be a significant factor in marketing the car. With 60-70 percent of the structure standardised, several small orders, even for different versions of the car, can be combined economically on the production line at the same time.

The DOUBLE DECK car is 85 feet long, 16 feet high, nine feet seven inches wide and has an unloaded weight of about 96,000 pounds. Depending on customer preference for interior arrangements, various versions can comfortably seat up to 164 passengers without overcrowding. This compares with 94 seats in commuter coaches currently supplied by Hawker Siddeley for GO Transit operations.

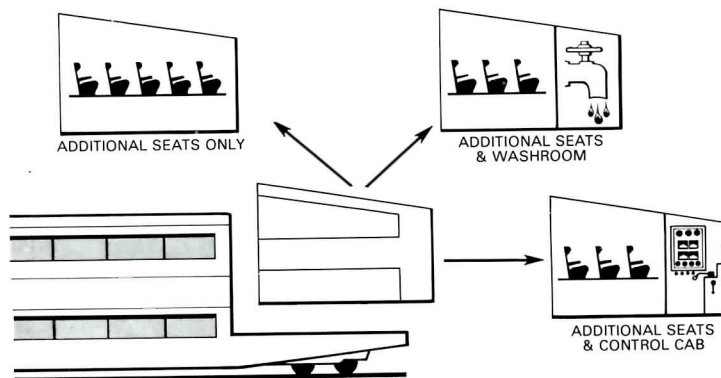


LEFT:
Two impressions of Hawker Siddeley's new design for DOUBLE DECK rail commuter cars as they might appear in GO Transit livery. The lower train shows the end coach fitted with a control-cab module which would house the train operator in push-pull operations or in self-propelled versions of the car.

BELOW:
A cutaway view of one of several possible interior arrangements in the new DOUBLE DECK rail commuter car. In this version, entry doors are located at the lower deck level as they would be for low level platform operations. The end modules, built as separate units and adaptable to contain a control cab, or the power plant in self-propelled versions, are shown here being used for additional seating. The right-hand module also contains a washroom in this layout.



END SECTIONS BUILT AS SEPARATE MODULES

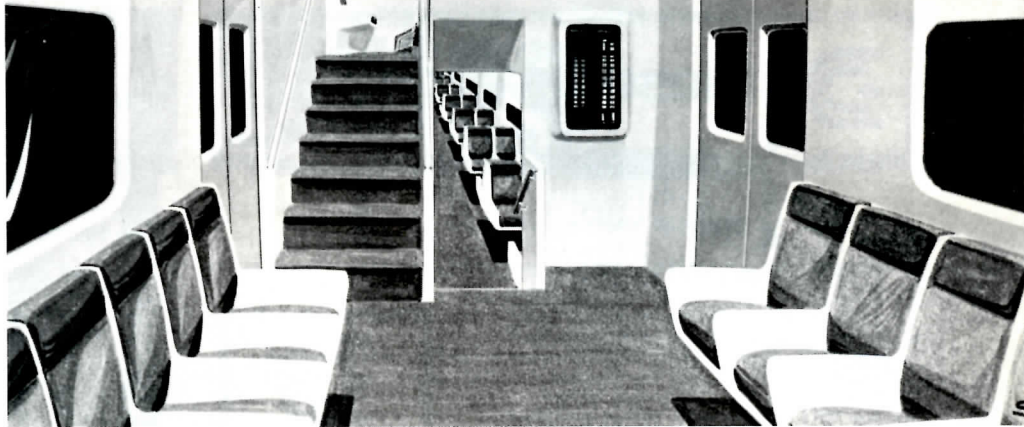


ALTERNATIVE MODULE ARRANGEMENTS

In order to reduce maintenance costs to a minimum, special consideration has been given to all aspects of servicing the DOUBLE DECK car. While individual customer preferences for particular interior furnishing styles and colours can be met, plastic-finished panels and vinyl upholstery are proposed as the most effective in terms of attractive appearance and low upkeep. A built-in vacuum cleaning system will cut the direct cleaning costs by up to 50 percent.

To minimise servicing time and cost in the field, car equipment is installed in compact, easily exchangeable units. If a component requires more than routine service, it can be quickly removed, replaced with a spare unit, and the fault rectified under maintenance shop conditions.

Introduction of the DOUBLE DECK commuter car rounds out the new and complete line of rail passenger equipment now being offered by Hawker Siddeley Canada Ltd. For below-ground operations, the subway cars as supplied to the Toronto Transit Commission are being further developed and improved with each successive order. For mainline, inter-city operations, Hawker Siddeley recently introduced the "Futura"



a high performance passenger train which offers the ultimate in passenger comfort and service (see article elsewhere in this magazine).

Development of this passenger car family reaffirms the intent of Hawker Siddeley Canada Ltd. to retain its position as a leading Canadian supplier of rail equipment to the country's railways and transit authorities.

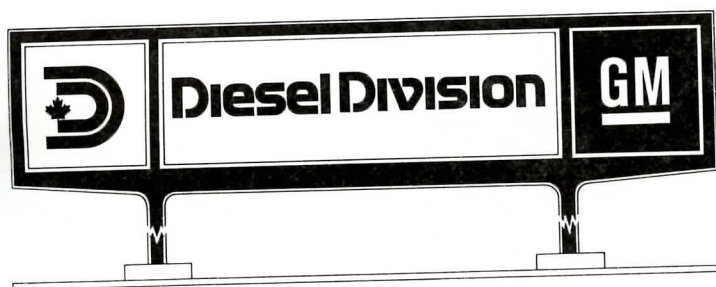
Seating plans and stair positions can be arranged to suit customer preference in the new DOUBLE DECK rail commuter car. One arrangement is shown in this view looking towards the centre of the car from an end module. In this example, entry doors are located for high level platform operations. Stairs at one side of the car lead to the upper deck; other steps in the centre take passengers down to the lower deck. The end module, shown with longitudinal seating in this version, can be differently outfitted. An indicator above the door on the outside of the car is illuminated at station stops to show the number of vacant seats within.

 Hawker Siddeley Canada LTD.



**CANADIAN
NATIONAL**

Retired Canadian National Railways Pacific number 5107 is seen on display opposite the station at Kapuskasing Ontario on 1 August 1975. This locomotive was built by Montreal Locomotive Works in 1919 and carries class J-4-d. The engine was removed from active duty in September of 1963.
(David W. Smith)



The Diesel Division, General Motors of Canada Limited now boasts a "signature" -- a one of a kind divisional identification symbol. It features two flowing lines curved to form the bodies of two letters "D", representing Diesel Division. The open-ended Ds are closed by the application of a stylised Canadian Maple Leaf.

Usually referred to as a 'logo', the signature will instantly identify the division in correspondence, signs and any other situations where there is requirement for visual identification.

The introduction of the divisional logo marks the culmination of a priority project to produce a visual identification which would be exclusively 'Diesel Division'. Because the operations of Diesel Division are so strongly international, and to assist in emphasising the Canadian identity, the maple leaf was included in the design. The new signature will be used in many ways. The "Uni-mark" can stand alone or can be used with the title in a number of specific colour variations or in black and white. It also forms an integral part of the "Tri-mark" presentation, part of the corporate identification programme. Either alone or with the "Tri-mark", it can be used in a number of formats and colours in English or French.



La Division Diesel de General Motors de Canada Limitée se fait maintenant gloire de posséder une "signature" - un symbole unique d'identification divisionnaire. Tel qu'illustré ici, il consiste de deux lignes courbées de façon à former l'ensemble de deux lettres "D". Les D ouverts sont fermés par l'application d'une feuille d'érable Canadienne stylisée.

Ordinairement appelé "logo", la signature identifiera instantanément la Division Diesel dans sa correspondance, sur ses enseignes et en toute situation où une identification imprimée est requise.

Le bloc D double, ou "Uni-marque", peut être utilisé seul ou conjointement avec la "triple-marque" qui fait partie du programme d'identification de la compagnie. Il y a un nombre de variation à sa disposition et à sa couleur et il peut être employé avec ou sans titre, en français ou en anglais.

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Diesel Notes

NEW UNITS ADDED TO FLEET

9487	GF-430a, 3000 H.P. Rd. Frt.	Sept. 3/74
	Assigned Symington, P.R.	
9488	"	Sept. 3/74
9489	"	Sept. 3/74
9490	"	Sept. 3/74
9491	GF-430b, 3000 H.P. Rd. Frt.	Sept. 20/74
	Assigned Symington, P.R.	
9492	"	Sept. 20/74
9493	"	Sept. 24/74
9494	"	Sept. 24/74
9595	"	Sept. 24/74
9496	"	Sept. 24/74
9497	"	Sept. 26/74
9498	"	Sept. 26/74
9499	"	Sept. 27/74
9500	"	Sept. 28/74
9501	"	Sept. 28/74
9502	"	Sept. 28/74
9503	"	Sept. 30/74
9504	"	Sept. 30/74

COMPILED BY PIERRE PATENAUDE

TOP:

SD40-2s #5246 and 5247 of the CNR haul a long freight train on 11 August 1975 near Geikie Alberta.

MIDDLE:

Here's number 5246 again, this time at Calder Yard in Edmonton Alberta on 3 August 1975.

BOTTOM:

At Calder Yard in Edmonton, CNR 5273, 5252, and 5254 switch a van on 4 August 1975.

PHOTOS BY PIERRE PATENAUDE UNLESS OTHERWISE CREDITED

REMANUFACTURED UNITS

9176	GFA-17a Remanufactured from retired Unit 9114 assigned Calder in Mountain Region.	Sept. 6/74
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RETIREMENTS

CN8154	MS-10b, Switcher, Spadina, GLR	Sept. 17/74
GTW7902	GS-10a, Switcher, GTW owned unit assigned DW&P West Virginia, Prairie Region	Sept. 9/74
GTW7912	GS-10a, Switcher, GTW owned unit was leased to CN and assigned Pr. George, Mountain Region	Sept. 13/74

UNITS INVOLVED IN RECLASSIFICATION (Aug. 1/74)

Unit Numbers	Present Class	New Classification
4002-4011	GR-30a	GR-430a
4012-4017	GR-30b	GR-430b
9800-9807-GO	GRE-30a	GRE-430a
9808-9811-GO	GR-30c	GR-430c

UNIT RENUMBERED

Railiner 6353, Model RDC-3	Aug. 1974
Renumbered to 6119, Model RDC-1	

NEW EQUIPMENT

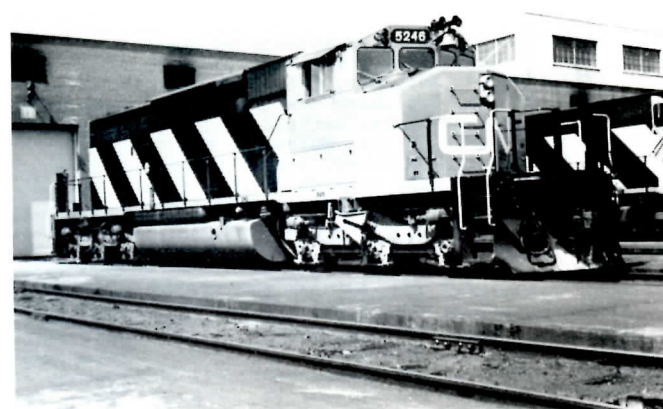
9505	GF-430b, 3000 HP Rd. Frt.	Oct. 7/74
	Symington, P.R.	
9506	"	Oct. 7/74
9507	"	Oct. 9/74
9508	"	Oct. 9/74
9509	"	Oct. 11/74
9510	GF-430b, 3000 HP Rd. Frt.	Oct. 11/74
	Calder, M.R.	
9511	"	Oct. 18/74
9512	"	Oct. 18/74
9513	"	Oct. 21/74
9514	"	Oct. 21/74
9515	"	Oct. 24/74
9516	"	Oct. 24/74
9517	"	Oct. 29/74
9518	"	Oct. 29/74
9519	"	Oct. 29/74
9520	"	Oct. 29/74

REMANUFACTURED UNITS

9177	GFA-17a - Remanufactured from retired unit 9088 assigned Calder, M.R.	Oct. 24/74
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RETIREMENTS

8101 and 8103	MS-10a, GTW owned Switchers Retired Oct. 21/74
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NEW EQUIPMENT (Calder, M.R.)

9521	GF-430b, 3000 H.P., Rd. Frt.	Nov. 4/74
9522	GF-430b, 3000 H.P., Rd. Frt.	Nov. 4/74
9523	GF-430b, 3000 H.P., Rd. Frt.	Nov. 6/74
9524	GF-430b, 3000 H.P., Rd. Frt.	Nov. 6/74
9525	GF-430b, 3000 H.P., Rd. Frt.	Nov. 12/74
9526	GF-430b, 3000 H.P., Rd. Frt.	Nov. 12/74
9527	GF-430b, 3000 H.P., Rd. Frt.	Nov. 13/74
9528	GF-430b, 3000 H.P., Rd. Frt.	Nov. 20/74
9529	GF-430b, 3000 H.P., Rd. Frt.	Nov. 20/74
9530	GF-430b, 3000 H.P., Rd. Frt.	Nov. 26/74

RETIREMENTS

8127	MS-10a, Switcher, Spadina, GLR	Nov. 19/74
5151	GF-30h, Rd. Frt., Calder, MR	Nov. 19/74
7959	GS-10a, Switcher, The Pas, PR	Nov. 11/74
8135	MS-10a, Switcher, Spadina, GLR	Nov. 4/74

ADDED TO FLEET

9178	GFA-17a Remanufactured from retired unit 9056, assigned Calder, M.R.	Dec. 7/74
9179	GFA-17a Remanufactured from retired unit 9120, assigned Calder, M.R.	Dec. 18/74

RETIREMENTS

CN4107	GR-17p, Road Switcher, Spadina, GLR	Dec. 4/74
CN6503	GPA-17a, Road Pass "A", Symington, PR	Dec. 10/74
CN6600	GPB-17a, Road Pass "B", Symington, PR	Dec. 19/74
CN6609	GPB-17a, Road Pass "B", Symington, PR	Dec. 31/74
CN9487	GF-430a, Rd. Frt., Symington, PR	Jan. 31/75
CN6792	MPA-18b, Rd. Pass "A", Montreal, SLR	Jan. 31/75

NEW EQUIPMENT

9531	Assigned Toronto, G.L.R.	Feb. 24/75
9532	Assigned Toronto, G.L.R.	Feb. 24/75
9533	Assigned Toronto, G.L.R.	Feb. 24/75
9534	Assigned Toronto, G.L.R.	Feb. 24/75
9535	GF-430c, 3000 H.P.	Feb. 25/75
9536	Assigned Toronto, G.L.R.	Feb. 26/75
9537	Assigned Toronto, G.L.R.	Feb. 25/75
9538	Assigned Toronto, G.L.R.	Feb. 26/75
9539	Assigned Toronto, G.L.R.	Feb. 28/75
9540	Assigned Toronto, G.L.R.	Feb. 28/75
541-9542	Assigned Toronto, G.L.R.	Feb. 28/75
GTW4429	Leased from GTW, assigned Spadina G.L.R. To be returned to Battle Creek. No replacement required.	

RETIREMENTS

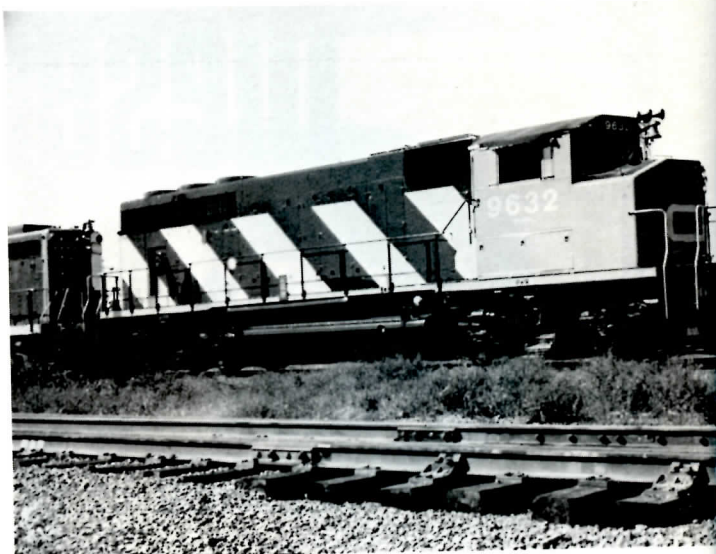
CN8025	MS-10c, Switcher, Toronto Yd. GLR	Feb. 26/75
CN4818	GR-15a, Rd. Sw., Vancouver, M.R.	Feb. 24/75
CN7943	GS-10a, Switcher, Calder, M.R.	Feb. 24/75
CN8139	MS-10a, Switcher, Spadina, GLR	Feb. 24/75
GTW8100	GTW owned unit, retired Feb. 24/75 assigned MS-10a, Muskegon, USA	
GTW8106	Formerly CN owned, leased to and subsequently sold to GTW. Retired Feb. 24/75, assigned Pontiac, USA	

NEW EQUIPMENT

9531	Assigned Toronto, G.L.R.	Feb. 24/75
9532	Assigned Toronto, G.L.R.	Feb. 24/75
9533	Assigned Toronto, G.L.R.	Feb. 24/75
9534	Assigned Toronto, G.L.R.	Feb. 24/75
9535	GF-430c, 3000 H.P.	Feb. 25/75
9536	Assigned Toronto, G.L.R.	Feb. 26/75
9537	Assigned Toronto, G.L.R.	Feb. 25/75
9538	Assigned Toronto, G.L.R.	Feb. 26/75
9539	Assigned Toronto, G.L.R.	Feb. 28/75
9540	Assigned Toronto, G.L.R.	Feb. 28/75
541-9542	Assigned Toronto, G.L.R.	Feb. 28/75
GTW-4429	Leased from GTW, assigned Spadina G.L.R. To be returned to Battle Creek. No replacement required.	

RIGHT:

CN Geep #9605 and SD40 number 5019 at Montreal Yard on 27 September 1975.



ABOVE:

New CN Geep #9632 is seen here at Montreal Yard on 4 October 1975.



ABOVE:

CNR GP9 #4233 in the old paint scheme at Calder Yard in Edmonton on 3 August 1975, followed by number 4218.





ABOVE: By mid-June 1975, a new locomotive turnaround servicing facility was opened in Montreal, thus enabling all phases of locomotive dispatching to be done indoors, supervised by the control tower on the top. Three GP40-2s, #9570, 9535 and 9246 are about to enter the bay for servicing on 5 July 1975.



ABOVE: CN GP9 number 4504 is among the latest GP9s painted in the new colour scheme. 4504 was on the point of train B-397 about to leave Montreal for Toronto on 24 May 1975 before hooking up with sister units 4533 and 4515. This shot is a good comparison to the GP9 in the green paint scheme on the opposite page.

BELOW: CN GP40-2s #9587 and 9441 pull a train out of Calder Yard in Edmonton on 2 August 1975.



NEW UNITS		
9566	GF-430c 3000 H.P. Rd. Frt. Assigned Mtl. Yd. St.Law.Region	Apr. 2/75
9567	"	Apr. 2/75
9568	"	Apr. 7/75
9569	"	Apr. 7/75
9570	"	Apr. 9/75
9572	"	Apr. 9/75
9571	"	Apr. 14/75
9573	GF-430c 3000 H.P. Rd. Frt. Assigned Symington, P.R.	Apr. 14/75
9574	"	Apr. 14/75
9575	"	Apr. 14/75
9576	"	Apr. 15/75
9577	"	Apr. 15/75
9578	"	Apr. 17/75
9579	"	Apr. 17/75
9580	"	Apr. 18/75
9581	"	Apr. 18/75
9582	"	Apr. 22/75
9583	"	Apr. 22/75
9557	GF-430c 3000 H.P. Rd. Frt. Assigned Mtl. Yd. St.Law.Region	Apr. 25/75
9584	GF-430c 3000 H.P. Rd. Frt. Assigned Symington, P.R.	Apr. 29/75
9586	"	Apr. 29/75
9588	"	Apr. 29/75
9585	"	Apr. 30/75
9589	"	Apr. 30/75

RETIREMENTS		
CN8025	MS-10c, Switcher, Toronto Yd. GLR	Feb. 26/75
CN4818	GR-15a, Rd. Sw. Vancouver, M.R.	Feb. 24/75
CN7943	GS-10a, Switcher, Calder, M.R.	Feb. 24/75
CN8139	MS-10a, Switcher, Spadina, G.L.R.	Feb. 24/75
GTW8100	GTW owned unit, retired Feb.24/75 assigned MS-10a, Muskegon, USA	
GTW8106	Formerly CN owned, leased to and subsequently sold to GTW. Retired Feb.24/75, assigned Pontiac, USA	

NEW EQUIPMENT		
9543	New GF-430c, 3000 H.P. Rd. Frt.	Mar. 6/75
9544	Units Assigned Toronto Yd., G.L.R.	Mar. 6/75
9545	"	Mar. 7/75
9546	"	Mar. 7/75
9547	"	Mar. 13/75
9548	"	Mar. 13/75
9549	"	Mar. 13/75
9550	"	Mar. 13/75
9551	"	Mar. 17/75
9552	"	Mar. 20/75
9553	"	Mar. 17/75
9554	Unit Assigned Mtl. Yd. St. Law. Region	Mar. 20/75
9555	"	Mar. 22/75
9556	"	Mar. 25/75
9560	"	Mar. 20/75
9561	"	Mar. 20/75
9562	"	Mar. 22/75
9563	"	Mar. 25/75
9564	"	Mar. 27/75
9565	"	Mar. 27/75

RETIREMENTS		
CN3620	MR-18b Rd. Sw. Moncton, A.R.	Mar. 25/75

NEW UNITS		
9590	GF-430c Assigned Symington, P.R.	May 21/75
9591	GF-430c Assigned Symington	May 21/75
9593	GF-430c Assigned Symington	May 21/75
9594	GF-430c Assigned Symington	May 21/75
9592	GF-430c Assigned Symington	May 23/75
9587	GF-430c Assigned Symington	May 23/75
9595	GF-430c Assigned Symington	May 23/75
9558	GF-430c Assigned Mtl., Yd. S.L.R.	May 23/75
9559	GF-430c Assigned Mtl., Yd. S.L.R.	May 23/75
5241	GF-30n Assigned Calder, M.R.	May 31/75
5242	GF-30n Assigned Calder, M.R.	May 31/75

RETIREMENTS		
4803	GR-15a Rd. Sw. Vancouver, Mountain Region	May 15/75
8016	MS-10c Sw. Montreal Yard, St. Lawrence Region	May 15/75

NEW UNITS

5243	GF-30n, Calder, M.R.	June 6/75
5244	GF-30n, Calder, M.R.	June 6/75
5245	GF-30n, Calder, M.R.	June 7/75
5246	GF-30n, Calder, M.R.	June 7/75
5247	GF-30n, Calder, M.R.	June 10/75
5248	GF-30n, Calder, M.R.	June 10/75
5260	GF-30n, Calder, M.R.	June 27/75
5262	GF-30p, Calder, M.R.	June 27/75
5263	GF-30p, Calder, M.R.	June 27/75
5264	GF-30p, Calder, M.R.	June 27/75
5249	GF-30n, Calder, M.R.	June 24/75
5250	GF-30n, Calder, M.R.	June 24/75
5251	GF-30n, Calder, M.R.	June 24/75
5252	GF-30n, Calder, M.R.	June 27/75
5253	GF-30n, Calder, M.R.	June 27/75
5254	GF-30n, Calder, M.R.	June 24/75
5255	GF-30n, Calder, M.R.	June 24/75
5256	GF-30n, Calder, M.R.	June 24/75
5257	GF-30n, Calder, M.R.	June 26/75
5258	GF-30n, Calder, M.R.	June 26/75
5259	GF-30n, Calder, M.R.	June 26/75
5261	GF-30n, Calder, M.R.	June 26/75

RETIREMENTS

CN7939	GS-10a, Switcher, Symington, P.R.	June 19/75
CN8496	MS-7c, Switcher, Fort Erie, GLR	June 19/75
CN4802	GR-15a, Rd. Sw. Vancouver, M.R.	June 12/75

NEW UNITS

		Station No.		
5267	GF-30p, Calder, M.R.	87950	July 4/75	
5268	GF-30p, Calder, M.R.	87950	July 4/75	
5265	GF-30p, Calder, M.R.	87950	July 3/75	
5266	GF-30p, Calder, M.R.	87950	July 3/75	
5269	GF-30p, Calder, M.R.	87950	July 8/75	
5270	GF-30p, Calder, M.R.	87950	July 8/75	
5271	GF-30p, Calder, M.R.	87950	July 10/75	
5272	GF-30p, Calder, M.R.	87950	July 10/75	
5273	GF-30p, Calder, M.R.	87950	July 12/75	
5274	GF-30p, Calder, M.R.	87950	July 12/75	
5275	GF-30p, Calder, M.R.	87950	July 15/75	
5276	GF-30p, Calder, M.R.	87950	July 15/75	
9596	GF-430c, Symington, P.R.	64345	July 29/75	
9597	GF-430c, Symington, P.R.	64345	July 29/75	
9598	GF-430c, Symington, P.R.	64345	July 31/75	
9599	GF-430c, Symington, P.R.	64345	July 31/75	

CONVERSION PROGRAM - ATLANTIC REGION

3847	MR-18 NOW 1754-MR-14b	July 10/75
3861	MR-18 NOW 1763-MR-14c	July 4/75
3865	MR-18 NOW 1766-MR-14c	June 27/75

RETIREMENTS

CN6750	Rd. Pass. "A" MPA-16a Montreal, S.L.R.	July 29/75
CN8018	Switcher, MS-10c, Montreal, S.L.R.	July 25/75
CN1726	Rd. Sw. MR-10c, Charlottetown, AR	July 16/75
CN1702	Rd. Sw. MR-10a, Moncton Yd. AR	July 16/75
CN1715	Rd. Sw. MR-10c, Moncton Yd. AR	July 15/75
CN1708	Rd. Sw. MR-10b, Moncton Yd. AR	July 11/75
CN8473	Switcher MS-7b, Fort Erie, G.L.R.	July 25/75
CN8459	Switcher MS-7a, Fort Erie, G.L.R.	July 25/75
CN8455	Switcher MS-7a, Fort Erie, G.L.R.	July 15/75
CN4820	Rd. Sw. GR-15a, Vancouver, M.R.	July 22/75
CN4823	Rd. Sw. GR-15a, Vancouver, M.R.	July 22/75
CN4824	Rd. Sw. GR-15b, Vancouver, M.R.	July 22/75
CN4822	Rd. Sw. GR-15a, Vancouver, M.R.	July 18/75
CN9046	Rd. Frt. A, GFA-15b, Calder, M.R.	July 22/75
CN9004	Rd. Frt. B, GFB-15a, Vancouver, "	July 18/75
CN9098	Rd. Frt. A, GFA-15d, Calder, M.R.	July 18/75
CN9002	Rd. Frt. A, GFA 15a, Calder, M.R.	July 15/75

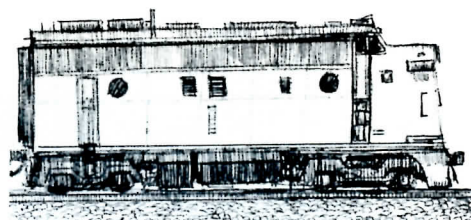
RETIREMENTS

CN1716	Rd. Sw. MR-10c, Moncton, AR	Aug. 25/75
CN1713	Rd. Sw. MR-10c, Moncton, AR	Aug. 25/75
CN1721	Rd. Sw. MR-10c, Moncton, AR	Aug. 20/75
CN7942	Switcher GS-10a, Symington, P.R.	Aug. 20/75
CN8484	Switcher MS-7c, Fort Erie, Ont.	Aug. 11/75
GTW8110	Switcher MS-10a, Grand Trunk Western	Aug. 6/75



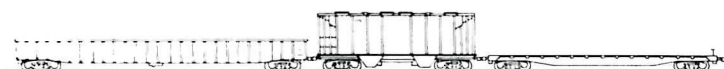
ABOVE:

CP Rail GP9U number 8530 is the latest chop-nosed and upgraded Geep with modular circuitry. It now has 2000 horsepower and while testing was based at St. Luc Yard in Montreal, where pictured here on 13 April 1975.



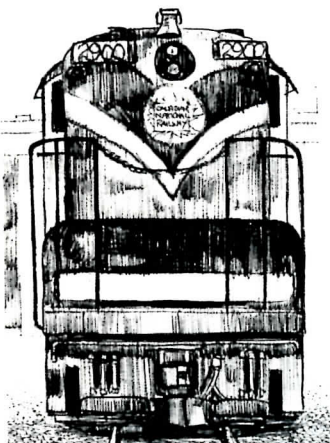
BELOW:

Maine Central's latest power acquisition is an order of ten GE U18Bs numbered 400 to 409. Here, 401 and 400 are dead in transit to their home rails at St. Johnsbury Vermont through St. Luc Yard in Montreal on 29 June 1975.



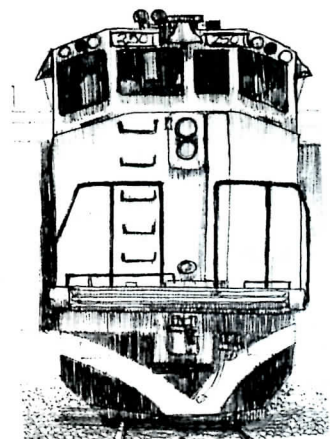
TOP:

DEVCO Railway RS27 number 215 at Montreal Locomotive Works on 15 March 1975. Two units, numbers 214 and 215, were delivered from MLW-Bombardier on 4 March and 15 March 1975 respectively. These two units were originally built for the Union Pacific, numbers 675 and 676. In the meantime they were leased to the Roberval & Saguenay and British Columbia Railways for the past two years.



CENTRE:

United Railway Supply has overhauled the former CN S2 #8122 for Price Brothers as their number 1 of Kenogami Quebec. The date is 10 June 1975.



BOTTOM:

Deliveries of Cartier Railway M636s from MLW-Bombardier are as follows:

Road Nos.	Serial Nos.	Del. Dates
81	M-6085-01	21 March 1975
82	M-6085-02	21 March 1975
83	M-6085-03	27 March 1975
84	M-6085-04	27 March 1975
85	M-6085-05	31 March 1975

In this view, Cartier Railway M636 number 82 awaits shipment to Port Cartier Quebec on the National Harbours Board trackage in the port of Montreal on 22 March 1975.



		Station No.	
NEW UNITS			
5277	GF-30p, Calder, M.R.	87950	July 28/75
5278	GF-30p, Calder, M.R.	87950	July 28/75
9600	GF-430c, Symington, P.R.	64345	Aug. 20/75
9601	GF-430c, Symington, P.R.	64345	Aug. 21/75
9602	GF-430c, Symington, P.R.	64345	Aug. 23/75
9603	GF-430c, Symington, P.R.	64345	Aug. 26/75
9604	GF-430c, Symington, P.R.	64345	Aug. 26/75
9605	GF-430c, Symington, P.R.	64345	Aug. 28/75
9606	GF-430c, Symington, P.R.	64345	Aug. 30/75

CONVERSION PROGRAM - ATLANTIC REGION

3843	MR-18 NOW Unit No. 1750	MR-14
3890	MR-18 NOW Unit No. 1784	MR-14
3893	MR-18 NOW Unit No. 1787	MR-14
3875	MR-18 NOW Unit No. 1774	MR-14
3872	MR-18 NOW Unit No. 1772	MR-14

		Code	
RETIREMENTS			
1729	Rd. Sw. MR-10c, Charlotte-town, AR	6	
1801	Rd. Sw. MR-14, Halifax, AR	6	Sept.24/75
1722	Rd. Sw. MR-10c, Moncton, AR	6	Sept.10/75
8019	Switcher MS-10c Montreal Yd., S.L.R.	6	Sept. 8/75
7958	Switcher GS-10a Symington, PR	6	Sept.29/75

		Station No.	
NEW UNITS (Code 0)			
9607	GF-430c, Symington, P.R.	64345	Sept. 2/75
9608	GF-430c, Symington, P.R.	64345	Sept. 4/75
9609	GF-430c, Symington, P.R.	64345	Sept. 5/75
9610	GF-430c, Symington, P.R.	64345	Sept. 2/75
9611	GF-430c, Symington, P.R.	64345	Sept. 2/75
9612	GF-430c, Symington, P.R.	64345	Sept. 2/75
9613	GF-430c, Symington, P.R.	64345	Sept. 2/75
9614	GF-430c, Symington, P.R.	64345	Sept.11/75
9615	GF-430c, Symington, P.R.	64345	Sept.11/75
9616	GF-430c, Symington, P.R.	64345	Sept.11/75
9617	GF-430c, Symington, P.R.	64345	Sept.11/75
9618	GF-430c, Symington, P.R.	64345	Sept.11/75
9619	GF-430c, Symington, P.R.	64345	Sept.11/75
9620	GF-430c, Symington, P.R.	64345	Sept.15/75
9621	GF-430c, Symington, P.R.	64345	Sept.15/75
9622	GF-430c, Symington, P.R.	64345	Sept.17/75
9623	GF-430c, Symington, P.R.	64345	Sept.17/75
9624	GF-430c, Symington, P.R.	64345	Sept.25/75
9625	GF-430c, Symington, P.R.	64345	Sept.25/75
9626	GF-430c, Symington, P.R.	64345	Sept.25/75
9627	GF-430c, Symington, P.R.	64345	Sept.25/75
9628	GF-430c, Symington, P.R.	64345	Sept.25/75

		Station No.	
NEW UNITS (Code 0)			
9629	GF-430c, Symington, P.R.	64345	Oct. 2/75
9630	GF-430c, Symington, P.R.	64345	Oct. 2/75
9631	GF-430c, Symington, P.R.	64345	Oct. 2/75
9632	GF-430c, Symington, P.R.	64345	Oct. 2/75

		Code	
RETIREMENTS			
CN1733	MR-10d, Moncton, AR	6	Oct. 8/75
CN1730	MR-10d, Moncton, AR	6	Oct. 8/75
CN1703	MR-10a, Moncton, AR	6	Oct. 8/75
CN1723	MR-10c, Moncton, AR	6	Oct. 29/75
CN7945	GS-10a, Symington, P.R.	6	Oct. 29/75

CONVERSION PROGRAM - ATLANTIC REGION

3881	MR-18 NOW Unit 1780	MR-14c
3848	MR-18 NOW Unit 1755	MR-14b
3886	MR-18 NOW Unit 1782	MR-14c
3845	MR-18 NOW Unit 1752	MR-14b
3877	MR-18 NOW Unit 1776	MR-14c
3872	MR-18 NOW Unit 1772	MR-14

		Code	
RETIREMENTS			
1729	Rd. Sw. MR-10c, Charlotte-town, AR	6	
1801	Rd. Sw. MR-14, Halifax, AR	6	Sept.24/75
1722	Rd. Sw. MR-10c, Moncton, AR	6	Sept. 9/75
8019	Switcher MS-10c, Montreal Yd., S.L.R.	6	Sept. 8/75
7958	Switcher GS-10a, Symington, P.R.	6	Sept.29/75

		Station No.	
NEW UNITS (Code 0)			
9607	GF-430c, Symington, P.R.	64345	Sept. 2/75
9608	GF-430c, Symington, P.R.	64345	Sept. 4/75
9609	GF-430c, Symington, P.R.	64345	Sept. 5/75
9610	GF-430c, Symington, P.R.	64345	Sept. 2/75
9611	GF-430c, Symington, P.R.	64345	Sept. 2/75
9612	GF-430c, Symington, P.R.	64345	Sept. 2/75
9613	GF-430c, Symington, P.R.	64345	Sept. 2/75
9614	GF-430c, Symington, P.R.	64345	Sept. 2/75
9615	GF-430c, Symington, P.R.	64345	Sept.11/75
9616	GF-430c, Symington, P.R.	64345	Sept.11/75
9617	GF-430c, Symington, P.R.	64345	Sept.11/75
9618	GF-430c, Symington, P.R.	64345	Sept.11/75
9619	GF-430c, Symington, P.R.	64345	Sept.11/75
9620	GF-430c, Symington, P.R.	64345	Sept.15/75
9621	GF-430c, Symington, P.R.	64345	Sept.15/75
9622	GF-430c, Symington, P.R.	64345	Sept.17/75
9623	GF-430c, Symington, P.R.	64345	Sept.17/75
9624	GF-430c, Symington, P.R.	64345	Sept.25/75
9625	GF-430c, Symington, P.R.	64345	Sept.25/75
9626	GF-430c, Symington, P.R.	64345	Sept.25/75
9627	GF-430c, Symington, P.R.	64345	Sept.25/75
9628	GF-430c, Symington, P.R.	64345	Sept.25/75

On 5 July 1975, a Canadian Arsenals S3 paid a visit to Montreal Diesel Shop for routine inspection and repairs. The unit is used for plant switching and CN interchange at St. Paul L'Ermite Quebec. The unit has 660 horsepower built in April 1952 with serial number 77280, number one on the Canadian Arsenals roster.

Late in July 1975, MLW had delivered an order of eight M420Bs to teh British Columbia Railway numbered 681-688. This is the first order of booster-type units of the MLW "M" line of locomotives. These units are to be used as mid-train slave units. RCL means Radio Control Locomotive and the units are equipped with control stand complete with full instrumentation. Here we see BCR 685 dead in transit at Montreal Yard on 5 July 1975.



PROVIDENCE AND WORCESTER M-470R
DELIVERIES FROM MLW

Road Numbers	Serial Numbers	Delivery Dates
2003	M-6086-01	1 May 75
2004	M-6086-02	3 May 75
2005	M-6086-03	7 May 75

CARTIER RAILWAY (M) UNITS M-636'S
DELIVERIES FROM MLW-BOMBARDIER

Road Numbers	Serial Numbers	Delivery Dates
81	M-6085-01	21 Mar 75
82	M-6085-02	21 Mar 75
83	M-6085-03	27 Mar 75
84	M-6085-04	27 Mar 75
85	M-6085-05	31 Mar 75

DEVCO RAILWAY RS-27'S DELIVERIES
FROM MLW-BOMBARDIER

Road Numbers	Delivery Dates
214	4 Mar 75
215	15 Mar 75



ABOVE:

In late July 1975, MLW delivered an order of 15 M420TRs (1800 horsepower) to Ferrocarril del Pacifico in Mexico. Here is number 523 dead in transit at Montreal Yard on 20 July 1975. The units ride on AAR type 'B' trucks. The units are painted in a pale blue and yellow scheme.

BELOW:

ON THE WAY TO MEXICO, Ferrocarril del Pacifico M420TR units #526, 525 and 527 pass through Bayview Junction near Hamilton Ontario at 9:00 a.m. on Saturday 23 August 1975 westbound. (W. Blaine)





ABOVE:
Canadian National F7A numbers 9169 and 9161 pose for the photographer's camera at Jasper Alberta on 10 August 1975.

SOME OF THEM CAME BACK

To economically expand its fleet of smaller locomotives Canadian National Motive Power Shops at Transcona shops near Winnipeg, Manitoba, were involved to rebuild a number of F7A&B's delivered from General Motors Diesel back in the early fifties.

Brief History:

The conversion program at Transcona Shops out shopped a total of 30 F-7U's and 10 F-7BU's. The conversion program lasted from 5/72 to 10/74.

Of the ones rebuilt, the first F-7B got rebuilt 5015 and the last F-7A 9142 Unit 9175 was rebuilt from 9132 which was retired in the old paint scheme. 9171 is for MER GTW 9013. A complete listing gives the specifics for each unit.

Improvements:

Although they look alike their predecessors from the outside they are as new as if they were coming from the manufacturer.

The electrical cabinet is completely new using the latest in electrical components and its design and construction are from the shops.

The GM-16-567BC engine is now rated at 1750 HP for traction at 835 RPM. The traction motors are D-47B Type. All units lack dynamic braking. The air brake system is the 24RL Type, also the locomotive are automatic locomotive testing feature.

In the cab also are a number of improvements. The air gauges are now 4-1/2" in diameter for easier reading. The whistle cord has been eliminated by the use of the whistle handle of the latest type. A steam generator remote control panel is located in the fireman side on the dash when the units see service on passenger runs.

The seats are also of the latest type. For better comfort, more and better insulation has been installed around the cab. Also the noise level in the cab has been reduced by an application of a sound deadener.



ABOVE:
Canadian National F7A number 9171 at Jasper Alberta on 12 August 1975.

BELOW:
Number 9179 at the turntable in Jasper Alberta on 12 August 1975.



The units are geared for a maximum speed of 65 MPH and their weight in working order is 230,000 pounds, fuel capacity is of 1000 Imp. Gals.

Paint Schemes:

CN F-70's are sporting two basic paint schemes. 9150 to 9161 and 9190 to 9192 got the standard colours for 'A' and 'B' units with stripes scoping backwards on both sides. Units 9162 to 9167 and 9193 to 9195 got new paint schemes as of 3/73 with yellow stipe and red cab. Beginning with 9168 to 9179 and 9196 to 9199, black and white stripes scope backwards on right side, forward on left side. The photos will explain this more clearly.

Road Numbers	Old Road Number	Outshopping Dates
9150	9084	May 72
9151	9094	Jun 72
9152	9034	Jun 72
9153	9070	Jul 72
9154	9096	Aug 72
9155	9040	Sep 72
9156	9060	Sep 72
9157	9064	Oct 72
9158	9080	Nov 72
9159	9038	Dec 72
9160	9076	Dec 72
9161	9142	Feb 73
9162	9140	Mar 73
9163	9116	Apr 73
9164	9128	Apr 73
9165	9104	May 73
9166	9110	Jun 73
9167	9100	Jul 73
9168	9052	Sep 73
9169	9042	Oct 73
9170	9106	Oct 73
9171	9013	Nov 73
9172	9072	Dec 73
9173	9118	Dec 73
9174	9082	May 74
9175	9132	Jun 74
9176	9114	Sep 74
9177	9088	Oct 74
9178	9056	Dec 74
9179	9120	Dec 74
9190	9039	Oct 72
9191	9031	Oct 72
9192	9063	Nov 72
9193	9057	Mar 73
9194	9035	May 73
9195	9059	Jun 73
9196	9053	Sep 73
9197	9029	Nov 73
9198	9037	Dec 73
9199	9041	Dec 73

Assignments:

The 30 'a' Units and 10 'B' units are based as follows.

9150 to 9155 Symington Yard
 9156 to 9160 Prince George B.C.
 9161 to 9179 Calder Yard
 9190 to 9192 Prince George B.C.
 9193 to 9199 Calder Yard

Being covered units they are well suited for operating in cold weather which is typical to Prairie and Mountain regions. Also being a smaller locomotive they can be used on secondary mainlines like the one to Prince Rupert, B.C.



BELOW:
 CN 9171, 9198 and 9195 at Jasper Alberta on 12 August 1975.



GO TRANSIT RAILWAY EQUIPMENT ROSTER!!!
 Watch for a complete roster of all GO Transit railway rolling stock including all original present and renumbering data in the next issue: January-February 1976 RAIL AND TRANSIT.



GOVERNMENT OF ONTARIO TRANSIT

BOTTOM:
 Canadian National F7A number 9098 at Calder Yard in Edmonton on 3 August 1975.





CP CONVERTS RDC-2'S TO RDC-5'S FOR ADDED SEATING CAPACITY

CP Rail Angus Shops has converted several RDC-2's to RDC-5's configuration for added seating capacity for the Montreal commuter pool. Here are specifics:

New Road Numbers	Old Road Numbers	Delivery Dates
9300	9102	26 Apr 75
9301	9106	Deferred
9302	9199	16 Jun 75
9303	9110	25 Mar 75
9304	9111	Deferred
9305	9114	19 Mar 75
9306	9116	17 Mar 75
9307	9100	17 Feb 75
9308	9194	11 Feb 75
9309	9109	29 Apr 75

LEFT:

CP Rail RDC-5 number 9308 at Glen Yard on 18 May 1975.

CANADIAN NATIONAL GD-40-2L'S 9590 TO 9632 DELIVERIES FROM GENERAL MOTORS DIESEL DIVISION

Road Numbers	Serial Numbers	Delivery Dates
9590	A-3225	21 May 75
9591	A-3226	21 May 75
9592	A-3227	23 May 75
9593	A-3228	21 May 75
9594	A-3229	21 May 75
9595	A-3230	23 May 75
9596	A-3231	29 Jul 75
9597	A-3232	29 Jul 75
9598	A-3233	31 Jul 75
9599	A-3234	31 Jul 75
9600	A-3235	20 Aug 75
9601	A-3236	21 Aug 75
9602	A-3237	23 Aug 75
9603	A-3238	23 Aug 75
9604	A-3239	26 Aug 75
9605	A-3240	28 Aug 75
9606	A-3241	30 Aug 75
9607	A-3242	2 Sep 75
9608	A-3243	4 Sep 75
9609	A-3244	5 Sep 75
9610	A-3245	2 Sep 75
9611	A-3246	2 Sep 75
9612	A-3247	2 Sep 75
9613	A-3248	2 Sep 75
9614	A-3249	2 Sep 75
9615	A-3250	11 Sep 75
9616	A-3251	11 Sep 75
9617	A-3252	11 Sep 75
9618	A-3253	11 Sep 75
9619	A-3254	11 Sep 75
9620	A-3255	11 Sep 75
9621	A-3256	15 Sep 75
9622	A-3257	15 Sep 75
9623	A-3258	17 Sep 75
9624	A-3259	17 Sep 75
9625	A-3260	25 Sep 75
9626	A-3261	25 Sep 75
9627	A-3262	25 Sep 75
9628	A-3263	25 Sep 75
9629	A-3264	2 Oct 75
9630	A-3265	2 Oct 75
9631	A-3266	2 Oct 75
9632	A-3267	2 Oct 75

The above units are assigned at Symington Yard, Prairie Region.

CANADIAN NATIONAL SD-40-2W'S DELIVERIES FROM GENERAL MOTORS DIESEL DIVISION

Road Numbers	Serial Numbers	Delivery Dates
5241	A-3268	31 May 75
5242	A-3269	31 May 75
5243	A-3270	6 Jun 75
5244	A-3271	6 Jun 75
5245	A-3272	7 Jun 75
5246	A-3273	7 Jun 75
5247	A-3274	10 Jun 75
5248	A-3275	10 Jun 75
5249	A-3276	24 Jun 75
5250	A-3277	24 Jun 75
5251	A-3278	25 Jun 75
5252	A-3279	25 Jun 75
5253	A-3280	25 Jun 75
5254	A-3281	24 Jun 75
5255	A-3282	24 Jun 75
5256	A-3283	24 Jun 75
5257	A-3284	26 Jun 75
5258	A-3285	26 Jun 75
5259	A-3286	26 Jun 75
5260	A-3287	27 Jun 75
5261	A-3288	26 Jun 75
5262	A-3289	27 Jun 75
5263	A-3290	27 Jun 75
5264	A-3291	27 Jun 75
5265	A-3292	3 Jul 75
5266	A-3293	3 Jul 75

5267	A-3294	4 Jul 75
5268	A-3295	4 Jul 75
5269	A-3296	8 Jul 75
5270	A-3297	8 Jul 75
5271	A-3298	10 Jul 75
5272	A-3299	10 Jul 75
5273	A-3300	11 Jul 75
5274	A-3301	11 Jul 75
5275	A-3302	15 Jul 75
5276	A-3303	15 Jul 75
5277	A-3304	18 Jul 75
5278	A-3305	18 Jul 75

The above units are based at Calder Yard and are used mostly west of there. 5273 is GM-DD 3300th Locomotive. Units 5241 to 5261 are classified GF-30N and are equipped with extended range dynamic brake and vapor pacesetter controls for unit train service. Units 5262 and 5278 lack those features and are classified GF-30P.

BELOW:

Canadian National GP38-2 numbers 5555, 5539 and 5553 wait for the call of piggyback #251 for Toronto on 4 July 1974 at Montreal Yard.



NORTHERN QUEBEC

STAFF REPORTER D. W. SMITH

Wednesday 27 July 1975 was the start of the longest trip ever by the Upper Canada Railway Society. The trip took ten days and covered some of the Canadian National Railway, Canadian Pacific Railway and Ontario Northland Railway lines. The Canadian National was the principal road used as UCRS private car #13, ex Canadian Pacific "Cape Race" followed the shore of Lake Ontario to Montreal. From Montreal to Quebec City the car travelled the edge of the St. Lawrence River. The trip back to Ontario through Northern Quebec was behind CNR train 93.

RIGHT:

The place: Senneterre Quebec. The date: 29 July 1975. Train 75 of the CNR prepares to leave for Cochrane Ontario with an FP9A, baggage car, coach and Car 13. (David W. Smith)

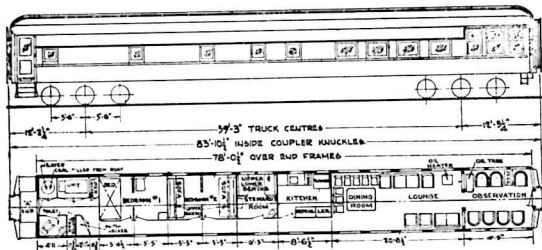
BELOW:

Car 13 is parked at Cochrane Station before being turned over to the Ontario Northland Railway for the journey to Moosonee. ONR steam locomotive #137 can be seen at right. The date is 29 July 1975. (David W. Smith)



Once back in Ontario, the business car of the UCRS was delivered by the CNR to the ONR for the final leg of its journey. North from Cochrane to James Bay, car thirteen was the red caboose of the regularly scheduled mixed train to Moosonee Ontario. After a day's layover, the journey was all southbound and back to Toronto, its starting point. The journey home was on the rear of ONR's famous Polar Bear Express and the joint ONR-CNR "Northland".

The ten-day trip included stops at Montreal, Quebec City, Senne-terre, Cochrane, Moosonee and Kapuskasing Ontario and all in all was a most enjoyable one. Will the trip be repeated? This question remains unanswered but plans are underway to travel to British Columbia or Halifax or both later this year.



RIGHT:
Two UCRS members are busy washing Car 13's exterior in unbelievably hot summer weather in Moosonee Ontario on 31 July 1975.
(David W. Smith)

BELOW:
Car 13 is illuminated by station lights in Quebec's famous Palais Station. The station is due to be razed soon when passenger facilities will be transferred to a new station outside of the city. The date is 27 July 1975.
(David W. Smith)



Under the Wire

EDITED BY RON W. LAYTON

Belgian National Railways now has a new colour scheme for its mu equipment. The first to appear in the new orange and grey scheme will be 20 new 4-car units at present being constructed for inter-provincial service. Each unit has been designed to have seats for 356 passengers (including 56 first-class). Planned maximum speed for these units is 90 mph.

* * * * *

Two 5500 HP B-B dual-voltage locomotives have been constructed by Skoda for the Czechoslovak State Railways (CSD). One of these prototypes has just completed 600,000 miles of test running in international passenger service. The production of 18 of these units is to begin by the end of the year. The production model is to be designated Class 55E.

* * * * *

The Irish State Railways has begun a study for a proposed re-signalling and electrification of the Dublin area commuter services. A new fleet of electrical multiple-units will then be introduced to replace the present push-pull diesel sets and so improve the speed and frequency of the system.

* * * * *

The end is nearing for the ex-Lancashire and Yorkshire Railway 1200v dc line running from Manchester (England) to Bury. Work starts next year on conversion to 25KV ac. The Manchester-Bury line was unique in Britain being the only electric line to run with side contact 3rd rail. It was also unique at being the highest voltage third rail system in the UK. Once this line is converted, work will start on electrifying the neighbouring Manchester-Oldham-Richdale line due for completion in 1980. British Rail also has plans for a new main-line conversion of the Manchester-Bolton-Preston section so making these north Manchester lines an off shoot of the London-Glasgow system. Eventually, it is hoped to build a tunnel under Manchester to connect the presently electrified (25 kv) southern area commuter lines with the newly electrified northern area lines.

* * * * *

EMD's new GM6C C-C locomotive has recently been moved from the La-Grange test track for more extensive trials under the Pennsyl-

vania's 11 kv. This move apparently has revealed some problems in the unit. No problems were noticed during initial trials at 50 kv 60 Hz but with the move to 11kv 25 Hz, all is not well. More details in this area when information is available.

This unit marks a major departure from EMD's all diesel sales policy but apparently not with its design policy. G.E. had marked a new era in North America design with their handsome new E60C and E60CP units. EMD has now turned the clock back 15 years with the Geep mentality prevailing.

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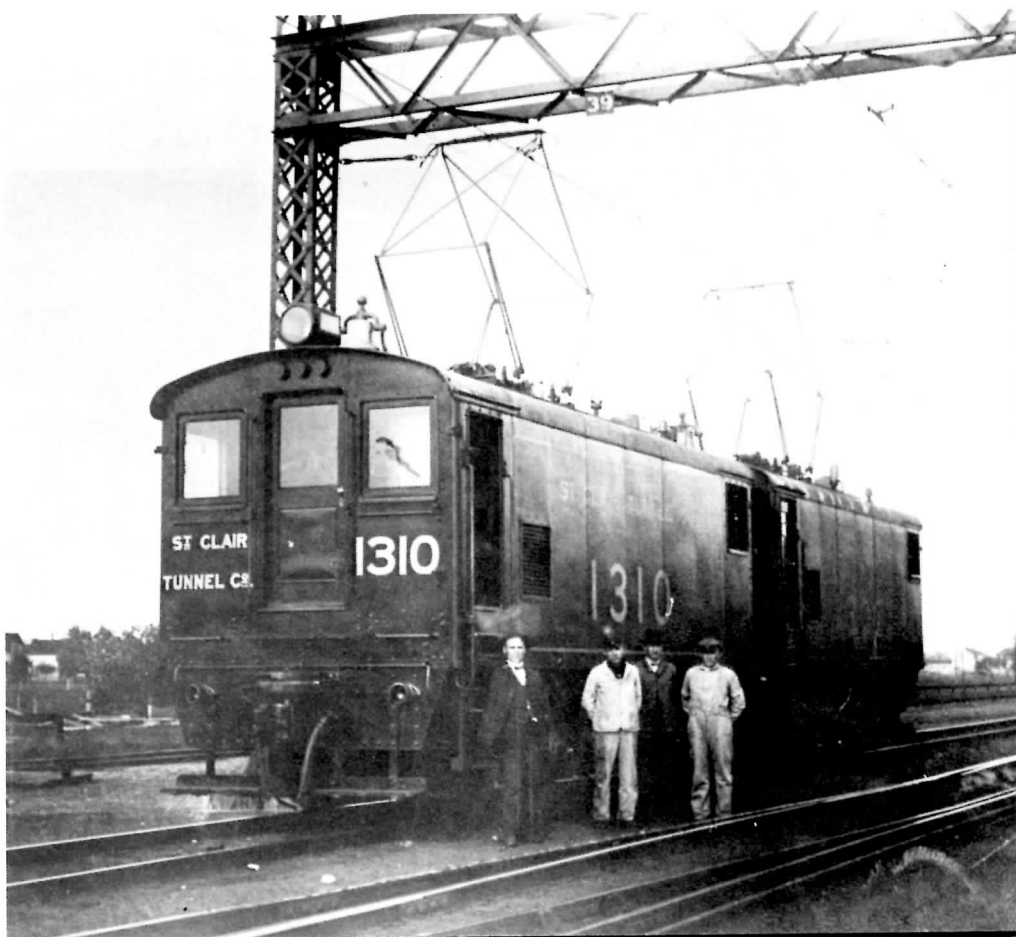
Returning to Belgium, the SNCB has just taken delivery of the first of 15 new mainline C-C units. Designated Class 20, these 7000 HP units are equipped to operate only under existing 3000v dc catenary at speeds up to 160 Km/h (100 mph). Ultimately, they will replace existing B-B units on heavy freight and passenger trains on the Brussels-Luxembourg route.

* * * * *

Catenery of British Rails Great Northern Line (ex Kings Cross) commuter electrification was recently energized for testing. The first section was between Wood Green and Longley Jct. At the same time London Transport, Northern Line tube train service was withdrawn from the Moorgate - Drayton Park branch for conversion to BR standards. The lines will operate at 25 Kv ac and 750 v dc third rail in tunnel sections. At the northern end of the line it has been decided to wire the main lines between Woolmer Green and Hitchin. It was originally planned to wire only the outer two tracks of the four track line. Full four-track electrification will result in more flexibility when electric services commence.

* * * * *

Gone but not forgotten! St. Clair Tunnel Company electrics 1310 and 1305 pose with the crew at Sarnia Ontario in the early years of the Twentieth century.
(E. Marks collection)



French National Railways (SNCF) has completed electrification of the most heavily used sections of the Paris orbital "Grand Ceinture" route. Partly at 25 kv and partly at 1500 v dc, approximately 17 km of route have been converted and will be used initially by over 200 trains a day. This short section will avoid large numbers of locomotive changes and will be operated by Class 25500 dual voltage units.

With the change to the winter timetable, the 86 km Black Forest railway of the German Federal (DB) will introduce electric haulage. This mountainous route contains as many as 36 tunnels in one 26 km section with a combined length of 10 km. Conversion was partially financed by the Land (region) of Baden-Wurttemberg.

A new 33 km electrified railway linking Malaga and Fuengirola on Spain's Costa del Sol was opened at the end of July. The new line includes many cut-and-cover and bored tunnels as well as elevated sections. The passenger service will be operated by 3 car electric multiple-units (RENFE Class 440) of Japanese design but built in Spain by Construcciones Auxiliars de Ferrocarriles. The average speeds of the passenger trains (including stops) is 44 km/h.

Electric Lines

Deutsche Bundesbahn electric locomotives 141 040-6 and Trans Europ Express 103 128-5 have brought trains into Frankfurt's huge Hauptbahnhof in the summer of 1972.
(Mike Roschlau)

March 10th saw the first extension of the Japanese National Railway standard gauge Shinkansen system opened. Electrified at 25kv 60Hz ac, these lines feature the world famous "bullet" trains. The fastest trains will now cover the 1074 Km (671 miles) between Tokyo and Hakata in 6Hr 56Min at an average speed of 155 Km/h (96 mph). Maximum permitted speeds on the new Okayama - Hakata extension are 50 Km/h higher than on the original section of the line at 260 Km/h (162 mph).

The newly opened section features 111 tunnels with a total length of 222 Km (139 miles). This includes the Aki tunnel between Mihara and Hiroshima (13 Km = 8 miles) and the Shin-Kammon undersea tunnel (18.7 Km = 11.7 miles).

Initially services will not operate at the lines full potential speed because the train units at present in service are limited to 210 Km/h (131 mph). A prototype 6-car set is at present undergoing tests. This set has improved electrical equipment and features light alloy construction. Another major change will be the use of automatic train operation which will eventually replace manual controls in all of the present Shinkansen trains.

Passenger traffic on the Japanese Railways "Shinkansen" services has increased to such an extent that additional trains have been introduced and the line maximum has now been reached with 10 trains each hour. The JNR is now working on plans to add a third track to the Tokaido line to be finished by 1982. This will not parallel the existing tracks for all of the route.

The six mile branch line linking the rapidly expanding suburb of Braintree in London's north-east to the ex-Great Eastern main line is to be electrified. BR's Eastern Region manager stated that work is at present in the advanced planning stages. The new traffic plan for the line will include a through working to London each day so that commuters will not have to change trains. At present passengers for London have to change from diesel to electric trains at the junction station of Witham.

A high-speed experimental rail-car has been built in Germany by the consortium of Messerschmidt - Bolkow - Blohm and Krauss Maffei. The vehicle is known as Komponenten-messträger or KOMET. It will be used to test levitation systems, electromagnets, linear motors and current collection devices.

Soviet Railways are now testing both locomotive hauled and multiple-unit high speed trains before a decision is made on which type to adopt as standard. The MU train, classified ER200 is a 14 car set giving a 50% increase in passenger capacity over the presently used 585 berth conventional night train. It has air suspension and air conditioning. For non-emergency stops, disc brakes are provided but for emergency braking a magnetic track brake is fitted. 220 Km/h (127 mph) has been achieved in tests. This would give a 4-hour schedule for the Moscow-Leningrad service.

The locomotive chosen for the tests is based on a Czech design. Built to haul 650 ton trains at speeds of up to 125 mph, the unit weighs 152 tons, has a wheel arrangement of Bo-Bo-Bo-Bo and develops 8400KW (11,000 HP). An eight car prototype passenger set has been built for this locomotive. Designed to operate at 125 mph, these cars are a new concept in Russian design. Six of the cars have 76 reversible seats and two have 44 seats and a snack counter. The end walls of the cars slope in at a 20° angle and fibreglass deflectors are mounted between the cars. Underbody equipment is protected by a fibreglass cowl which when combined with the other design features offers a considerable energy saving by reducing air drag.

It is likely that both prototype systems will be fitted with a new in-cab continuous signalling system. This system informs the engineer of the maximum permitted speed based on track conditions and the distance ahead of the preceding train.

The railways of Taiwan have begun to electrify 715 miles of main line at a cost of \$400 million. Normal traffic on these routes is to be reduced by 10% whilst work proceeds.



Across the border in West Germany, the DB has introduced electric traction on a number of short extensions. The electrified system now total more than 10,000 Km (6250 miles). As well as the 2 Km Dusseldorf airport branch, overhead is in use on the 15 Km Coburg - Neustadt line in northern Bavaria, the 14 Km Salzbergen (Rheine) - Bentheim link and 8 Km freight only link between Duisburg, Ruhrort and Oberhausen West.

To attest to the longevity of electric units, the Deutsche Bundesbahn still has two class 169 locomotives in service. These 2 axle electrics were built in 1909 & 1912 respectively and are working a branch line from Murnau to Oberammergau in the Bavarian Alps.

* * * * *

A German Federal Railways (DB) Class 184, four-voltage locomotive was recently on test in the Netherlands. The unit ran with a Netherlands Railways (NS) Class 1100 locomotive "dead" behind. Previously this class of locomotives has not been allowed to run on the Netherlands Railways 1500v dc lines because the thyristor control system interfered with track circuits. Modifications to the unit (No. 184.112-1) has resulted in a reduction of the thyristor output so that earlier problems will not reoccur.

* * * * *

Swiss Federal Railways (SBB) has now received the last of its order of 224 class Re4/4 locomotives. The next delivery of main line power will be of class Re6/6.

* * * * *

Electric traction pays -- Since the introduction of electric service from London to Glasgow on British Rail's west coast main line, passenger loadings have dramatically increased. There was an overall increase of 57% which was broken down as London-Glasgow (and beyond) 42%; Liverpool/Manchester-Glasgow 51%; and, Birmingham-Glasgow an enormous 116%. These figures are based on the period from August 11th to September 7th last.

* * * * *

Some train loading figures just released by Soviet Railways show that of their yearly 3300 million passengers, 90% were commuters of which 75% were carried on electric (mainly dc) multiple unit trains. Traffic density on some lines is approaching 500 trips per day with expansion planned to the 600-800 region. Consequently considerable experimentation is taking place to improve train performances.

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The Deutsches Bundesbahn 1975 financial plan includes funds for the acquisition of 23 of the new class 111 and 35 class 151 locomotives as well as the remaining six of the dual-frequency class 181/2 units. For local electric services, class ET420 (21 sets) and class ET472 (25 sets) are to be delivered.

* * * * *

Iran has signed agreements with various British companies for the electrification of the main line from Tehran to Tabriz. Tabriz is Iran's second city and is located near the border with the Soviet Union. The system chosen for this project will most likely be 25 kv ac.

* * * * *

Two schemes have just started on raising traction current voltage. Soviet Railways is stepping up voltage from 3000v dc to 6000v dc on a 200 Km section of the Caucasus railway. New 3000/6000v dual voltage locomotives, classified VL-8V are to be constructed to work the line. A prototype 6000v dc four-car passenger unit built in 1973 is also to be tested.

* * * * *

British Rail is raising the voltage on a 10 mile, four track section of the ex-Great Eastern line. From Gidea Park to Shenfield the voltage is being increased from 6.25 Kv to 25 Kv. This brings the high voltage "territory" a little closer to the London terminal. This is the second voltage change for this route. It was initially converted from 1500v dc to 6.25 Kv ac in November 1970. The original catenary and masts erected in 1948 are to be retained, only the insulators are being replaced.

* * * * *

Electric locomotive of the Deutsche Bundesbahn number 141 091-9 hauls a local suburban commuter train out of the Hauptbahnhof in a southerly direction. The photo was taken from the vestibule of an inbound train. (Mike Roschlau)

Part of the New York State \$250 million railway finance programme is to purchase 12 new dual powered locomotives for Amtrak operations out of Grand Central Terminal. These electric/diesel units will avoid the time-consuming locomotive change at Croton-Harmon.

* * * * *

The French railway construction company of Alstom has begun work on two new classes of locomotives for the French National Railways (SNCF). In all 80, 1500v class BB 7200 and 120, 25Kv ac class BB22200 were ordered in October 1973. The delay in start-up being caused by exterior design changes.

* * * * *

New to the German Federal Railways (DB) are the ET472 class 3-car electric units. These units are just rolling off the production line of Linke-Hofmann-Busch. Finished in the DB's new beige and turquoise colours they are equipped with traction motors on all twelve axles giving a total of 1500KW (2000 HP). Class ET472 is intended for use on the Hamburg S-Bahn.

* * * * *

Improved commuter services in the Liverpool (England) area will result when work is completed on electrifying the trackage from Central station to Garsten. The project will cost \$1.5 million and the system used will be 650v dc third rail.

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Swedish Railways (SJ) has broken the Scandinavian rail speed record with an experimental emu. The unit, classified X15, has tilting trucks and was developed by ASEA. The record was broken on the Stockholm Gothenburg main line between Finnerodja Toreboda, reaching 238Km/h (148 mph). The previous record, also held by SJ was 221Km/h (138 mph).

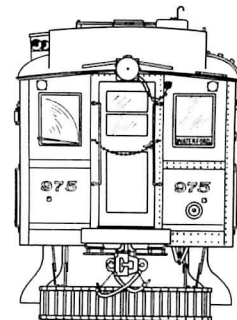
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Suggestions have been made involving the extension of Amtrak electric services north to Boston and south to Richmond, so extending the present North-east corridor services. Energy conservation has been given as the main reason for a switch from diesel power.

In the same area, GG-1 electrics were seen hauling dead metroliners during winter snowstorms. Snow blowing into the metroliners control equipment resulted in a decision to opt for safety and substitute locomotive haulage.

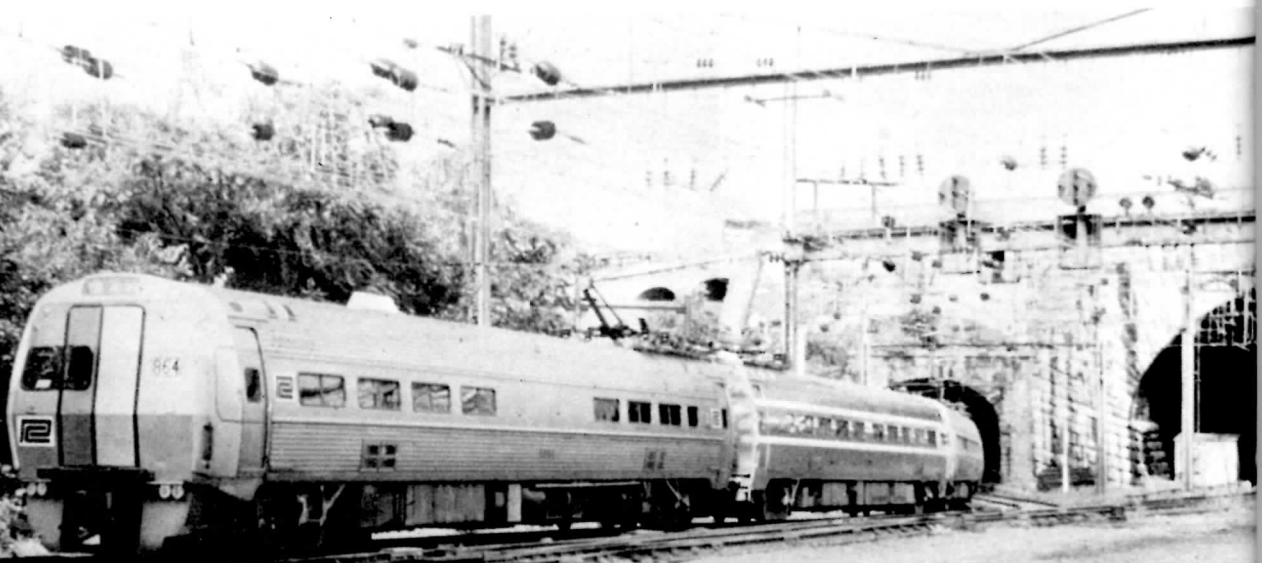
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The Isle of Man parliament has recommended that after the end of the 1975 tourist season in September, the Manx Electric Railway should close for the winter and next year only the Douglas-Laxey and Snaefell-Laxey sections should be re-opened. It is, therefore, intended to abandon the line from Laxey to Ramsey.



BELOW:
AMTRAK-Penn Central Metroliner #864 heads a train northbound into Baltimore's Penn Station. The lead unit is still in Penn Central livery while the second unit is in AMTRAK red, white and blue colours.
(Mike Roschlau)

ABOVE:
A train of the Swiss Federal Railways passes the Chillon Castle on Lake Geneva.
(Swiss National Tourist Office)



Railway News

THE ROLE OF THE CANADIAN TRANSPORT COMMISSION AND ITS RELATIONSHIP WITH THE MINISTRY OF TRANSPORT

OTTAWA - The new Transportation Policy provided for the continuation of a strong independent regulatory role for the Canadian Transport Commission.

However, to ensure that the Minister of Transport is the principal source of transportation policy advice to the government, the National Transportation Act will be amended to transfer this responsibility from the CTC to the Minister.

The policy also provided that the Minister of Transport must have a clear and public method of providing policy direction to the CTC, but not in the context of any specific case before the CTC. Furthermore, the CTC must have a way of asking the Minister for policy direction or clarification at any time.

A number of other issues will be the subject of review over the coming months. These include:

- the procedure for policy direction to the CTC and for requests for policy direction or clarification from the CTC;
- the adoption of a more accessible and responsive regulatory process, which would not limit the CTC to deciding cases only on the basis of information that is provided at formal "Court of Record" hearings;
- the rationalization of the appeals process against CTC decisions and rate levels.

II

FREIGHT RATE PROPOSAL AND INITIATIVES

OTTAWA - The Minister of Transport has put forward as a basis for discussion with provincial governments, carriers and shippers, within the overall transportation policy framework, a series of measures relating to railway freight rates.

The package is intended to ensure that the railways can obtain a sufficient cash flow to improve their commercial viability, and at the same time ensure that the freight rate structure is as equitable as possible, both regionally and to shippers.



The Minister indicated his willingness to investigate, in cooperation with those affected, the possibility of:

- reducing the difference between the legal minimum and maximum rates;
- establishing a new basis for the freight rate structure, including the possibility of basing freight rates on a combination of variable and fixed costs, rather than on long-run variable costs alone; and
- permitting any interested party, not simply those who can prove they are captive shippers, to appeal to the CTC.

The Minister also indicated his intention to ensure that rates are seen to be fair, by applying the provisions of the Cost Disclosure Act when necessary, and by proceeding at an appropriate time with a more comprehensive Information Act.

Further, to ensure that the Canadian Transport Commission is able to respond quickly to rate problems, the Commission would be asked to provide special rate officers in the field who would investigate rate grievances raised by shippers and seek fast action to settle issues.

The experimental LRC (Lightweight, Rapid, Comfortable) locomotive, a joint venture of Montreal Locomotive Works, Aluminum Company of Canada Limited and Dominion Foundries and Steel Corporation, heads CN train #651 westbound at Dundas Ontario on its way from Toronto to Sarnia Ont. The date is 3 March 1975 and this was the LRC's first revenue run. (W.M. Common)

In relation to specific freight rate problems:

- legislation will be introduced to end so-called "long-haul, short-haul discrimination";
- a group has been set up with Federal and Western Provincial Government and railroads to negotiate rate groupings (i.e. groupings of communities for rate making purposes);
- horizontal rate increases will continue to be opposed;
- a full study of rates on raw versus finished products is underway. However, as an interim measure and, until new rate proposals are adopted, the government will order CTC to establish rates on rapeseed products at minimum compensatory level. This is in fact the lowest level the law will allow.



GO TRANSIT DEVELOPS NEW STATIONS

GO Transit's Lakeshore rail commuters are to be treated to vastly improved station facilities in the near future.

In a programme approved by the Toronto Area Transit Operating Authority (TATOA) last September, eleven of GO's Lakeshore route stations between Pickering and Oakville will be completely redeveloped over a two-year period.

GO's Lakeshore station facilities were built for the initiation of the service in 1967. As GO was at that time considered a three-year experiment, capital spending on stations was kept to a minimum. Those experimental installations, intended for a service which at the time was projected to carry no more than 15,000 people daily, have become inadequate nine years later with average carryings on that route better than 22,000 per day and with the impending introduction of bi-level rail coaches which are expected to boost that figure to as much as 50,000 riders daily.

The station rebuilding programme was initiated early in 1975 when TATOA authorised a study and commissioned the Toronto Transit Commission (TTC) to come up with a conceptual design which could be applied to all GO station sites. TTC designers were asked to design a facility which would combine the best passenger handling with the most passenger comfort. They were also asked to provide for efficient interfacing between GO and other modes of transit servicing the stations.

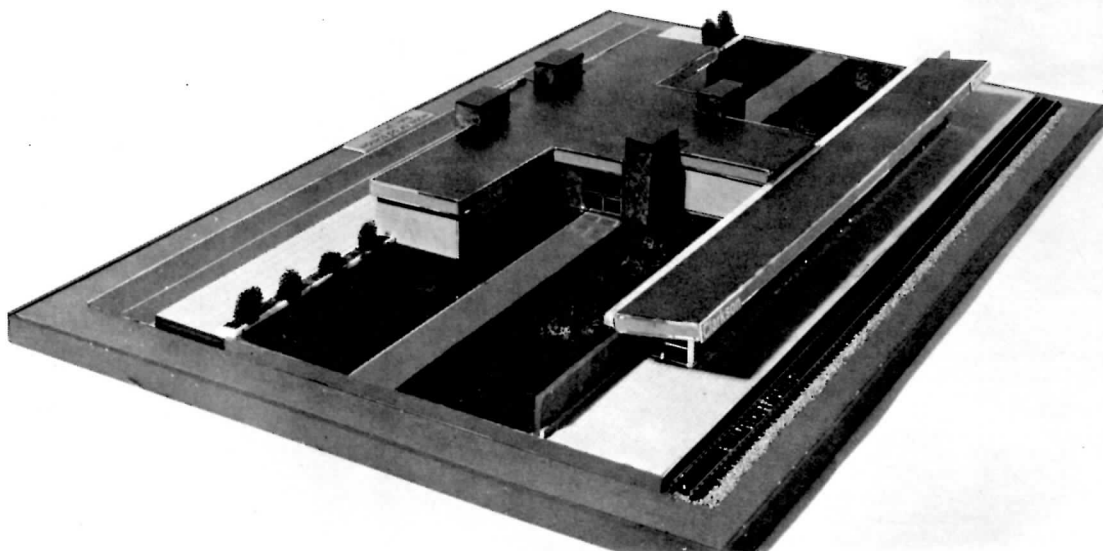
The conceptual design is in two sections, the ticket handling area and the on-platform facilities. The ticket handling area is completely enclosed, constructed of precast concrete sections. It includes enclosed and heated areas for those waiting to be picked up by private car, taxi or other public transit. Passenger flow through the ticket area is designed with as few obstructions to free flow as possible.

The platform design calls for canopies over the platform with heated and enclosed structures in the form of shelters under the canopies.

GO's new Lakeshore rail stations will present a pleasant welcome to passengers when the station redevelopment programme is complete in about two years. The station buildings will feature a heated area for those waiting to be picked up by taxis, cars or other public transit.

The programme is designed to be completed over a two-year period. Stations to be completed in the first year are Guildwood, Eglinton, Scarborough, Port Credit and Clarkson. Pickering, Rouge Hill, Danforth, Mimico, Long Branch and Oakville will be completed in the second phase which should be complete by the end of 1977. Total cost of the programme is estimated at \$3.5 million.

This view of the entire station and platform facilities demonstrates the clean, neat appearance of the new design. The new facilities are designed to provide the best passenger handling and maximum passenger comfort.



INTEGRATED PASSENGER TRANSPORTATION SYSTEM

OTTAWA - The Government intends in cooperation with provincial governments, carriers and passengers, to develop strategies and plans for an integrated passenger transportation system, within the framework of the overall transportation policy.

The objective will be to develop an overall passenger transportation system that is as accessible, equitable and efficient as possible, making the best use of each mode.

As immediate steps, however, the government has given approval in principle to a high-speed rail demonstration service in the Quebec/Windsor Corridor, with the precise nature of this project to be the subject of intergovernmental discussions.

In addition, the Government has approved an intensified effort to upgrade rail passenger services across Canada through a joint use of terminals and reservation systems of CN and CP.

Giving rise to the need for a new approach to passenger transportation policy are:

- the fact that the present rail passenger systems are inefficient and the deficit is rapidly increasing. From \$135 million in 1974, it is expected to climb to more than \$300 million in 1980 in the absence of any change;
- there are a number of significant inequities, including the fact that rail and air passengers are heavily subsidized, while bus passengers are not, and the fact that long-haul air fares in effect subsidize short-haul fares; and
- that there is a need to reduce a number of inefficiencies in the system, which could be replaced by commercially viable services;
- that there is an obvious lack of coordination among bus, rail and air services.

Canadian Pacific

C. N. METRIC

Canadian National which was the first North American railway to list distances in both miles and kilometres has now listed metric measurements in its latest freight catalogue. The catalogue gives CN customers the dimensions and data on the various types of freight cars used to move goods on a side-by-side table showing both metric and imperial measurements.

C. N. COMPLETES TRACS

Canadian National Railway have announced that TRACS (Traffic Reporting and Control System) is now completed and fully operational. The implementation of TRACS enables C.N. to keep track of 120,000 freight cars, 2,500 locomotives, 3,000 piggyback trailers and 20,000 containers every minute of the day on the company's system in Canada.

Two of the advances of TRACS are that now C.N. has a tool to enable it to assign a destination to every empty car as soon as it is unloaded or received from another railway, and that any customer in Canada or the United States with Telex can ask the C.N. computer directly where their carload of freight is right then. TRACS is capable of giving data on 300,000 items daily.

C. P. BRANCH LINE CLOSING

C.P. Rail received permission to abandon 35 miles of track between Standard to Irricana Alta. July 31st 1976. The abandonment is made possible by the closing of the three Alberta Wheat Pool elevators on the line.

GO - RICHMOND HILL DELAY

Government of Ontario Transit (GO) may be held up by another four years to bring service to the area north of Toronto. The dispute arises over a grade crossing which Richmond Hill wants to be made into a underpass or overpass to ensure efficient movement of road traffic.



Canadian National Railways RDCs pose in front of Goderich Terminal Elevators west of the CN Station in Goderich Ontario on 13 September 1975. The occasion was an Upper Canada Railway Society fantrip. (John D. Thompson)

C. N. PRESENTS COACH

DULUTH, MINN. - C.N. day coach 5375, a reminder of the equipment that once moved from Canada to Duluth over the Duluth Winnipeg and Pacific lines, has been presented to the Lake Superior Museum of Transportation and Industry.

Coach 5375 was returned to service in August for a museum excursion trip that marked the last run of C.N. Business Car 76.

Car 76 was assigned to Western Canada in 1958. The business car was built by Canadian Pacific in 1901 as half of a two car set, York and Cornwall which the Duke and Dutchess of Cornwall used for their visit to Canada in 1901. The car later became number 100 and was used by the late Prime Minister W. L. MacKenzie King.

QUEBEC CITY

With the allotment of 1.4 million dollars by the federal government and 600,000 by the provincial government another rail centre will be moved. This time from Quebec City to Ste. Foy. Shuttle service will be provided by the city in cooperation with the Canadian Transport Commission between the new station and downtown Quebec City.

Canadian Pacific's "The Canadian", train number twelve, is seen southbound at mile 8 on the MacTier subdivision bound for Toronto. Head-end units are 4066 and 4072 and the date is 30 July 1973.

(Robbin Rekiel)



C. N. BLAMES 1899 RATES

Robert Bandeen has stated that the Hall commission on gain handling that the 1899 rates imposed on the railways by law in 1925 should be lifted for that is a main reason for the rail system state on the prairies.

EQUIPMENT OUTDATES

Mr. Pierre Delagrove associated with the marketing efforts of the Canadian consortium that has built the L.R.C. (light-rapid-comfortable) has called Canada's railway equipment problem terrible when you realize that except for the Turbo trains there isn't a rail passenger car in Canada less than 20 years old.

With airlines claiming they cannot operate profitably without higher fares for runs of 500 miles or less, Mr. Delgrove claims the L.R.C. is the answer to our problem of intercity travel and is ready now for production.

LRC

TORONTO UNION STATION IMPROVEMENTS

An estimated 60 million dollars will be spent improving Union Station and the connecting rail corridor to help ease Toronto's downtown transportation problems.

The decision to retain and expand Union Station means that the Metro Centre concept of developing the railway and in the station area is no longer possible. The decision to keep Toronto Union Station was reached by CP-CN representatives as well as various levels of government.

The Metro Centre concept would have seen the demolition of most of Union Station and construction of a new transportation terminal along with a major office-commercial-residential complex. The development would have taken place on about 190 acres over the next two decades.

Now that the future of Union Station has been decided, a study group will try to determine what type of alternative development would be acceptable in the area.

The major element in the improvement program will be a three level grade separation one mile west of the station at Bathurst Street.

This will eliminate a bottleneck which currently exists for rail traffic at this point since six mainline tracks of Toronto Terminal Railway Co. (a joint CN-CP Rail Company which runs Union Station and the approaches) converge into two tracks and the diverge into CN's Oakville and Weston subdivisions and CP Rail's Galt subdivision.



The Union Station itself will be revamped to accommodate GO Transit (CN operated Government of Ontario commuter service) 60 trains a day and the proposed Richmond Hill and Streetsville services which are under consideration. GO trains also run between Union and Georgetown at present.

LANDSDOWNE RETIRES AFTER 91 YEARS

The Lansdowne built in 1884 for the Grant Trunk Railway (a predecessor of Canadian National) to carry railway freight cars and automobiles across the Detroit River has been retired. The railway land on the American side including CN's ferry slip was sold by the City of Detroit to permit the development of a 500 million dollar waterfront Civic Centre. Of interest is that although built as self-propelled the last five years the Lansdowne has been operating as a barge since her port engine broke down and the cost of repairing it was uneconomical.

S. S. PRINCE GEORGE

On April 4th, 1975, the S.S. Prince George was struck with a \$400,000 fire which ended the operations of the cruise ship one season too early. Built in Victoria at a cost of 3 million dollars, the ship was due to come out of service at the end of the season before the fire occurred. The reason for not repairing the cruise ship is that CN has lost money on its operation and the extensive outlays for maintenance and improvements would not be warranted on a ship her age.

Canadian Pacific Railway 4-4-0 number 136 is seen with display train at Peterborough Ontario on Sunday 19 October 1975. The display train consisted of the coach and box car from the "National Dream"; A standard Angus-built baggage car, refurbished; and a standard window caboose. CPR business car "Mount Stephen" which accompanies the display train, is seen at rear. Caboose, baggage car and wooden coach contain historical displays: old CPR photos, artifacts etc. The train was in Peterborough for the opening of a new CP Hotel.

(John D. Thompson)

AMTRAK IN CANADA

The Detroit-Buffalo trains will now handle passengers at three Canadian locations. They are Fort Erie, St. Thomas, and Windsor.

GO PLANS NEW YARD

By mid 77 GO Transit plans to have a new yard or rebuilt one to handle the increase in volume and their new double deck coaches.

C. N. LINES ABANDONED

The Canadian Transportation Commission has approved a Canadian National Railway application to abandon a 15 mile stretch of branch line between Elmvale and Penetanguishine. The commission said that it agrees with the C.N.R. contention that the line is not economical.



CENTRESPREAD:

The eastbound "Super Continental" winds its way through the countryside five miles east of Jasper on 16 June 1974. Number 6502 leads a consist of three units and 19 cars. (Ted Wickson)

PHOTOS ON THIS PAGE:

The result of a collision between a loaded gravel truck and a fast moving CP freight train headed by brand new SD40-2 locomotives #5736 and 5737 near London Ontario.

The train was #904 enroute from Windsor to Toronto. Note the new paint scheme on the units: featuring wide nose stripes, striped footboards which consist of reflective tape. (All photos by Robbin Rekiel)

C. N. TO UPDATE SERVICE

Hornepayne, a C.N. divisional point about half way between Winnipeg and Toronto will receive an 8 million dollar face lift. The first step will be the upgrading of the yards and sidings in the area.

Handling 25 trains daily and about 20 million tons of freight a year the Hornepayne yards were beginning to be a handicap to C.N. in its east-west freight movements. Traffic is expected to expand to as many as 40 trains a day and 40 million tons of freight per year by 1985. Another 10 million dollars per year over the next few years will also be spent building longer sidings and doubletracking some short sections of the line between Capreol (just north of Sudbury) to Nakina.



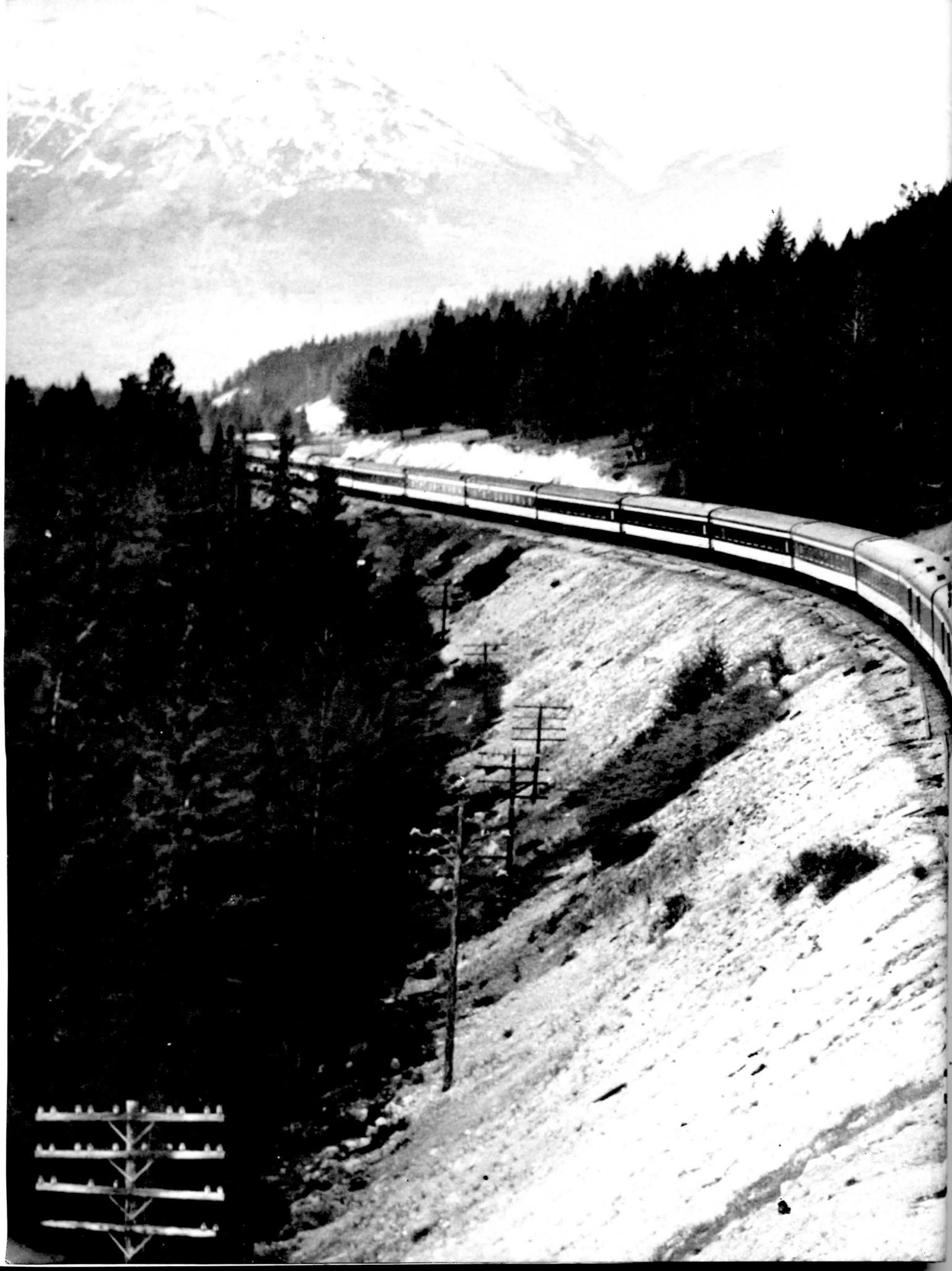
C. N. TO DROP MONTREAL COMMUTERS

Losing 6.3 million dollars in 1975 (projected), C.N. has announced that it will discontinue its 21 mile commuter service from Central Station to Deux Montagnes through Mount Royal. Rising fares, aging equipment (built in 1912 by the Canadian Northern Railway) as well as super highways and government subsidized buses has reduced passenger traffic to 24,000 a day from 30,000 only nine years ago. CN has said only if the government subsidizes this commuter service, which it probably won't, will it be continued. The withdrawal of services will take four years but begins next month with a 25% fare increase.

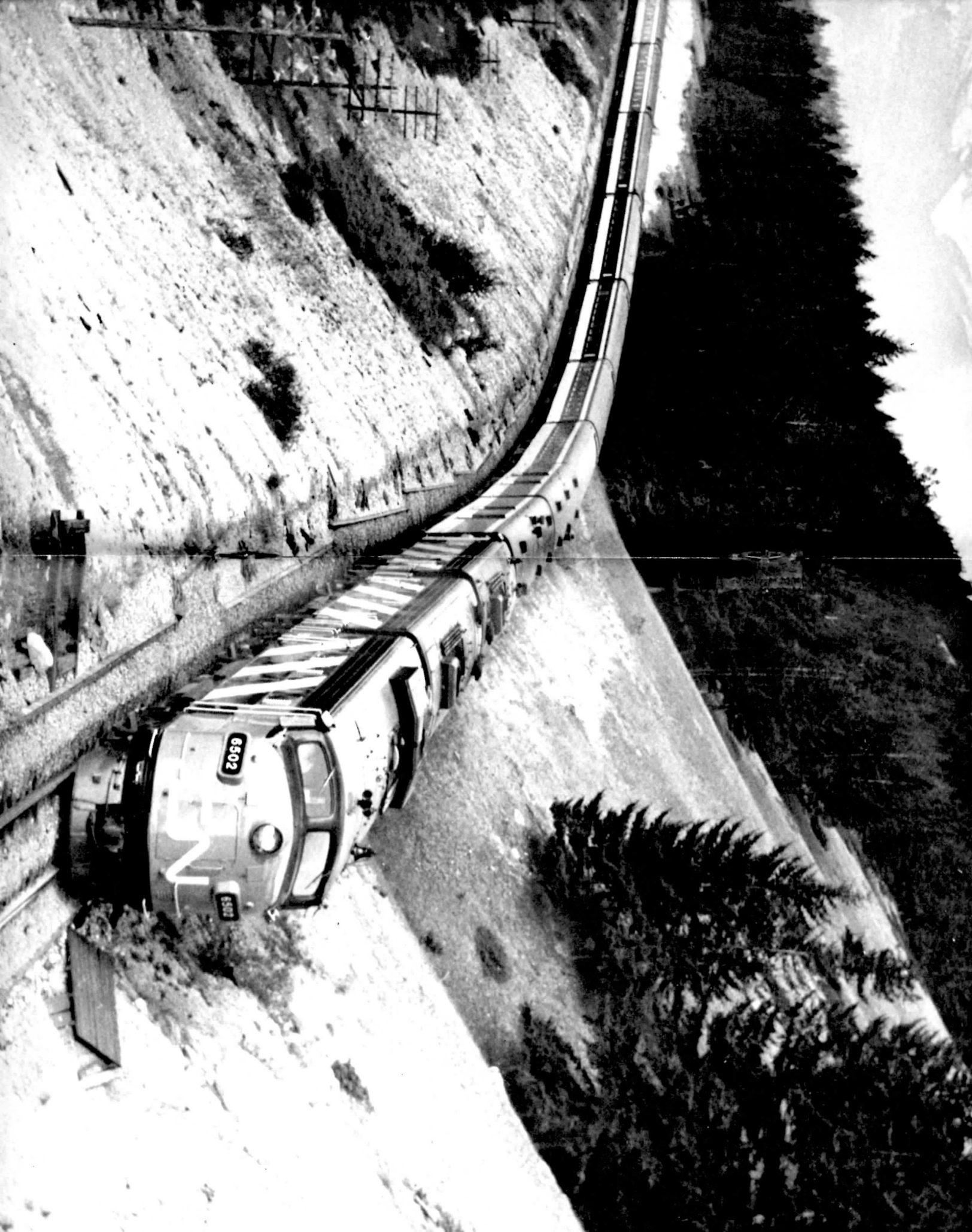
C. P. HOTELS IN GERMANY

C. P. Hotels have taken over the operation of the 580 room Plaza in Hamburg, and a 596 room hotel in Frankfurt, Germany.









C. N. 160-161 DISCONTINUED

Canadian National commuter service between Guelph and Toronto was discontinued on November 15th, 1975. GO Transit which operates four return trains on week days between Georgetown and Toronto will add a bus service to accommodate the Guelph commuter. C.N. still operates four return trains daily through Guelph on their Toronto to London service.

GO WILL EXTEND

William Davis, Premier of Ontario, has announced with the arrival of new equipment that GO service will extend to Burlington and hopefully Hamilton on a regular basis. At present only two return trains a day travel between Toronto and Hamilton with all other west bound trains terminated at Oakville. Buses carry passengers (commuters) from Oakville to Hamilton at present.

ALGOMA CENTRAL BUYS VESSEL

The Algoma Central Railway has purchased the 520 foot ocean vessel "Brooknes". Algoma Central will have lengthened the vessel to 642 feet by the 1976 shipping season. Algoma Central subsidiary Herb Frazer and Associates Ltd. at Port Colborne then will convert the vessel to a self loader. Algoma Central cost will be approximately 10 million in total for the vessel and conversions as compared to approximately 25 million for a new vessel.

NEW TRAINING METHOD

C. P. Rail has put into operation at Vancouver, B.C. a new idea for training its train operators. The rail company has a simulated operating station where the trainee can learn to operate under simulated actual conditions. Also it lets the company observe its future train operators under the pressure of work.

NEW YARDS FOR GO

GO Transit has announced it will build a new yard or rebuild its existing facilities at Mimico. This will be brought about by the arrival of more new equipment. No date or location of such a yard has been announced.

NEW RECORDS

The Upper Canada Railway Society has re-released Northern's in Concert. This fine 33-1/3 rpm long-play album features CNR famous northern type locomotives 6167 and 6218.

Ontario Rail Association has released Steam in Ontario. The long play album featuring their two ex CPR locomotives 136 and 1057.

AMTRAK NEW ORDERS

Amtrak has ordered 435 new passenger cars at a cost of 252.3 million dollars. The order is for 256 bi-level cars and 200 metro liner type cars.

MLW - BOMBARDIER

The most important railway news in Canada in 1975 was perhaps the takeover of MLW by the Bombardier family. The Bombardier family purchased 59% of Studebaker-Worthington 475,200 shares to enable the takeover and put MLW under Canadian control. Montreal Locomotive Works, a fine old railway builder of steam locomotives, diesel locomotives and now the L.R.C. train, will now be put together with the Bombardier family's rail car building operation.

It is hoped that MLW-Bombardier will remain a world leader in exporting locomotives and continue to grow as a manufacturer of locomotives for the North American market. As a Canadian magazine we salute this old but new Canadian company.

C.P. - GO CONFLICT

CP Rail fears the use by GO Transit of the Toronto, Hamilton and Buffalo Railway's station in downtown Hamilton will put their freight operations at a considerable disadvantage.

In a letter to the Toronto area Transit Operating Authority C.P. Rail stated it had exclusive use of a short stretch of track leading into the T.H.&B. terminal and that it was not clear if they (CP) had the right to extend operating privileges. The letter also stated GO Transit might be able to make arrangements to operate its present four trains a day (week days only) over the route but not without paying about \$178,000 to improve the 1-1/2 to 2 mile section of track.

GO Transit had hoped to change to the downtown station as quickly as possible before this problem arose. The four GO trains will continue to use the north end C.N. station for the present as they have done since the beginning of GO Transit. C.N., which operates GO Transit for the Toronto area Transit Operating Authority, operated two return trains daily from the C.N. station to Toronto before GO Transit.

Canadian National Budd cars are a rare sight in Thornbury Ontario, and are admired by a group of local youngsters who were quite surprised by the train's unusual visit. The occasion was the spe-

cial excursion operated from Toronto to Thornbury on 4 May 1975 for the Beaver River Rat Race sponsored by the Upper Canada Railway Society.

(David W. Smith)



DOWN - UNDER

Victoria Railways Melbourne Australia. During the last nine months of 1975 the Victorian Railways carried all rail consignments of beef cattle from producers to market or slaughter at half price. The subsidy applies only to cattle going to market or slaughter direct from a beef producer's property and only after the producer signs a Statutory Declaration. The concession doesn't apply to cattle bought at county sales.

Wheat ... Victorian Railways overcame tremendous problems during the past two months to move record amounts of grain.

And farmers from all districts have said that never before had they seen a harvest cleared so quickly and efficiently.

Victorian Farmers' Union Grains Division Chairman and Board member, Mr. Miles Bourke, paid tribute to the railways efforts in shifting the grain.

In a letter to the Chairman of the Victorian Railways, Mr. A.G. Gibbs, the Chairman of the Grain Elevators Board, Mr. K. H. Turnbull, praised the railways outstanding performance.

He said that it was obvious that the use of "block" trains combined with the co-operation of all railways staff involved, contributed to a satisfactory, trouble-free harvest period.

Mr. Max Murphy, Officer-in-Charge of the Wheat and Barley Department of the GEB, reported that the season produced a high yield of both wheat and barley.

"Allied with continuous harvesting was the excellent performance of the Victorian Railways in supplying the necessary rolling stock to carry the overflow. The end result was that the biggest harvest in the Mallee, the fourth highest wheat harvest and the second highest barley harvest, were handled with a minimum of delay to farmers," Mr. Murphy added.

Mr. Murphy said that the railways had dealt with the overflow in record time, shifting 29,228 wagon loads of wheat and barley in only 48 days, at an average loading of 608.91 wagons per day.

The highest number of wagons loaded on any one day was on January 6, this year when 1,017 were loaded.

General Manager of Victorian Railways, Mr. Ian Hodges, said that this season the railways had to supply enough rolling stock and manpower to move grain plus superphosphate.

Apart from a wet spell in some areas at the beginning of the season and rain on January 8, weather conditions were excellent. In the 1973-74 harvest, wheat began to move on November 20. The starting

date for 1974-75 was not until December 2.

It was the same story for barley, this year transportation was one week late in starting. In the 1973-74 season, oats began moving on October 29 and not until November 14 this year.

Mr. Hodges said the record movement was due to the co-operation between the railways, the phosphate company, the Grain Elevators Board and other grain handling authorities, combined with successful appeals to farmers through shire presidents, newspapers, farm co-ops and farming organizations, emphasizing the need for early fertilizer delivery.

"The success of the movements was partly due to the use of shuttle trains running off the Meringur, Panitya, Sealake and Robinvale lines to Dunolly where they discharged 163,034 tons of wheat and barley between December 12, 1974 and January 17, 1975, an average of seven train loads per day.

"The railways worked around the clock, seven days a week to shift the harvest."

Efficient loading, quick turn-around and the use of shuttle trains enabled the railways to supply more transport for both grain and "super"

The shuttle or "block" train in this case enabled three trains to operate between point A and point B, all carrying wheat.

The trains were uniform in size and while one train was being loaded, one was in transit and another was being unloaded.

This provided a continuous flow of wheat deliveries from the farming areas to central storage points.

Canadian Pacific MLW-built DL640 number 4228 leads two other units at the head end of a CP freight on 15 August 1971 at Bayview Junction near Hamilton Ontario.
(David W. Smith)





Mr. Hodges added: "At the same time we were railfanning wheat into Geelong and barley to the Sunshine terminal. Oats went for shipment to Portland.

"The grain harvest for 1974-75 was 96 million bushels, compared with only 70 million bushels in 1973-74."

More than 6,000 extra wagon loads of grain and phosphate were carried in December, making a total of 19,294 loads compared with 13,181 in December 1973, an increase of 6,113 wagons used.

Victorian Railways is making maximum use of the fleet of wagons used in block trains, by running five daily train loads of grain from country silos to Geelong for export, thus getting full use of the block trains all year round.

* * * * *

CLAPP ... Sir Harold Clapp, who steered the Victorian Railways between the two World Wars, will be remembered on Wednesday, May 7 - the centenary of his birth.

Giving details today, Chairman of the Victorian Railways Board, Mr. A. G. Gibbs, said that Sir Harold, Chairman of Commissioners from 1920-39, was responsible for many Railway innovations including planning the unification of rail gauges and

introduction of "Spirit of Progress" in 1937 - then the most modern train in the Southern Hemisphere.

As part of the commemoration, "Spirit of Progress" which, since 1962 when the direct Melbourne-Sydney rail link opened, had operated on standard gauge, would be specially hauled into Melbourne by locomotive B60.

"This locomotive, the first main-line diesel electric bought by the Victorian Railways and named Harold W. Clapp, had only operated on broad gauge in this State. It would be specially bogie exchanged for this historic occasion," explained Mr. Gibbs.

"As a matter of interest, since this locomotive was commissioned in 1952 it had run 2,820,170 miles," Mr. Gibbs added.

Victorian Railways would bring a number of ex drivers of the steam era to Melbourne from Albury on "Spirit of Progress" on May 7. Oldest was expected to be Mr. Alex Reid aged 83. All were steam drivers of "Spirit of Progress" during the reign of Sir Harold Clapp.

Also travelling on "Spirit of Progress" ex route from Brisbane would be Mr. R. Clapp, youngest son of Sir Harold Clapp. He would be reunited with his other members of the Clapp family at Spencer Street station.

Four MLW-built CN M636s (numbers 2315, 2005, 2008 and 2020) haul a freight train across the Port Hope trestle bridge on 22 August 1971.
(David W. Smith)

Other ceremonies planned at Spencer Street station at 9:45 a.m. on Wednesday, May 7, included unveiling a plaque by Harold W. Clapp Jr.

A working model of an S class streamlined blue steam engine - 18 ft. long - similar to the four used to haul the original "Spirit of Progress" had been loaned by Melbourne's Science Museum for the day. It would be placed beside the model of B60 (named Harold W. Clapp) on permanent display at the station.

Later, guests would view the original 1937 newsreel of the launching of "Spirit of Progress" by Sir Harold Clapp and see how he inaugurated the "Better Farming Train".

This would be in the Melbourne and Metropolitan Board of Works theatre (enter by special subway from station basement).

A special "Harold Clapp style" morning tea would include freshly squeezed orange juice, raisin bread and fruit cake in memory of the man who pioneered the promotion of these primary industries (Media are invited to attend).

May 7 - "Spirit of Progress" leaves Albury 6.00 a.m. (where B60 will be attached and ex-drivers join train), Wangaratta 6.52 a.m., Benalla 7.23 a.m., Seymour 8.23 a.m. picturesque Kilmore area 8.35 a.m., Sunshine 9.34 a.m. and reaching Spencer Street 9.55 a.m. (No. 1 Platform) where ceremonies will take place on No.1 Platform, then in station foyer.

Ex drivers will return by "Albury Express" leaving Spencer Street 4.45 p.m. to reach Wodonga 9.03 p.m.

* * * * *

COMPUTER ... Victorian Railways has installed a million dollar computer system this year, as a first step towards developing a management information system relating to all major activities of the Railways.

The new system is the FACOM 230-45S, installed by FACOM Australia Ltd., a subsidiary of the Japanese company, Fujitsu.

It took over the work of two existing computers and allows freight accounting and responsibility accounting systems to operate.

The System will work on future payroll and personnel systems, as well as on an extended system of wagon movement analysis.

General Manager of Victorian Railways, Mr. Ian Hodges, said the system would pay for itself within five years and would provide more than \$1 million of operating economies in the fifth year of service.

* * * * *

TIMETABLES ... Deputy General Manager of Victorian Railways, Mr. Lindsay McCallum, said today (Thursday) that the Railways had taken several positive steps to get a tighter control on the running of its new timetables.

He said that an additional mechanical train control board, making three altogether, now operated between 6 a.m. and 8 p.m. daily.

The training course for guards had been re-organised completely and an additional instructor appointed.

The number of supervisors at Flinders Street station, during both peak periods, had been doubled to give more assistance to platform and rostering staff and to keep the public informed of train movements.

Whenever possible, adjustments were made to train running so that in the event of a cancellation, the next express train ran stopping all stations. At times this was not possible due to the effect on following trains or because of peak period loading of passengers.

Mr. McCallum pointed out that other factors, over which the Railways had no control, could effect the running of trains, for example the industrial waste truck which ran into a railways bridge at Racecourse Road, Newmarket yesterday and caused delays to six trains, just before the evening peak period.

Level crossing accidents happened frequently and mechanical failures in older equipment must be expected.

Mr. McCallum said the union ban on attaching and detaching train units would not have any serious direct effect on passengers. It would mean considerably increased operating costs for the Railways.

The ban was imposed from 12.01 this morning and will continue indefinitely. Most trains will now run all day at peak period size of six, seven or eight cars, instead of being broken down to as little as two cars for off-peak travel.

The ban did mean that if there was a defect in one of seven carriages in a standard size train, the train would have to be left unused and could not be readily run as a four-carriage train as sometimes had to be done.

With full-size trains running all day additional power would be used and extra mileage run requiring that trains be stopped for maintenance work frequently. This applied to all trains particularly the red Tait's.

Some car cleaning could not be done in off peak periods and the standard of cleanliness would deteriorate.

Guards and drivers would have to be rostered to start work earlier so they could prepare the large trains for service. Although more crews would be available during off peak periods to run trains, there would not be an increase in crews during peak hours.

He said the Railways would continue to provide the best service possible for its owners, the public.



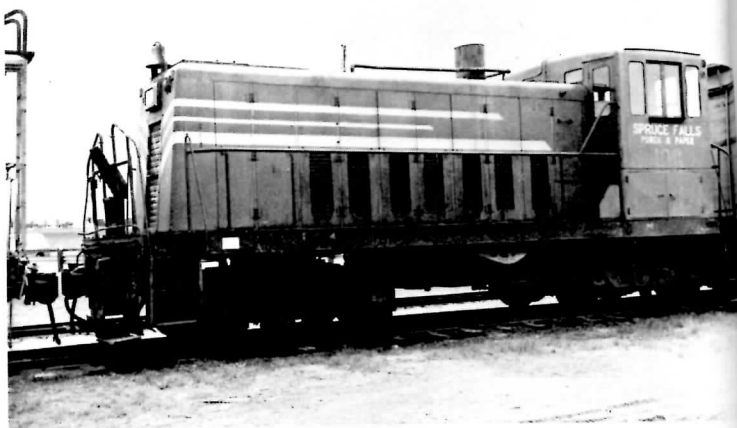
Canadian Pacific Rail GP35 number 5009 is seen eastbound towards Toronto at Bayview Junction near Hamilton Ontario on 14 August 1971. (David W. Smith)

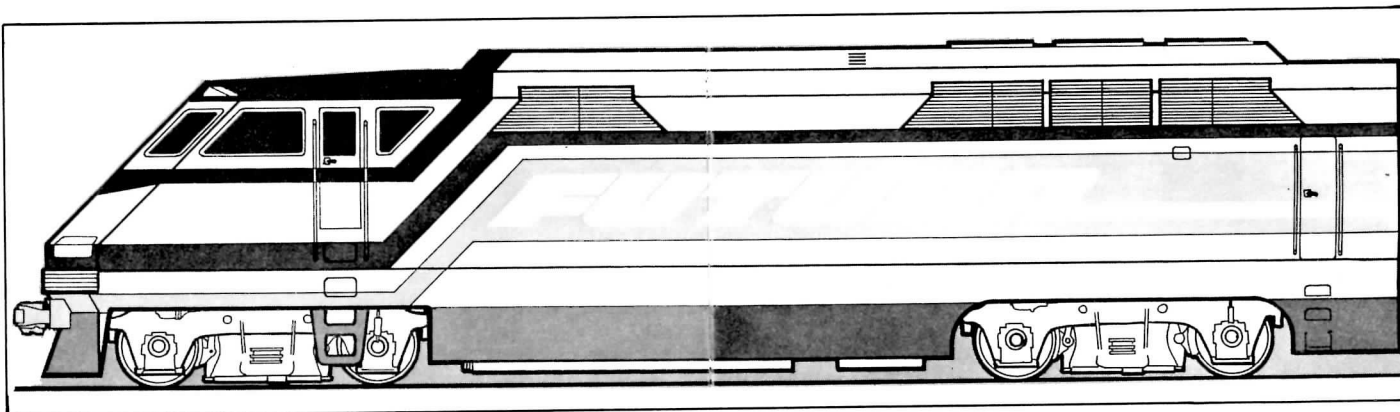


Canadian National SD40s #5016 and 5054 pull an extra through Bayview Junction on the Dundas subdivision on 14 August 1971. (David W. Smith)



Spruce Falls Pulp & Paper Company units numbers 106 and 108 at Kapuskasing Ont. on 8 June 1974. (Wendell Lemon)





FUTURA LOCOMOTIVE

The Futura Locomotive is styled to attract the attention and approval of the most discriminating passengers and to blend with the styling of the cars. All necessary and desirable functional features have been retained. The front end slope, the heavy collision posts and front end construction provide excellent locomotive crew protection. The power plant is mounted in a depressed centre section of the underframe resulting in a lower centre of gravity for improved stability on curves and tangent track.

Optional power plants with 2000 or 3000 horsepower are available. Fuel capacity is sufficient for 900 miles without refuelling on most passenger runs. Special features such as dynamic braking and electro-pneumatic braking are readily adaptable.

The interior of the locomotive cab has been completely restyled to provide an excellent working environment for the locomotive crew. Arrangement of controls, seats and the expansive electrically heated windshield provide optimum visibility, convenience and comfort. The central

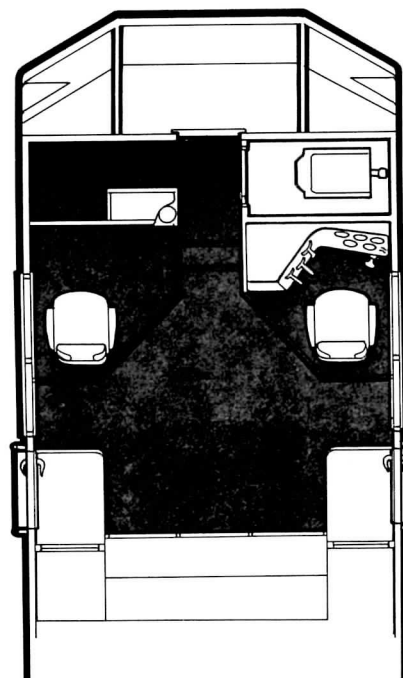
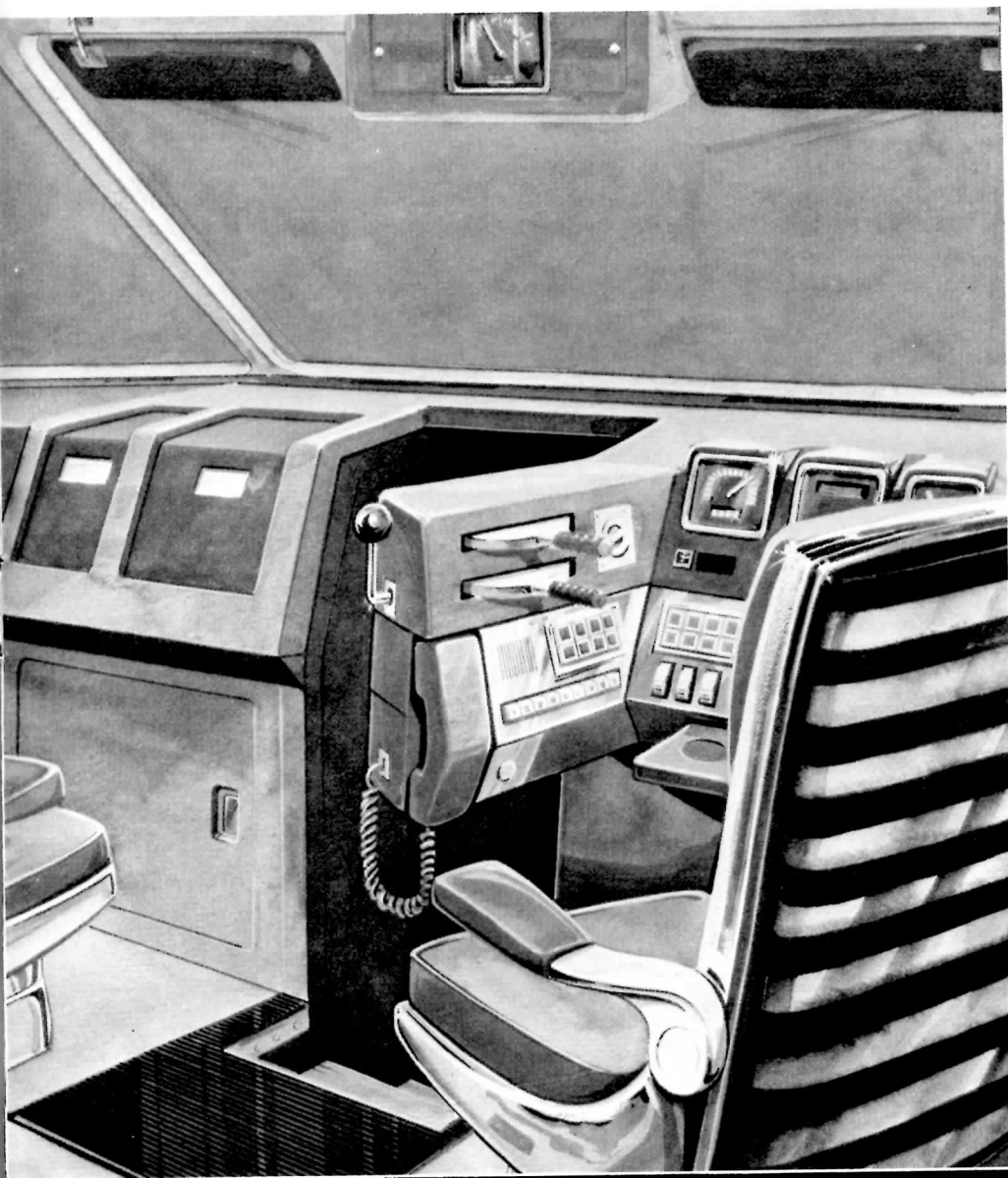
heating system is located under the cab floor. A refrigerator, water cooler and hot plate are located in the left dash.

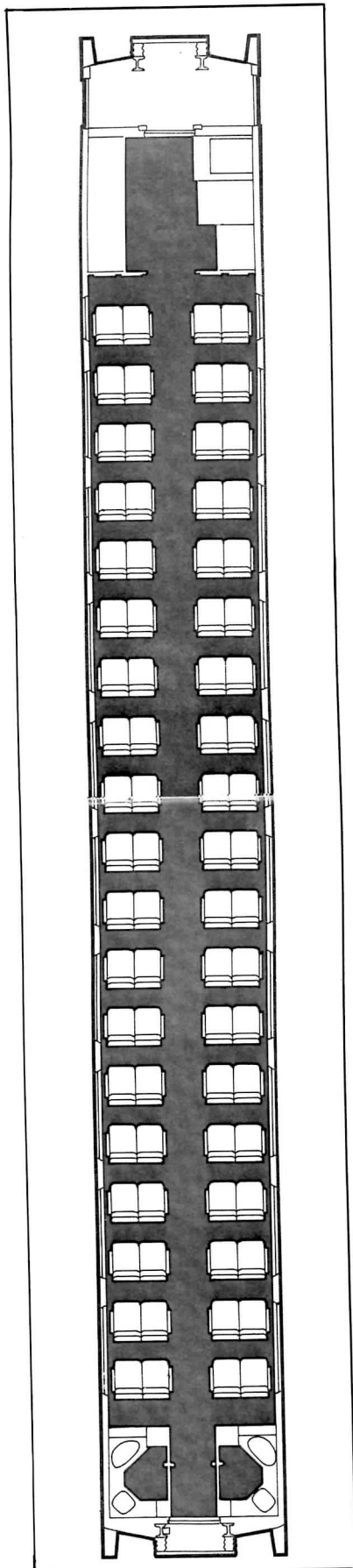
Toilet facilities, a clothes locker and radio equipment are located forward of the crew compartment. Massive collision posts are enclosed in a heavy gauge sloped steel structure to ward off and deflect upwards projectiles that may be encountered.

DELUXE COACH

The lightweight, steel and aluminum deluxe coach is of proven durable design. Quality heat and sound absorbing insulation is used throughout, with double-glazed anti-glare picture windows. Air conditioning evaporators are applied in the roof, and condenser units are under the floors.

Underfloor equipment is built into functional, totally enclosed modules, giving a smooth aerodynamic line to the underside of the car. This streamlining reduces power demands, permitting higher speeds and improved fuel economy. The equipment enclosures afford a high degree of reliability, durability and maintainability.





Maintenance operations are accomplished through access doors at the sides of the car. Complete modules are easily removed and replaced with the aid of quick disconnects.

The proven truck design provides a smooth, quiet ride and is adaptable to a mechanism to tilt the coach body on curves for passenger comfort.

The generous spacing in this coach provides for 76 deluxe fully rotatable passenger seats, permitting operation of the cars in both directions. At the blind end are two-piece moulded toilets in the two general washrooms. The electrical locker, baggage and valet space are located at the vestibule end of the coach.

Fluorescent lighting across the ceiling emphasises the spacious width, and individual seat lighting is provided. The high-backed semi-easy chair seats are moulded shell design facilitating easy maintenance. The one-piece cushion and back is part of a sliding reclining system which permits the passenger to recline comfortably without causing the seat back to intrude into the passenger area behind. The head rest is adjustable as well.

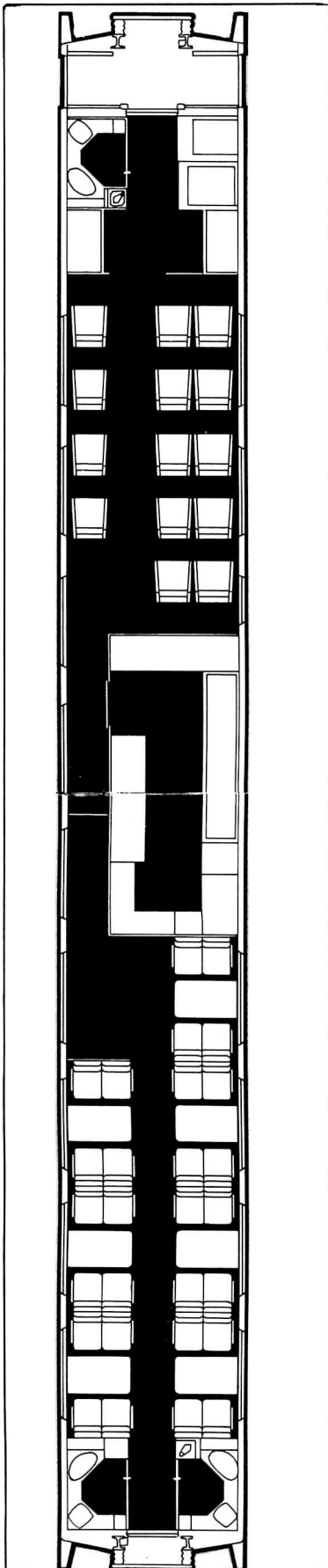
Special attention has been given to sound deadening and truck design to provide a smooth, quiet ride. A public address system is also provided for background music and announcements. Improved electric baseboard heating and air conditioning are also included.

Side and end doors are electrically operated. End doors are controlled by tread mats permitting ease of passage between cars for passengers with luggage and catering staff with refreshment trolleys. Polyurethane diaphragms provide acoustic, thermal and weather protection between cars.



Canadian Car Division of Hawker Siddeley of Canada Limited and Diesel Division of General Motors of Canada Limited





CLUB GALLEY COACH

This car, which is placed behind the baggage generator car at the head end of the train, provides 14 club seats and 28 coach seats with a galley in between the two sections. The seating in the club compartment, at the vestibule end of the car is arranged in a two-and-one configuration across the car. The coach seating in the blind end of the car is arranged in facing pairs around fixed tables. Two washrooms are located in the coach end and one in the club end of the car.

An electrical locker, crew locker and baggage and valet space are provided at the club end. Baggage storage is also provided between the back-to-back coach seats.

A variety of services can be provided from the fully equipped galley in this car extending to adjoining cars when desirable. The services include: Club Car Service; Take-out Service; Sit-Down Coffee Shop Service; Refreshment Cart Service; Lounge Service.

The spacious individual seats in the club compartment are of the easy chair type with a high-backed moulded shell for easy maintenance. The cushions are upholstered with vinyl covered fabric and luxurious corduroy inserts.

The reclining mechanism is of the sliding type as described for the deluxe coach seats. A seat mounted footrest is extended with the operation of the reclining mechanism. Seats are fully rotatable so that all passengers can face forward without reversing the car at the end of a run. Individual seat lights and call buttons are also provided.

The club compartment is decorated similar to the deluxe coach with carpeting across the floor and up to the window level with curtains softening the transition to the ceiling. The generous seat spacing, high ceiling with transverse fluorescent lighting, large picture windows and luxurious decor, seating and the quiet and efficient heating and air conditioning system combine to form a highly desirable first class compartment.

The coach end of this car has similar equipment to the deluxe coach. The pairs of seats are arranged facing each other with fixed, cantilevered tables between, permitting this part of the car to be used as assigned seating capacity or for sit-down coffee shop or lounge service.



CAFE BAR LOUNGE

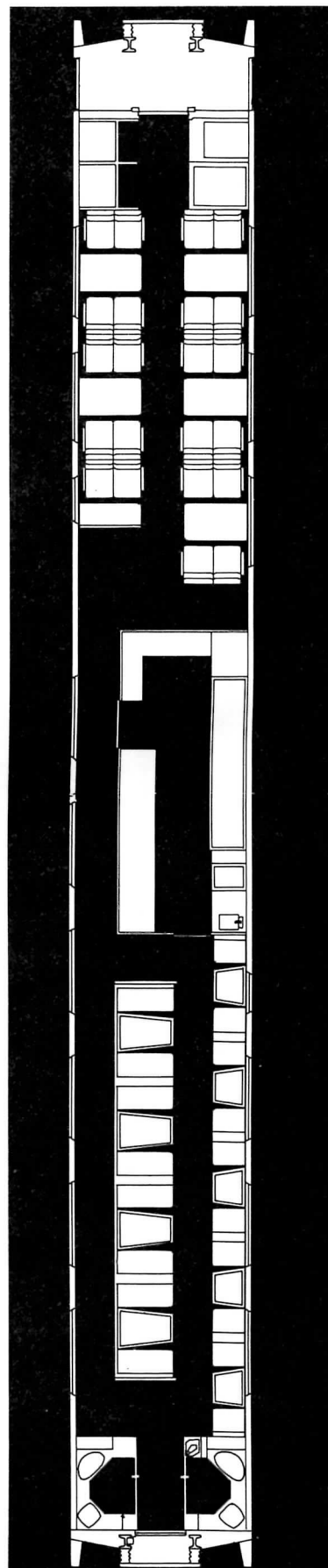
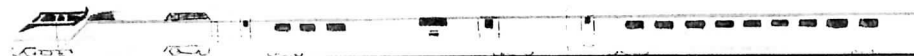
These attractive cars which will be spaced within train consists to make efficient use of catering crews and provide optimum passenger services, contain 22 deluxe coach seats in the cafe or vestibule end, 26 lounge seats in the blind end and a fully equipped galley bar in the centre of the car. Electrical locker, crew locker, baggage area and valet space are provided in the vestibule end and two fully equipped washrooms are located in the lounge or blind end of the car. A variety of services can be provided from this car including: Take Out Service; Sit-Down Coffee Shop Service; Tray Meal Service; Refreshment Cart Service.

Deluxe coach seats are used in the cafe with facing pairs around fixed tables, similar to that of the coach section of the club galley coach. This area is primarily used for cafe service but would provide an additional 22 passenger seats when this service is not required, with baggage space provided under the back-to-back seats.

The lounge seat layout permits grouping of two or four passengers facing with a fixed table in between. The seats are short back fixed cushions in a moulded shell, all seat cushion back assemblies are individual units which are interchangeable vinyl covered for easy maintenance.

The tables are a cantilever one piece moulding incorporating the table top end wall and floor under the table. The seating arrangement is raised above the aisle to give a more lounge feeling for the passengers.

Carpeting is applied in the aisle and under the seats. Side panelling and floor under the tables are of a smooth material for easy maintenance. Lighting is provided to give a lounge type atmosphere which can be changed for the cafe atmosphere when used as a cafe section. Call buttons for service are provided at each table.



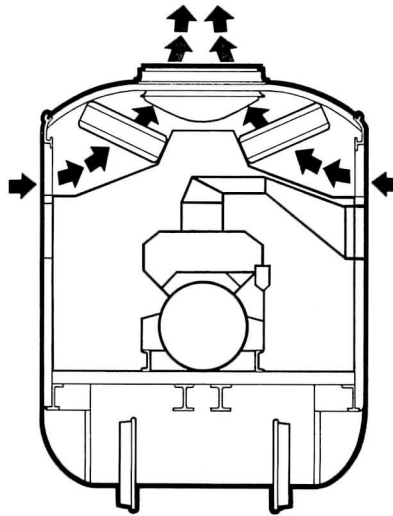
BAGGAGE GENERATOR CAR

This special 85-foot car contains two diesel-electric generator sets, one at each end, and a 25-foot baggage compartment in the centre. The construction and styling are similar to that of other "Futura" coaches.

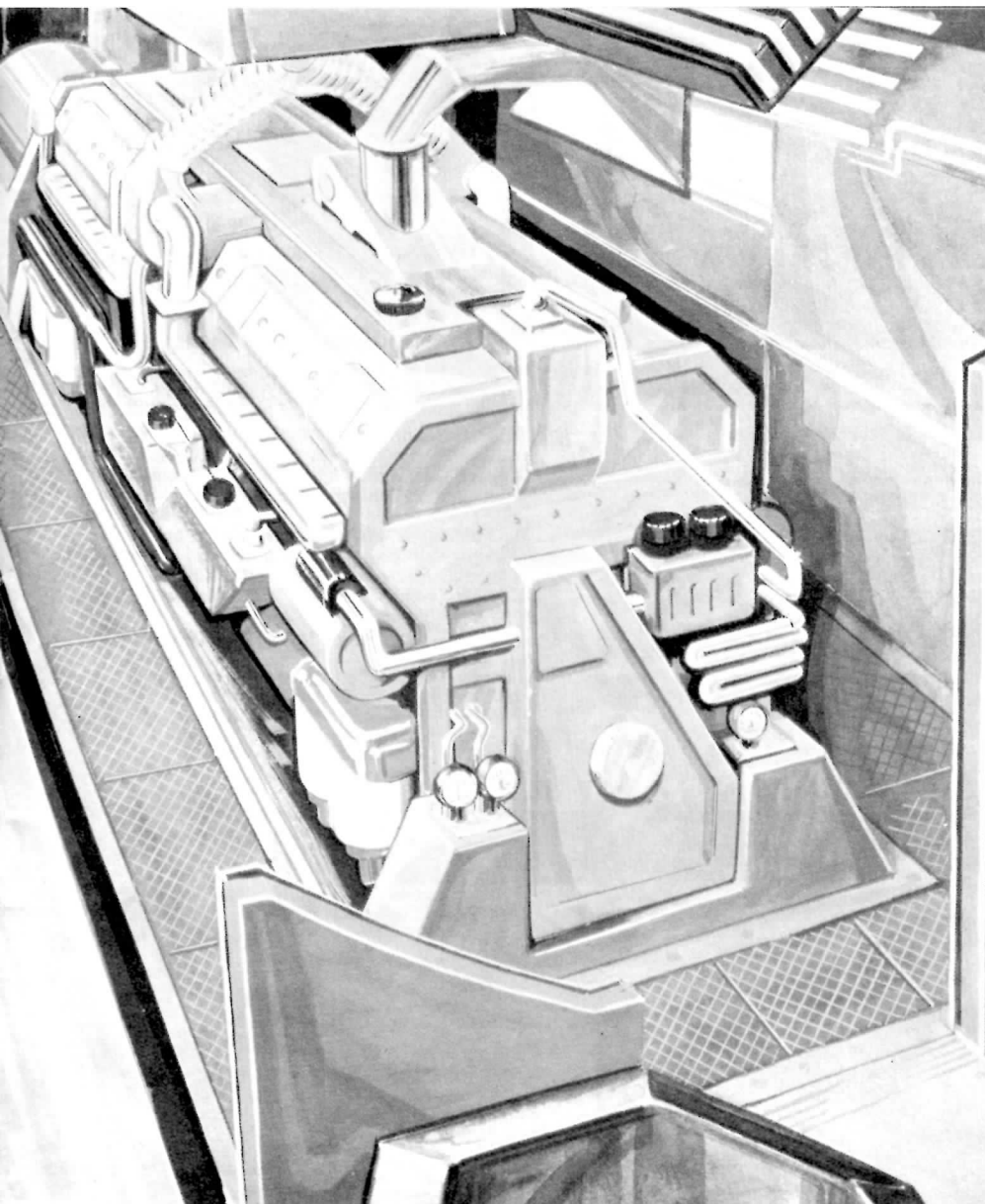
Each generator set produces 600 kw of electric power continuously at 575 volts, 3 phase, 60 hertz. This power is trainlined and capable of handling the maximum demands for heating, air conditioning, lighting, door controls and galley services for 16 cars. The generator sets are capable of parallel operation for maximum output or single unit operation to supply power for shorter trains.

Thermal and acoustic insulation is used throughout. Super critical exhaust silencers are used. The cooling fan and the exhaust silencers are located in a removable roof-mounted hatch.

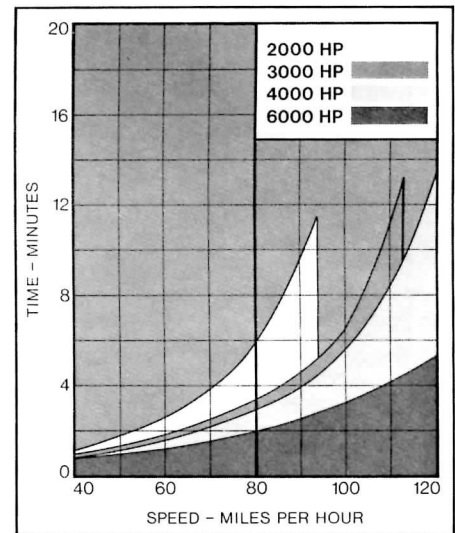
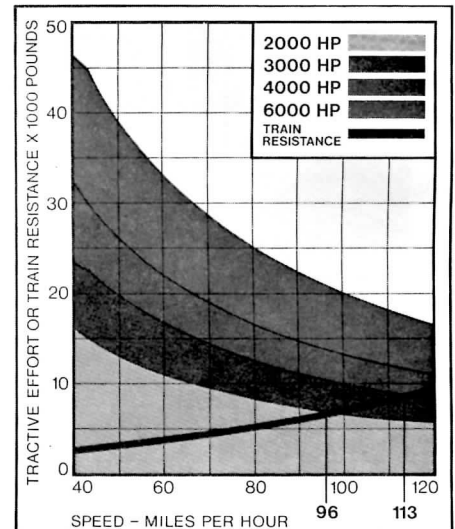
Generator set controls and paralleling equipment are housed in sound-proofed rooms located between the engine compartments and the baggage area. Access to the baggage compartment is through six-foot doors on each side of the car. The sound-proofed baggage area is equipped with similar crew amenities to those in the locomotives.



Walk-through access from the engine room to the baggage area is also provided, the partitions and doors being thermally and acoustically insulated. Hatch mounted equipment, cooling fans, silencers and intake filters are removable individually or as a hatch unit. Fuel for 24 hours operation is contained in tanks below the underframe.



SIX CAR TRAIN PERFORMANCE



THIS 6-CAR TRAIN CONSISTS OF: One Club Galley Coach, One Cafe Bar Lounge, One Baggage Generator Car and Three Deluxe Coaches with 270 passengers.

MAXIMUM SPEED CAPABILITY:

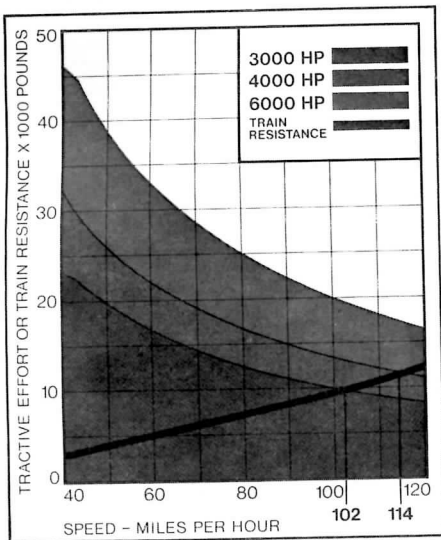
2000 hp (one locomotive) 96 m.p.h.
 3000 hp (one locomotive) 113 m.p.h.
 4000 hp (two locomotives) 120 m.p.h.
 6000 hp (two locomotives) 120 m.p.h.

ACCELERATION FROM 40 to 80 M.P.H.:

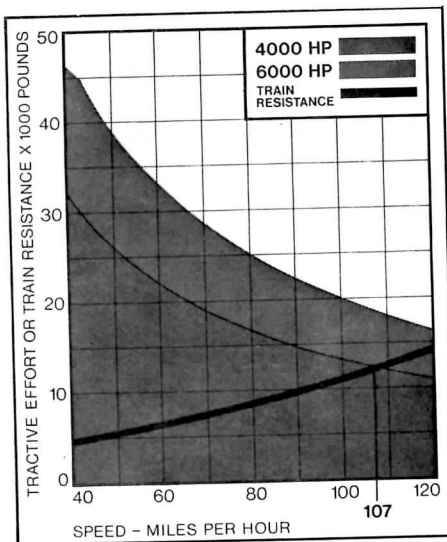
2000 hp (one locomotive) 4.2 minutes
 3000 hp (one locomotive) 2.8 minutes
 4000 hp (two locomotives) 2.1 minutes
 6000 hp (two locomotives) 1.4 minutes



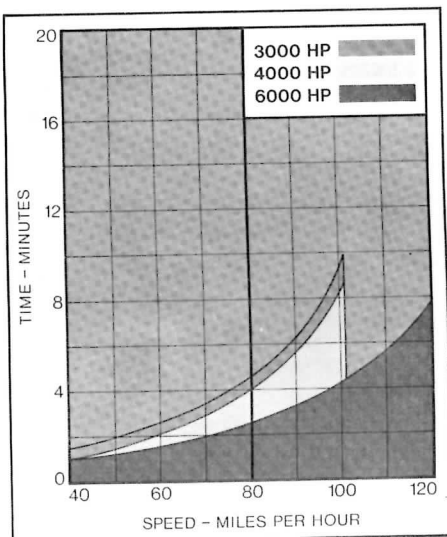
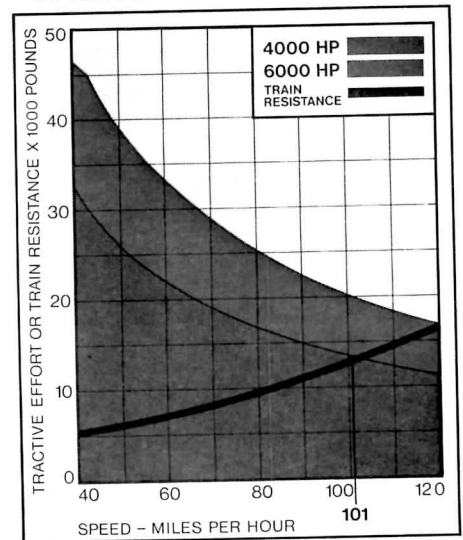
NINE CAR TRAIN PERFORMANCE



TWELVE CAR TRAIN PERFORMANCE



FIFTEEN CAR TRAIN PERFORMANCE



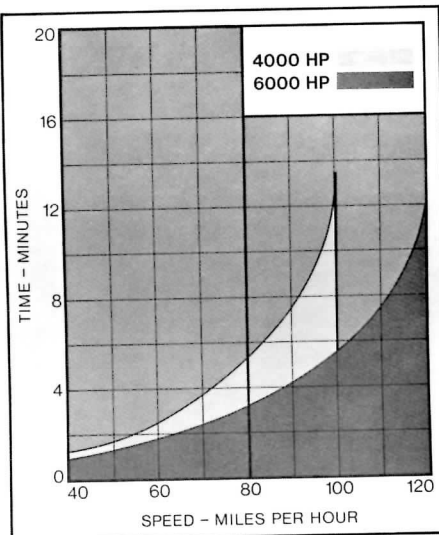
THIS 9-CAR TRAIN CONSISTS OF: One Club Galley Coach, One Cafe Bar Lounge, One Baggage Generator Car and Six Deluxe Coaches with 498 passengers.

MAXIMUM SPEED CAPABILITY:

3000 hp (one locomotive) 102 m.p.h.
4000 hp (two locomotives) 114 m.p.h.
6000 hp (two locomotives) 120 m.p.h.

ACCELERATION FROM 40 to 80 M.P.H.

3000 hp (one locomotive) 3.2 minutes
4000 hp (two locomotives) 2.6 minutes
6000 hp (two locomotives) 1.6 minutes



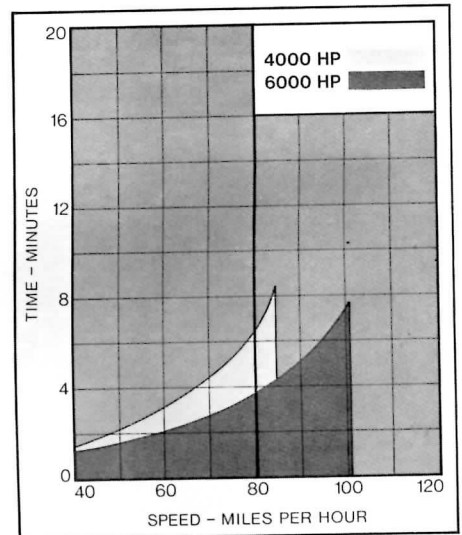
THIS 12-CAR TRAIN CONSISTS OF: One Club Galley Coach, Two Cafe Bar Lounges, One Baggage Generator Car and Eight Deluxe Coaches with 650 passengers.

MAXIMUM SPEED CAPABILITY:

4000 hp (two locomotives) 107 m.p.h.
6000 hp (two locomotives) 120 m.p.h.

ACCELERATION FROM 40 to 80 M.P.H.:

4000 hp (two locomotives) 3.9 minutes
6000 hp (two locomotives) 2.2 minutes



THIS 15-CAR TRAIN CONSISTS OF: One Club Galley Coach, Two Cafe Bar Lounges, One Baggage Generator Car and Eleven Deluxe Coaches with 878 passengers.

MAXIMUM SPEED CAPABILITY:

4000 hp (two locomotives) 101 m.p.h.
6000 hp (two locomotives) 120 m.p.h.

ACCELERATION FROM 40 to 80 M.P.H.:

4000 hp (two locomotives) 4.6 minutes
6000 hp (two locomotives) 2.8 minutes

FUTURA

HURONIA LIMITED

U.C.R.S. HURONIA LIMITED

Staff - D. W. Smith

The weather report for the day of 7 June 1975 called for sunshine with scattered clouds -- portents of things to come? The raison d'être for the trip was the Upper Canada Railway Society excursion to Midland, Ont. to visit Martyrs' Shrine and Fort Sainte Marie Among the Hurons. The route was a combination of CP and CN and marked the first time that the UCRS had operated a trip over the CP's MacTier Subdivision since a run to Port McNicoll in 1960 with CPR 4-6-4 No.2857.

A pair of CN MLW FP4As (#6784 & 6779) provided the power for the fifteen-car train composed of baggage car 9166, coaches 5214, 5184, 5406, 5189, 5544, 5186, 5227, 5388, 5429, 5598, 5413, 5221 and 5200 and UCRS private car #13. Upon leaving Toronto Union Station, the train threaded its way through the maze of tracks west to Bathurst Street, past Cabin "D" and north along CP's MacTier Subdivision.

The rails between Parkdale and West Toronto have a varied history. The CP line was originally laid out as the Colonial Gauge (3'6") Toronto Grey and Bruce from Toronto to Owen Sound via Woodbridge. Opened for traffic in October of 1869, it was completed to Owen Sound by June 1873. Due to the inconvenience of the narrow gauge, the line was standardised in December 1881. The road came into the fold of the Grand Trunk for a couple of years but was leased to the CPR in 1883. Paralleling the route to West Toronto were the rails of the Credit Valley Railway (their shops and station were located in the vicinity of present Parkdale Station) which became part of the CPR system later that year. On the north side of the right-of-way was the Grand Trunk's main line which is now the Canadian National Weston Subdivision.

At West Toronto, the CP's east-west main line (North Toronto Sub.) is crossed. This was originally the Ontario and Quebec Railway (which, a propos, still has its own corporate identity) and was leased by the CPR after 1885. The Credit Valley swung off to the west here as well.

The first stop of the day was an unscheduled one at Weston to allow two young ladies off who were under the impression the train was on its way to Montreal. They were given enough money to cover the cost of a taxi back to Union Station in order to catch the afternoon train in the proper direction.

Onwards to Woodbridge. There the old roadbed of the TG&B line to Owen Sound could be seen veering off to the west. The rails on this section were lifted in 1932 and replaced by the present line from Streetsville to Orangeville. North of Woodbridge, the excursion train was put in the hole for southbound 902, CP's hotshot freight movement. South of Bolton, the train was stalled again, this time by 902's second section. After the delay the train arrived at Bolton where again on a meet track the railfans aboard the Midland Special were treated to the sight of a working Sperry Rail service car working southbound.

The line from Bolton north was constructed by the Canadian Pacific to connect the main line from Montreal to Sudbury and was opened for service in June of 1908. North of Tottenham, the Canadian National's Beeton Sub. was crossed. Originally the Hamilton and North Western, this line came to CN via the Grand Trunk Railway. From Hamilton to Georgetown it's now part of the CN access line to MacMillan Yard. The section from Georgetown to Tottenham is officially out of service, while the stretch from Tottenham to Barrie

sees service as required. At Alliston, the MacTier Sub. crosses the CN spur from Allimil. Another CN line crossed the route of our train at Utopia, this time on the Meaford Sub., which has seen a great many specials operated by the UCRS. North of Utopia, the train clattered across the diamond of the rarely used Colwell-Penetanguishene spur.

The first runpast of the day was held at Midhurst. After the runpast, the train laid over in order to allow passengers to inspect the grounds of the Simcoe County Museum. The day's second runpast took place at Carley, after which there was a meet with the southbound "Canadian". The sight of a fifteen car CN passenger train on the CP must have had more than a few of the Canadian's passengers scratching their heads.

Upper Canada Railway Society's excursion train, the Huronia Limited, passes the world's longest trestle bridge. This bridge, however, is no longer in use. Canadian National went over, and the Canadian Pacific travels underneath.
(Mike Roschlau)



Upon reaching Medonte, the train left the rails of the CP and proceeded over the Canadian National's Midland Sub. to the last run-past site of the day at Hog Bay Trestle. This was CP's original access to Port McNicoll and for many years saw the passage of many boat trains making the connection to and from the steamers operated by CP on the Great Lakes between Port McNicoll and the Lakehead.

The excursion train arrived at Sainte Marie Among the Hurons approximately two hours late. Because of the time, the schedule was re-arranged to allow a run from Martyrs' Shrine to downtown Midland, to turn the train and to provide a shuttle service between the two points. There was barely time for a very hurried meal and a departure from Midland that was 90 minutes late.

The line from Midland to Orillia was built as the Midland Extension Railway. This was promoted by the Port Hope, Lindsay and Beaverton Railway, which later became part of the Midland Railway of Canada. The Midland was absorbed by the Grand Trunk Railway, and as such became part of the Canadian National.

A stop was made at Orillia to allow passengers time to inspect the cars that comprise the Ossawippi Express Dining Cars Restaurant.

South of Orillia a high speed run was made back to Toronto via the CN's Newmarket Subdivision, a line that was originally the main line of the Northern Railway of Canada. Unfortunately, arrival back at Toronto was approximately two hours behind schedule; but, what a day!

The Huronia Limited is pictured here on a runpast in the morning. With the high cost involved, this may be the last time for a joint C.N.R. and C.P.R. excursion trip.
(Mike Roschlau)



Canadian Pacific's number one train the Canadian passes the U.C.R.S. excursion train late in the morning.

(M. Roschlau)





C&O locomotive #3005 leads three GP30s and a Canadian Pacific GP38 on the C&O-CPR Montreal to Chicago run, express train number 937 near Puslinch Ontario. (R.G. Eastman)



This unusual sight of 18 stored GP40s was pictured at Canadian National's MacMillan Yard at Toronto on 16 August 1975. It was the result of a dramatic decrease in traffic which was suffered by the railway. Some of the units still had fresh paint from the builder. (John D. Thompson)



TRACTION TOPICS

EDITED BY MIKE ROSCHLAU

TTC INTRODUCES EXACT FARE

The massive changeover of the TTC to a new exact fare system on 15 September was a great success according to James Kearns, TTC general manager. Apparently things went very smoothly during the Monday morning rush hour and few problems were encountered. A refund system is now available for those passengers who overpay their fare or deposit paper money in the fare-box. Contrary to expectations, less than one hundred refunds were issued to unprepared riders during the first week. As far as refund slips are concerned, they must be mailed or taken in person to the TTC's head office at 1900 Yonge St. TTC heads deliberately made it difficult to cash in the slips because they want travellers to get into the ticket-buying habit at their neighbourhood corner store. To facilitate the sales of tickets and tokens, over one thousand Metro retailers are now handling TTC fares among their merchandise. Many of these agents ran out of ticket supplies shortly after the start of the programme due to the great demand, however it didn't take long for the Commission to replenish depleted supplies. It is estimated that of \$250,000 worth of tickets and tokens, most were sold by agents in the first two days.



NON-PAYMENT OF FARE
I, the undersigned, am indebted to the Toronto Transit Commission in the amount of.....

Name:.....
Address:.....
Phone No.:.....



The drivers' response was very favourable since the exact fare creates fewer problems, faster service and a greatly reduced workload. Fourteen booths have been installed in key subway stations where a closed transfer system between subway and surface routes exists, to sell tickets and tokens during rush hours. Implementation of the system has had no apparent detrimental effects on the number of TTC riders. In fact, there were an estimated 16,700,000 passengers on the system between 15 September and 30 September - an increase of 5.2 percent over the preceding year (when the TTC was suffering from the aftermath of a crippling transit strike). On 24 October, the TTC carried more passengers in one day than ever before - 1,336,000. It's quite possible that the 1975 passenger total will now reach higher than 355 million (13.6 percent greater than last year's 330 million).

EXCESS FARE RECEIPT

OPERATOR TO PUNCH OUT REFUND DUE

Date	Route	Badge No.	Dollars	Cents
			0	05 50
			1	10 80
			2	20 70
			3	30 80
			4	40 90
			5	50 00

The passenger named below deposited \$..... in the fare box and is entitled to the refund shown.

PASSENGER TO COMPLETE

Name.....
(Please Print)
Address.....

For refund, mail to or visit the: Passenger Refund Office
Toronto Transit Commission
1900 Yonge Street
Toronto, Ontario
M4S 1Z2

DISASTER ON MEXICO SUBWAY

A crowded subway train slammed into the rear of another train on 20 October in Mexico City and at least 22 people lost their lives in the accident. The lead train apparently stopped when someone pulled an emergency cord because a man had been injured by the closing doors. The accident occurred at a station 20 blocks from the Zocalo, Mexico City's main plaza at 9:40 a.m. This was the first major disaster in the city's six-year old subway. People were crushed under seats, speared by handrails and jammed between pieces of steel. An investigation indicated the accident was the result of a combination of electronic and human failures. A doctor at the scene reported that the lead car of the moving train rammed more than halfway through the last car of the train that was stopped.

The Mexico City mayor's aide gave this account: The emergency stop cord was pulled on southbound train Number 8 when a man became stuck in a door, but the conductor freed the man and the train went ahead. At the Viaducto Station the cord was pulled again because the man was bleeding. The conductor then left his post to check on the emergency when the Number 10 subway train, speeding on its silent rubber tires, smashed into the stopped train. The conductor of the stopped train survived, but the driver of the Number 10 train was killed. Witnessed reported that more than 25 ambulances from all over the city came to the scene. Even ambulances assigned to sporting events at the Pan American Games were dispatched.

LAYOUT FOR KIPLING SUBWAY STATION

The new Kipling Subway Station at the west end of the TTC's Bloor-Danforth subway will be located south of Dundas Street West and west of Kipling Avenue. It will be a terminal station with a centre platform at grade with control area above platform level at the west end of the station. Four pedestrian entrances will be provided. Two leading from the street via an auxiliary bus loop, one from the kiss-and-ride facility and one from the south parking lot. People using the northwest parking lot or those coming from adjacent streets would use the auxiliary bus loop entrances. The station design also allows for a future connection to GO Transit services.

The auxiliary bus loop contains eight bus bays for out of town buses. Eight bays are also provided for TTC buses. Before reaching the bus platform, TTC buses will climb a slight grade, the platforms being about ten feet above the adjacent street level. This will allow passengers to disembark at mezzanine

level for convenient access to stairs and escalators leading to the subway platform level. In addition, provisions are made for an across the mezzanine access to a future intermediate capacity transit system (ICTS). A total of eight escalators will be provided. From the auxiliary bus platforms, one escalator and two stairways lead to a passageway located on the roof of the subway platform which goes to the control (ticket) area. Also leading to this passageway is an escalator and stairway coming from the kiss-and-ride facility. From the control area, passengers proceed directly into the mezzanine area, and at that level can board buses or the future ICTS. Four escalators and three stairways will lead from the mezzanine level to the subway platform. Also from the control area, one escalator and stairway will be provided up to a passageway crossing the existing railway tracks. From the southern limit of this passageway, a stairway and escalator would lead down to the south parking lot.



This aerial view shows the future location of the Kipling Subway Station, the new western terminus of the Bloor-Danforth subway line. It is located southwest of the intersection of Kipling Ave., Bloor St. and Dundas St. (cloverleaf). The photograph date is 8 October 1975. (Toronto Transit Commission)

As Kipling is a terminal station, public washrooms will be provided on the unpaid side of the mezzanine level. Commuter parking facilities will be located on the north and south sides of the railway right-of-way.

Tenders for contract F6-1, consisting of building approximately 3322 lineal feet of cut-and-cover subway structure and open trackbed from Islington to Kipling Avenues has been awarded to Dineen Construction Ltd. for \$2.9 million.

BAY TROLLEY COACH PROGRESS

Despite recent objections by certain *special interest* groups, the TTC's plant department crews are proceeding with the physical installations necessary for the conversion of the Bay bus route to trolley coach operation. The southern loop, which has been the cause of concern to some groups, will be the eastern leg of the present diesel bus loop. If a westerly service is deemed necessary in the future, it can always be easily added. Conversion to trolley coach operation is still scheduled for May 1976.



CLRV NEWS

A modified version of the Canadian Light Rail Vehicle (CLRV) was on display at the 1975 Canadian National Exhibition along with the newly restored large Peter Witt car number 2424. The two cars were displayed in a special transportation exhibit housed under a geodesic dome-type structure.

The order by the TTC for 200 of the CLRVs was formally placed on 19 August at a cost of \$363,965 per vehicle, the first ten of which will be built by SIG in Switzerland. As you will no doubt notice, the front end of the re-designed mock-up of the CLRV has a much more tapered appearance (the same is true for the rear end). The reason for this is that the car is 51 feet long and the redesigning was necessary to meet certain clearances on the TTC's existing street trackage. The chopper control feature will be supplied by Garrett Manufacturing Ltd. of Toronto and the traction motors will be built by AiResearch in Torrance California. Despite the appearance of the mock-ups, the TTC's CLRVs will retain the use of the trolley pole and a "single" headlight.

The OTDC does not intend to test the "Toronto" CLRV at the U.S. Department of Transportation's test centre at Pueblo Colo., feeling that Canadian winter operating experience could not be assessed there. As a result, it seems certain that the Halton County Radial Railway (the operating museum of the Ontario Electric Railway Historical Association) located 65 kilometres northwest of Toronto will be the proving ground for the CLRV. Official confirmation of this is yet to come, but there seems to be a good probability that this will be the case. Presumably, the OTDC could provide funds to upgrade the track and possibly extend it another 0.5 km within the museum's property as well as erecting the necessary buildings to house the vehicle(s) and testing equipment.



BELOW:

These two photos, taken in mid-September 1975, show the move of the new mock-up of the CLRV from its last display location at Scarborough Town Centre to its tentative storage location, the TTC's Hillcrest Shops. (T.T.C.)

ABOVE:

Here's looking at you!! The new CLRV mock-up is seen inside the TTC display at 1975's Canadian National Exhibition. (Ted Wickson)





The inside of the full-sized mock-up on display at the 1975 Canadian National Exhibition. The plastic partition behind the centre doors is a feature that was included only for the display to prevent visitors from entering the rear compartment. The TTC version of the CLRV will have a reversed seating arrangement; i.e. the perimeter seating will be behind the centre doors and the transverse seats will be in front of the centre doors. This is to coerce passengers to move to the back of the car. (Photo by Ted Wickson)

1976 TTC SURFACE TRACKWORK

It is estimated that the TTC will spend \$911,000 on surface trackwork during the 1976 calendar year. Projects include Mount Pleasant Road from Merton to St. Clair; Bathurst Street from Queen to Dundas; King Street East from Coxwell to Eastern and from Kingston Road to Woodbine.

TTC GOES INTERNATIONAL

In early October, the TTC took the first step to get into the international consulting business. A joint venture company involving the TTC and the OTDC is being sought to sell the TTC's transit knowledge around the world. Following up an invitation by the Venezuelan Government to bid for the job of planning a subway system in the South American country's capital, Caracas, it was suggested that similar jobs may become available in Bogota Colombia, Nairobi Kenya and Hong Kong. So far, representatives of the TTC and OTDC have visited Caracas with the backing of the Canadian Government which is interested in promoting Canadian urban transportation systems. A consulting proposal has been submitted since to the Venezuelan department of public works. The Canadian group is in competition with transit authorities in London, Paris and West Germany for the Caracas project.



STREETCARS INVADE MOTOR CITY

Detroit is rolling out a new urban streetcar system in hopes that *turn-of-the-century* mass transit will revitalise a sagging downtown economy. Three 75-year old streetcars were purchased from Lisbon Portugal recently in preparation for the start-up of a downtown streetcar run along once-stylish Washington Boulevard. The streetcar system seems to be cheap compared to highways or other transportation systems as the whole system would cost less than six GM buses. There hasn't been a streetcar in Detroit since 1960 and it is hoped to have the system in operation by next spring. The cost, including cars, a car barn and installation of tracks and overhead wires will be \$600,000. The cars have a 40-passenger capacity and the fare for each ride will be 25 cents or 10 cents depending on the response. If the response is tremendous, there may not be any fare at all. Believe it or not, the system is being financed by the state highway department, the city and some local merchants. The cars, which were built in the 1800s by Pullman in the United States will ferry convention delegates from their hotels along Washington Blvd. to Cobo Hall, a popular meeting site. The single-truck cars are painted red and white and have oak and mahogany interiors.

OTDC AND UTDC -- CONFUSION NO LONGER

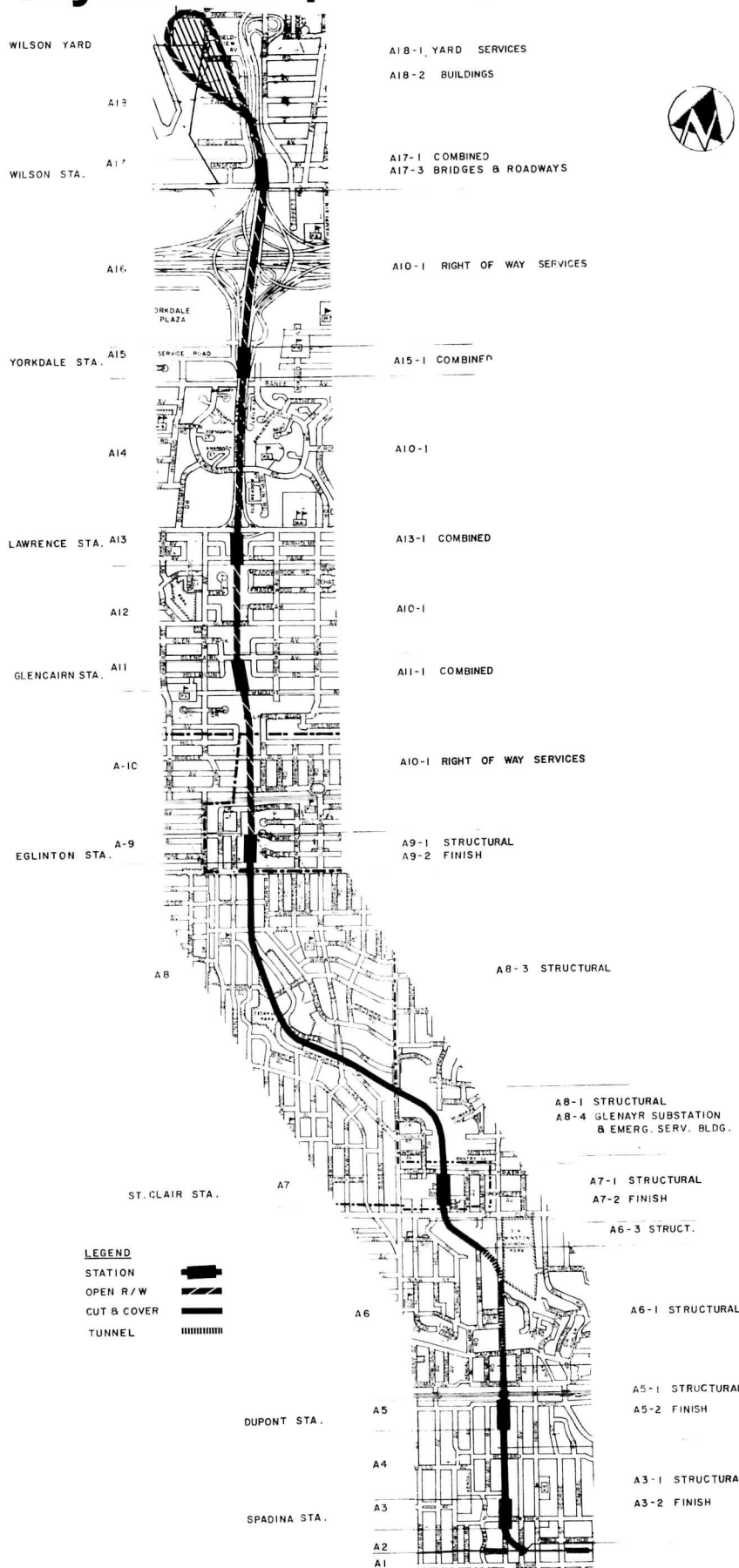
No doubt the two names - Ontario Transportation Development Corporation (OTDC) and Urban Transportation Development Corporation (UTDC) - have confused you in the past. The OTDC was originally a provincial creation (hence the name Ontario) but it soon became apparent that their marketplace was not limited to Ontario and that outside interests would be obtaining some control of the firm (the province of Alberta acquired an interest two years ago). Therefore, legal procedures were begun to change the name. The new name, UTDC, has been used in publicising and advertising the firm but the actual assets of the corporation remain with OTDC. In fact, there has been a parallel set of directors on the boards of each corporation. The final legal switch involving transfer of assets and an act of legislature was cleared and the name change became official on 30 Sept. 1975. Nevertheless, for the record, the TTC's order for the CLRVs was placed with OTDC.

TORONTO OFFICIALS TAKE EUROPEAN TOUR

Twelve Toronto area politicians and officials spent a week to study the transit systems in four European cities and came home as enthusiastic boosters of the streetcar as the answer to much of the city's future transit needs. They visited Munich, Düsseldorf, Amsterdam and Rotterdam paying particular attention to the light rail operations in these cities. It was concluded that modern, quiet streetcars such as those developed and operating in the cities visited can provide a satisfactory intermediate capacity transit service across North Toronto - namely Eglinton Avenue.

Metro Toronto Transportation Planning Director, Douglas Floyd, believes there are only two good alternatives for the Eglinton service. One is to build a subway from Keele to Leslie Streets with streetcar lines continuing from the subway terminal to the Brimley Road GO Station in the east and to Highway 427 in the west. With subway construction costs escalating at their present rate, the second alternative, of having a streetcar line for the entire route, with the portion between Leslie and Keele underground, seems more practical. This would also eliminate the necessity for transfers at Leslie and Keele. In either case, the streetcars would need an exclusive right-of-way along the centre of Eglinton Avenue and may have a tunnel under major intersections to maintain the quality of road, transit and pedestrian movement. Having seen the European streetcars, Mr. Floyd is convinced that there is no need to wait for new transit technology and that light rail IS the answer.

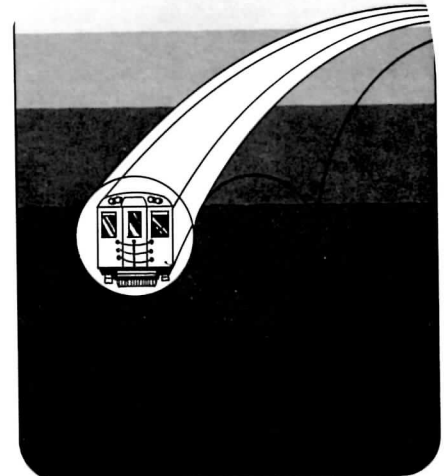
Alignment of the Spadina Rapid Transit Line



SPADINA SUBWAY PROGRESS

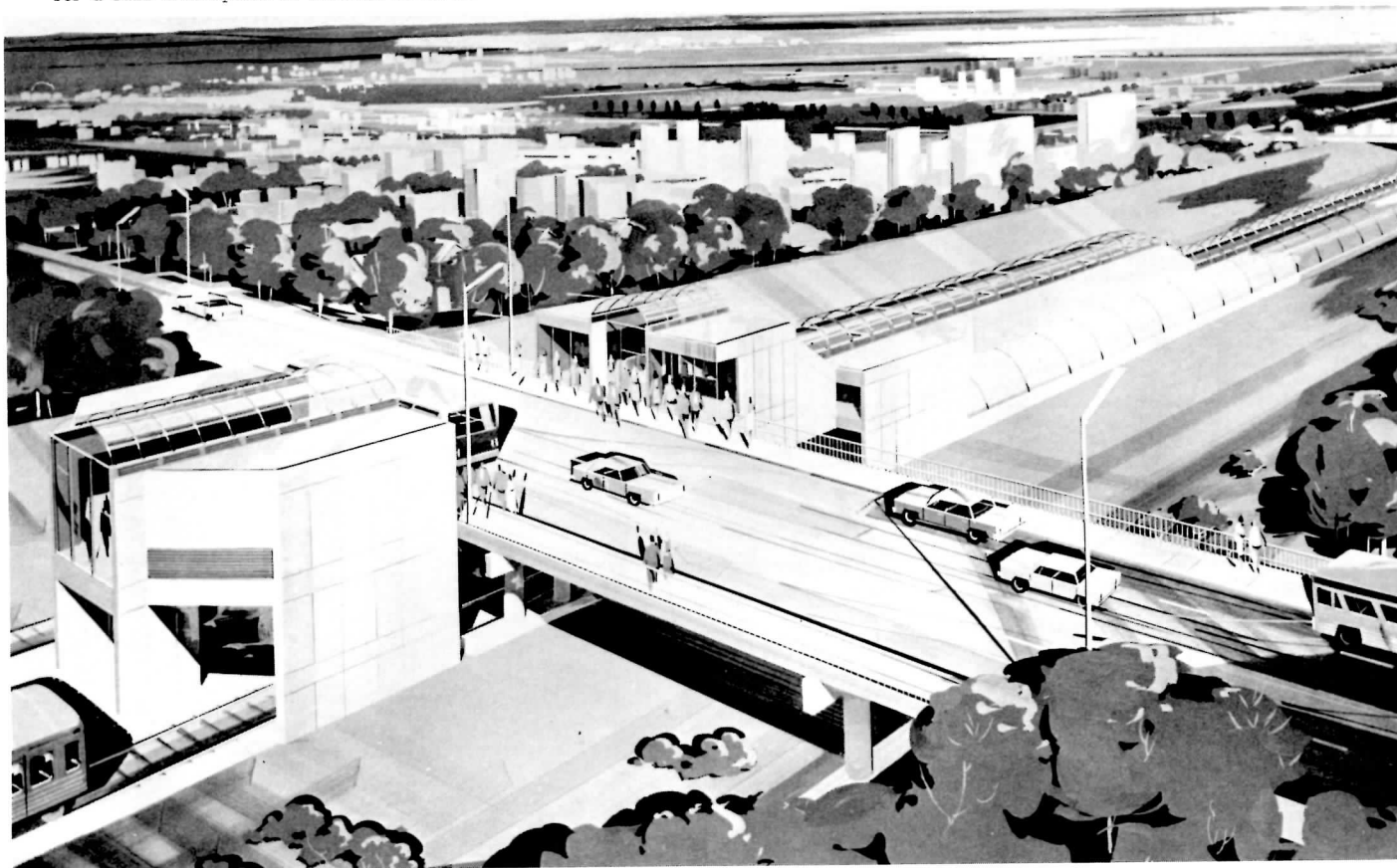
Contract A9-1, the construction of the Eglinton West station structure has been awarded to Folco Construction Company Ltd. for \$2.1 million. The construction of the Glencairn Station (see photos), contract A11-1, has been awarded to Mollenhauer Limited in the amount of \$3.6 million. Contract A13-1, the construction of and architectural finish for Lawrence West Station and associated structures was awarded to Janin Buildings and Civil Works Limited for \$4.1 million. The construction and architectural finish for Wilson Station, contract A17-1, was also awarded to Mollenhauer Limited for \$9.7 million. Contract A7-2, the building of approximately 589 lineal feet of cut-and-cover subway and station structure on the north of St. Clair Avenue West has been awarded to Montcalm Construction Inc. for the amount of \$9 million. In addition, 1360 net tons of 100 pound rail for subway construction have been ordered from the Algoma Steel Corporation Limited, for a total cost of \$890,777.

In general, the latest estimates indicate that costs for the Spadina Subway are up about 41 percent over the original forecast of four years ago. The final cost of the line should be about \$220 million, compared to the original \$155 million. A breakdown of these increases reflects a 37 percent increase for excavation costs, 59 percent for granular fill, 84 percent for reinforced steel, 138 percent for contact rails and 58 percent for labour costs. Other costs that have increased are those for the proposed new subway art. The TTC has already spent \$14,000 for producing a feasible study on the art in the subway; \$52,500 to oversee the selection of artists and works; and a final \$14,000 for counselling the purchase of the chosen works by the TTC. The entire art deal will cost the Commission about \$550,000. On account of the great cost, it has been decided to include the art in only six of the eight new stations on the line. The ones excluded will likely be Glencairn and Rane.





ABOVE and BELOW: These are artists' conceptions of the inside and outside of Glencairn Station. See July-August 1975 Newsletter (Toronto Transit Commission) for a full description of station features.

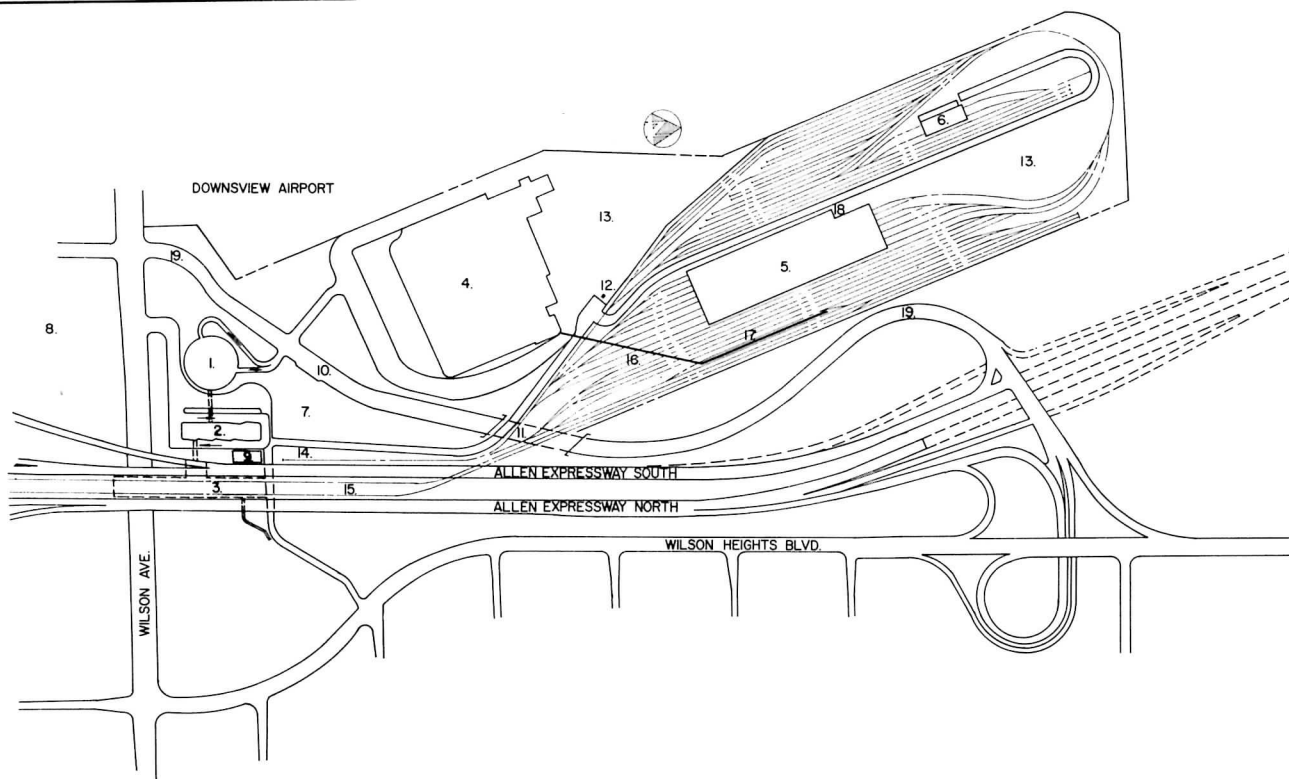


This aerial view looks over the TTC's new Wilson Subway Yards and Shops, and Wilson Bus Garage in a south-easterly direction. The photo was taken on 5 November 1975 and, as you can see, progress was quite advanced at the time. Wilson Bus Garage is scheduled to open on 14 March 1976, and the subway facilities will open together with the Spadina subway line in late 1977. The excavated areas in the yard are the locations of the shop buildings (see map at bottom of page). (T.T.C.)



LEGEND

1. KISS & RIDE
2. BUS TRANSFER
3. WILSON SUBWAY STATION
4. WILSON BUS GARAGE
5. WILSON CARHOUSE
6. PLANT BUILDING
7. FUTURE AUXILLARY BUS TRANSFER
8. FUTURE PUBLIC PARKING
9. WILSON SUBSTATION
10. TAXI STAND
11. UNDERPASS FOR NEW METRO ROAD
12. GATEHOUSE
13. EMPLOYEE PARKING & STORAGE AREA
14. TAILTRACK
15. CENTRE LINES OF MAINLINE TRACKS
16. OVERHEAD WALKWAY
17. HOSTLERS PLATFORM
18. WILSON CARHOUSE SUBSTATION
19. NEW METRO ROAD



RIGHT:

On 8 October 1975, Eglinton West Station looked like this. The view looks north with Eglinton Avenue at the bottom of the photo. The road on either side of the subway line is the William R. Allen Expressway, which has been stalled many times and paving has now been approved as far south as Eglinton Avenue as an arterial road. The ideal answer would be access from this road only to parking facilities at Eglinton West Station. (Toronto Transit Commission)



BELOW:

YES! This IS what the TTC's order of 134 new subway cars will look like. The "black window" look seems to be the "in thing" these days, and it has even penetrated the subway car designs. The doors between cars will be of the swing rather than slide type and windows will have a darker tint. The entire order, to be supplied by Hawker Siddeley Canada Ltd. is worth \$65,677,000. The cars will be air-conditioned and fully carpeted inside. Doorways will be wider and seats improved. Floor-mounted pedestals will be eliminated and replaced by door frames suspended from the interior wall of the cars. (T.T.C.)



SPADINA SUBWAY



TORONTO TRANSIT COMMISSION

PROBLEMS FOR TORONTO ZOO RIDE

The \$14 million Canadian animal domain ride at the Metro Toronto Zoo was suffering from mysterious stops in test runs during October and may not be ready for use until 1976. A communication problem has also arisen between Metro Zoo officials and Bendix Systems of Canada Ltd. which built the three-mile rubber tired ride into the Rouge Valley (see May-June 1975 NL; pp 30-31). Last August, after riding on the system, zoo directors wanted the ride operating during the fall season when trees in the valley are most colourful. It was felt that even without animals on display until next June, people would enjoy the ride. In spite of the plans, the ride remains under the control of Bendix organization until mid-December 1975, at which time they turn the ride over to the Metro Toronto Parks Department. So things are still unclear about when the ride will finally be open to the public, next spring or summer being as good a guess as any.



VANCOUVER BUYS GERMAN LRV

The British Columbia Bureau of Transit Services is purchasing the Düwag-Siemens demonstrator car bought by Hannover in 1969, one of the prototypes considered by Hannover in the modernisation of their fleet. Since Hannover turned down the design in favour of another, the car became surplus and was subsequently offered for sale. The car is to be shipped intact with an extra set of trucks via the Panama Canal leaving Europe near the end of January 1976. On arrival in Vancouver, the car will be painted by the Greater Vancouver Transit System in their *fastbus* colours (brown and orange) and prepared for display. The car will be put on static display in a number of Victoria and Vancouver locations for public viewing during the spring of 1976. During the summer (probably in June) it will be operated on the Central Park line of the former British Columbia Electric Railway. The line is presently a single-track industrial railway line which will be electrified and double tracked with welded rails, concrete ties and high-grade catenary to show the best state-of-the-art construction. The operating demonstration of the car is planned to coincide with the United Nations Conference.



SHORT TURN

One of Pittsburgh's 77-year old Homewood-Brushston carbarns was finally dismantled this September. The barn became surplus two years ago after the Port Authority Transit (PAT) opened its new Manchester headquarters and maintenance garage ... Mr. R. Michael Warren, 38, a former Ontario civil servant without any previous experience in transportation, has been appointed to the new \$55,000-a-year post of Chief General Manager of the TTC... The last air-electric PCC car on the TTC, number 4578 (ex-Cincinnati Street Railway), was cut up in the TTC's Hillcrest Yard during 3-7 July 1975. Car 4199 was the last air-electric PCC to operate in Toronto but was scrapped previously. Number 4578 had been chosen for sale to Tampico Mexico and was to be delivered as a result of legal problems and since the streetcar line in Tampico was permanently closed on 13 December 1974 in favor of a bus line ... A proposal to convert the Better Living Centre in Exhibition Park to a year-round trade show building also included a suggestion to build an underground streetcar right-of-way to the Better Living Centre and the enlarged Metro Sports Stadium ... TTC passengers will again have the opportunity to ride their transit system free of charge on New Year's Eve 1975 from 8:00 p.m. until 4:00 a.m. New Year's Day. The sponsor is again McGuinness Distillers and this year's cost is \$45,000.



This is a view of the Düwag Light Rail Vehicle purchased by the British Columbia Bureau of Transit Services for public demonstration in Victoria and Vancouver in 1976. This photo was taken in Hannover Germany, the former owner of the car, in service there in July of 1973. (photo by John F. Bromley)

PHILADELPHIA FIRE CRIPPLES STREETCAR SYSTEM, TTC SELLS CARS

A fire at the Southeastern Pennsylvania Transportation Authority (SEPTA)'s 110-year old Woodland Depot on 23 October destroyed one half of the carbarn and 54 streetcars. Forty cars were totally lost (15 percent of the serviceable fleet), mostly air-electric cars, and 14 more were heavily damaged. One route was immediately converted to bus operation and two more were converted shortly afterwards. Thirty-five cars were transferred from Luzerne Depot to Woodland after the fire. It is estimated that the operational fleet now consists of only 213 streetcars. As a result, SEPTA has approached the TTC to

purchase some cars, and the TTC has subsequently approved the sale of 30 PCC cars (ex-Kansas City and ex-Birmingham) to Philadelphia in as-is condition at a base price of \$12,500 per car. This is therefore a total cost of \$375,000. The TTC has an option to repurchase the 30 cars three years after the sale at a cost not exceeding \$6000 per car or \$180,000 for the lot. The sale is made possible by the discontinuance of Portland Oregon's option to purchase 15 TTC streetcars. It is therefore expected that all ex-Kansas City PCCs in Toronto will soon be out of service. If SEPTA decides to have the TTC regauge the cars before they are shipped, it is unlikely that they will be shipped before sometime in January 1976.

The inside of the Southeastern Pennsylvania Transportation Authority (SEPTA)'s Woodland Carbarn as it looked on 23 August 1972. The barn was of an all-wood construction and was the victim of a disastrous fire last 23 October. (Photo by Mike Roschlaw)





ABOVE and BELOW:
These views, taken on 24 November 1975, depict the new type of bus and car stops being introduced across the system in Toronto. The above view shows a car stop sign (metal) mounted on an existing light standard. The photo below shows a bus stop located where no previous poles were available. The stop is bolted to the concrete sidewalk and is manufactured out of aluminum. (T.T.C.)



CHICAGO PLACES ORDER WITH BOMBARDIER-MLW

In competition with similar American manufacturers, Bombardier-MLW of Montreal was awarded a \$27.2 million contract by the Chicago South Suburban Mass Transit to manufacture 36 self-propelled, bi-level (gallery type) electric commuter cars for use by the Illinois Central Gulf Railroad. The multinational General Electric Company, Pullman Incorporated and Hawker Siddeley Canada Limited also bid for the contract. However, the Quebec firm was chosen and 80 percent of the cost will be paid by the Urban Mass Transit Administration in Washington D. C.

BOMBARDIER-MLW A WORLD LEADER?

Bombardier-MLW of Montreal considers itself to have grown to become a world leader in transportation manufacturing in recent times. Bombardier Ltd. entered the field of manufacturing public transit vehicles in May of 1974 with a \$118 million contract to build 423 subway cars for the Montreal Metro. According to the group's president, Henry Valle, and vice-president, Charles Leblanc, MLW is the third most important manufacturer of railway locomotives in the world, preceded only by General Motors and General Electric. Moreover, MLW is the only Canadian manufacturer of diesel locomotive engines and is one of Canada's largest exporters, over 50 percent of its production being for the international market. Bombardier-MLW has assets of over \$200 million in the transportation field.

After a slump in the sales of snowmobiles, Bombardier, manufacturer of the famous Ski-Doo and Moto-Ski machines, decided to enter the big transportation business. Bombardier then collaborated with the French firm CMT Lorraine to get the Montreal subway contract. Bombardier's Valcourt plant was enlarged and the one at La Pocatiere completely modernized to permit the construction of the subway cars. But the company will also be able to handle the production of 85-foot long railway passenger cars, so Hawker Siddeley look out!

The subsequent acquisition of MLW-Worthington formed the base for the foundation of the new division of transportation marketing. The division is the link between what was MLW-Worthington and Bombardier and the new conglomerate. Although the two firms may as yet not be fully unified, about 60 people are presently employed in the marketing division. That doesn't include its representatives in China, Mexico, Peru, Greece, Sri Lanka (formerly Ceylon) and the Middle East. Bombardier-MLW hopes in the future to be able to export its diesel engines for use in ships and other forms of heavy transport, to expand their agreements with other countries who manufacture MLW locomotives under license (Australia, India and Spain) and to export more spare parts for various types of transport equipment.

MONTREAL TRANSIT REVENUE DOWN

In 1974, the officials of the MUCTC predicted the year's revenue at around \$80 million, however it turned out to be only \$73 million (TTC - \$84 million). For 1975 the revenue was estimated to be \$77 million but its now sure that it can't exceed \$72 million. This loss of revenue is largely attributable to the strikes which plagued the commission for 44 days in 1974 and 25 days in 1975. These 69 days without transit service have certainly been very expensive for the MUCTC and will be for the Montreal taxpayer. Hopefully, the situation will improve in 1976. It is estimated that the number of fares collected by the MUCTC in 1975 will be around 281 million (TTC - 355 million).

A gloomy future is forecast for the MUCTC, for its estimated deficit of \$98 million in 1975 (roughly double the TTC's) is expected to more than treble by the year 1980. Since the deficit is subsidized only by the City of Montreal itself, island taxpayers will be feeling the pinch as well. Predicted deficits for the MUCTC over the next five years are as follows:

1976 -	\$100 million
1977 -	\$147 million
1978 -	\$193 million
1979 -	\$236 million
1980 -	\$293 million

Le Métro de Montréal

MONTREAL TRANSIT FARES UP

Cash fares on Montreal city subway and bus lines rose from 35 cents to 50 cents on 12 October. This is now the highest fare in all of Canada. Revenues of the Montreal Urban Community Transit Commission (MUCTC) were upset by two strikes this year which halted public transit for a total of 25 days. The strikes have resulted in wage increases of at least 20 percent over two years for transit workers. In addition to the cash fare increase, books of 13 tickets now sell for \$5, or about 38.5 cents per ticket (tickets used to be 17 for \$5, or about 29.5 cents each). Fares for students and senior citizens remain unchanged at ten cents cash or 25 for \$2 for students (the same for children); senior citizens paying fifteen cents cash or eight tickets for \$1. The MUCTC is expected to lose 900,000 passengers in 1976 as a result of the fare increases. The projected loss of patronage would have been greater if not offset by increases in travellers expected during the 1976 Summer Olympic Games. As a comparison, single adult cash fares cost 40 cents in Toronto and Quebec City, 30 cents in Calgary, and 25 cents in Halifax, Hamilton, Winnipeg, Edmonton and Vancouver.

The Granville Waterfront Interchange



1 Lowest Level

- (a) Long-distance train platform
- (b) Commuter train platform
- (c) LRT platform
- (d) Access to ferry platform
- (e) Gastown-Stanley Park Mini-system (proposed waterfront-routed tourist attraction and pleasure ride)

2 Second Level

- (f) Fast Bus, Town & Country Bus, and Long-Distance Bus platforms (long distance bus service scheduled at off-peak hours)
- (g) Shuttle buses to major downtown destinations
- (h) Weather-protected link to block-long covered-over waiting area on Hastings Street for local city buses

3 Third Level

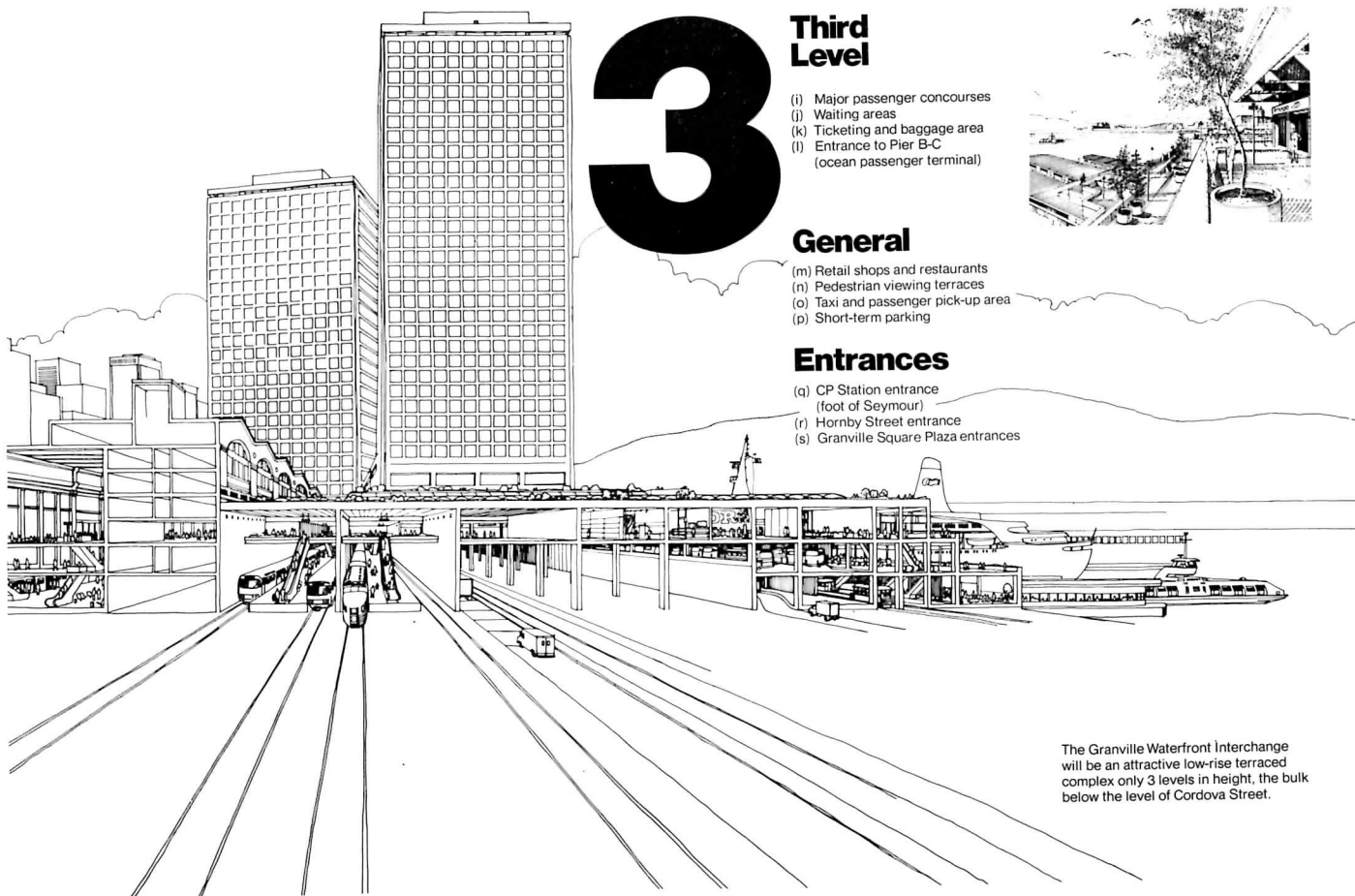
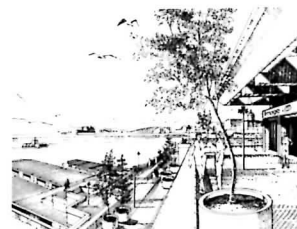
- (i) Major passenger concourses
- (j) Waiting areas
- (k) Ticketing and baggage area
- (l) Entrance to Pier B-C (ocean passenger terminal)

General

- (m) Retail shops and restaurants
- (n) Pedestrian viewing terraces
- (o) Taxi and passenger pick-up area
- (p) Short-term parking

Entrances

- (q) CP Station entrance (foot of Seymour)
- (r) Hornby Street entrance
- (s) Granville Square Plaza entrances



The Granville Waterfront Interchange will be an attractive low-rise terraced complex only 3 levels in height, the bulk below the level of Cordova Street.

Vancouver's New Transit Terminal

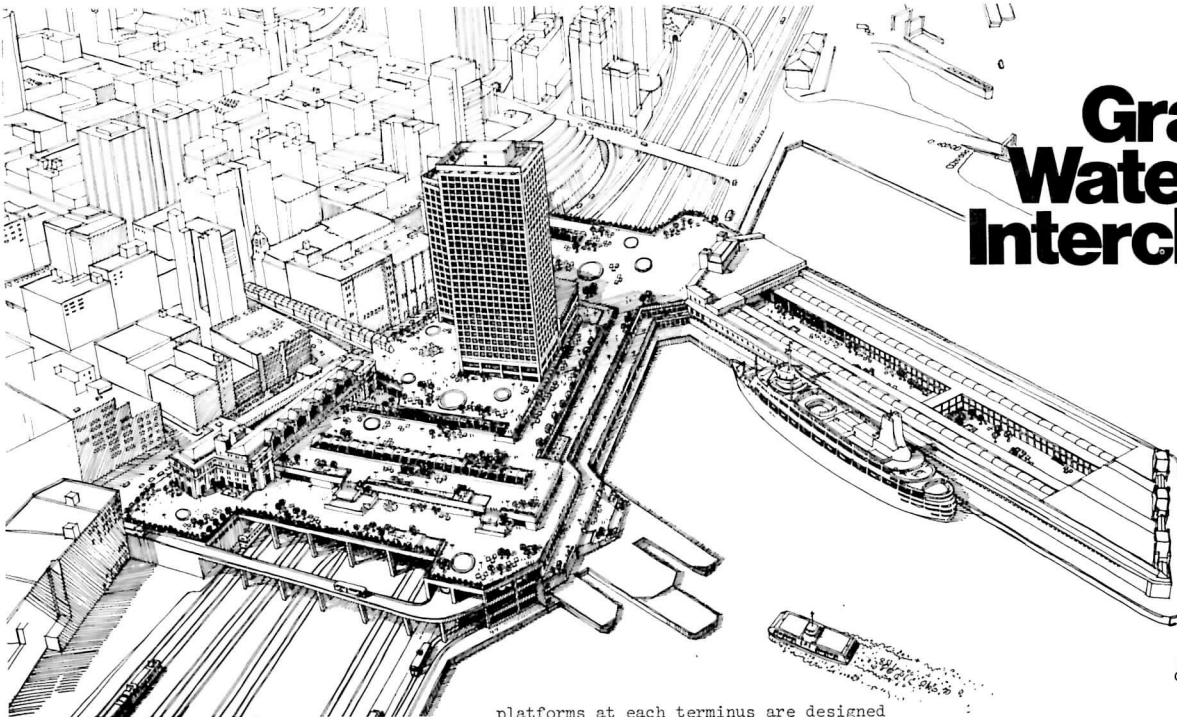
A new transportation terminal, similar to the now defunct "Metro Centre" in Toronto, has been proposed for the intersection of Granville and Hornby Streets in Vancouver. It would incorporate the present structure of the CP Rail station at this location.

Congestion in centralised areas, energy conservation, pollution, soaring gasoline and car repair costs, and maintaining livable communities are all familiar problems in Vancouver's present car-oriented society. The time has come to create an alternate method of transportation for this important west-coast city. One which will provide more advantages for more people, with the chief concern of getting

The Granville Waterfront Interchange



Bureau of Transit Services
Department of Municipal Affairs
Government of British Columbia



people from A to B as quickly, economically, conveniently and comfortably as possible. It is necessary and desirable to create a better balance between public and private transportation. A higher capacity fully-integrated method of carrying people is required. Simply, fewer vehicles carrying more people are needed, and, where possible, on alternate routes - vehicles like ferries, commuter trains and light rail transit, which don't travel on already congested roads. In fact, they have more direct routes than roadways, are faster en route, have fewer stops and starts, and are comfortable and reliable.

LIGHT RAIL TRANSIT - LRT

Although relatively uncommon in North America at present, LRT is an integral part of most public transportation systems in Europe, linking urban and suburban communities, and providing convenient, fast, comfortable and economical transportation for the majority of people. LRT has proven to be both serviceable and attractive - and ideally suited as a link between other forms of public transportation. Because LRVs are quiet, non-polluting and the most versatile of all urban transportation vehicles, they will become the backbone of the future development of public transit systems. LRVs operate at high efficiency on streets, pedestrian malls, elevated structures and in subways, easily adapting to each use.

THE BURRARD FERRY

The necessity for a third crossing to the North Shore has been solved by the Burrard Ferry, a strictly passenger vessel integrating public transit between North and West Vancouver and Vancouver City Centre. The ferries will go into operation in 1976. Each will have a capacity of 400 passengers, and will run continuously during the day on an eight-minute crossing from the Granville Waterfront Interchange to the foot of Lonsdale in North Vancouver. Ferry

platforms at each terminus are designed to speed the flow of passengers on and off the vessels, loading from one side and disembarking from the other - subway style.

COMMUTER TRAINS

To further accommodate business people who live in outlying areas and work in or around the centre of Vancouver, commuter trains will run during peak rush hour periods to communities such as Coquitlam and Port Coquitlam, and, at a later date, to other suburban areas.

TOWN & COUNTRY BUSES

Also linking outside communities to each other and to downtown are regularly scheduled Town & Country Buses that run at frequent intervals during the day and late into the evening. They provide fast, longer distance service with few stops en route between their destination points.

FAST BUSES

Suburban Fast Buses provide fast, direct service with a minimum of stops at major transfer points between destinations. For added convenience, they stop every block or two in the downtown area.

BUSES

Local buses make frequent stops for convenience in servicing residential and shopping areas throughout the Lower Mainland.

THE GRANVILLE WATERFRONT INTERCHANGE

At the core of our new integrated system for the Lower Mainland area, the Granville Waterfront Interchange will be situated at the foot of Hornby and Seymour Streets and the Granville Mall. Located at the commercial centre of the Greater Vancouver area, it will be the focal point for all connecting public transit vehicles.

Through it, thousands of people per day will be able to enter and leave the downtown area conveniently without clogging existing roadways, or necessitating the construction of new ones.

Assuming 1.5 travellers per private automobile (actual present figure), public transportation vehicles using the Granville Waterfront Interchange will be able to provide these equivalents during a two-hour commuter period:

One Bus = 100 cars (150 passengers)
One Two-Car LRV Train = 500 cars (750 passengers)
One Burrard Ferry = 1000 cars (1500 passengers)
One Commuter Train = 700 cars (1050 passengers)

The Granville Waterfront Interchange is a first major step in creating a successful, fully-integrated public transportation system that will attract users by its speed, frequency, comfort, options, price and conveniences. It will serve not only the central business district, but all points in the metropolis.

THE INTERCHANGE SYSTEM

There will be other major and minor interchanges as well, integrating services of local buses, direct express-style Fast Buses, inter-community Town & Country Buses, commuter trains and LRVs, linking centres throughout the Lower Mainland, Fraser Valley and Vancouver Island. Integrating a variety of transit services in central interchanges will provide alternatives and give passengers the chance to choose among them. In this way, it is aimed to provide the best possible system and service for everyone, and at the same time conserve energy and relieve the problems of congestion, pollution and frustration.

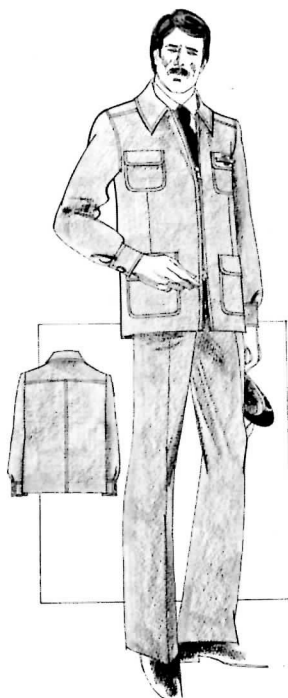
That's the direction public transit is taking. You've got to agree...it's the only way to go!

TTC Introduces its "New Look" Uniforms



ABOVE and BELOW:
Artists' sketches of the new womens' and mens' uniforms. They sport the safari look and caps have become optional. The inspectors' jacket will be closer to suit-style without a zipper in the jacket. (T.T.C.)

RIGHT:
A TTC employee models the new mens' uniform at the 9 December 1975 Commission Meeting. (Toronto Transit Commission)

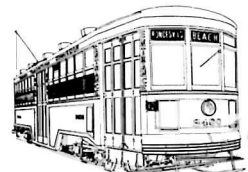


The Toronto Transit Commission has approved design sketches for a new uniform for all TTC operating employees. The proposed uniform is the first major change in thirty years and is the result of a study by representatives of various TTC departments and an independent design consultant who incorporated comments and suggestions from Amalgamated Transit Union Division 113 representatives and drivers and operators into the new design.

Eleven prototype uniforms have been manufactured and prior to adopting a complete changeover to the new style, these will be tested by drivers at operating locations to

determine comfort, durability, wear qualities etc.

The proposed men's uniform is dark tan with slightly flared trousers topped by a contemporary safari-style jacket. Shirts are beige and designed to be worn with or without the new, wider, colour-keyed ties. The new pant suit proposed for women drivers will be similar in design and colour but worn with a red turtleneck sweater. Colour and design changes are also planned for topcoats. Winter parkas will be bright red, a TTC crest attached to the left breast. Caps will be optional, with inspectors' caps sporting a wide red band below the crest.



TTC RIDE PROMOTION CAMPAIGN

An extensive advertising program to attract more riders was launched by the Marketing and Community Relations Department in mid-November. The campaign is aimed squarely at the habitual automobile user. For four consecutive weeks, large display advertisements appeared several times a week in the three Toronto daily newspapers. Exterior advertising signs on the side and rear of surface vehicles were also used to get the message to the

motorist. Simple, direct statements in the ads compare the mounting costs (and worries) of driving a car to that of using public transit. Case Associates, a Toronto advertising agency and creators of the recent "Exact Fare" campaign, had proposed this new promotional program and the firm was chosen to carry it out in quick time so that the first newspaper ads could appear on the day the gas price freeze ended in Ontario.

Such a ride promotion campaign was out of the question in past

years because of the chronic shortage of drivers and vehicles. In fact overcrowding had become such a problem in 1973 that a special campaign was undertaken to urge passengers to avoid using public transit in the peak hours (remember the "We're Overwhelmed" posters in subway cars). However, this situation was much improved by the fall of this year, and a recent fare increase and adoption of "Exact Fare" behind them, the TTC was anxious to increase patronage. After all, the Commission could now promise the service advertised.

DID YOU HEAR WHAT HAPPENED TO GAS PRICES TODAY?

If you drive a car in Toronto these days, you're spending a lot more than you have to, to get where you're going.

There's gas. Car insurance. Parking. Small repairs. Large repairs. Operating costs.

Not to mention the emotional costs of traffic jams, full parking lots, bad weather, accidents.

And most of it isn't necessary, because there's a dependable, convenient and economical alternative.

Your TTC.

You don't have to put gas in it, insure it, park it, repair it. You don't even have to drive it.

You just get on, drop in the Exact Fare, and relax.

It's really that simple.

USE YOUR TTC. IT MAKES A LOT OF SENSE.

Toronto Transit Commission.

IS THE COST OF GETTING THERE GETTING YOU?



DOWNTOWN BY CAR.

Fill'er up. (Around \$9.50 will keep you coming and going for about a week.)

Stop and mail your car insurance cheque for \$219.00.

Spend 10 minutes looking for a parking space. Deposit up to \$2.75.

Shop. Or work. Get back in the car and fight your way home again thinking about the fact that at an average operating cost of about 20¢ a mile, a 10-mile round trip can cost \$2.00.



DOWNTOWN BY TTC.

Stop for tokens. (A little under \$3.50 will get you there and back for about a week.) Get on a bus, subway or streetcar. And relax.

Shop. Or work. Get back on the TTC and relax again. Ten miles there and back, costs two Exact Fares, 67¢.

USE YOUR TTC. IT MAKES A LOT OF SENSE.

Toronto Transit Commission.

3130

IS YOUR CAR TAKING YOU FOR A RIDE?



USE YOUR TTC. IT MAKES A LOT OF SENSE.



The rear end of a bus sports one of the TTC's new advertisements. In this position, the motorists following the bus are constantly exposed to the striking green ad. (Toronto Transit Commission)

"TRILLIUM" RETURNS TO TORONTO

The former TTC paddle steamer, "Trillium", returned to Toronto harbour on 7 November, following her complete restoration and refitting programme undertaken at Port Colborne.

Trillium was the largest of the ferries to see service between the city docks and the Toronto Islands. The side-wheeler was last used in the 1955 summer season and was sold by the TTC to Metropolitan Toronto in 1957, who had planned to convert it to a garbage scow -- a fate that Trillium's sister ship, "Bluebell", suffered a year earlier. By a stroke of good fortune, the Metropolitan Toronto Parks Department (who took over ferry service from the TTC in 1961) had a change of plan, and Trillium remained intact, although neglected, in the filtration plant lagoon at Hanlan's Point in the islands.

Built in 1910 by the Polson Iron Works of Toronto, the P.S. "Trillium" was 150 feet in length with a 30-foot beam, and had a capacity of 1350 passengers. Her plans were almost identical to those of her sister ship, Bluebell, constructed in 1906. However, Trillium featured hinged paddles that permitted a feathering action as first contact was made with the water. This facilitated better performance as well as reducing the "splash".

The Toronto Ferry Company had been the principal owner and operator of public ferry boats on Toronto Bay from 1890 until 1927, when the company was bought out by the City of Toronto. Ferry services and the associated island amusements and concessions were then entrusted to the Toronto Transportation Commission. The TTC's Ferry Department was created for this purpose. In addition to the passenger business, a great deal of freight was carried between the city and the island community. The TTC inherited nine vessels from the Toronto Ferry Company, all steam propelled and ranging in size from the tiny 100-passenger "Luella" (built in 1880) to the huge 1350-passenger Trillium. Upon assuming ferry operations in 1927, the TTC almost immediately embarked on a programme to rationalise and modernise the fleet. The smaller and older boats were retired after only two or three seasons and the following new diesel ferries were constructed: M.S. "William Inglis" (1935); M.S. "Sam McBride" (1939); and M.S. "Thomas Rennie" (1951). By the early 1950s, the TTC's ferry fleet consisted of the three diesel vessels, the paddle steamers Bluebell and Trillium, and the S.S. "T.J. Clark", a freight boat built in 1911. In 1955, both paddle steamers were only on stand-by use and retirement was imminent. Bluebell was converted to a garbage scow in 1956 and Trillium's future remained uncertain. A look into the possibility of renovating Trillium was done that year but no decision was made.

While Trillium rotted at the Islands over the years, more studies were made in 1962 and 1963. It was then recommended that Trillium be cut for scrap, but again, no action was taken. At this time, the need for a new ferry was in question as the island ferry traffic had been declining for many years. However, the Metro Parks Department, which took over ferry operations from the TTC in 1961, had big plans for the islands through the 60s and 70s. Under Metro Parks auspices, the ferry service did begin to pick up by the late 1960s. Metropolitan Toronto had greatly expanded and promoted the park facilities on the island following gradual expropriation of most of the once dominant island residential community. The pros and cons of this venture could be debated at length, however the need for another ferry boat was quite evident by 1970.

In 1973, Toronto Historical Board member Mike Filey requested a feasibility study into the restoration of the Trillium. Metro Council agreed, and Gordon Champion Engineering was hired late that year to do the study. The work was very objective and the results very promising. The report found that not only was it possible to save Trillium, but her restoration and refitting could be done at 1/5 the cost of constructing a completely new ferry. At this time, Trillium was towed from the island to the foot of John Street to await her new fate. In April of 1974, Parks Commissioner "Tommy" Thompson requested that Gordon Champion draw up the final engineering plans after



Council approved the \$750,000 estimated for the restoration, plus an additional \$200,000 for associated dock work. Trillium was then towed to Whitby, where her superstructure was dismantled and hull inspected. She returned to the ship canal (Cherry Street) in Toronto in June of 1974 while tenders were called. Herb Fraser and Associates were subsequently awarded the job, and on 1 October 1974 the hull and skeleton of the paddle steamer were towed across Lake Ontario and through the Welland Canal to Ramey's Bend at Port Colborne. It would take thirteen months of work to finish the job.

Beautifully restored "Trillium" poses for her picture in Toronto Harbour on 7 November 1975. Note Harbour Castle Hotel, Harbour Square Apartments and CN Tower in background. (Ted Wickson)

Because of recent changes in the Canadian maritime laws, the use of wood in Trillium's superstructure had to be limited. Therefore, the structure is almost entirely fabricated out of aluminum. A new Spanner package boiler, fired with diesel fuel, was installed. Trillium has originally been coal fired but it was deemed more practical to handle diesel fuel rather than "Bunker C" (which must be heated in winter) or coal. Great efforts were made to give the paddle steamer its authentic 1910 appearance, including the lettering "Toronto Ferry Co." Copies of the original (albeit uncomfortable) benches were made and all the steel pillars were encased in teak and mahogany. The lasting impression any passenger will have after a trip on Trillium will be the open engine room and the view of the revolving flywheels and connecting rods and seeing the paddle wheels turning constantly (portholes have been provided for this purpose).

ABOVE LEFT:

At great expense, this aluminum casting of the beaver was made to adorn "Trillium"'s paddle housing. The decoration is mounted above the lettering "Trillium".

ABOVE:

Ken Parks (foreground) and Gordon Champion, chief engineer, oversee the first movement of the paddle wheels in the engine room at Port Colborne on 1 November 1975.

(Both photos - Ted Wickson)

Although work on the island dock facilities for Trillium has been postponed a year due to Metro's austerity budget in 1976, Trillium will still be busy next year in sightseeing and special charter excursions. In 1977, it is expected she will once again be handling thousands of passengers in the peak summer weekends that have been taxing the present diesel ferry fleet to its limit.



Canada's Railway Magazine

Rail and Transit

NOVEMBER — DECEMBER 1975

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