newsletter

C N DIESEL LOCOMOTIVE ROSTER

TORONTO---
RAPID TRANSIT
EXTENDED 4km.

UPPER CANADA RAILWAY SOCIETY

MARCH 1974 APRIL

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newsletter

Number 338/339

March/April 1974

Upper Canada Railway Society

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Contributions to the NEWSLETTER are solicited. No responsibility can be assumed for loss or non-return of material, although every care will be exercised when return is requested. Please address all contributions to the Managing Editor: J.T. Robbie, 89 Lake Cres. Toronto, Ontario M8V 1W2

All other Society business, including membership inquiries, should be mailed to the Society at P.O. Box 122, Terminal "A", Toronto, Ontario M5W 1A2. Members are asked to give the Society at least five weeks' notice of address changes.

READERS' EXCHANGE

CORRECTIONS TO PREVIOUS ISSUES:

November/December 1973:

Page	Engine	Location
153	all photos	Truro N.S.
155	CP 2224	Galt Ont.
156	CP 2456	Galt Ont.
159	CP 1018	Truro N.S.
161	CN 6065	Oshawa Ont.
162	CN 5078	Spadina Yard
"	CN 3438	Truro N.S.
164	CN 6185	Truro N.S.
"	CN 6216	Oshawa Ont.
165	CN 6249	Oshawa Ont.
167	CN 7465	Mimico Ont.
169	CN 705	Turcot Yard
170	CN 15816	Toronto Ont.
171	CN 5277	Toronto Ont.
173	CN 6254	Oshawa Ont.
174	CN 6152	Oshawa Ont.
175	CN 5702	Oshawa Ont.
"	GTW 8421	Stratford Ont.
176	all photos	Truro N.S.

January/February 1974:

CNR Internal Moves (pg. 14) - second line should read 9171 (formerly 9013).
QCM news - units were bought from the B&LE; 881, 882, 885 and 886 were purchased outright in June 1972 and were renumbered 91-94. Nos. 883 & 884 were leased in June 1972 and purchased in March 1973, renod. 95 & 96. Units were built April 1959 for DM&IR then to B&LE in 1964. (common link with these roads is U.S. Steel).
R&S news - bought only two ex Reading units: 485 and 492, renumbered 30 and 31.

COMING EVENTS

Regular meetings of the Society are held on the third Friday of each month (except July and August) at 589 Mount Pleasant Rd., Toronto Ontario, 8:00 p.m.

June 21: (Fri.) Regular Meeting. James Filby, author of "The Credit Valley Railway" will speak on the construction of this railway and will autograph copies of his book.

June 28: (Fri.) Hamilton Chapter Meeting, 8:00 p.m. in the CN James St. Station, James Street North.

July 19: (Fri.) UCRS 8mm movie and members' 35mm slide night. Members are encouraged to bring their own movies and/or slides.

Aug. 16: (Fri.) UCRS social night. Professional 16mm movies will be shown and refreshments served.

Sep. 6: (Fri.) Outdoor Meeting. To be announced.

Sep. 20: (Fri.) Regular Meeting. To be announced.

Sep. 27: (Fri.) Hamilton Chapter Meeting, 8:00 p.m. in the CN James St. Station, James Street North.

Sep. 28: (Sat.) UCRS/CNR steam excursion from Toronto to Lindsay and Haliburton and return. Toronto to Lindsay and back will be with CN engine #6060 while diesel locomotives will be used north of Lindsay. The trip leaves Toronto Union Station at 8:00 a.m. and fares are $19.95 for adults and $12.00 for children under 12 years of age.

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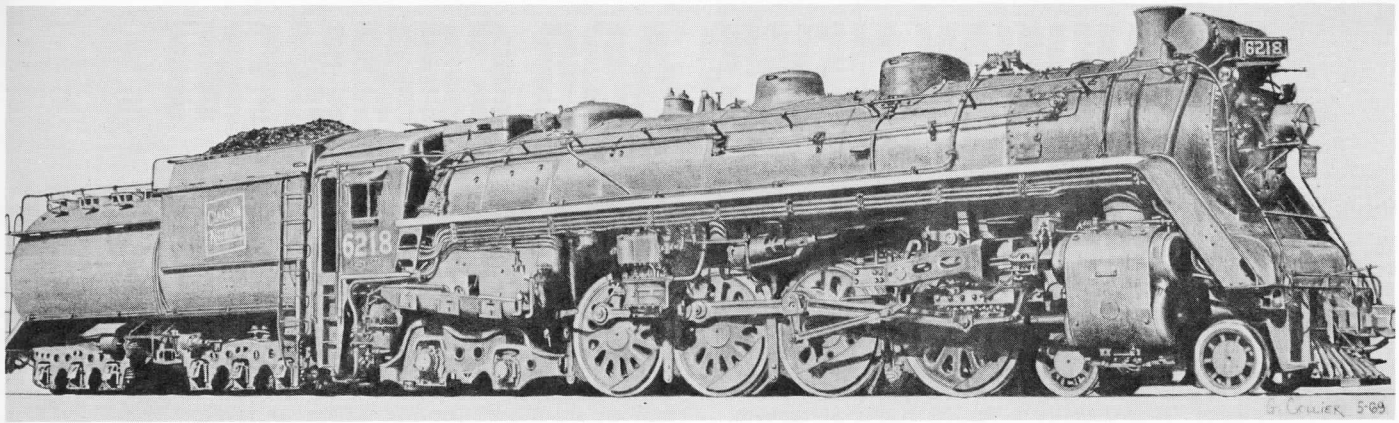
The Cover

TOP: Brand new CN M420 number 2536 sports its new safety and comfort cab design at CN's Toronto Yard.
(Robbin Rekiel)

BOTTOM: TTC's subway rail grinding train RT-14/RT-15 is hard at work grinding the rails of the new North Yonge Subway Extension prior to the opening. This shot was taken just south of Finch Station.
(Ted Wickson)



EDITOR'S DESK

TO ALL MEMBERS AND READERS OF THE NEWSLETTER:

At the annual year's end meeting of the Upper Canada Railway Society, I was elected to the responsible position of "Newsletter Co-Ordinator" on your behalf. This is a new title and enables one director of the Society to work closely with the newsletter staff and keep the directors and membership informed.

Your 1974 Board of Directors and their positions are:

A. H. Eyres ..... President
P. F. Oehm ..... Vice-President
A. Vigers ..... Recording Secretary
A. H. Eyres ..... Corresponding Secretary
A. Vigers ..... Treasurer
L. Baxter ..... Membership Secretary
P. F. Oehm ..... Excursion Director
G. Meek ..... Entertainment Committee Chairman
J. T. Robbie ..... Newsletter Co-Ordinator
B. Williamson ..... Publication Sales Chairman
C. Bridges ..... House Committee Chairman
M. Marchbank ..... Director-At-Large

With the completion of the September-October 1973 issue and, of course, this issue (March-April 1974), your staff is beginning to get into the routine of producing a newsletter. At this time we are still behind in the production of our newsletter and we have a backlog of very important information to print for you. We hope to have this problem solved by summer's end ... so bear with us.

HELP!
We are still in need of people to help our department heads. Do you have a soft spot for one particular phase of railroading - photography, traction, diesels, steam, stations, track plans, drawing, etc? If so, a contribution of your material or your time would be most appreciated. Articles or contributions should be sent to:

The Newsletter,
Upper Canada Railway Society,
Box 122, Terminal A,
Toronto, Ontario, M5W 1A2
Canada.

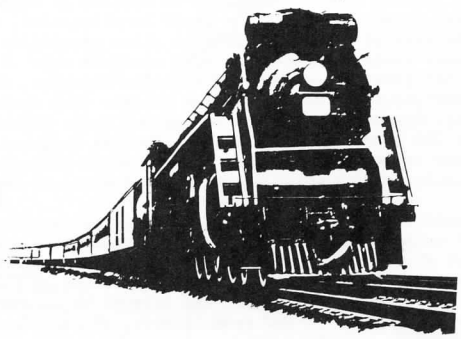
Sincerely,

J. T. Robbie.

On undertaking my new office, I faced the task of procuring a competent staff to ensure you a most interesting and informative newsletter. Like myself, some of the appointed department heads are new, and some are our old "stand-bys". The following is your 1974 newsletter staff:

J. T. Robbie ..... Newsletter Co-Ordinator (General and Managing Editor)
M. Roschlau ..... Production and Traction Editor
R. Kennedy ..... Motive Power and Rolling Stock
R. Rekiel ..... Photography
D. Smith ..... Short and Feature Articles
L. Eyres ..... Short and Feature Articles
J. Thompson ..... Short and Feature Articles
G. Meek ..... Distribution and All Round Handy Man

My predecessors Bryce Lee and Ted Wickson had prepared part of the September-October 1973 issue and, with that exception completed work up to and including the January-February 1974 issue. Unfortunately, their personal and business pressures forced them to resign from the editorial staff. We are, however, still very fortunate to have them with us as technical advisors and contributors.



RAILWAY NEWS AND COMMENT

by RAYMOND L. KENNEDY

R.T.C. HEARING ON GUELPH COMMUTER SERVICE

The Railway Transport Committee held a three session public hearing in Guelph on February 18 and 19, 1974, to review its Decision and Order issued September 30, 1973 (#R-9827) concerning passenger train services operated by Canadian National Railways between Guelph and Toronto as provided by trains #986 and #987.

The Chairman was David H. Jones Q.C. who was accompanied by several other members of the R.T.C. Also present were representatives of GO Transit, Canadian National Railways and the Ontario Government. The hearings were attended by the usual local government representatives including M.P.'s and a few citizens, all too few in number. Mr.Jones conducted a most pleasant and intelligent hearing, freely allowing all to express themselves and put forth suggestions and ideas in an atmosphere that was not unduly formal. These sessions greatly re-enforced a previous high regard held by your News Editor for Mr.Jones. All three sessions were attended by your News Editor (at his own personal expense, not the Society's), and was privileged to address the Committee making several suggestions and offering comments as a private citizen.

A number of interesting facts came out during the hearing including the fact of a five year maximum period existing for the review of Decisions and Orders by the R.T.C. It was stated the hearing was called because of the pending introduction of GO Transit passenger trains over a portion of the line concerned. The annual subsidy of 80% paid to C.N.R. was stated to be as follows: 1971 $340,412 certified loss (80%=$272,329); 1972 $356,486 certified loss (80%= $285,188); 1973 $394,420 (not yet certified by R.T.C.). All trains on the line are presently receiving subsidy monies. Therefore the R.T.C. is able to direct desired alterations and improvements. It should be noted the R.T.C. does not automatically approve the payment of what the railway submits as its losses. Examination of various R.T.C. Decisions reveals the Committee does indeed disallow certain amounts and reduces others, therefore it would appear they do maintain some control over the situation and do not just rubber stamp the railway's figures, thus guarding against unnecessary expenditure of public money.

Answering a direct question Chairman Jones stated it was imperative to understand the nature of GO service and the relation to C.N.R. and thus the R.T.C. GO trains are a contract service paid for by the Ontario Government, operated by C.N.R. who provides running rights over their tracks, train crews and other employees, using engines and coaches owned by GO Transit. The equipment and employees are subject to R.T.C. authority as to safety matters, crew qualifications (rules exams etc.), but the service itself is not under the jurisdiction of the R.T.C. (In other words Go can add or reduce trains or even eliminate the service entirely and the R.T.C. can do nothing about it!). Thus it seems the R.T.C. should ensure at least the present level of commuter service will always be available even in the rare event GO abandons its operations. This can either be done by ordering #986 & #987 to be continued or else clearly order the approval ofdiscontinuance only as long as GO service continues to operate and provide for the automatic resumption of the present service, thus retaining full control of the situation with no doubt as to outcome.

Proposed fares and schedules were presented, operating details outlined, and various counts of passengers entered as evidence. Station stop at West Toronto and Parkdale would be eliminated, while a new one will be created at Bloor Street to allow connection with the T.T.C. Subway system. Another new stop would be made at Bramalea to serve that growing community adjacent to Brampton, while no mention was made about the much requested Rexdale stop (between Malton and Weston). Commuter parking at Georgetown would provide for the parking of 300 autos. A late April startup was expected by GO. All of the above representing the new service and a comparison with the present C.N.R. service which it was assumed would be discontinued.

Coaches would remain overnight at Georgetown but engines (and A.P.C. units ?) would be coupled into one consist and run light to the Willowbrook shop and yard facilities of GO located in the old Mimico freight yards of C.N.R. in the Lakeshore West-end of Toronto. In answer to a question regarding what was felt to be needless and costly deadheading of engines to and from Toronto, it was stated a noise pollution problem was the primary reason behind this. Although no one identified this noise source it is assumed to be that of idling diesel units especially the high speed Auxiliary engines which were the major cause of complaint from residents adjacent to the yards. Later in the hearing it was pointed out by a citizen a simple solution would be the use of stand-by heaters such as those known as the Watchman Heater a self contained oil heater made by the Vapour Corp. (same company makes all those steam generators for passenger units), already being used on many diesels in smaller locations not having indoors shop facilities. They can be left un-attended outdoors and still keep the prime-mover from freezing even though shut-down. An electric type is also available and likewise presently in use by the railways. Environmentally the latter would be ideal as it would not waste oil nor wear out the diesel itself, instead it would be using surplus hydro-electric energy available in night hours.

It was suggested that one set of GO equipment could be continued on through to Guelph to replace service now provided by #986 and #987. The reply by Ontario was most emphatic that GO would not in fact " GO ", at least not beyond Georgetown. It was further stated a connecting bus service would be provided from Guelph to Georgetown only if a subsidy were to be forthcoming from the Federal Government . Little was actually known about this so-called proposed service, it was thought the Bus Terminal in downtown Guelph (near C.N.R. station) would be the starting point. It was not known where, if any place it would stop in Guelph or enroute, nor what parking might be available for commuters either free or otherwise, (there is almost no free parking handy). No proposed operator of this service was yet known, and it came out in questioning that no trial run had been made with a bus, so travel time and schedule existed only on paper. In actual fact this was less a proposal for service and more a vague idea that a bus might run down the highway somewhere, if an operator could be found and if a Federal Government subsidy were available. It was said the run would take 40 minutes and in addition there would be a 10 minute layover at Georgetown. This would be more than a 50% increase in travel time over that of the present train service, which would obviously tend to discourage rather than encourage its patronage. Train #986 is scheduled to cover the 19.4 miles from Guelph to Georgetown in 32 minutes.

Suggestions were also made to continue #986 and #987 as at present while at the same time condemning the slow schedule and requesting substitution of the present conventional train with R.D.C.'s. (Of- course the same effect can be realized by using a higher horsepower to weight ratio such as through the use of two units instead of one). Supposedly all passengers from Georgetown and East will be using GO Transit and only those from beyond would still use #986, thus it would require the use of only one or two coaches instead of the present six. It seems logical to substitute R.D.C. equipment under these conditions to reduce operating expenses.

It was pointed out as far as revenue is concerned the small quantity of passengers from beyond Georgetown actually pay a substantial percentage of the total revenues (about 15%) due to the much higher fare. Each Guelph fare equals four Georgetown or Brampton fares and five Weston fares, based on present C.N.R. tariffs.

Population of Guelph is about 61,000, Kitchener 112,000, Waterloo 37,000, (greater Kitchener/Waterloo area 265,000). Demand for the service is there and traffic offered beyond Georgetown will continue to be sufficient to warrant the use of one or two cars, especially should #986 & #987 be extended to Kitchener. Presently #658 handles many commuters, often consisting of three R.D.C.'s filled well beyond seating capacity and frequently run with conventional equipment The operation of these trains on a non-stop basis (or stop to de- train only) would provide an improved service and tend to attract even more patronage due to reduced travel time, and earlier arrival. It is desireable to provide for an earlier arrival in Toronto than the present 9.00 am, which is the normal starting time for many persons work, thus leaving them no time to walk from Union Station to their place of employment. Train #658 carries about 15-20 passengers from Stratford, about 30-35 from Kitchener (an increase from 15-20) and about 30-35 from Guelph on week-days. It is interesting to note the traffic survey presented as exhibits by C.N.R. and GO, no mention was made about the existance of train #658, yet another so-called Inter-city train, Westbound # 663 to London was shown! When slight modifications to the operation of #658 was suggested the C.N.R. was heard to protest it was an Inter-city train and that to mess around with the schedule would be to change the nature of the service. (Call it inter-city, inter-provincial, or inter- planetary; the fact still remains it is used by many daily commuters). By the same token train 663 is an Inter-city train yet C.N.R. admits to handling a large number of commuters on it. Sounds like more of the old " if you ignore it, it will go away" type of thinking, all toocommon and never very flattering to the professional expertise of railroad management.

Additional suggestions included one to limit payment of subsidy money to that portion of the service beyond GO area, the idea being to discourage duplication of services causing waste of public funds.

While a shuttle train could be operated only from Georgetown to Guelph/Kitchener and to Stratford, this would no doubt be an awkward arrangement. Rather it was the intention of this suggestion that the C.N.R. should use GO equipment on a through train basis, since the proposed operations of GO would require the use of three separate train sets there being insufficient time to allow for turn-around of the first train to assume schedule of last train, and thus use of the equipment by C.N.R. beyond Georgetown would not interfere with GO operations. Possibly this leasing could be done on a simple mileage equalization basis such as is done between C.N.R. and O.N.R. on the Toronto-North Bay-Cochrane-Kapuskasing service known as the Northland. In the past C.N.R. has also leased, one day at a time, GO engines which were laying idle on week-ends, for its own trains both passenger and freight on a regular basis quite frequently. It is also worth noting the equipment which C.N.R. claims lays over at night in Guelph is actually used on week-ends quite often for their Inter-city trains out of Toronto, the equipment being operated as Dead Head Equipment train to get it into Toronto. There is no reason to believe C.N.R. would not likewise seek to rent the GO coaches laying over at Georgetown and use it in a similar manner. In other words the inter-loaning of engines and coaches between railways is a common occurance and has been since anyone can remember.

There is a precedent for R.T.C. to order extension of #986 and #987 as it was so ordered in the case of C.N.R. Toronto to Markham commuter service which was extended to Stouffville. Conversely there is no precedent for providing a subsidy to the Provincial Government for operating deficits, although one was recently made in the form of a capital grant to acquire rolling stock for the proposed GO Transit commuter service to Richmond Hill.

During discussions it was pointed out that many times requests are made for "improved" commuter service, however such requests usually are restricted to proposals for more or faster trains, little thought being given to improving the on board amenities. With all of the modern improvements being offered by the new GO service, there is one service provided by "old 986 " that will not be provided by GO. A toilet! This is progress??? Comments were exchanged regarding the possible provision of morning breakfast (or coffee) service, with an evening tavern service. Reference was made to use of private leased cars by commuter clubs on New York City area commuter trains, providinga very exclusive and luxury parlour and tavern service for club members.

Unfortunately one very important aspect was not covered, that of fare structure. Clearly it is imperative the R.T.C. order the C.N.R. to adopt lower fares, more in line with GO Transit, and in keeping with the daily commuter theme rather than the occasional user. In order to attract more passengers fares must be at least partly comparable to private automobile costs, particularly when pooling is present. While the savings may not be much for one trip, they are very substantial for the regular daily use of five round-trips per week, or about twenty-two days per month.

COMPARISON OF FARE STRUCTURES

TO Toronto	C.N.R.	GO	10 ride	monthly
Guelph	2.95	(2.30	19.00	72.00)
Georgetown	1.75	1.55	12.80	26.00
Brampton	1.25	1.20	9.90	20.00

Twenty-two round-trips at 2.95 = 129.80, or 52.80 more than the 72.00 monthly rate, nearly double.

The opportunity was also seized to again push for resumption of service into the smaller communities where it had been completely abandoned in September 1970. Service for Goderich, Listowel, Southampton, Port Elgin, Fergus, Owen Sound, Palmerston etc.was all briefly mentioned. This involves branch lines as opposed to trunk lines and mostly inter-city passengers rather than daily commuters, and perhaps separate trains should be scheduled to best serve both. Don't be surprised too much if some branch service is ordered to be resumed, if not in this Decision then at a later date especially the

SERVICE COMPARSION

986	GO	GO	GO	658	
				7.21 am	Kitchener
6.25 am				7.44 am	Guelph
6.57 am	7.00 am	7.25 am	7.50 am	8.07 am	Georgetown
8.00 am	7.50 am	8.15 am	8.40 am	9.00 am	Toronto

663	GO	GO	987	GO	
4.20 pm	4.45 pm	5.10 pm	5.25 pm	5.35 pm	Toronto
5.10 pm	5.35 pm	6.00 pm	6.36 pm	6.25 pm	Georgetown
5.33 pm			7.10 pm		Guelph
5.55 pm					Kitchener

RUNNING TIMES

GO Transit: 50 minutes both directions.
CNR 986: 1 Hour 03 minutes; CNR 987: 1 hour 11 minutes.

Owen Sound-Orangeville-Toronto service via C.P.R. which carried a total of 35,000 passengers in 1964 when it was operating daily. It carried on 5,200 in 1968 when it operated every other day, the reduction from daily service clearly constituted deliberate distruction of a good service well patronized, a reduction of 85% revenue passengers. This was perhaps the only branch run so heavily patronized, mostly because it was fast and operated direct to Toronto.

Clearly now is the time to expand passenger train services, not to cut back more on an already less than adequate system. Need we even mention the crowded highway conditions on 401/427/QEW/Gardiner?

Decision was reserved by the R.T.C. and may or may not be given before GO Transit starts. One possible advantage of the latter would be to see clearly the two separte services in actual use. One fact Chairman Jones clarified with C.N.R. was the ability of tracks and signals to handle #986 and #987 in addition to the three GO trains, with a possible slight adjustment to times.

GO TRANSIT
FARE CHART

RETURN TICKETS – Double Single Fare
Children – 5 years of age and under 12 charged half fare.
Under 5 free.

	BLOOR Single / 10 Ride / Month	WESTON Single / 10 Ride / Month	MALTON Single / 10 Ride / Month	BRAMALEA Single / 10 Ride / Month	BRAMPTON Single / 10 Ride / Month	GEORGETOWN Single / 10 Ride / Month
TORONTO UNION	.70 / 6.00 / 23.00	.70 / 6.00 / 23.00	.90 / 7.50 / 29.00	1.10 / 9.00 / 34.00	1.20 / 9.90 / 38.00	1.55 / 12.80 / 49.00
BLOOR		.70 / 6.00 / 23.00	.90 / 7.50 / 29.00	1.10 / 9.00 / 34.00	1.20 / 9.90 / 38.00	1.55 / 12.80 / 49.00
WESTON			.70 / 6.00 / 23.00	.70 / 6.00 / 23.00	1.00 / 8.30 / 32.00	1.20 / 9.90 / 38.00
MALTON				.70 / 6.00 / 23.00	.70 / 6.00 / 23.00	.90 / 7.50 / 29.00
BRAMALEA					.70 / 6.00 / 23.00	.85 / 7.10 / 27.00
BRAMPTON						.70 / 6.00 / 23.00

MOTIVE POWER AND ROLLING STOCK

Compiled by RAYMOND L. KENNEDY

CANADIAN NATIONAL RAILWAYS

ASSIGNMENT OF UNITS: WESTERN LINES

SYMINGTON (WINNIPEG)

G8	(1)	854.
GMD1	(19)	1012, 1025, 1026, 1028-1031, 1042, 1046, 1047, 1052, 1056, 1069-1071, 1073-1076.
SW1200	(20)	1349, 1352, 1354-1358, 1361-1366, 1379. 1382, 1387-1390.
GMD1	(4)	1900-1903.
GP9	(46)	4121-4127, 4129-4133, 4278-4285, 4287-4312.
SD40	(50)	5076-5090, 5098-5110, 5200-5221.
GP38-2F	(31)	5560-5590.
FP9A	(15)	6501-6515.
F9B	(15)	6600-6607, 6609-6615.
F7A*	(6)	9150-9155. (* Re-manufactured)
SW9	(3)	7005 WH, 7006, 7007.
SW8	(13)	7153, 7157, 7160-7164, 7172, 7174 WH, 7175 WH, 7176, 7179, 7180.
SW900	(18)	7200, 7207, 7209, 7211, 7220, 7224, 7235, 7236, 7245, 7600-7604 MU-H-L, 7606-7608 MU-H-T.
NW2	(9)	7939-7942, 7944, 7945, 7956-7958.
Booster	(4)	300, 312-314.

CALDER (EDMONTON)

GMD1	(10)	1000-1005, 1018, 1024, 1058, 1059.
SW1200	(23)	1217-1221, 1338, 1339, 1341, 1343-1345, 1348, 1350, 1351, 1353, 1359, 1360, 1369-1371, 1376, 1380, 1381, 1391.
GP9	(84)	4147-4156, 4206-4240, 4314-4334, 4336-4353.
SD40	(103)	5000-5007, 5091-5097, 5111-5139, 5141-5199.
GP38-2F	(20)	5591-5610.
F3A	(1)	9002.
F7A	(5)	9046, 9056, 9088, 9098, 9120.
F7A*	(13)	9161-9173. (*Re-manufactured 1972/73)
F7B*	(7)	9193-9199.
SW8	(7)	7150-7152, 7155, 7156, 7158, 7159.
SW900	(13)	7201, 7203, 7219 SSC, 7221, 7240,7241, 7243, 7246, 7247, 7249-7252.
NW2	(4)	7936-7938, 7943.

PRINCE GEORGE

F7A*	(5)	9156-9160. (*Re-manufactured 1972)
F7B*	(3)	9190-9192.
SW900	(2)	7208, 7215.
NW2	(2)	7912, 7960.

PRINCE RUPERT

SW900	(3)	7204, 7222 SSC, 7242.

VANCOUVER

G12	(2)	991, 992.
SW1200	(22)	1271-1277, 1279, 1280, 1282, 1283, 1346, 1367, 1368, 1372-1375, 1383-1386.
GP9	(17)	4400-4404, 4415-4426.
GP7	(6)	4802, 4803, 4820, 4822-4824.
F3B	(1)	9004.
SW8	(1)	7154.
SW900	(6)	7206, 7210, 7217 SSC, 7218 SSC, 7223 SSC, 7248.

KAMLOOPS

SW9	(2)	7002, 7003.
SW900	(1)	7205.

SASKATOON

GMD1	(30)	1006-1011, 1013-1017, 1019-1023, 1027, 1032, 1033, 1040, 1041, 1043-1045, 1048-1051, 1053-1055, 1057.
GP9	(24)	4241-4248, 4262-4277.
SW9	(1)	7009.
SW8	(1)	7181.
SW900	(7)	7202, 7212, 7213, 7214, 7234, 7239, 7244.

NORTH REGINA

SW900	(3)	7216, 7233, 7237.

THE PAS

GMD1	(14)	1034, 1036-1039, 1060-1068.
SW1200	(2)	1342, 1347.
GP9	(24)	4108-4112, 4114, 4114, 4417-4120, 4249-4261.
SW9	(1)	7008.
SW900	(1)	7238.
NW2	(1)	7959.

NEEBING (THUNDER BAY)

SW1200	(2)	1377, 1378.
GMD1	(14)	1904-1917.
GP9	(14)	4405-4414, 4498-4501.
SW9	(1)	7004.
SW1200	(4)	7030, 7032, 7034, 7035.
SW8	(2)	7177, 7182.

CN

DULUTH WINNIPEG & PACIFIC RAILWAY

WEST VIRGINIA (MINNESOTA)

RS-11	(15)	3600-3614.
NW2	(1)	7902.

ASSIGNMENT OF UNITS: EASTERN LINES

MONCTON

RS-13	(26)	1700-1725.
M630	(44)	2000-2043.
M636	(30)	2300-2329.
RS-18	(134)	3615-3640, 3642-3671, 3673-3693, 3695-3699, 3830-3849, 3852, 3853, 3855, 3857-3859, 3861, 3862, 3864-3868, 3870-3873, 3875-3881, 3885, 3886, 3888, 3890-3893.
S4	(5)	8192 MU-H, 8193 MU-H, 8231, 8232, 8233.
S12	(7)	8237, 8240 SSC, 8241 SSC, 8242 SSC, 8243, 8244 WH, 8245.
S13	(4)	8604 MU-H-L, 8606 MU-H-L, 8612 MU-H-T, 8613 MU-H-T.

HALIFAX

SW1200	(11)	1327-1337.
RS-24	(3)	1800, 1801, 1803.
S4	(1)	8234.
S12	(4)	8235, 8236, 8238, 8239.

CHARLOTTETOWN

GE 70ton	(4)	30, 35, 40, 41.
RS-13	(9)	1726-1734.

SENNETERRE

GP9	(30)	4451-4480.

MONTREAL

SW1200	(38)	1259-1265, 1284-1314.
M636	(10)	2330-2339.
M420	(30)	2500-2529.
RS-18	(75)	3100-3129, 3700-3724, 3726-3745.
C-424	(39)	3200-3220, 3222-3237, 3239, 3240.
GP35	(2)	4000, 4001.
GP40	(14)	4002-4015.
GP9	(17)	4482-4497.
SD40	(19)	5222-5240.
GP38-2	(44)	5516-5559.
FP9A	(24)	6516, 6518-6521, 6523-6537, 6539-6542.
F9B	(22)	6616-6637.
FA2	(1)	6750.
FPA-4	(35)	6758-6765, 6767-6793.
FPB-4	(14)	6858-6871.
S4	(50)	8016, 8018, 8019, 8028, 8029, 8036-8038, 8041-8054, 8056-8062, 8063 MU, 8064, 8065-8069 MU, 8070, 8071, 8072 MU, 8073, 8074, 8075 MU, 8076, 8077-8079 MU, 8186-8189.
S13	(23)	8500-8511. 8600-8605 MU-H-T, 8614-8619 MU-H-L.
Booster	(5)	307-311.

NOTE: One unit required for Amherst, and only 8231, 8232. or 8233 may be used, due to height restrictions.

RESTRICTIONS

8028 leased to Shawinigan Falls Terminal.

8186 to be used at Joliette only.

8187, 8188, 8189 to be used at Cornwall only (two at a time).

8060-8079 to be used at Longue Pointe only.

All other yard units confined to Montreal Terminals only.

TORONTO

SW1200	(42)	1204-1214, 1227-1239, 1315-1326, 1392-1397.
GP9	(23)	4502-4524.
SD40	(67)	5008-5010, 5012-5075.
GP38-2	(16)	5500-5515.
SW9	(1)	7000.
SW1200	(3)	7026, 7028, 7031.
SW8	(7)	7165, 7166, 7167, 7169, 7170, 7173, 7178.
S4	(18)	8025 MU, 8030, 8031, 8055 MU, 8176-8185, 8190, 8191, 8194 MU-H, 8195 MU-H.
S13	(16)	8515 WH, 8519-8522 WH. 8607-8611 MU-H-T, 8620-8625 MU-H-L.
Booster	(6)	301-306.

RESTRICTIONS

8515, 8519-8522: Malport only.

7026, 7028, 7031: Leaside or Toronto Yard Express only.

1232, 1233, 1234, 1236, 8025, 8055, 8176-8183, 8194, 8195: Within Toronto Yard only.

Note: Only GM yard engines permitted at Oakville and Oshawa.

SPADINA

SW1200	(19)	1240-1258.
RS-18	(6)	3150-3155.
GP40	(2)	4016, 4017.
GP9	(8)	4100-4107.
SW9	(1)	7001.
SW1200	(2)	7027, 7029.
S4	(4)	8032, 8033, 8039, 8040.
S13	(6)	8512, 8513 WH,8514 WH, 8516-8518 WH.

SARNIA

SW1200	(2)	1215, 1216.
S4	(10)	8206-8215.

LONDON

SW1200	(3)	1266-1268.
S4	(7)	8224-8230.

WINDSOR

S4	(8)	8216-8223. (8219 WH).

STRATFORD

S4	(1)	8164.
S11	(1)	8497 WH.

HAMILTON

SW1200 (3) 7020, 7021, 7033.

SW8 (2) 7168, 7171.

S4 (9) 8165-8173.

FORT ERIE

GP9 (48) 4525-4530. 4532-4537, 4560, 4561, 4563, 4565-4569, 4571-4581. 4584-4590, 4592-4601.

SW1200 (4) 7022, 7023 WH, 7024 WH, 7025, All ICC.

S2 (1) 8114.

S4 (1) 8163.

S11 (5) 8455, 8459, 8473, 8484, 8496. All WH.

NORTH BAY

SW8 (1) 7183.

SUDBURY

SW1200 (5) 1504-1508.

LEASED UNITS

MONTREAL

GP9 (EMD) (30) Chesapeake & Ohio: 5922, 5973, 6004, 6026, 6027, 6033, 6035-6038, 6045, 6070, 6095, 6140, 6151, 6153, 6154, 6157, 6161, 6166, 6168, 6178, 6183, 6193, 6196, 6198, 6202, 6203, 6205, 6247. (all units must trail).

SPADINA

GP9 (EMD) (20) Grand Trunk Western: May lead. All in ICC service. All have 65 mph gearing except 83 mph underlined.

4427-4431, 4434, 4436-4438, 4440, 4441, 4900, 4909, 4910, 4913, 4916, 4918, 4921, 4922, 4932.

SYMINGTON

SD9 (EMD) (10) Duluth Missabe & Iron Range: May lead. All ICC. 115, 124, 132, 142, 144, 149, 150, 152, 157. 164.

CENTRAL VERMONT RAILWAY

ST.ALBANS (VERMONT)

SW1200 (3) 1509-1511

GP9 (20) 4442-4450, 4902-4906, 4923-4928.

ALCO S4 (2) 8080, 8081.

SYMBOLS

MU Multiple Unit equipped yard engine.

H Hump control equipped.

L Lead unit (when used in MU for hump).

T Trail unit (when used in MU for hump).

SSC Slow speed control.

WH Watchman Heater. (Stand-by heater when unit shutdown).

February 1, 1974

UNIT MODELS

		70ton	600 HP	SW
GE				
MLW		S2	1000 HP	SW
		S4	1000 HP	SW
		S11	660 HP	SW
		S12	1000 HP	SW
		S13	1000 HP	SW
		FA2	1600 HP	A unit
		FPA-4	1800 HP	A unit
		FPB-4	1800 HP	B unit
(ALCO)		RS-11	1800 HP	RS
		RSC-13	1000 HP	RS (A1A, & B-B)
		RS-18	1800 HP	RS
		RSC-24	1400 HP	RS (A1A)
		C-424	2400 HP	RS
		M630	3000 HP	RF (C-C)
		M636	3600 HP	RF (C-C)
		M420	2000 HP	RS
GMD		G8	875 HP	RS
		G12	1310 HP	RS
		GMD1	1200 HP	RS (A1A)
		GMD1	1200 HP	RS (B-B) 1900 series
		SW1200RS	1200 HP	RS
		GP9	1750 HP	RS
		GP38-2	2000 HP	RS
		GP30	2250 HP	RF
		GP35	2500 HP	RF
		GP40	3000 HP	RF
		SD40	3000 HP	RF
(EMD)		F3A	1500 HP	A unit
(EMD)		F3B	1500 HP	B unit
		F7A	1500 HP	A unit
		F7B	1500 HP	B unit
		FP9A	1750 HP	A unit
		F9B	1750 HP	B unit
GMD		SW8	800 HP	SW
		SW900	900 HP	SW
(EMD)		NW2	1000 HP	SW
		SW9	1200 HP	SW
		SW1200	1200 HP	SW

NOTE: Designation F, following model indicates Full width cab, (Safety designed crew comfort cab, CNR).

ASSIGNMENT OF UNITS

GE 70ton 30,35,40,41. Charlottetown.

G8 854. Symington

G12 991, 992. Vancouver

GMD1

1000-1005	Calder
1006-1011	Saskatoon
1012	Symington
1013-1017	Saskatoon
1018	Calder
1019-1023	Saskatoon
1024	Calder
1025 1026	Symington
1027	Saskatoon
1028-1031	Symington
1032 1033	Saskatoon
1034	The Pas
1036-1039	The Pas
1040 1041	Saskatoon
1042	Symington
1043-1045	Saskatoon
1046 1047	Symington
1048-1051	Saskatoon
1052	Symington
1053-1055	Saskatoon
1056	Symington
1057	Saskatoon
1058 1059	Calder
1060-1068	The Pas
1069-1071	Symington
1073-1076	Symington

	EASTERN LINES		WESTERN LINES	
SW1200RS	1204-1214	Toronto		
	1215 1216	Sarnia		
			1217-1221	Calder
	1227-1239	Toronto		
	1240-1258	Spadina		
	1259-1265	Montreal		
	1266-1268	London		
			1271-1277	Vancouver
			1279 1280	Vancouver
			1282 1283	Vancouver
	1284-1314	Montreal		
	1315-1326	Toronto		
	1327-1337	Halifax		
			1338 1339	Calder
			1341	Calder
			1342	The Pas
			1343-1345	Calder
			1346	Vancouver
			1347	The Pas
			1348	Calder
			1349	Symington
			1350 1351	Calder
			1352	Symington
			1353	Calder
			1354-1358	Symington
			1359 1360	Calder
			1361-1366	Symington
			1367 1368	Vancouver
			1369-1371	Calder
			1372-1375	Vancouver
			1376	Calder
			1377 1378	Neebing
			1379	Symington
			1380 1381	Calder
			1382	Symington
			1383-1386	Vancouver
			1387-1390	Symington
			1391	Calder
	1392-1397	Toronto		
	1504-1508	Sudbury		
	1509-1511	St. Albans		
RSC-13	1700-1725	Moncton		
	1726-1734	Charlottetown		
RS-24	1800 1801	Halifax		
	1803	Halifax		
GMD-1			1900-1903	Symington
			1904-1917	Neebing
M630	2000-2043	Moncton		
M636	2300-2329	Moncton		
	2330-2339	Montreal		
M420F	2500-2529	Montreal		
RS-18	3100-3129	Montreal		
	3150-3155	Spadina		
C424	3200-3220	Montreal		
	3222-3237	Montreal		
	3239 3240	Montreal		
RS-11			3600-3614	W.Virginia
RS-18	3615-3640	Moncton		
	3642-3671	Moncton		
	3673-3693	Moncton		
	3695-3699	Moncton		
	3700-3724	Montreal		
	3726-3745	Montreal		
	3830-3849	Moncton		
	3852 3853	Moncton		
	3855	Moncton		
	3857-3859	Moncton		
	3861 3862	Moncton		
	3864-3868	Moncton		
	3870-3873	Moncton		
	3875-3881	Moncton		
	3885 3886	Moncton		
	3888	Moncton		
	3890-3893	Moncton		
GP35	4000 4001	Montreal		
GP40	4002-4015	Montreal		
	4016 4017	Spadina		
GP9	4100-4107	Spadina		
	4108-4112	The Pas		
	4114 4115	The Pas		
	4117-4120	The Pas		
	4121-4127	Symington		
	4129-4133	Symington		
	4147-4156	Calder		
	4206-4240	Calder		
	4241-4248	Saskatoon		
	4249-4261	The Pas		
	4262-4277	Saskatoon		
	4278-4285	Symington		
	4287-4312	Symington		
	4314-4334	Calder		
	4336-4353	Calder		
	4400-4404	Vancouver		
	4405-4414	Neebing		
	4415-4426	Vancouver		
			4442-4450	St. Albans
			4451-4480	Senneterre
			4482-4497	Montreal
			4498-4501	Neebing
			4502-4524	Toronto
			4525-4530	Fort Erie
			4532-4537	Fort Erie
			4547-4551	St. Albans
			4558 4559	St. Albans
			4560 4561	Fort Erie
			4563	Fort Erie
			4565-4569	Fort Erie
			4571-4581	Fort Erie
			4584-4590	Fort Erie
			4592-4601	Fort Erie
GP7			4802 4803	Vancouver
			4818 4820	Vancouver
			4822-4824	Vancouver
GP9			4902-4906	St. Albans
			4923-4928	St. Albans
SD40			5000-5007	Calder
			5008-5010	Toronto
			5012-5075	Toronto
			5076-5090	Symington
			5091-5097	Calder
			5098-5110	Symington
			5111-5139	Calder
			5141-5199	Calder
			5200-5221	Symington
			5222-5240	Toronto
GP38-2			5500-5515	Toronto
			5516-5559	Montreal
GP38-2F			5560-5590	Symington
			5591-5610	Calder
FP9A			6501-6515	Symington
			6516	Montreal
			6518-6521	Montreal
			6523-6537	Montreal
			6539-6542	Montreal
F9B			6600-6607	Symington
			6609-6615	Symington
			6616-6637	Montreal
FA-2			6750	Montreal
FPA-4			6758-6765	Montreal
			6767-6793	Montreal
FPB-4			6858-6871	Montreal
F3A			9002	Calder
F3B			9004	Vancouver
F7A			9046	Calder
			9056	Calder
			9088	Calder
			9098	Calder
			9120	Calder
F7A (Re-manufactured)			9150-9155	Symington
			9156-9160	Pr. George
			9161-9173	Calder
F7B (Re-manufactured)			9190-9192	Pr.George
			9193-9199	Calder

NOTE: Leased units shown on other roster.

SW9	7000	Toronto
	7001	Spadina
	7002 7003	Kamloops
	7004	Neebing
	7005-7007	Symington
	7008	The Pas
	7009	Saskatoon
SW1200	7020 7021	Hamilton
	7022-7025	Fort Erie
	7026	Toronto
	7027	Spadina
	7028	Toronto
	7029	Spadina
	7030	Neebing
	7031	Toronto
	7032	Neebing
	7033	Hamilton
	7034 7035	Neebing
SW8	7150-7152	Calder
	7153	Symington
	7154	Vancouver
	7155 7156	Calder
	7157	Symington
	7158 7159	Calder
	7160-7164	Symington
	7165-7167	Toronto
	7168	Hamilton
	7169 7170	Toronto
	7171	Hamilton
	7172	Symington
	7173	Toronto
	7174-7176	Symington
	7177	Neebing
	7178	Toronto
	7179 7180	Symington
	7181	Saskatoon
	7182	Neebing
	7183	North Bay
SW900	7200	Symington
	7201	Calder
	7202	Saskatoon
	7203	Calder
	7204	Pr. Rupert
	7205	Kamloops
	7206	Vancouver
	7207	Symington
	7208	Pr. George
	7209	Symington
	7210	Vancouver
	7211	Symington
	7212-7214	Saskatoon
	7215	Pr. George
	7216	N. Regina
	7217 7218	VAncouver
	7219	Calder
	7220	Symington
	7221	Calder
	7222	Pr. Rupert
	7223	Vancouver
	7224	Symington
	7233	N.Regina
	7234	Saskatoon
	7235 7236	Symington
	7237	N. Regina
	7238	The Pas
	7239	Saskatoon
	7240 7241	Calder
	7242	Pr. Rupert
	7243	Calder
	7244	Saskatoon
	7245	Symington
	7246 7247	Calder
	7248	Vancouver
	7249-7252	Calder
	7600-7608	Symington
EMD NW2	7902	W.Virginia
	7912	Pr. George
	7936-7938	Calder
	7939-7942	Symington
	7943	Calder
	7944 7945	Symington
	7956-7958	Symington
	7959	The Pas
	7960	Pr. George
MLW S4	8016	Montreal
	8018 8019	Montreal
	8025	Toronto
	8028 8029	Montreal
	8030 8031	Toronto
	8032 8033	Spadina
	8036-8038	Montreal
	8039 8040	Spadina
	8041-8054	Montreal
	8055	Toronto
	8056-8079	Montreal
ALCO S4	8080 8081	St. Albans
ALCO S2	8114	Fort Erie
MLW S2	8127 8129	Spadina
	8135 8137	Spadina
	8138 8139	Spadina
MLW S4	8142	Spadina
	8153 8154	Spadina
	8163	Fort Erie
	8164	Stratford
	8165-8173	Hamilton
	8174 8175	Spadina
	8176-8185	Toronto
	8186-8189	Montreal
	8190 8191	Toronto
	8192 8193	Moncton
	8194 8195	Toronto
MLW S7	8206-8215	Sarnia
	8216-8223	Windsor
	8224-8230	London
	8231-8233	Moncton
	8234	Halifax
MLW S12	8235 8326	Halifax
	8237	Moncton
	8238 8239	Halifax
	8240-8245	Moncton
MLW S11	8455 8459	Fort Erie
	8473 8484	Fort Erie
	8496	Fort Erie
	8497	Stratford
MLW S13	8500-8511	Montreal
	8512-8514	Spadina
	8515	Toronto
	8516-8518	Spadina
	8519-8522	Toronto
	8600-8603	Montreal
	8604	Moncton
	8605	Montreal
	8606	Moncton
	8607-8611	Toronto
	8612 8613	Moncton
	8614-8619	Montreal
	8620-8625	Toronto

SUMMARY OF YARD ENGINES EQUIPPED WITH HUMP AND M.U. CONTROLS

ALL UNITS SHOWN HAVE M.U.

H Hump Controls
L Lead unit
T Trail unit

SW900	7600	H L	Symington
	7601	H L	Symington
	7602	H L	Symington
	7603	H L	Symington
	7604	H L	Symington
	7605	H T	Symington
	7606	H T	Symington
	7607	H T	Symington
	7608	H T	Symington
S4	8025		Toronto
	8063		Montreal
	8065		Montreal
	8066		Montreal
	8067		Montreal
	8068		Montreal
	8069		Montreal
	8072		Montreal
	8075		Montreal
	8077		Montreal
	8078		Montreal
	8079		Montreal
	8192	H	Moncton
	8193	H	Moncton
	8194	H	Toronto
	8195	H	Toronto

S13	8600	H T	Montreal
	8601	H T	Montreal
	8602	H T	Montreal
	8603	H T	Montreal
	8604	H L	Moncton
	8605	H T	Montreal
	8606	H L	Moncton
	8607	H T	Toronto
	8608	H T	Toronto
	8609	H T	Toronto
	8610	H T	Toronto
	8611	H T	Toronto
	8612	H T	Moncton
	8613	H T	Moncton
	8614	H L	Montreal
	8615	H L	Montreal
	8616	H L	Montreal
	8617	H L	Montreal
	8618	H L	Montreal
	8619	H L	Montreal
	8620	H L	Toronto
	8621	H L	Toronto
	8622	H L	Toronto
	8623	H L	Toronto
	8624	H L	Toronto
	8625	H L	Toronto
Booster	300		Symington
	301		Toronto
	302		Toronto
	303		Toronto
	304		Toronto
	305		Toronto
	306		Toronto
	307		Montreal
	308		Montreal
	309		Montteal
	310		Montreal
	311		Montreal
	312		Symington
	313		Symington
	314		Symington

SUMMARY OF YARD ENGINES EQUIPPED WITH WATCHMAN HEATER

SW9	7005	Symington
SW1200	7023 7024	Fort Erie
SW8	7174 7175	Symington
S4	8219	Windsor
S12	8244	Moncton
S11	8455 8459	Fort Erie
	8473 8484	Fort Erie
	8496	Fort Erie
	8497	Stratford
S13	8513 8514	Spadina
	8515	Toronto
	8516-8518	Spadina
	8519-8522	Toronto

SUMMARY OF YARD ENGINES EQUIPPED WITH SLOW SPEED CONTROL

SW900	7217 7218	Vancouver
	7219	Calder
	7222	Prince Rupert
	7223	Vancouver
S12	8240-8242	Moncton

NOTICE: Additional details of local assignment of power wanted. Engines shown as maintained at a given shop will often be actually working at out-of-town locations only coming to the maintenance point when required. If you have any details, please check them and then write NEWSLETTER. Comments in general on power usage also welcome, for instance what are those few lonely GP7's doing? And how about that sole F3 unit? Where are "covered wagons" in service and just what do the fellows at CN use those RSC-24 (1800-1803) units for? How about the RSC-13 units (1700) and GE 70tonners down East, and the little G8, 854, and those ex "Late & Poor Service" G12's 991, 992? Let's hear from you and perhaps send us along a few photos, if we use them we will even put your name with it,and if we don't use them they will be filed for future issues etc. This is your NEWSLETTER and your Society, participate!

NOTE: The changes shown here are for record purposes only. The Assignment of power as shown in this issue is now accurate and current to the date issued. Future issues of NEWSLETTER will contain information which will enable you to keep the assignment sheets constantly up to date. Look for the title UP-DATE.... for this information.

CANADIAN NATIONAL RAILWAYS

LEASED OUT		Effective	Returned
8028	Shawinigan Falls Terminal	Nov. 17/71	
1294	Donahue Bros., Claremont Quebec	Jan. 16/74	
4016	GO Transit	Oct. 29/73	
4017	GO Transit	Oct. 29/73	
4154	N.A.R.	Oct. 29/73	Jan. 18/74
4155	N.A.R.	June 25/73	
4156	N.A.R.	May 30/73	
7222	Canadian Cellulose	Jan. 21/74	Jan. 31/74

ON LEASE

GTW	4432	Great Lakes Region		Jan. 23/74
GTW	4441	Great Lakes Region	Jan. 25/74	
GTW	4900	Great Lakes Region	Feb. 2/74	
GTW	4909	Great Lakes Region	Feb. 2/74	
GTW	4913	Great Lakes Region	Feb. 2/74	
GTW	4916	Great Lakes Region	Feb. 2/74	
C&O	6030	St.Lawrence Region		Jan. 17/74
C&O	6048	St.Lawrence Region		Jan. 25/74
C&O	6050	Mountain Region		Dec. 13/73
C&O	6054	St.LAwrence Region		Dec. 18/73
C&O	6060	St.Lawrence Region		Dec. 18/73
C&O	6077	St.Lawrence Region		Dec. 18/73
C&O	6150	St.Lawrence Region		Jan. 9/74
C&O	6170	Mountain Region		Dec. 13/73
C&O	6189	Mountain Region		Dec. 13/73
C&O	6208	St.Lawrence Region		Dec. 18/74

NOTE: Balance of 19 C&O units assigned Mountain Region transferred to St.Lawrence Region, Dec.14/73.

ASSIGNMENTS

New Units: GP38-2F (5561-5610)

Symington:	5564	Dec. 7/73
Calder:	5593	Dec. 7/73
	5597 5598	Dec. 8/73
	5603 5604	Dec.12/73
	5599 5606	Dec.18/73
	5605 5606 5608 5609	Dec.19/73
	5600 5601 5602 5610	Jan. 3/74
	5595 5596	Dec. 20/73

Re-manufactured units: F7

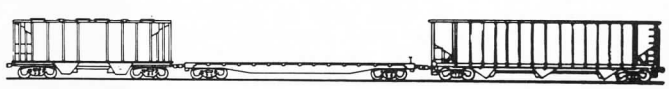
	9172 (ex 9072)	Dec. 1/73
	9198 (ex 9037) B unit	Dec. 15/73
	9173 (ex 9118)	Dec. 20/73
	9199 (ex 9041) B unit	Dec. 31/73

Transferred

4266 to 4277 (12 units)	Symington to Saskatoon	Dec. 6/73
4108 to 4112, 4114, 4115	Symington to The Pas	Dec. 6/73
4257 4258 4259	Symington to The Pas	Dec. 6/73
1903	Neebing to Symington	Dec. 10/73
6114 (RDC)	Great Lakes to Mountain	Dec. 5/73
1900 1902	Neebing to Symington	Jan. 4/74
8496	Stratford to Fort Erie	Jan. 8/74
8164	Toronto Yard to Stratford	Jan. 8/74
1349 1356 1357 1358	The Pas to Symington	Jan. 23/74
4117 to 4120	Symington to The Pas	Jan. 23/74
2319 to 2329	Montreal to Moncton	Jan. 19/74
1383 to 1386	Symington to Vancouver	Jan. 23/74
R.D.C.		
6113	Toronto to Calder	Jan. 6/74
6114	Calder to Toronto	Jan. 8/74
6356	Toronto to Calder	Jan. 13/74
6302	Calder to Toronto	Jan. 16/74

RETIRED

8122	Spadina	Dec. 5/73
9003	Calder	Dec. 19/73



CANADIAN NATIONAL RAILWAYS

NEW UNITS: 50 GP38-2F DD-GM order C-350 Serials A-2888 to A-2937.

Unit	Delivery Date	Unit	Delivery Date
5561	Oct. 26/73	5586	Nov. 15/73
5562	Nov. 15/73	5587	Nov. 28/73
5563	Nov. 30/73	5588	Nov. 21/73
5564	Dec. 7/73	5589	Nov. 16/73
5565	Nov. 22/73	5590	Nov. 21/73
5566	Nov. 15/73	5591	Nov. 30/73
5567	Oct. 24/73	5592	Nov. 30/73
5568	Oct. 24/73	5593	Dec. 7/73
5569	Oct. 29/73	5594	Nov. 28/73
5570	Oct. 29/73	5595	Dec. 20/73
5571	Oct. 31/73	5596	Dec. 20/73
5572	Oct. 31/73	5597	Dec. 8/73
5573	Oct. 26/73	5598	Dec. 8/73
5574	Oct. 31/73	5599	Dec. 18/73
5575	Oct. 31/73	5600	Jan. 3/74
5576	Nov. 9/73	5601	Jan. 3/74
5577	Nov. 9/73	5602	Jan. 3/74
5578	Nov. 9/73	5603	Dec. 12/73
5579	Nov. 15/73	5604	Dec. 12/73
5580	Nov. 16/73	5605	Dec. 18/73
5581	Nov. 22/73	5606	Dec. 18/73
5582	Nov. 30/73	5607	Dec. 19/73
5583	Nov. 9/73	5608	Dec. 19/73
5584	Nov. 23/73	5609	Dec. 19/73
5585	Nov. 23/73	5610	Jan. 3/74

The spreading of Franklin Yard at Moncton N.B. on December 7, 1972 is accomplished using spreader #50999 pushed by two RSC-13s, namely 1720 and 1713. (Wendell Lemon)

CANADIAN NATIONAL RAILWAYS

RE-CAP OF 1973 RETIREMENTS

Date retired	Unit	Mileage	H.P.	Make	Model	Built	Notes
Jan. 26/73	9052	2,310,000	1500	GMD	F7A	1951	9168
Jan. 26/73	8463	508,000	660	MLW	S11	1953	
Jan. 26/73	8113	904,000	1000	Alco	S2	1947	
Feb. 13/73	8456	421,000	660	MLW	S11	1952	
Feb. 28/73	8481	587,000	660	MLW	S11	1953	
Mar. 15/73	8156	761,000	1000	MLW	S4	1949	
Mar. 15/73	8024	540,000	1000	MLW	S4	1952	
Mar. 15/73	7965	942,000	1000	EMD	NW2	1947	
Mar. 29/73	8023	541,000	1000	MLW	S4	1952	
Mar. 29/73	8475	609,000	660	MLW	S11	1953	
May 16/73	8453	552,000	660	MLW	S11	1952	
May 30/73	9072	2,227,000	1500	GMD	F7A	1952	9172
June 5/73	8490	347,000	660	MLW	S11	1954	
June 20/73	9118	2,158,000	1500	GMD	F7A	1952	9173
Aug. 31/73	8152	841,000	1000	MLW	S4	1949	
Aug. 31/73	8022	578,000	1000	MLW	S4	1952	
Sept.28/73	8112	952,000	1000	Alco	S2	1947	
Sept.28/73	8021	583,000	1000	MLW	S4	1952	
Oct. 11/73	8493	402,000	660	MLW	S11	1954	
Oct. 11/73	8140	833,000	1000	MLW	S2	1949	
Oct. 11/73	8136	819,000	1000	MLW	S2	1949	
Oct. 11/73	8118	830,000	1000	Alco	S2	1947	
Oct. 5/73	8141	832,000	1000	MLW	S2	1949	sold
Oct. 19/73	8124	754,000	1000	MLW	S2	1949	
Nov. 23/73	9082	2,310,000	1500	GMD	F7A	1952	
Nov. 23/73	8150	836,000	1000	MLW	S4	1949	
Nov. 5/73	3900	816,000	1600	Alco	RS-3	1954	
Nov. 5/73	7964	974,000	1000	EMD	NW2	1947	
Nov. 2/73	8117	847,000	1000	Alco	S2	1947	
Dec. 5/73	8122	771,000	1000	MLW	S2	1949	
Dec. 19/73	9003	2,772,000	1500	EMD	F3A	1948	
Grand Trunk Corp.							
May 3/73	4929	1,165,000	1750	EMD	GP9	1957	wreck (1)
Mar.23 /73	8119	839,000	1000	Alco	S2	1947	wreck(2)
July 25/73	8105	972,000	1000	Alco	S2	1944	

Note: 4929 originally owned by CN and assigned to CV, sold 1972.
8119 originally owned by CN and assigned to GTW,sold 1972.
8105 originally owned by GTW.

Wreck: Oct:2/72 head-on with B&M 1125, Belchertown Massachusetts.
(2) Mar.23/73, hit tank car during switching & burnt.

Sold: 8141 sold to Vancouver Wharves Ltd.

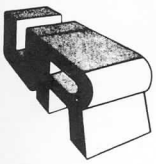
STEAM GENERATOR UNITS

15447	built 1958	retired May 23/73
15611	built 1948	retired Nov 23/73

THANK YOU ..... for information provided and assistance goes to: Ray F. Corley, Pierre Patenaude, D. Smith of United Railway Supply, and others. (Editor).

Brand new CN 5574 sits alongside a consist of three M420s. Note differences of bell mount, edges of cabs, size of windows, arrangement of class lights and placement of the MU receptacle. This comparison is on November 2, 1973 at CN's Toronto Yard. (Robbin Rekiel)

Grand Trunk Western's "International Limited" (train 14) is seen passing eastbound through Oakville Ont. at 8:20 a.m. on April 21, 1957, hauled by GTW 4915 and 4916. These passenger equipped GP9s carry their air reservoirs on the roof, a handy identification feature due to steam generator water tanks taking up precious under-body space.
(John D. Thompson Collection)



UNITED RAILWAY SUPPLY CO.

(Official Report)

Chihuahua Pacifico Railway (Mexico)

FM 1600 HP H-16-44 RS units rebuilt Nov. 72-Mar.74.

511, 513, 516, 517, 520, 522, 523, 525, 602.

NOTE: N & W 116 cannibalized for 511, engine and main generator. Frame and body scrapped. Jan.73.

All locomotives were completely stripped down, engines built up with new parts as required, traction motors, generators and all auxiliary units basically overhauled, re-wound where necessary. Compressor completely re-conditioned, wheels re-newed where required, wiring, switches, contacts etc. dressed up or re-newed. Body work scaled down to bare metal, primed and re-painted to purchasers colours. Air brake system re-conditioned, units load tested and inspected to the satisfaction of purchasers inspectors.

MINI-ROSTER CH-P FM units (38)

501-525	1600 HP RS	H-16-44	
526-531 ex EL (DL&W)	1600 HP RS	H-16-44	
532 533 ex PC (NYC)	1600 HP RS	H-16-44	
600-604	1600 HP RS	H-16-44	(604 last FM 3/63)
534 535 ex EL (DL&W)	2400 HP RS	H-24-66	(Trainmaster)

Retired: 501, 508, 527, 529, 535.

ROSTER RS-3 UNITS

QNSL	102	#76110	7/51	Cannibalized for parts for 103.	
QNSL	103	#76111	7/51	Romaine River Rly. 7	May 7/73
DH	4120	#80522	8/53	Romaine River Rly. 8	May 7/73
DH	4097	#80187	9/52	Comox Logging & Rly.4097	May 10/73
DH	4129	#80531	8/53	Roberval & Saguenay 28	Sept. 6/73
DH	4117	#80317	9/52	Roberval & Saguenay 29	Oct. 11/73
RDG	485	#79943	6/52	Roberval & Saguenay 30	Dec. 5/73
RDG	492	#80110	7/52	Roberval & Saguenay 31	Jan. 4/74
RDG	488	#80106	6/52	United Railway Supply 15	Jan. 11/74
RDG	468	#79874	5/52	United Railway Supply 16	Jan. 30/74
RDG	493	#80111	7/52	United Railway Supply 17	Feb. 15/74

NOTES: Romaine River Railway operated by Quebec Iron & Titanium Corp., Havre St. Pierre, Quebec.
Comox Logging & Railway operated by Crown Zellerbach, Ladysmith (Vancouver Island) B.C.

URS 15, 16, 17 are leased to CP Rail.

REFERENCES & PHOTOS
CHP 511 May 73 P.86. 513 Trains Oct.73 P.15,600 (new 12/60) Trains Mar.71 P.8. 511 X2200South Mar.73 P.7. 520 X2200S Nov.72 P.6.
521 Motive Power International, Fall 73 P.17 also P.22 has Roster and feature article on CHP.
RDG 468, 485, 488, 492, 493, Jan/Feb 74 P.20.
URS 15, X2200S Nov.73 P.6.
QNSL 91, X2200S Oct.71 P.6
4097 X2200S July 72 p.18 also CDN Rail (CRHA) Nov.72 p.351.
R&S 29 X2200S Sept.73 p.28.

Roberval & Saguenay's latest addition to its rapidly expanding little fleet is this ALCO RS-3 (ex Reading #492) is seen at CN Montreal Yard on January 5, 1974, fresh from a re-conditioning at United Railway Supply one day earlier. (Pierre Patenaude)

The new full-width cab of CNR GP-38-2F # 5604 is topped up with white flags as it and SD-40 #5061 rounds a curve with train 251 bound for Hamilton near Bayview Jct. The date is Feb. 28, 1974. (Robbin Rekiel)

The same curve with a different train. Here it's CNR train 149 rounding the curve headed by MLW units 6783 and 6627.

Rows of freight cars parallel rows of cross-arms and poles as SD40 5224 and C424 3231 haul CNR train B-397 at Dorval Que. on May 27, 1972. (Pierre Patenaude)

White flags flapping in the breeze precede CNR SD40s #5012 and 5015, in charge of train (freight) #307 through Lachine Quebec. The date is September 16, 1972. (Pierre Patenaude)

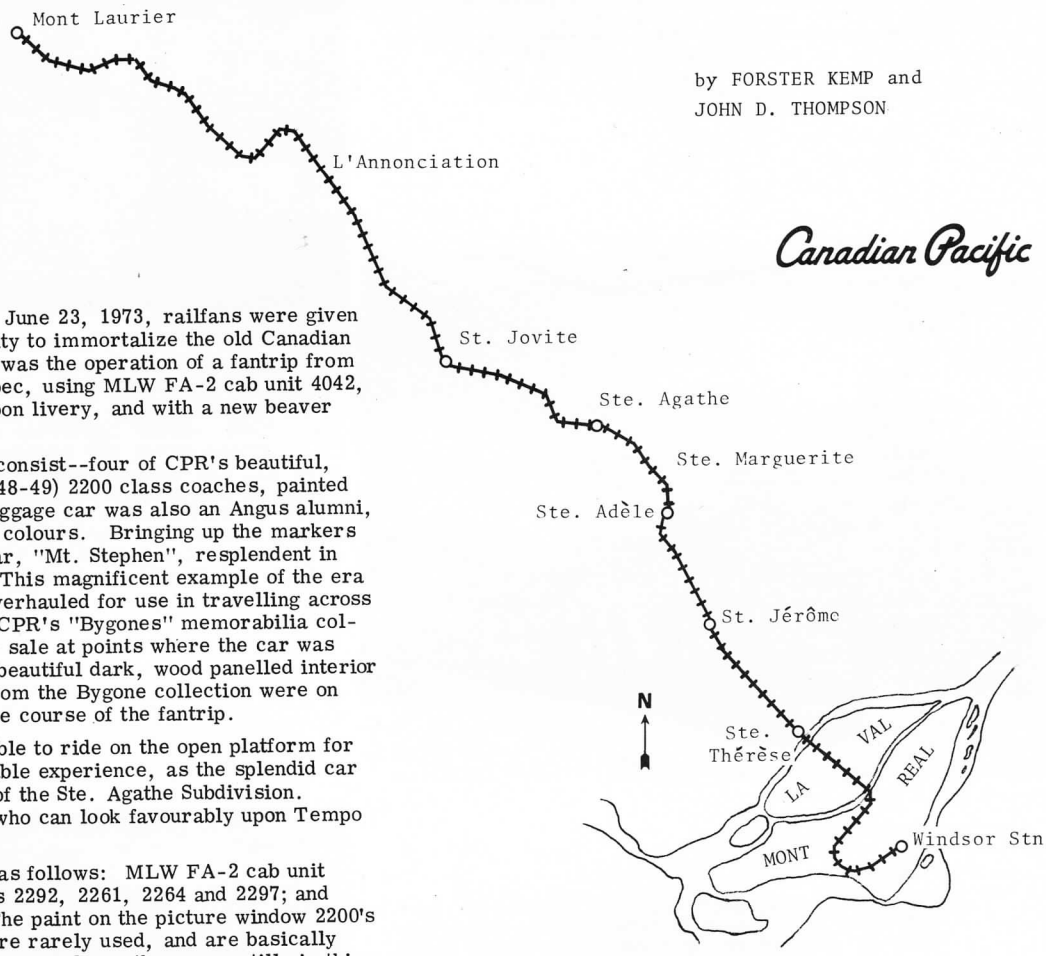
CNR-pioneered safety/comfort cab design, designated as full-width cab (GP38-2F) is clearly seen on new CN unit #5575 at Toronto Yard on Nov. 2, 1973. (Robbin Rekiel)

CNR #1, the Super Continental, makes its first stop on the long trans-Canada journey. A-B-B consist of F9 units is 6513, 6614 and 6606 at Dorval Quebec on March 5, 1972. Note the two semaphore blades visible towards the end of the train and the block signal to the left.
(Pierre Patenaude)

Snow covers the ground everywhere in this scene taken at Ballantyne P.Q. as brand new GP38-2 no. 5521 leads SD40 #5145 past a bare rock cut with freight B-397. Note that the train is in the process of changing tracks. (Pierre Patenaude)

This unique RSC-24 unit is one of only four such units ever built. These 1400 h.p. units were built by MLW using 1500 h.p. prime-mover from FP-2 units upgraded to FP-4s with new 1800 h.p. engines. Here is CNR 1803 sitting in the dipatch track at Moncton N.B. on Oct. 19, 1973. (Wendell Lemon)

Montréal - Mont Laurier



by FORSTER KEMP and
JOHN D. THOMPSON

For one brief day, Saturday, June 23, 1973, railfans were given what was likely a final opportunity to immortalize the old Canadian Pacific Railway. The occasion was the operation of a fantrip from Montreal to Mont Laurier, Quebec, using MLW FA-2 cab unit 4042, still wearing its handsome maroon livery, and with a new beaver crest on its nose.

Best of all, though, was the consist--four of CPR's beautiful, company-built (Angus Shops, 1948-49) 2200 class coaches, painted in the original maroon. The baggage car was also an Angus alumni, and it too still wore its original colours. Bringing up the markers was the heavyweight business car, "Mt. Stephen", resplendent in fresh maroon and black paint. This magnificent example of the era of 'Standard Railroading' was overhauled for use in travelling across Canada, displaying items from CPR's "Bygones" memorabilia collection. These were offered for sale at points where the car was stopped. The "Mt. Stephen's" beautiful dark, wood panelled interior was unchanged. Small items from the Bygone collection were on sale in the dining area during the course of the fantrip.

We were fortunate in being able to ride on the open platform for awhile, and it was an unforgettable experience, as the splendid car glided smoothly around curves of the Ste. Agathe Subdivision. After riding in such a classic, who can look favourably upon Tempo or Turbo trains?

The consist of the train was as follows: MLW FA-2 cab unit 4042; baggage car 2600; coaches 2292, 2261, 2264 and 2297; and business car "Mt. Stephen". The paint on the picture window 2200's was rather faded, as the cars are rarely used, and are basically being kept awaiting a buyer. Nevertheless, they were still, in this writer's opinion, a splendid sight, the most beautiful cars anywhere. It would have been nicer, of course, if the motive power had borne the number 2850, 2858, or 2860, but unfortunately CPR has never seen fit to overhaul one of the three extant Royal Hudsons in Canada for excursion service. (Editor's note: Thanks to the Province of British Columbia, 2860 is being overhauled for excursion service throughout that province to commence sometime in the summer of 1974.)

The weather was quite reasonable--sunny with intervals of cloud. Luckily, the sun put in an appearance during most of the photo opportunities.

The extra was scheduled to depart Windsor Station at 8:00 a.m., but, as seems to be traditional with fantrips, was a few minutes late in doing so. Windsor Station itself these days is a pale shadow of its former self. Many of the trains which the massive stone edifice served are gone with the wind--trains which bore such fabled names as "Dominion", "Laurentian" and "Frontenac". The few remaining trains no longer pull up at the bumper posts with the illuminated train signs beside them, a mere 50 feet or so from the glass partitioned concourse. Instead, the platforms have been lengthened a full train length, and the tracks in the trainshed torn up. The cause of this inconvenience to passengers is construction of an expressway adjacent to the station itself.

Sadly missed by discriminating persons is the Alouette Dining Room in the station, which was unfortunately abolished for office space three years ago. Anyone who ever had the pleasure of dining in this beautiful, quiet room, with its wood panelling, high ceiling, plush carpet, all the hallmarks of a classic 1920's atmosphere, is not likely to forget it.

Canadian Pacific steamer #1270 is seen billowing smoke near Ste. Marguerite Quebec on October 16, 1960. (James A. Brown)

The Alouette Room featured excellent food and service in the traditional manner, and it was held in the same level of affection as the railway's maroon and grey steam locomotives and white passenger liners--part of the unique romance of the CPR, precious little of which remains.

Windsor Station itself is slated for redevelopment within the next few years, to be replaced by some indistinguished concrete and glass slab. Sic transit gloria!

Be that as it may, we were determined to enjoy ourselves on the excursion, and put such gloomy thoughts out of mind. The "Alco" on the front end growled into life, and soon we were racing up the grade towards Westmount Station, 2 miles westward, beside Glen Yard.

This large facility, The Glen, contains a roundhouse, car shop, commissary, and coach yard. But today most of the roundhouse is demolished and the weed grown tracks are filled with stored passenger cars, many of which will never again see service.

The next passenger stop, two and a half miles westward, is Montreal West Station, in the community of that same name. Just west of here the line splits in three directions--south to La Salle and the Chaudiere Bridge across the St. Lawrence River to Adirondack Jct. and Farnham (route of the "Atlantic Ltd.")--westward to Vaudreuil (route of the "Canadian")--and northward to Park Ave. Station, the line we took.

At 8:30 Park Ave. Station was reached, a large structure more in keeping with a small city than a suburban facility. The next stop was St. Martin Jct., where the Quebec City line splits with the North Shore Line to Ottawa.

Our train followed this route for 7 miles to Ste. Therese, mile 25.6, where it swung onto the Ste. Agathe Subdivision for the journey to Mount Laurier. Prior to this we had been travelling over what had originally been the Quebec, Montreal, Ottawa and Occidental Railway, which was constructed between these first three points between 1876 and 1878.

This undertaking had been initiated by the Quebec government, but the portion from Montreal to Aylmer, Quebec (just across from Ottawa) was sold to the fledgling CPR in 1882, following a scandal in the provincial government. The Quebec line became the North Shore Railway, associated with the Grand Trunk Railway. The GTR began building a connection to St. Vincent de Paul, but never completed it. The North Shore Railway was sold to the CPR in 1883.

After this development, companies began to be organized to build branch lines to connect off-line towns to the main stem. The Northern Colonization Railway was begun in 1886 and opened from Ste. Therese to St. Jerome, some 13 miles, in 1889. The Laurentian Railway, a 15 mile branch from Ste. Lin Jct. to Ste. Lin, was also opened in 1889. The CPR leased both these lines and began extending northward, reaching Mont Rolland about 1890, Ste. Agathe circa 1892, Nominique in 1908 and Mont Laurier about 1911.

BELOW: At L'Annonciation Quebec, the excursion train winds its way through the countryside. (W.R. Linley)

ABOVE: A local resident waves to the engineer of a CPR passenger train near Nomininque Quebec in 1939. (Photo courtesy CPR)

Most of the freight traffic has consisted of general merchandise northward, logs and lumber southward with occasional, short-lived mines opening. A large gravel pit was operated for many years at Ste. Marguerite, supplying much ballast for CPR lines in the area. The paper mill at Mont Rolland was a regular shipper for many years, but today most of its product travels by truck. The greight traffic north of St. Jerome is now extremely light.

Passenger traffic on the line for most of its existence was handled by 3 trains a day, which ran from Place Viger Station in Montreal. During the early 1930's the morning train from Montreal to Labelle was changed to operate from Windsor Station, returning in the evening. The early evening train to Mont Laurier and the evening train to Labelle, mile 80.2, continued to run out of Place Viger until it closed in 1951. This late evening train to Labelle was the last passenger train to depart from historic Place Viger Station.

The portion of the Subdivision to St. Jerome, mile 13.3, was the scene of experiments with early gas-mechanical cars. The first RDC in revenue service in Canada operated on the line for 3 weeks in March, 1953. For this demonstration, an entirely new schedule was set up, with a time of 4 hours, 15 minutes for the 163-mile run. The train left Montreal in the morning and returned in the evening. Budd Company RDC-1 demonstrator 2960 was used, and became quite popular until it met the inevitable fate of Budd cars by colliding with a flatbed trailer in the yards when arriving at Mont Laurier. The car did not suffer severe damage, and was repaired, eventually being sold to the CNR in the 1960's.

Undeterred by the mishap, the CPR ordered several of the cars, and assigned one of them to Montreal-Mont Laurier service in the fall of 1953, on a $4\frac{1}{2}$ hour schedule. The other trains remained in service, but the evening Labelle train was replaced by an RDC service to Ste. Agathe, mile 43.8. After the opening of the Montreal-Laurentian Autoroute in 1959, passenger traffic fell off drastically, and the service was reduced to one RDC train a day, with a few

weekend runs. These weekend runs had disappeared by the mid-1960's. The final reduction was to a tri-weekly service: Monday, Wednesday, Friday evenings northbound; Tuesday and Thursday mornings, and Sunday evening southbound. Today, this is usually handled by an RDC-2 or 3, although no checked baggage is handled.

An interesting aspect of passenger service on the line was the development of ski traffic and the gradual decline of this business to almost nothing, after the opening of the Autoroute. Development of resort areas for skiing began about 1927, and long cross-country trails were marked out. Passenger traffic adctually increased on the line, especially at weekends, while other lines experienced sharp declines during the Depression of the 1930's.

Extra trains were added, special fares were offered (weekend returns at "fare and a quarter" and one day returns at the one-way fare). The 1939 timetable showed 12 trains leaving various points on the line on Sunday for Montreal; one of these was an all-parlour car train from Labelle, consisting of the four wooden 36-seat parlour cars which the company then owned. Trains departed from Mont Laurier, Labelle, Ste. Agathe, Val Morin, Ste. Marguerite, and Piedmont, and ran to both Place Viger and Windsor Stations. Most of the skiers went to places between Shawbridge and Ste. Agathe, although the wealthier ones headed for St. Jovite and Lac Mercier, now Mont Tremblant. Cross-country skiers would go to one of the upper stations such as Val Morin or Ste. Marguerite and follow one of the trails down to a lower station such as Mont Rolland, Shawbridge, or Piedmont, to entrain for the ride home.

The ski traffic built up again after World War II, but not quite to the same levels as during the thirties. Only two of the parlour cars reappeared, and were phased out in the mid-fifties. The popularity of downhill skiing instead of cross-country touring resulted in the building of ski tows and lifts, and the use of automobiles for transport. The opening of the Autoroute in 1959, and its subsequent extensions, resulted in the almost complete loss of the ski passenger traffic. Whether the present energy crisis and greater interest in cross-country skiing and hiking will bring back the passenger traffic remains to be seen. However, a more convenient service would have to be provided.

Motive power in the early days of the line was probably the 4-4-0, although, because of the stiff grades north of St. Jerome, this type would have soon been supplanted by ten-wheelers or consolidations. By the early 1940's, all passenger trains were hauled by Class G-2 Pacifics, which were frequently doubleheaded. Freight power was usually Class P-1 Mikados, and these engines also hauled ski trains on weekends. By the early Fifties, Class G-3 Pacifics and H-1 Hudsons were operating as far as Labelle.

A special train consisting of a Royal Hudson, a baggage car, and seven 2200 class coaches made a trip to Ste. Agathe for publicity purposes, and colour photographes were used for several years afterward. A Canadian Railroad Historical Association excursion to Labelle in October 1957 was supposed to powered by a Hudson, but at the last moment G-3 Pacific 2467 was substituted. When a sufficient number of G-5 Pacifics became available, these sturdy engines became the regular passenger power on the line. Among those in regular service until the Diesel arrived were 1218, 1253, 1255, 1262, 1263, and 1271, although 1218 was scrapped after overturning on a curve near Montreal in 1953.

The diesel made an early appearance on the Ste. Agathe Subdivision, in the form of Alco RS-2 demonstrator 1501, which was used on the Montreal-Labelle passenger train in 1948 for a time. The last steam locomotive to operate over the line was, ironically, of the same type which first traversed the line 70 years earlier--4-4-0 No. 29. The occasion was a fantrip operated by the C.R.H.A. from Montreal to Ste. Agathe, to commemorate the 75th anniversary, in November 1960, of the driving of the last spike on the CPR transcontinental railway at Craigallechie, B.C.

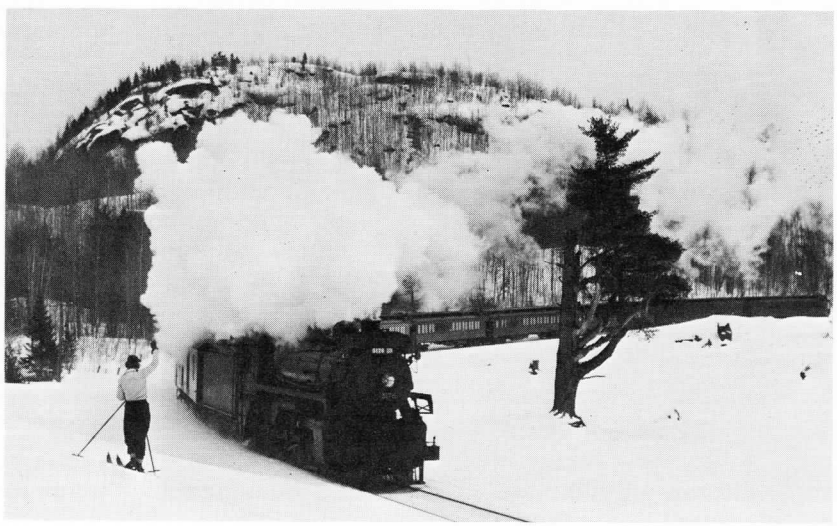
One feature which characterized the line was its long-time retention of completely wooden passenger trains. This was in part made necessary by the combination of long trains and steep grades; however, modern steel coaches did gradually replace the old wooden cars after 1953. But the change came too late to stave off the inevitable decline of passenger travel that came with new roads and faster car and bus travel. For today's railfan, it is still a highly interesting and scenic line, and well worth taking the trouble to ride, and stay overnight in Mont Laurier. If you ride the train in early summer, you can see it in daylight in both directions.

After swinging onto the Ste. Agathe Sub at a junction just west of Ste. Therese station, still within the built-up area of metropolitan Montreal, our special climbed a twisting grade to ascend onto a plateau at St. Lin Jct., where a short spur still remains of the old St. Lin branch. The line then runs arrow-straight across the plain to St. Jerome. About 2 miles south of St. Jerome there was a crossing and connection with a CNR line from Hawkesberry to Joliette, opened by the Great Northern Railway of Canada in 1901.

It passed to the Canadian Northern Quebec Railway in 1909, and to the Canadian National after World War I. The line to Joliette was abandoned in 1945, but a spur to the CPR connection was retained until about 1961. This location was generally known as "Montfort Jct.", and CN passenger trains operated over the CP from Place Viger station to reach Huberdeau. This interesting state of affairs came to an end around 1925, after a new line from Grenmont to Papineau provided a direct link to CN terminals in Montreal. The CP line begins its curving ascent of the Laurentian Shield right in the City of St. Jerome, even before reaching the large, greystone station, which is also now used as a bus terminal. Leaving the city, the railway curves through a long underpass beneath the Autoroute and Hwy. 11, to come along the shore of the North River. This waterway is followed in a winding valley to Mont Rolland. The abandoned roadbed of the CNR line to Huberdeau and Lac Remi can be seen across the valley.

North of Piedmont, the site of the former terminal of the Montfort and Gatineau Railway can be observed. This 3' 6" gauge line was opened in 1891 from the original Montfort Jct. to Sixteen Island Lake. It was later standard gauged, extended to Huberdeau, and sold to the Great Northern Ry. of Canada, who constructed the connection to their own main line south of St. Jerome and moved Montfort Jct. to the more southerly connection.

At Mont Rolland, a spur disappears down a valley leading to the Rolland Paper Company's plant, while the main line begins its ascent to Ste. Marguerite. The exhaust of the 4042 deepened to a steady roar as our train ascended the ruling grade north of Ste. Marguerite station. After the crest of the hill was reached, a large gravel pit



A skier lifts his arm in greeting to the engine crew of CPR Mikado #5176 as the husky locomotive hauls a ski train comprised of classic wooden coaches around one of the sharp curves on the Ste. Agathe Subdivision near Val David P.Q. in this 1948 scene (CPR).

A passenger train steams its way through the forests of Quebec en route to Mont Laurier Que. in 1946. This landscape in near Ste. Marguerite P.Q. (Canadian Pacific).

appeared and the line became more level and a little straighter, with some good views of river and mountain scenery for the last few miles into Ste Agathe.

The station here was of an unusual design, with a round turret at one end. Similar stations are found at Parry Sound, Orangeville and Lindsay in Ontario, Greenville in Maine, and Lancaster in New Brunswick. Passenger trains used to stop 15 minutes at Ste. Agathe, and in winter, passengers were served steaming bowls of pea soup, set on a polished counter of varnished wood. This soup was accompanied by a large slab of French bread, and, after a cup of hot coffee, passengers were ready for the long haul to Labelle or Mont Laurier.

The line continues northward through 11 miles of wooded country to Summit siding, which was used by northbound passenger trains to set off about half of their coaches. The reason for this soon became obvious to us, after passing St. Jaustin Station and its unusual squarish lake (the village at the station is properly called Lac Carre) the line descends rather precipitously on a series of reverse curves to Morrison, where the buildings and pools of the Provincial Fish Hatchery may be seen on the right. This grade is actually steeper than the northbound one at Ste. Marguerite.

We reached mile 88.7, eight miles north of Labelle, shortly after noon. This was the location of the first runpast of the day, on a curve across a field, with a hill providing an excellent vantage point. After everyone had reboarded, the extra proceeded northward to the second runpast, at mile 104.9, just north of Nomininque. The third runby was at mile 110. Unfortunately, the sun was coming from behind the train at two of these locations, and it would have been better had the time allotted to them been used on the return trip, when the train was heading into the sun. The fourth runpast was the most spectacular of the day, and fortunately the sun was in a favourable position. This operation took place at mile 121.7, north of Lac Sagnay, on a curve. The 4042 and matching train made a fine sight, coming round the curve with the green clad hills in the background.

The scenery from Ste. Marguerite to Mont Laurier is mostly of mountain and valley nature, with a couple of lakeshore runs, along Lac Mercier at Mont Tremblant station, which is actually several miles from the station itself, and along Lac des Ecomes near Nomininque. Many chalet style country homes dot the hillsides, and cottages abound along the lakes. The country became flatter and more open as the train approached Mont Laurier, in the valley of the Riviere du Lieure.

After the extra arrived at Mont Laurier, shortly after 3:00, most of the excursionists dispersed throughout town in search of refreshment. However, the really dedicated fans lingered around the yards to photograph the train being turned on the wye. Fortunately, the sun was favourable at this time, and the locomotive, coaches, and business car made a fine picture, with a blue sky and fleecy white clouds as a background. The RDC which had come up from Montreal the night before was sitting on one of the two tracks at the site of the engine shed, whose presence was denoted by crumbling foundations.

Finally, near 5:00, the 4042 and her train set off into the waning sun for the long return journey to Montreal. At Labelle, on our left side, we noticed the engine shed in the process of demolition. There also used to be an engine shed at Ste. Agathe. The last run-

The most beautiful sight in railroading - a gleaming CPR Royal Hudson and a matching consist of brand new 2200 class coaches pose for the company photographer alongthe scenic Riviere du Nord in June 1948. What wouldn't we give to see this sight in 1974 (CPR).

past of the day was held beside a lake 7 miles south of Labelle. The timing for this runby was right on the nose, just before the sun disappeared behind the hills. An interesting view of the train rounding a curve, with the last rays of the setting sun glinting on the rails, was the result.

With the light gone, a fast run was made back to Montreal. It was pleasant to recline in the comfortable yellow or buff seats of the smooth riding coaches, with the shades drawn across the picture windows, the lights mounted in the luggage racks switched on. For perhaps the last time we savored the atmosphere of these superb coaches, with the glass partition separating the smoker's compartment and the huge black and white prints of Canadian scenery mounted on the end bulkheads.

Our minds went back to other times and other trains when we had ridden the 2200's--the Montreal-Toronto pool trains, the "Frontenac" from turretted Palais Station in Quebec City, and, best of all, the Society's excursion from Toronto to Port McNichol on June 5, 1960, behind Royal Hudson 2857.

What is the future of the remaining 2200 series coaches? Possibly their sale to Mexico, although with the abundance of equipment available in the U.S. since Amtrak's inception this appears a remote possibility. A few are kept for use on the "Canadian" and "Atlantic Ltd.", the railway's last conventional train schedules. These coaches have been repainted in flat silver paint to resemble stainless steel equipment, and some have the orange multimark stripe and emblem. The others which still see service are also painted silver, but with a maroon letterboard and lettering, an intermediate scheme adopted for the 2200's in the mid-1960's.

Although a number of 2200's have been sold to the ONR and ACR, to date the CPR has not displayed any willingness to sell them to the CNR. It is questionable whether the CN would want them at this late date, however, since the 2200's, although only 25 years old, would need a major overhaul to put them in first class condition, as they have not been well maintained for years.

One can only hope that, before the maroon 2200's are gone completely from the CPR, a fantrip, perhaps to Labelle, can be operated, using Pacific 1201, after it is overhauled this winter. This would certainly be a fitting finale for such a beautiful example of modern passenger equipment.

Our excursion train arrived back at Windsor Station shortly after 10:00, and the passengers trooped down the long platforms to the glass-covered concourse, deserted save for the odd commuter train rider. It had certainly been an interesting train trip, and we commend the St. Lawrence Valley Railway Society for realizing the need to operate such a distinctive train. Because they did, many railfans were able to photograph a classic example of a CPR passenger train of the recent past.

6060 in '74

Due to the increase in the number of passengers now being carried on regular CN trains, the availability of high capacity coaches has been reduced. As a result, air-conditioned open section sleeping cars will be used in place of the regular coaches. This will decrease seating capacity per car from over 60 to 48. Space per train will, therefore, be at a premium.

Each excursion will feature one or more photo runpasts. A baggage car with electrical outlets for recording purposes will be on all trains as will CN's museum/retail car "Pacific". Snack food service only will be available.

EXCURSION #1:
Montreal-Island Pond-Portland Me. one way, Saturday July 6.

Lv. Montreal 0805 Ar. Island Pond 1445
Lv. Island Pond 1545 Ar. Portland 2230

Suggested hotels at Portland:
Sheraton Eastland - ph. 207-775-5411
Holiday Inn - - - ph. 207-775-2311

Portland Me.-Island Pond-Montreal one way, Sunday July 7.

Lv. Portland 0900 Ar. Island Pond 1600
Lv. Island Pond 1700 Ar. Montreal 2245

Adults - Mntl-Portland return $40.00
Island Pond-Portland return $23.00
Children under 12 - Mntl-Portland return $24.00
Is. Pond-Portland return $14.00

EXCURSION #2
Montreal to Grand'Mere and return, Sunday July 14.

Lv. Montreal 0900 Ar. Grand'Mere 1430
Lv. Grand'Mere 1630 Ar. Montreal 2245

Adults - $17.95 Children under 12 - $10.95

EXCURSION #3
Toronto to Orillia and return, Monday August 5.

Lv. Toronto 0830 Ar. Orillia 1230
Lv. Orillia 1530 Ar. Toronto 1930

Adults - $15.00 Children under 12 - $8.95

EXCURSION #4
Montreal to Toronto via Ottawa and Napanee, one way, Friday September 6.

Lv. Montreal 0700 Ar. Ottawa 1000
Lv. Ottawa 1100 Ar. Montreal

Lv. Montreal 0700 Ar. Ottawa 1000
Lv. Ottawa 1100 Ar. Toronto 1845

Adults - Montreal-Toronto $26.95
Ottawa - Toronto $19.95

EXCURSION #5
Toronto to Lindsay and Haliburton (and return) Saturday September 28. (Toronto to Lindsay and return with engine 6060; Lindsay to Haliburton and return with diesel locomotives.)

Lv. Toronto 0800 Lv. Haliburton 1745
Ar. Lindsay 1245 Ar. Lindsay 2015
Lv. Lindsay 1315 Lv. Lindsay 2045
Ar. Haliburton 1645 Ar. Toronto 0015

Adults - $19.95 Children - $12.00

EXCURSION #6
Hamilton to Stratford and return, Sunday October 13.

Lv. Hamilton 1045 Ar. Stratford 1545
Lv. Stratford 1630 Ar. Hamilton 2005

Adults - $16.00, Children - $9.95

PLEASE NOTE - All other proposed CN sponsored 6060 excursions, including the 12-day swing through the Maritimes, have been cancelled.

Tickets for excursion nos. 1, 2, and 4 may be obtained by visiting or writing to

Passenger Service Centre
Canadian National Railways
Central Station
Montreal, Quebec H3C 3N4

Tickets for excursion nos. 3 and 5 may be obtained by visiting or writing to

Passenger Service Centre
Candian National Railways
Union Station
Toronto, Ontario M5J 1E7

Tickets for excursion no. 6 may be obtained by visiting or writing to

Passenger Service Centre
Canadian National Railways
C.N. Station
380 James St. N.
Hamilton Ontario L8L 1H6

OR

Passenger Service Centre
Canadian National Railways
C.N. Station
Niagara Falls Ontario L2E 2R6

Halton County Radial Railway Hosts Convention

by JOHN D. THOMPSON

LEFT: TTC Large Witt number 2424 rolls along the right-of-way towards the carbarn at the east end of the HCRR's property. This car had been in operation for only a few weeks but has been on the property since 1962.
BOTTOM: Jewett-built interurban #8 of the London and Port Stanley waits for its departure time at Rockwood Station. (both photos - Ted Wickson)

Each year since 1961, the Association of Railway Museums has held a convention at one of their members' properties. In 1973, for the first time, the convention was hosted in Canada at the Halton County Radial Railway near Rockwood, Ont. The gathering was the largest to date, and, judging from comments, the most successful.

A total of 175 persons from all over the U.S. and Canada registered; there was even one delegate from the Crich Tramway Museum, England. Twenty-one museums were represented.

The A.R.M. is a California-based organization whose purpose is to foster cooperation between member museums, and generally provide impetus to their growth and improvement.

This year, the convention took place from October 19 - 22. The delegates were registered at the downtown Holiday Inn, adjacent to Toronto's new City Hall on Queen Street. It would be difficult to imagine a more appropriate location for juice fans to lodge, encompassed by two streetcar and two subway lines.

On Saturday, Oct. 20, four chartered buses carried delegates to the museum for operations and seminars. The latter consisted of lectures by host group personnel--the Ontario Electric Railway Historical Association--about museum operating problems, with question and answer periods. These shoptalk sessions took place in the former CNR Rockwood station, which has been moved to the western terminal of the museum line. After the morning seminar, visitors were treated to coffee, sandwiches, and pie in the station. The waiting room proved a popular place to escape the brisk fall breezes, for although the sun emerged intermittently, the day was generally characterized by fast-moving grey clouds.

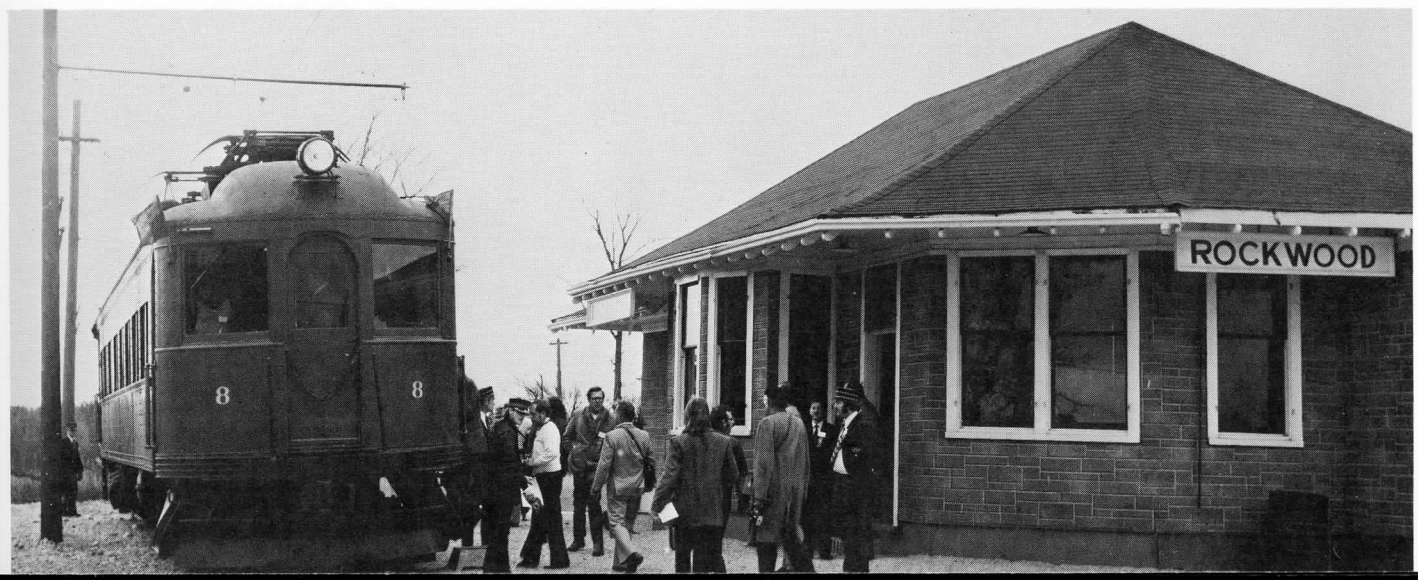
Regular operation commenced at 11:00 a.m., with 1326 doing the honours. The venerable car, built by the Toronto Railway Co. in 1910, had only been placed in service 3 weeks earlier, the first time it had had power in its motors since retirement in 1951. Despite this long period of inactivity, the 1326 runs beautifully, some say even better than it did on the TTC--a tribute to the durability of its electric traction motors, and the OERHA restoration crews.

Although there are still a few minor details to be finished off on 1326, it is for all intents and purposes completely restored. However, due to its age and wooden construction, 1326 will only be operated occasionally.

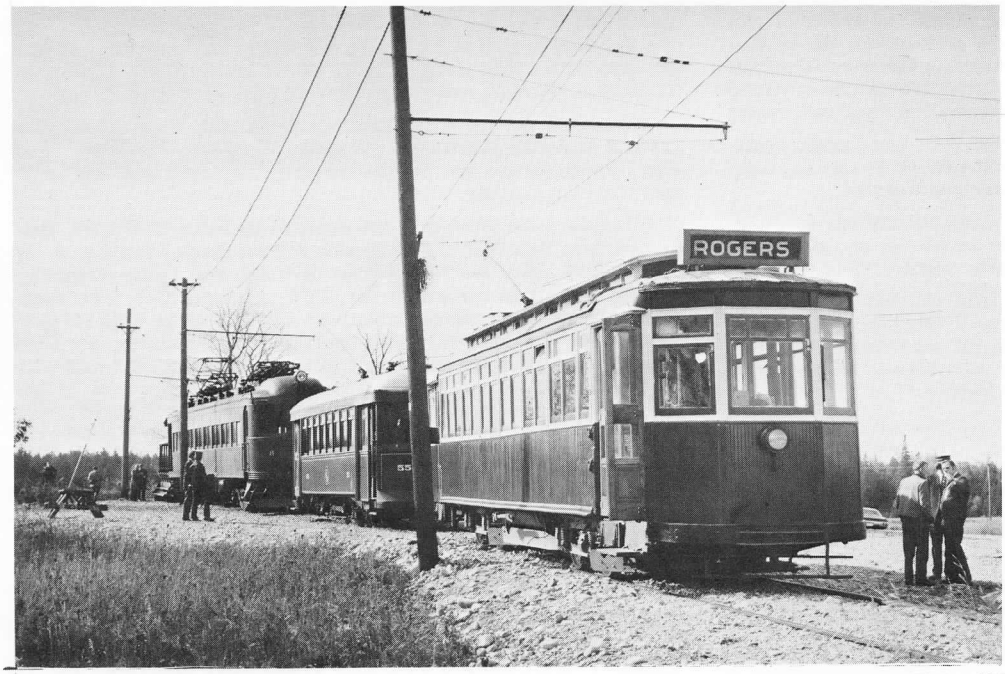
Other cars operated over the weekend included TTC 4000, the Commission's first P.C.C.; London & Port Stanley Railway 8, a Jewett-built heavy steel interurban of distinctive design; Oshawa Railway 45, a line car with tower; TTC crane car C-1; TTC open bench car 327; Toronto Civic Railway 55; TTC large Witt 2424, which, like 1326, had only been operating at the museum for a few weeks, although it had been there since 1962; and TTC small Witts 2786 and 2890.

Upon seeing the impressive lineup of three Witts at the station, member Ron Cooper declared, "rush hour at Halton County". Many of the visiting railfans had a chance to operate the cars. The general nature of the comments made by the visitors regarding the appearance and operation of the museum was quite favourable, as well it might be. Certainly it was quite an impressive feat for a museum to have 10 of the 13 cars on their roster in operation.

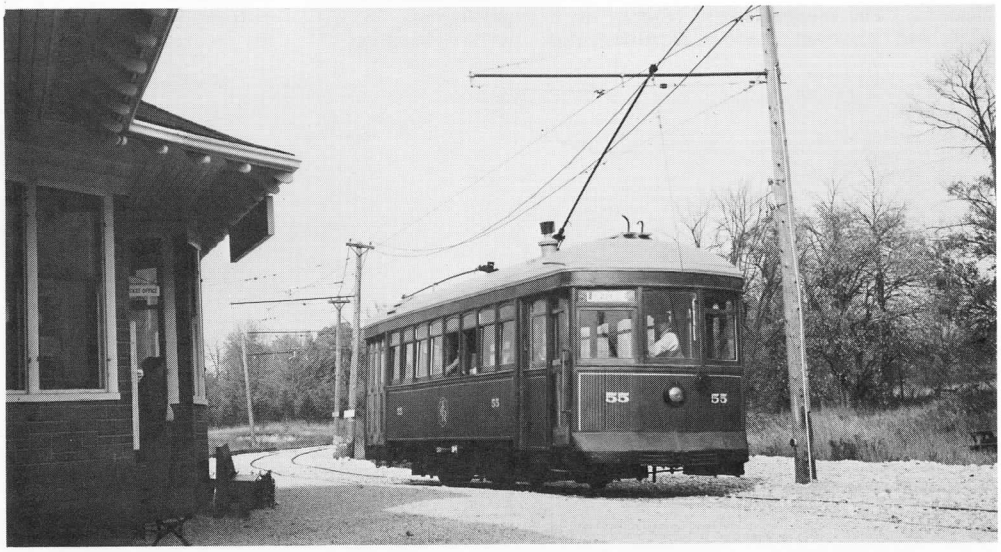
By the time the A.R.M. again holds their convention at Rockwood, there will be a minimum of another five additional cars operating: Hamilton Street Railway 521, TTC double-end, lightweight car 416, TTC Sweeper S-37, L & PS wooden trailer 3, and Cornwall Street Railway steeple cab motor 16. This will certainly be a major event for traction fans that year, whenever it may be.



P.C.C. #4000 is seen rolling through the countryside about halfway between each of the termini. This was the T.T.C.-'s first P.C.C. car.(Ted Wickson)



An impressive line-up of ex-TRC 1326, TCR #55 and London and Port Stanley number 8 with open bench car 327 bringing up the rear.(Ted Wickson)

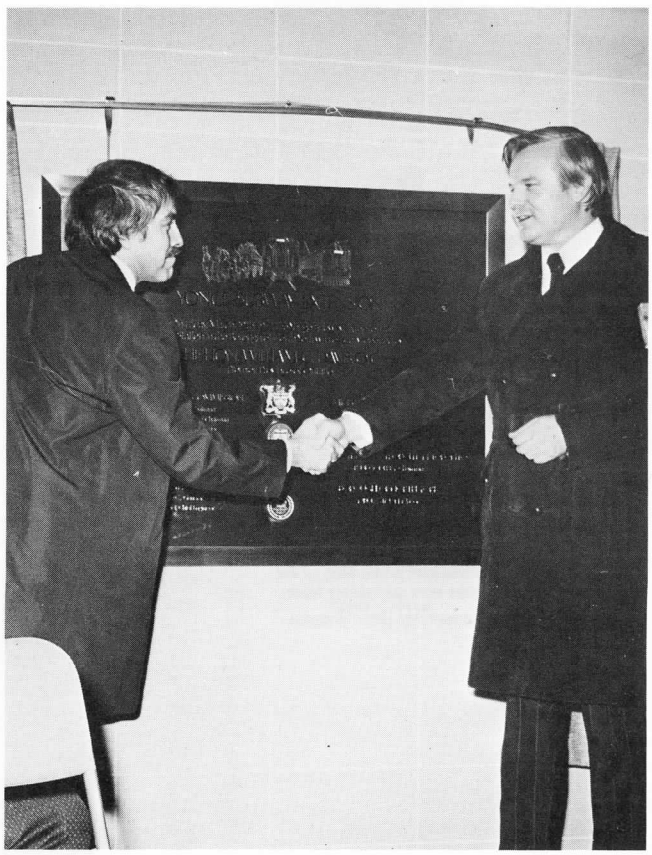


Ex Toronto Civic Railway car 55 slowly pulls away from the Rockwood Station to begin its eastbound run to the carbarn. (Ted Wickson)

YONGE SUBWAY REACHES FINCH

BY MIKE ROSCHLAU

Ontario Premier William Davis, TTC Chairman Karl Mallette, North York Mayor Mel Lastman and Metro Chairman Paul Godfrey arrive at the Finch Station kiss-and-ride facility by horse-drawn carriage. Note the sign on the side of the carriage reading "express to subway".(T.T.C.)



TTC Chairman Karl Mallette and Ontario Premier Bill Davis shake hands in front of the plaque commemorating the opening of the extension and the 20th anniversary of subways in Canada. (Toronto Transit Commission)

ABOVE: TTC Chairman Karl Mallette and Edith Bell look on as Finlay McLeod makes the first cut in the 20th anniversary cake. (Toronto Transit Commission)

In the early afternoon of Friday March 29, a horse-drawn carriage bearing Premier William Davis, Metro Chairman Paul Godfrey, TTC Chairman Karl Mallette and North York Mayor Mel Lastman arrived at the kiss-and-ride facility of the new Finch subway station. The dignitaries carefully stepped down from the carriage and proceeded into the station to begin the lavish program of opening a new subway extension. Marking the 20th anniversary of subways in Canada as well as the opening of the new line, the guests gave their speeches and a great crowd of onlookers gave their cheers. Following the opening ceremonies, Premier Davis and Karl Mallette joined Mrs. Edith Bell and Finlay McLeod in cutting the 20th anniversary cake, baked in the shape of a subway car. Mrs. Bell has resided in this area of North York for over 50 years and is a veteran TTC rider. Finlay McLeod is a retired TTC inspector who was the motorman of the official train at the opening of the original Yonge subway on March 30, 1954. Everyone was then transported at high speed on the subway to Sheppard station where a painting was unveiled to acknowledge the contribution by the men of many skills who built the subway and to honour the memory of those who were killed during its construction.

The opening ceremony was certainly a happy and joyous occasion for TTC officials and everyone who was present; but how will the officials feel in a month when we will see how congested the subway becomes during rush hours and how well service is maintained. Already at 8:00 a.m. on Monday April 1, all 800 parking spaces at the Finch terminal were filled. Although a capacity of up to 4000 cars is planned, serious overcrowding of the trains is predicted. During the month of April parking at Finch station is free of charge, after which it will cost 50 cents per day. The first afternoon rush hour was, needless to say, utter confusion. Many inexperienced, rookie subway operators were driving the trains and making mistakes right and left, trains were out of sequence, at one point it became necessary to short turn a train at Sheppard station and to top it all off, once during the evening it took an hour and five minutes for a train to go from Finch to Union Stn. (scheduled trip time is 28 minutes). Whether things will iron themselves out or not and what exactly will be the consequence is only for time to tell.

YONGE-UNIVERSITY SUBWAY

Finch to St. George

FIRST Mon-Sat.	FIRST Sun.	LAST Every Day		FIRST Mon-Fri.	FIRST Sat.	FIRST Sun.	LAST Every Day
(Read Down)				(Read Up)			
SOUTHBOUND							
6.00	9.00	1.15	FINCH	—	—	—	—
6.03	9.03	1.19	SHEPPARD	6.27	6.39	9.30	2.00
6.06	9.06	1.22	YORK MILLS	6.24	6.36	9.27	1.57
6.09	9.09	1.25	LAWRENCE	6.21	6.32	9.24	1.54
6.00	9.00	1.28	EGLINTON	6.18	6.29	9.21	1.51
6.02	9.02	1.30	DAVISVILLE	6.19	6.27	9.20	1.59
6.04	9.04	1.32	ST. CLAIR	6.17	6.25	9.18	1.58
6.05	9.05	1.34	SUMMERHILL	6.15	6.23	9.16	1.57
6.06	9.06	1.35	ROSEDALE	6.14	6.22	9.15	1.56
6.07	9.07	1.36	BLOOR	6.12	6.20	9.13	1.54
6.08	9.08	1.37	WELLESLEY	6.09	6.18	9.11	1.50
6.09	9.09	1.38	COLLEGE	6.08	6.17	9.10	1.49
6.10	9.10	1.39	DUNDAS	6.07	6.16	9.09	1.48
6.11	9.11	1.40	QUEEN	6.06	6.15	9.08	1.47
6.12	9.12	1.41	KING	6.05	6.14	9.07	1.46
NORTHBOUND (Via University)							
6.14	—	9.52 p.m.	UNION	6.04	6.13	9.06	1.45
				NORTHBOUND (Via Yonge)			
6.16	—	9.54 p.m.	ST. ANDREW	6.11	6.11		9.49 p.m.
6.17	—	9.55 p.m.	OSGOODE	6.10	6.10	—	9.48 p.m.
6.18	—	9.56 p.m.	ST. PATRICK	6.09	6.09	—	9.47 p.m.
6.19	—	9.57 p.m.	QUEEN'S PARK	6.08	6.08	—	9.46 p.m.
6.21	—	9.58 p.m.	MUSEUM	6.06	6.06	—	9.45 p.m.
—	—	—	ST. GEORGE	6.05	6.05	—	9.44 p.m.
				SOUTHBOUND			

NO SUNDAY OR HOLIDAY SERVICE ON UNIVERSITY SUBWAY

ALL TIMES ARE A.M. EXCEPT WHERE NOTED

WHEN UNIVERSITY SUBWAY IS CLOSED AVENUE RD. BUS PROVIDES SERVICE ON UNIVERSITY AVENUE UNTIL 1.45 A.M.

YONGE NIGHT BUS PROVIDES SERVICE ON YONGE STREET WHEN YONGE SUBWAY IS CLOSED

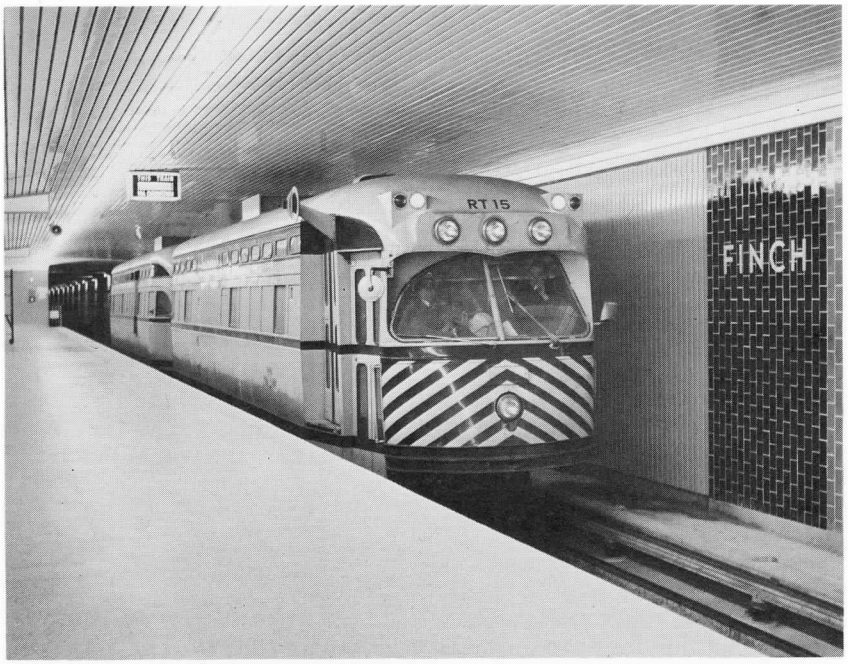
At Sheppard Station, the painting commemorating the workers who built the subway and honouring the memory of the two who were tragically killed during its construction is unveiled by Karl Mallette.(T.T.C.)

The Sheppard Station platform is deserted on March 6, 1974, 23 days before the opening ceremonies. Note the circular seats (fibreglass construction) installed around the centre supports in response to the public demand for more station comfort. (Ted Wickson)

Sheppard Station:

Base colour: beige; trim colour: dark blue. Exits are located at each end; the north exit leading to bus bays and two exits on Yonge St. just north of Sheppard Ave.; the south exit leads to two exits on Yonge St. at Poyntz Ave. This is a secondary entrance being unmanned at all times. A crossover is located immediately south of the station for emergency turning.

This view looks south from the entrance to Finch Station. Note the box tunnel structure and the excellent lighting. (Ted Wickson)



TTC's rail grinding train (RT-14 and RT-15) pose for the photographer at Finch Station on March 22, only one week prior the the big opening. (Ted Wickson)

Finch Station:

Base colour: grey; trim colour: black. Exits are located all along the platform leading to a central fare collection area. From here, one passageway leads to two exits at the Yonge-Finch intersection. Another passageway (in the paid area) leads to the bus bays; and from this one, a secondary exit leads to other street exits and the kiss-and-ride facility. A crossover is located immediately south of the station and three storage tracks are found north of the station. Trains are actually stored here overnight, contrary to one of the TTC's former policies.

Conveniently taken from a nearby apartment building, this shot shows the Finch Stn. kiss-and-ride facility at right and the linear bus loop in the upper left hand corner (Ted Wickson).

This is the inner waiting area of the Finch bus looping facility. There are four stairways leading down towards the train platform. (Ted Wickson)

TTC bus number 7714 lays over at the south end of the bus platform at Finch Station on May 10, 1974. (Ted Wickson)

TRACTION TOPICS

EDITED BY MIKE ROSCHLAU

TTC WILL GET TWO MORE PETER WITT CARS

The TTC has decided to lease two additional "Peter Witt" type streetcars (this time large Witts) to supplement the two cars already operated by the commission in TourTram and charter service. The cars are numbers 2300, presently at the Canadian Railway Museum near Montreal, and 2424, owned by the Ontario Electric Railway Historical Association and preserved at the Halton County Radial Railway Museum near Rockwood Ont. This addition would make summer charters possible, numbers 2766 and 2894 being reserved for TourTram service from May to October.

GO-URBAN BLUES

The cost of the Ontario government's GO-Urban magnetic train system may be "astronomical" if inflation continues at its present rate. Sacrificing "structural elegance" may save the government $2 million in the test track for GO-Urban, but the test trains will definitely not be ready for the 1975 Canadian National Exhibition (CNE) season as originally planned. The changes will reduce the cost from $25 million to $23 million, affecting primarily the stations which will look "heavier". More and more doubts are beginning to arise about the feasibility of the system as an efficient public transporter.

TTC: TOPS IN SAFETY FOR SEVENTH CONSECUTIVE TIME

The TTC has won the American Transit Association's Silver Plaque for safety for an unprecedented seventh consecutive year as the safest transit system in North America for cities over one million population.. The TTC has actually reduced its accident rate by 37% during its seven award-winning years, while the general accident rate in Toronto has increased by 50%. The safety supervisor for the drivers of the TTC's 400 streetcars, 1100 buses and 152 trolley coaches who drove over 54 million passenger miles last year, had less than five incidents per 100,000 miles involving injury or property damage.

TTC STREETCAR TRACK PROJECTS FOR 1974

The following sections of TTC surface streetcar track should be realigned, repaired and track allowance repaved during 1974: King St. West from Sudbury to Atlantic, work to be started on April 1; Dundas from Yonge to Parliament, work to be started on April 15; College St. from Clinton to Huron, work to be started on April 22; Parliament St. from Queen to Gerrard, work to be started on June 17; Queen Street East from Empire to Leslie, work to be started on July 1; Mount Pleasant Rd. from Davisville to Eglinton, work to be started on September 3. The following projects have been deferred to 1975: Parliament St. from King to Queen; College St. from Bay to University; and King St. from Ontario to Sackville.

COMPUTER SCHEDULING FOR TTC

A multi-million dollar vehicle monitoring and communications system that requires reserved bus lanes for maximum efficiency is being considered by the TTC to improve service. This system would provide Toronto with the most up-to-date control system anywhere in the world. Its advantages to the public would include an up-to-date schedule of TTC operations -- what time the next streetcar, subway or bus would be arriving, the number of passengers it can accomodate and notification of delays or schedule changes.

TTC PURCHASE OF ULTRASONIC RAIL TESTING EQUIPMENT

At its meeting of June 6, 1972, the TTC approved the purchase of portable ultrasonic rail testing equipment. In ultrasonic testing, a two-man crew operates the equipment over existing subway rails to detect possible hidden flaws in the entire length of the rail, which includes the welded joints, bonds and bolt holes. The ultrasonic equipment used transmits high frequency sound into the rail through probes that are guided along the top of the rail head and flaws in the rail are detected on an oscilloscope. Detection of flaws such as minor cracks which can eventually propagate to a broken rail are noted, and where the flaw exceeds acceptable limits, the section of rail is removed and new rail is installed. In order to maintain the program whereby all welded joints and bolt holes are tested every three months and all rails twice yearly throughout the subway system and in new extensions prior to service, it is necessary to purchase a second portable testing unit similar to the one now in operation.

TTC WILL CONSTRUCT A SURFACE RAIL GRINDING TRAIN

The TTC's policy of continuing the full scale operation of the streetcar system results in a need for regular rail grinding to keep the tracks in good condition. At present, this work is carried out by a single-truck grinder car, number W-28. This vehicle was built for revenue service in 1917, was converted to a snow scraper in 1932, and converted to its present use in 1954. This car is obsolete and its grinding capability is much inferior to the new two-car unit recently built for the subway system. It is proposed to replace the present car with a two-car grinding train similar to the one now in use in the subway. Based upon the previous design and considering differences, a cost estimate has been prepared for converting two A-11 class PCC multiple unit streetcars for street rail grinding service and for the provision of one spare grinding truck. The total cost adds up to $100,000. Rail grinding car number W-28 will be scrapped or otherwise disposed of when the new rail grinding unit is completed and available for use.

A Canadian Streetcar

OTDC DEVELOPES A NEW CANADIAN STREETCAR DESIGN

Under a proposal calling for expenditure of at least $40 million, the Ontario Transportation Development Corporation (OTDC) has offered to provide 200 Canadian-built light rail vehicles (LRV) - advanced-design streetcars - to the TTC. The proposal calls for the production of 200 streetcars at a cost per vehicle ranging from $200,000 to $250,000 based on 1973 prices. Thus the order could be worth up to $50 million. OTDC president Kirk W. Foley said "I hope we can reach an agreement very soon, because our organization has established the capability to act as prime contractor for such a major technical undertaking, and because there is an urgent need for a new and superior type of LRV in Canada. If the TTC gives us favourable consideration, I would be most pleased to appear before the Transportation Committee of Metropolitan Toronto Council to elaborate on our proposal." Under the agreement, the OTDC would enter into all necessary contractual and licensing arrangements with suppliers and manufasturers for the design, production, testing and delivery of the 200 vehicles; and also provide management and technical supervision of this process throughout the contract. The OTDC is presently negotiating with the Boeing-Vertol Division of Boeing Corporation and Pragoinvest of Czechoslovakia for reciprocal licensing and technical assistance agreements. Boeing-Vertol is now entering the streetcar market and expects to produce approximately 400 new LRVs for San Francisco, Boston and Philadelphia. Pragoinvest, located in Prague, is the supplier of streetcars to the USSR and eastern Europe. In the past 20 years, Pragoinvest has built nearly 8000 units for the USSR, and under contract is supplying the USSR with 2750 modern LRVs. Initially the OTDC intends to acquire expertise from Boeing-Vertol and Pragoinvest and use some of their sub-system components. However, the foreign companies are very interested in the advanced designs and prototype research initiated in Toronto. In addition to acting as a catalyst for the design and development of the new vehicles, the OTDC will serve as prime contractor for the manufacture and assembly of all components. An impressive team of engineers and transportation specialists has been assembled at the OTDC's mid-town Toronto office. Design, production, assembly, quality control, inspection, testing and on-schedule delivery are among the functions that would be assumed by the OTDC according to its proposal to the TTC.

Following are listed some features that will be incorporated ito the OTDC's design for a Canadian built LRV: It will be 47 feet, 8 inches in length, 8 feet and 6 inches in width and will have 46 seats. For passenger comfort, the LRV will have improved heating and ventilation (air conditioning is optional), modern cantilever seating, interior and exterior quietness, quality of ride and fluorescent lighting with brighter interiors. As for passenger convenience, the cars will have large picture windows which are high enough for standees to have a clear view of streets, front, side and rear signs, a public address system (2-way radio is optional) and an optional rear door. Passenger and vehicular safety features include rear view mirrors, four-way flashers, back-up lights, a triple braking system with improved safety reliability, "plug" type doors with panels which slide out and along, but do not project into traffic; and which seal positively to provide a weathertight closure. Operator comfort and facilities will be improved with a wide visibility windshield, extra heating and console controls. The cars will also incorporate the now "monomotor" truck (one motor powering two axles) to improve adhesion during acceleration and braking, to provide a smooth and quiet ride and to simplify maintenance. Maximum speed capability would be up to 55 m.p.h. which can be utilized in dual mode operation on private rights-of-way.

On May 22, 1974, the TTC agreed in principle to purchase at least 200 of these new Canadian LRVs. The cars are expected to be delivered in the 1977-1979 period.

Following are the detailed design specifications for the car in point form:

1-GENERAL SYSTEM:
- 600 volts D.C. power supply
- four axles, multiple unit operation
- 46-50 seats, 50-80 standees
- available in TTC or standard gauge

2-BODY INTERIOR:
- fireproof, anti-vandalism materials not requiring painting
- roll type, non skid flooring with provision for floor draining
- picture type, standee high windows; safety glass, possibly tinted; sealed, to push out in emergency
- cantilever seats, comfort engineered
- padded or safety designed stanchions, panels etc.
- upright stanchions or seat hand holds in preference to horizontal rails or straps

* Operator Environment:
- enclosure for comfort and protection but with easy emergency exit
- standard TTC style posture seat
- locker space
- console to provide switches, metres and indicating lights for easy control and vision safety
- one piece triplex (or better) glass windshield non-glare; possibly tinted or light sensitive
- sun visor, windshield wipers, defroster and interior mirror accessories

* Doors and Steps:
- plug type doors preferred
- 4'6" clear passageway for double entrance or exit
- preferably step heights limited to 8 inches
- fibreglass, heated and lighted stepwells
- door operation by air
- separate operator control of all doors, passenger exit control of centre/rear doors with front doors open; operator's ground control of and separate ground control for centre/rear doors
- power interlocks on all doors
- pressure responsive exit door control for safety
- passenger operated emergency feature on exit doors

* Heating and Ventilation:
- forced (air conditioning optional) which gives passengers feeling of comfortable air motion
- adequate electric heating (independent of waste heat recovery if used)
- sensitive, accurate thermostat control
* Lighting:
- fluorescent in diffusing fixtures
- back lit advertising possible
- provision for emergency lighting (33%) off battery

3-BODY EXTERIOR:
- semi-streamlined, clearance on exisiting curves
- to negotiate 36' radius (I.R.R.) minimum curves
- stainless or painted steel material
- energy absorbing front bumper/anti-climber (with coupler)
- passenger accident protection underneath car (in front of lead truck)
- jacking pads at quarter points and ends
* Lighting:
- single front headlight with dimmer control
- green roof front marker light
- two dash lights for "visibility" and markers
- two rear stop and rear marker lights plus reflective tape
- four-way flashers, turn signals- back-up light, track switch light and exterior door open warning lights
- external rear view mirrors
* Couplers:
- For MU operation with emergency adapter to older vehicles (PCC cars)
- automatic couple and uncouple from inside of car
- coupler to recess or swing away automatically when not in use
* Current Collection:
- trolley pole or pantograph (the latter if electric switch operation can be readily achieved with full safety)

4-UNDERFLOOR EQUIPMENT:
- fibreglass; weatherproof; low pressure ventilated; side access preferred; not part of body structure
- operational status display to operator
- motor cut out premitting 50% power operation
- main control cam or chopper with intermediate balancing speeds; 30 m.p.h. per second up to 20-25 m.p.h.; jerk limited
- foot operated controls with foot safety interlock
- wheel slip/slide protection
- monomotor type trucks
- direct gearing to eliminate the drive shaft
* Braking:
- 3 braking systems required; a two-brake system plus a track brake
- air operated disc brake which includes maxi (parking) brake application
- mechanical sander with two boxes per truck; one on each side

5-GENERAL:
* Modes and Performance:
- operation possible on elevated track, on the grade or in subway
- braking rate of 30 m.p.h. per second
* Passenger Information and Communications:
- large destination signs located at front, side and rear of car
- voice communications having three possibilities; control to operator, control to passenger and operator to passenger
- optional automatic vehicle monitoring
* Signals and Line Control:
- provision for automatic train control and operation
- control of traffic signals or crossing gates at intersections when on a private right-of-way
* Miscellaneous:
- fire alarm system; extinguishing equipment and fire fighting methods on board
- British AND metric standards used

Here is the artist's conception of the OTDC's new streetcar design. Note the way in which the plug doors swing out beside the car and also the TTC number 4800! (OTDC)

STREETCAR AND TRUCK COLLIDE

Five persons, including a streetcar motorman, were taken to hospital on March 1 after a stolen truck collided with a streetcar at Gerrard and River Streets. A large hole was ripped from the driver's side of refurbished TTC streetcar number 4411 and the truck was torn in half. It took about an hour to clear the debris from the street before the car was towed to Hillcrest Shops for a second rebuilding.

TTC DRIVERS WANT 40% PAY RAISE

Toronto's 7000 transit employees have tabled 142 bargaining demands with the TTC, including a request for a 40% wage increase. The members of Division 113 of the Amalgamated Transit Union, whose contract with the TTC expires this June 30, expect to begin negotiations early in May. The wage increase, if granted, would bring a driver's wage to $7.00 per hour from the present $5.00 per hour.

SPADINA SUBWAY CONSTRUCTION UNDERWAY

Construction has finally started on the 6.25 mile Spadina subway line with the first contract going to Dineen Construction Ltd. This contract consists of the relocation of a large interceptor sewer in the Cedarvale Ravine. The total estimated cost of $155 million of the entire line will be shared by the Province of Ontario and Metropolitan Toronto, 75% and 25% respectively.

Following are preliminary descriptions of the Dupont, Eglinton, Glencairn and Lawrence on the Spadina subway line:

Dupont Station will be under Spadina Rd. at Dupont Rd. with side platforms, the fare collection being located above at mezzanine level. Two pedestrian entrances will be provided, one at the northwest and one at southwest corners of the intersection. Basic structures are also provided for a future connection to GO Transit. Each of the two street entrances will be provided with two 32" wide escalators and a parallel stairway down to the fare collection area. From here, two 48" wide escalators and parallel stairways will lead to each of the two subway platforms.

Eglinton Station will also have side platforms with the fare collection area at street level at the south end of the platforms, the station being located north of Eglinton Ave. at Everden Rd. A secondary entrance will be provided at the north end of the station in the future when development requires it. From the main entrance at street level, two 48" wide escalators and a stairway lead to each of the subway platforms. Six bus loading areas on the two bus platforms will be provided as well as an unloading platform with room for three buses, all at street level.

Glencairn Station will be located within the depressed centre right-of-way originally intended for the Allen Expressway, between the Glencairn Ave. bridge and the Viewmount Ave. bridge. It will have a centre platform with fare collection area below the bridge level at the north end of the station (Glencairn Ave.). A secondary entrance at street level will be located at the south end of the station. Pedestrian entrances will be provided on the north and south sides of Glencairn Ave. bridge, leading to the main entrance. One 48" escalator and stairway will be located at both sides of the street at this entrance. The secondary entrance will at first contain no escalators, space being provided for future installation.

Lawrence Station is physically the same as Glencairn Station, the north entrance leading to Lawrence Ave. and bus looping facilities containing five bus bays. Escalators are provided only at the Lawrence Ave. exit.

A TTC FARE INCREASE???

During the middle of this past February, doubts began to arise about whether or not the TTC would be able to complete 1974 operations without a fare increase. Getting down to the basics, this is the way things stand: the TTC predicts an operating deficit of about $33.2 mill-on this year, more than double that of last year. The TTC's income comes from three sources: the farebox, the provincial government and the municipal government. If the provincial and/or municipal governments' subsidies are not increased, a fare hike will definitely be necessary to make ends meet. It is all very simple, but how will this affect the transit rider? Does he prefer a tax increase or a transit fare increase? The TTC has suggested an increase from four fares for one dollar to three tickets for 90 cents, namely five cents extra per ride. That's if the subsidies are not increased.

On March 26, Metro Council voted 26-2 in favour of asking the Ontario government to provide increased financial assistance to prevent a fare increase. Metro Chairman Paul Godfrey started to try to squeeze more money for transit out of the provincial government at a meeting with Premier William Davis on April 1. Mr. Godfrey didn't get anywhere, but said that he was most encouraged by the Premier's willingness to consider a new variation of the formula for provincial subsidies of the TTC.

With a civic election due this year and a provincial election possible in 1975, both governments would like to avoid a fare increase in the near future. Both of the governments admit, however, that a fare increase will have to come eventually, the last increase having been in 1969.

STREETCARS FOR SCARBOROUGH

With the Scarborough expressway now all but buried, following in the footsteps of its cousin, Spadina, a high speed streetcar line has been proposed to run into the northeast section of Scarborough. The consultants Ammann and Whitney of New York, and R.T. Klauder and Associate of Philadelphia estimate a service covering 11.8 miles of line from Queen & McCaul Streets to Guildwood, using the existing Queen streetcar trackage from McCaul St. to Broadview Ave., could be built to carry 5000 passengers per hour for about $85 million including the vehicles and other operating costs. To operate the service every ten minutes at rush hours, providing a capacity of 15,000 passengers an hour would cost about $1.30 million. There would be an additional cost to lease the CNR right-of-way for the major portion of the route. A spur line linking this route with the Scarborough Town Centre via the Kennedy Rd. rail line could be initiated for an additional $36.7 million, using the same vehicles. Speaking of vehicles, 50 to 191 new streetcars would be required for this service, depending on the headway planned. The only type of streetcar recommended for use on this line is the articulated design offered by the Boeing Vertol Co. of the United States (see picture in July/August 1973 NL, page 123). A Canadian streetcar could easily be substituted for the American model if one is made available.

** Reconstruction of the Massachusetts Bay Transportation Authority (MBTA)'s Riverside line in preparation for the arrival of the new Light Rail Vehicles (LRV) in 1975 and 1976 will be resuming soon. The next section to be rebuilt is between Newton Highlands and Reservoir (Cleveland Circle). The work, which includes removing the tracks, rebuilding the roadbed, installing new welded rail, providing drainage facilities and erecting fencing is scheduled to start in May and be completed in December of this year. Streetcars will continue to operate through both sections while the work is going on. There may be some delays in service because cars will operate on only one track in both directions. The third and final phase of reconstruction - from Reservoir to Fenway Park - is scheduled to start in June and be completed in September 1974. During this phase, streetcar service will be rerouted over a connecting track between Reservoir and the Beacon St. line, then following this line to downtown. Also during this year, improvements will be made at various stations. This will include new shelters, resurfaced platforms, additional lighting and directional signs and landscaping.

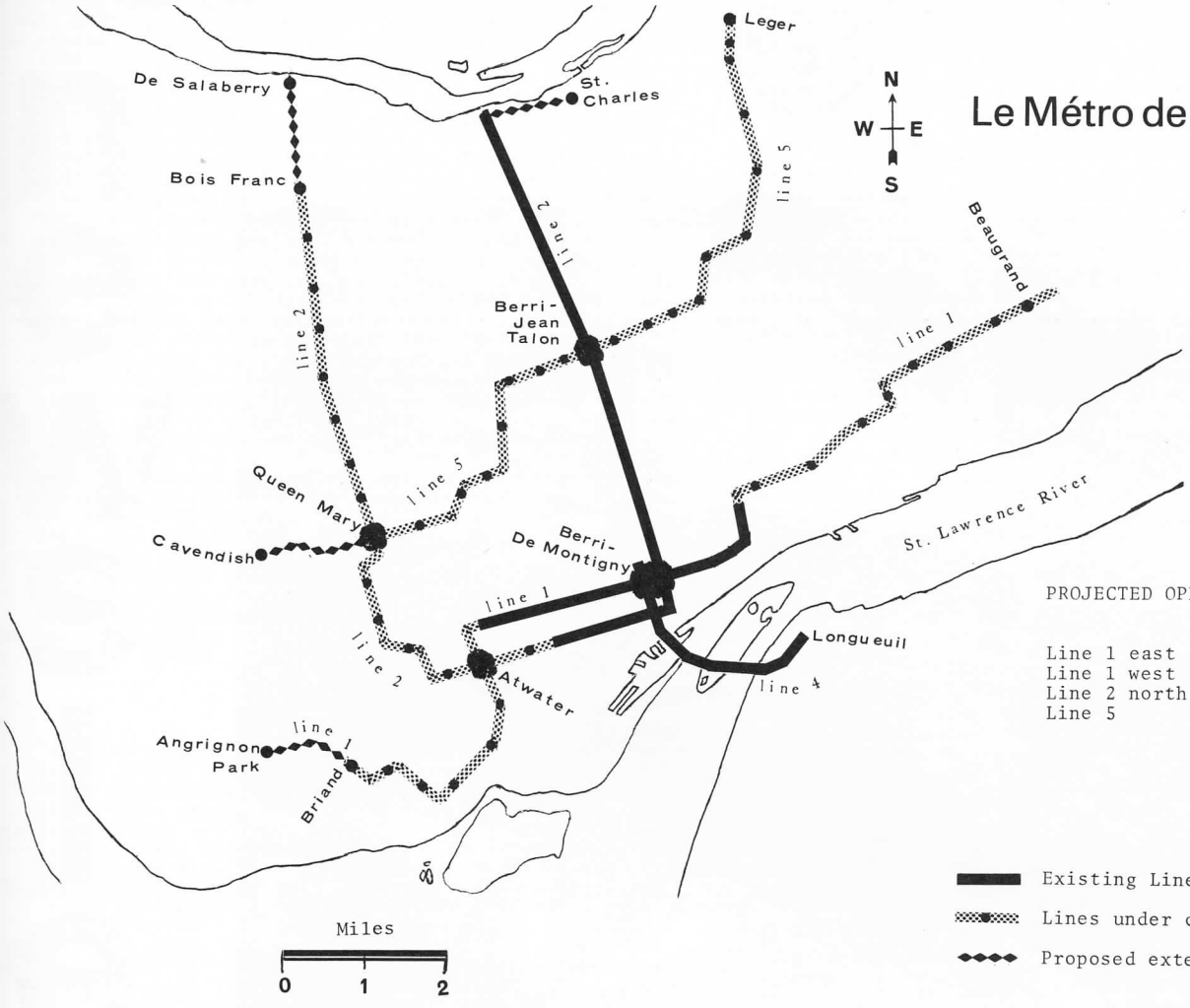
The complete renewal of the Riverside line, built 16 years ago on the right-of-way of the former New York Central Railroad's Highland Branch, is part of the MBTA's $38.1 million Green Line Systems Improvement Program. Two-thirds of the cost, or $25.4 million, is being financed by a capital facilities grant from the Urban Mass Transportation Administration (UMTA), U.S. Department of Transportation. Other objects in the program include upgrading the roadbed, track and clearances in the Central Subway that serves downtown Boston and Back Bay as the distributor for the Red, Orange and Blue lines (heavy rapid transit as opposed to LRV); modernizing power distribution facilities; improving communications systems and constructing improved maintenance facilities at Reservoir and Riverside.

To help the MBTA buy 150 of the new LRVs, UMTA has awarded a $32.8 million grant, representing two-thirds of the cost. Three prototype cars are scheduled to arrive for testing in the spring of 1975. Delivery of the remainder should start in the fall of 1975 and be completed in the summer of 1976.

PITTSBURGH INTRODUCES NEW FAMILY FARE

Taking their lead from Toronto, the Port Authority of Allegheny County (PAT) of Pittsburgh Pa. has introduced a new family fare. One dollar deposited in the farebox entitles passengers to a fare receipt that can be used as a pass from 10:00 a.m. on any Saturday until 4:00 a.m. on the following Monday on any regular streetcar or bus route. Upon display, the receipt is good for members of a family not exceeding four persons with a maximum of four adults in the family group.

PAT has also upgraded service considerably and promoted park-and-ride facilities since the beginning of the energy crisis on most streetcar and bus routes.



TRANSIT TO MONTREAL'S NEW AIRPORT

Montreal has a new airport called Mirabel. It is located about 35 miles northwest of downtown Montreal. Everything looks great except for the fact that no public transportation has been planned to connect the airport with the city. Buses can always be used as a last resort, but a newfangled airport like Mirabel should have a newfangled way of getting there. It is obviously too late now, since the airport is scheduled to open soon. Immediately everyone suggested the Government of Ontario's GO-Urban magnetic train and thought that it would be chosen to provide eventual service; but NO!; the Krauss Maffei system was bluntly rejected in favour of a conventional electric train called Trramm. The Quebec government released a table comparing the two systems to show why Trramm was chosen: Availability in 1980: Trramm, easy; Krauss Maffei, questionable. Security: Trramm, excellent; Krauss Maffei, established in experimental use only. Maximum speed in service: Trramm, 130 m.p.h.; Krauss Maffei, 100 m.p.h. Capacity (passengers per hour in each direction): Trramm, 35,000; Krauss Maffei, 5000. Reliability in service: Trramm, very good; Krauss Maffei, experimental service only. Bfficiency in rigorous climates: Trramm, excellent; Krauss Maffei, to be demonstrated. Cost per vehicle: Trramm, $400,000; Krauss Maffei, uncertain. Construction cost per mile: Trramm, little; Krauss Maffei, little. Visual obstruction: Trramm, small to medium; Krauss Maffei, large because of the elevated structure. Comfort in service: Trramm, excellent; Krauss Maffei, to be determined. Direct pollution by smoke: Trramm, nil; Krauss Maffei, nil.

** A principle developed 6000 years ago to shape pottery may soon be powering San Francisco commuters down Market Street in streetcars. The U.S. Department of Transportation announced that it has given the California city $300,000 to design and test flywheels as a means of propulsion. If the project works as designed, the wheels will remove one of the greatest obstacles to the use of streetcars for mass transit - the need to remain in contact with electrical overhead wires. They could also open the way for a new generation of noiseless and odourless buses. Trolley cars would be able to run up to six miles before having to return to the power lines for recharging.

Here's how the flywheels work: An electric motor will rotate a 41 inch, 600 pound wheel to 20,000 revolutions per minute - about 2.5 times the speed of sound - at the rim. This will be done while the car is connected to the overhead wire. The wheel will be suspended in an aluminum casing and will operate in a near vacuum. It will be mounted horizontally under the rear seat of the trolley car. Once the disc is rotating at full speed, the streetcar will leave the overhead wire and draw energy from the spinning flywheel. A generator mounted on the disc will turn the kinetic energy into direct current at 600 volts. The streetcar will draw power from the flywheel when cruising on level ground and when climbing hills, but will restore energy when going downhill and when braking.

MAJOR DISASTER HITS MONTREAL "METRO"

A flat tire on a subway car is being blamed for a morning rush hour fire on the Montreal Metro that injured about a dozen people last January 24, including five firemen and two train operators. The fire broke out at about 8:30 a.m. on a nine-car southbound train. Witnesses said they felt a series of explosions like tires popping and saw flames lick up beside the lead car shortly before a train jerked to a stop between Laurier and Rosemont stations on line 2. Dense black smoke began to pour out of Rosemont station as firemen fought the blaze for three more hours despite a searing heat that twisted the rails under the cars. This fire was the second major disaster in the last 2.5 years, the first having occured on December 9, 1971 and destroying 36 subway cars (see January 1972 NL, page 13) after which several stations were closed for a month. An investigation which followed the first fire recommended several safety measures, including wrapping wire in concrete, installing hoses every 500 feet in the tunnels and replacing the plywood and vinyl flooring in the cars with non-inflammable materials. None of this was ever done, subway officials admitted, pleading lack of personnel and inconvenience or technical difficulties. In the summer of 1972, the City of Montreal earmarked $2 million for the installation of standpipes and hoses at least in every station, but no-one ever got around to it.

The trapped passengers lived probably for two reasons: they didn't panic while subway officials debated for ten minutes on how to get them out after the train had stopped; and, because the fire took about 15 minutes after it was spotted before it began sending up thick black smoke. Those 600 to 1500 rush hour passengers came closer to dying than they'd like in what might easily have been a major human tragedy.

On February 8, a third incident occurred, this time an explosion underneath a subway car. Subway authorities said that an aluminum foil "potato chip bag" was lodged between the third rail and the contact wheel of one of the cars. The train was stopped, the passengers were led through a darkened subway tunnel and the cars inspected before the train was allowed to move on. Fernand Foisy, a spokesman for the Montreal Central Council of the Confederation of National Trade Unions representing the subway workers, said "they must really think the people are a bunch of turkeys to try to stuff them with such an explanation". The unions have formed a common front and are pushing for a public investigation of the subway, its fires and its safety measures. "The people aren't dupes and the proof is the continual decrease in passengers" Foisy said. He says that this is the third time that something has been blamed on a potato chip bag and everyone knows perfectly well that the cause was a short circuit. The subway officials have been told repeatedly by subway workers since 1966 that the subway is not safe. Thousands of Montrealers are now boycotting the subway and using surface buses or their own cars.

SHORT TURN

.....The TTC has decided against spending $155,000 to place flashing lights on the roofs of more than 1600 streetcars and buses which an operator could activate by pushing a button, thereby alarming the police or other passers-by of an emergency.....R.V. Smith, a 22-year old Toronto man went on trial on February 26 charged with damaging TTC trolley buses and thereby committing mischief at the TTC's Lansdowne Garage on January 9. Smith pleaded not guilty. R. Simmons, an investigator with the Ontario Fire Marshal's Office testified that the fire gutted one trolley coach and damaged three others. Mr. Simmons also testified that a three-quart plastic jug smelling of gasoline and normally used for milk was found between the front wheels of the gutted bus.....The TTC has rejected the proposal that disabled war veterans and widows over 60 years of age should ride for half fare.....A crew from the Metro Works Department has started to clean up the Trillium, the old paddle-wheel steam ferry which sailed the Toronto harbour for 50 years.....The TTC overruled a staff report and turned down a proposed $8000 study of noise problems associated with the Davisville Subway Yard..... The TTC has reversed its earlier stand and approved spending $10,000 for an art consultant to see how art work can be incorporated into stations on the Spadina rapid transit line.....Three companies have submitted tenders for the construction of 423 cars for Montreal's subway system. The companies are Canadian Vickers Ltd., Bombardier Ltee., and MLW-Worthington Ltd. in order of bid from lowest to highest.....TTC subway locomotive RT-12 suffered an explosion in its battery compartment at about 4:30 a.m. on April 2. The locomotive was manually pushed to a siding and the fire extinguished before the commencement of regular service. Damage is reported to be quite extensive.

TROLLEY COACH NOTES

** On April 26, 1974, all trolley coach service in Calgary Alberta north of the Bow River (north end of routes 2 and 3) was abandoned as reconstruction of the Centre St. bridge (only bridge in Calgary with trolley coach overhead wire) was commenced. The old span poles on the bridge are being removed and new lamp standards are widely spaced and can therefore not serve as span poles for overhead. Whether this means permanent abandonment of the northern services in Calgary or not, is for the CTS to decide.

** Of Saskatoon's two trolley coach routes (#1 and #3), route #1 was discontinued on December 31, 1973, while the late delivery of STS' new Flyer diesel buses from Winnipeg delayed the abandonment of line #3 until Wednesday, May 22, 1974. Saskatoon's trolley coaches were immediately sold to Vancouver, repainted and are now in revenue service there. Apparently, the coaches were in such impeccable condition that Vancouver mechanics say that they are "good forever" without any major mechanical work.

Saskatoon Transit System T-48A trolley coach number 170 is seen inbound on route 1 on Avenue East near Ashworth Holmes Park. (Ted Wickson)

Built by Canadian Car, Calgary Transit System T-44 number 434 speeds its way southbound on route 3. This road is Simon's Valley Drive in North Calgary. (Ted Wickson)