

newsletter

U P P E R C A N A D A R A I L W A Y S O C I E T Y



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newsletter



Number 344/345

September/October 1974

Upper Canada Railway Society

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All other Society business, including membership inquiries, should be addressed 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.

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EDITOR'S DESK

The NEWSLETTER is changing with the arrival of our new "Information bulletin", edited monthly by Charles Bridges (Mr. Bridges is UCRS member #4 and a club director). The most important change is that the NEWSLETTER will appear bi-monthly on a permanent basis. The main reason for this is two-fold. One is the high cost of printing. Printing bi-monthly has enabled the Society to retain membership rates at their present level. The second reason is that the amount of time and effort that your NEWSLETTER staff puts forward is reduced, thereby increasing the probability that you will get your issue on time. At this point in time, as in the past, everyone from your editors down hasn't received a penny for his or her work on the NEWSLETTER, and remember - this is our hobby, like yours, and certainly not our full-time occupation.

Since the last report to you, the NEWSLETTER staff has continued to grow. One of the most rewarding parts of my job as editor has been reading the newspaper clippings, short notes, comments and articles mailed in to my office from all over Canada, the United States and lands beyond. The pictures have been just great. Remember, however, that we are constantly searching for more help. To all the people who have sent in articles, I hope you will understand why I haven't replied in the form of a personal letter. This is that my work load is just too great. The time at which I am composing this article is 2:40 a.m.

During the past few months your staff, with pen and camera in hand, has been across Canada and around the world tracking down new information to print. Dave Smith, a staff writer, has visited Europe and and rode the AMTRAK trains explained in this issue. Mike Roschlau, your traction editor, has visited Hamilton, Montreal, Boston, Pittsburgh, Chicago and Cleveland in search of traction happenings. Past editors J. Bryce Lee and Ted Wickson have travelled west from Toronto all the way to the Pacific coast (Ted Wickson - "A King Returns" - July/August NL). Our photographer Robbin Rekiel and equipment man Raymond Kennedy have crossed Southern Ontario countless times. Your managing editor has travelled east through the Maritimes and looking for future stories on the Cape Breton Steam Railway and rail activities in McAdam New Bruns-

wick. Pierre Patenaude has looked after equipment activities in Quebec. Our only staff member who has remained rather unitinerant in Ron Layton, who has remained home and kept his electrification articles up to date.

Railway trips have been very predominant in the UCRS this year and your NEWSLETTER staff was also there. First Friday meetings of the club going to Havelock, Burlington and Smiths Falls Ont. The UCRS has assisted with trips for the Ontario government from Toronto to Meaford twice this year. We've also had an excursion to Haliburton while our business car #13 has been to Belleville and Ottawa on the rear of CN passenger trains. Be sure to read next month's issue to find out the facts.

BELOW: Number 622 is a 2-8-0 and is operated by Steam Heritage of Pennsylvania. Your editor is proud to work on this engine and her road-worthy after nine years of being idle. The picture was taken at Sommer-set Pa. enroute to Ridley West Va. where the engine is presently stored. (J.T. Robbie)



Front Cover

Delaware & Hudson PA number 18 awaits departure at AMTRAK's station in Albany-Rensselaer pulling a new Montreal-New York train, "The Adirondack". The date is 11 August 1974. (David W. Smith)

Back Cover

This "before and after" comparison shows TTC streetcar #4508 eastbound at Rogers Rd. & Day Ave. on 13 July 1974; and trolley coach #9211 southbound at the corner of Oakwood Ave. and Rogers Rd. on 23 July 1974. (Ted Wickson)

Contributors

Ted Wickson
Robbin Rekiel
David W. Smith
Dave Stalford
Grant Kingsland
Ron Layton
George A. Meek

1975 UCRS Railway Calendar

This ideal railway wall calendar has one 8"x10" photograph opposite each month of the year. The print is large and can therefore be read well from a distance. Some of the shots included are: ex CPR Royal Hudson #2860; CNR 4-6-0 #1348; LE&N freight motor #333 and 335; CVR #1057; CNR 4-6-2 #5296; CP Rail SD40-2 #5810; NYC F unit #4031 AND MANY OTHERS.



The calendars sell for only CAN\$ 2.75 each. Ontario residents please add 19¢ provincial sales tax (7%) to make total of \$2.94. Members may deduct a discount of 10% if they include their 1975 membership number with the order (therefore \$2.65). Please include 25¢ extra for postage and 25¢ more if the amount is sent in the form of a U.S. cheque. Mail all orders to:

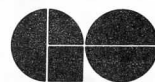
UCRS Calendar,
P.O. Box 122,
Station "A",
Toronto Ontario
Canada M5W 1A2

Get Yours Now!

only \$2.75

Bi-levels, Anyone?

BY STAFF WRITER
DAVID W. SMITH



To anyone who bothered to look down the track, the silhouette of GO Transit No. 954 (0720 from Hamilton) must have appeared strange. The usual squat square faced end had been replaced by the stark no nonsense end of a bilevel railroad coach.

Although strange to Torontonians, bilevel coaches are nothing new to the regular patrons of several North American cities. The majority of bilevels currently in service are to be found in the Greater Chicago area. There they are in daily service on the lines of the Burlington Northern (Chicago-Aurora) now operated by the West Suburban Mass Transit District, Chicago & North Western (3 lines) operated by North West Suburban Mass Transit District, Milwaukee Road operated by North Suburban Mass Transit District and the Chicago Rock Island and Pacific (Chicago-Joliet). Also found in Chicago are a group of bilevels operated by the Illinois Central Gulf on their electrified lines from Randolph Street Station and on the branch to Blue Island. On the west coast bilevels can be found on the Southern Pacific's line from San Francisco to San Jose. Canada's only bilevels are currently in service on CP Rail's commuter line in Montreal. The nine cars for this service were built in Canada by Canadian Vickers Limited (see NL May 70).

For a two week period starting 22 July, GO Transit and CP Rail swapped equipment for a testing of the others cars. GO Transit had originally shied away from Gallery coaches due to their layout in that it would slow the station stops for loading and unloading. However as traffic climbed beyond expectations on the Lakeshore line overcrowding of trains became common. More and longer trains were declared to be unfeasable without unjustifiably costing resignaling and trackwork. Because of this it was obvious that the only other solution was to increase the capacity of existing trains.

On 19 July and 21 July, equipment was run in from Montreal and a GO train of 13 cars from Hawker Siddley, a GP-40-2W and an Auxiliary Power Control Unit was sent to Montreal.

The Gallery cars were initially used on the 0720 from Hamilton on 22 July. With an arrival at Union Station at 0820, it is one of the most popular trains with commuters in the morning. The cars became an immediate hit with regular GO patrons. Especially appreciated were the coat hangers and luggage racks, something not found on the GO Transit cars. Also appreciated by them were the train doors permitting passage from one car to another. The absence of these doors was one of the major mistakes in the original design of the GO cars, and was a major complaint of the Montrealers who rode the cars during the two week exchange. Other complaints that the Montrealers had were the lack of luggage and coat racks, as well as face to face seats and the lack of washrooms. The only complaint registered by regular GO patrons was the lack of public announcement system which was appreciated by the Montrealers on the GO equipment.

The Gallery cars were used in both rush hours and off peak services in order to test their capabilities under various unloading and loading conditions. In the off peak hours, the cars were run as a 4-car and a 5-car train. The cars proved to be so successful that, it was only two days into the test that the Minister of Transportation and Communications, John Rhodes, announced that gallery cars will be ordered for the Lakeshore line. However, the cars would take two years for delivery after specifications were drawn up.

At the end of the two week period, the gallery cars and the GO train equipment were returned to their respective owners. Both trains were run by way of CP Rail and must have shaken up a few people who saw them between Toronto and Montreal.



August 2, 1974 sees GO Transit train #969 west-bound near the former Sunnyside Station. In the background in the Fred E. Gardiner Expressway.

(Ted Wickson)



LEFT: CP Rail bi-level car #900 brings up the rear end of train #969 heading west toward Hamilton on July 31, 1974. In the background is the Hamilton skyline.
(Ted Wickson)

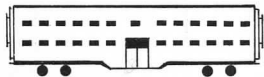
Concurrent with the test of the CP Rail gallery cars it was announced that Gallery cars would be ordered for the Lakeshore Line. Replacement of all rolling stock would cost approximately \$35. million. Cars released from the Lakeshore would be possibly used in an extension of the GO service. According to the Minister of Transportation and Communication, the next service could be from Streetsville to Malvern utilizing CP Rail's Galt and North Toronto Subdivisions. Thirty cars and three locomotives are to be ordered for the extension of train service to Richmond Hill that is supposed to start in

1975. Cost of the equipment was paid by a \$10 million grant from the Federal Government.

Officials of GO Transit feel that the ultimate solution to their operation problems would be the electrification of the Lakeshore Line. This would permit higher speeds and less headway between trains. This would also cut noise and maintenance needed on the equipment as well as cutting the fuel bills. Dubbed "Super GO" the line would be able to handle 200,000 people per day, which represents a ten fold increase in traffic.

RIGHT: As a contrast, here's an example of the consist that was sent to Montreal in exchange for the double-deck coaches. This view shows a regular GO train westbound approaching the Rouge Hills GO station on 2 September 1974.
(Ted Wickson)

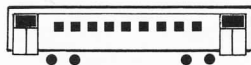




CP Gallery Car

Bi-Level
168
30
Walk-Thru
Low
27½ inch
Stainless Steel
Reversible
110,000 lbs.

Seating Area
Seats
Standees
Car Coupling
Ceiling
Aisle Width
Construction
Seating
Weight



GO Commuter Car

Single Level
94
50
No Passage
High
30½ inch
Aluminum
Fixed
68,000 lbs.



GO Transit GP40-2 number 9811 leads train #969 west-bound at Hamilton Junction on July 31, 1974. Note the unusually high water level in the pond in the background.
(Ted Wickson)



RAILWAY NEWS AND COMMENT

"GO" TO GEORGETOWN

On 27 April, 1974, a lavish ceremony was held at Georgetown, Brampton, Toronto and all along the way to mark the inauguration of GO Transit's new NorthWest railway commuter service. A special train comprised of steam engine #1057 and seven vintage coaches picked up the dignitaries inbound from Georgetown to Toronto Union Station. A GO train with the most modern equipment followed picking up any interested members of the public free of charge. At Union Station, the officials held their speeches, a ribbon was cut, and everyone returned to their train for the ride back north. Two days later, on Monday 29 April, service began with three trains southbound every weekday morning and three northbound trains in the evening. There are six stations en-route, Bloor, Weston, Malton, Bramalea, Brampton and Georgetown. Eight months later, a seventh stop was started, Etobicoke North.



LEFT:

A huge crowd of Bramptonians wait for the new GO train to take them to Toronto as the vintage steam train passes by with officials on board.
(Ted Wickson)

BOTTOM LEFT:

Ex CPR 4-6-0 #1057 steams the inaugural train past the factories just south of West Toronto.
(Dave Stalford)



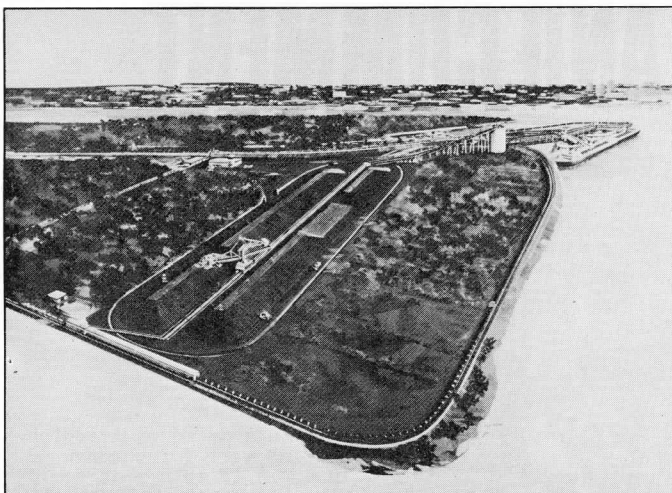
BOTTOM RIGHT:

Carrying potential new GO patrons, the new train enters Bloor Station southbound.
(Dave Stalford)

LEFT:

Ontario Premier William G. Davis hands his ticket (the first fare) in on the inauguration of the "GO North-West" service to Georgetown.
(Ted Wickson)





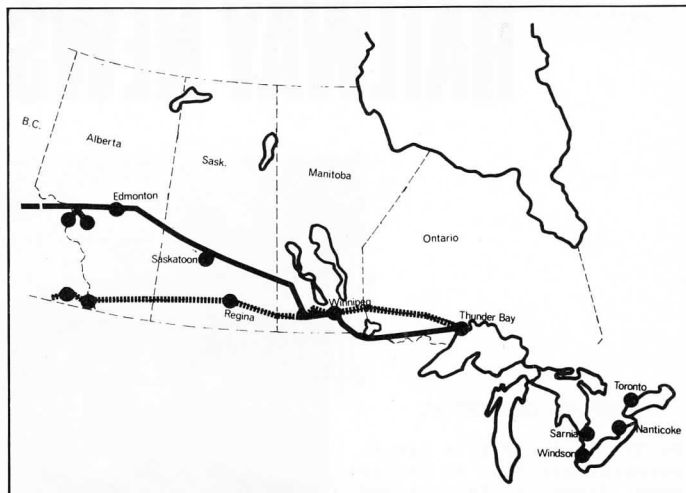
NEW GRAIN TERMINAL FOR THUNDER BAY

The same principles that helped to establish an export market for western Canadian coal are now being put into effect to move large coal volumes within the country. Canadian National, CP Rail and Neptune Coal Terminals have developed a supply system that will involve rail movement of traffic some 1400 miles, construction of a \$31 million bulk transfer terminal in Thunder Bay and ship delivery throughout the Great Lakes to customers in eastern Canada. The two railways will move a minimum of three million tons of coal a year in unit trains from mines in the Rockies. The project will spur the expenditure of approximately \$45 million on upgrading CN's north line - part of a major effort to expand the traffic-handling capacity in western Canada. The service will start with six unit trains of approximately 100 cars each, capable of carrying some 10,000 tons of coal per trip.

The transportation and transfer system will commence in 1976 and will involve an estimated initial capital investment of \$400 million to open new and expand existing mines, carry out trackwork, acquire locomotives and cars, develop the Thunder Bay terminal and obtain ships. When in operation, the terminal will have 50 full-time employees and annual salaries and benefits of almost a million dollars. See map and artist's impression above.

INFLATION HITS MONTREAL COMMUTERS

Montreal area commuters got another kick in the wallet on October 1 when CP Rail raised fares on all of its TownTrain runs by an average of 11%. For many of the 300,000 or so people who come downtown each weekday to work or shop, the CP Rail hike - the third in nine months - is merely the latest in a series of financial blows. CN raised its commuter fares by an average of 20% on September 1, the first increase since 1971, pleading higher costs and growing losses. However, commuters seemed more annoyed than angered by the rising costs of getting downtown - the CN and CP increases provoked little public outcry - but there is evidence that some are shopping carefully for the best travel bargain, and breaking old habits when they find it.



MONTREAL-OTTAWA RUN GETS TURBO SERVICE

The CNR's Turbo has proved so reliable between Toronto and Montreal that the Montreal-Ottawa service is now also going "Turbo". This service began on August 6 and replaces trains #31 and 32. For the time being, the schedule remains the same as for the conventional trains, leaving Montreal at 0815, arriving in Ottawa at 1014. On the return trip, the train departs Ottawa at 1120 returning to Montreal at 1330, in time to make the afternoon run to Toronto. Another reason for the introduction of this service is to compete with the Government's new AirTransit STOL (Short Take-Off and Landing) air service between the two points.

GO TRANSIT WILL END BARRIE TRAIN

The federal government plans to discontinue the CNR's Toronto-Barrie commuter train when the province begins its GO Train service to Richmond Hill, scheduled to begin in January 1976. Buses would connect with the GO trains, taking passengers to and from Newmarket and Barrie. Two stops are planned for the new rail line, one at York Mills Rd. and the other at Thornlea, with a minimum fare of 70 cents. Possible future stops might be added at Steeles, Finch and Eglington Aves. Service will be provided by three southbound trains in the morning and three northbound ones in the evening.

CP RAIL SEEKS FARE INCREASE

CP Rail has asked the Canadian Transport Commission for permission to increase its intercity and trans-continental passenger fares and sleeping car charges effective January 15, 1975. The increases would average 15% on regular fares, while sleeping car fares would be raised about 21%. In addition, a 50% surcharge would be applied to all sleeping accommodations for the peak summer season. Previously, these surcharges have applied only to bedroom and drawing room accommodations. CP Rail said the increases "are designed to help offset passenger train losses. Labour, material and maintenance costs on sleeping car accommodations have risen significantly over the past year".

CP Rail commuter fare increases in 1974

	Jan. 1 (1973 fare bracketed)			May 23		Oct. 1	
	Single fare	Monthly card		Single fare	Monthly card	Single fare	Monthly card
Westmount	75c (55c)	\$20.00 (\$15.25)		75c	\$20.60	85c	\$22.85
Lachine	90c (80c)	\$20.00 (\$19.10)		95c	\$20.60	\$1.05	\$22.85
Dorval	\$1.05 (95c)	\$22.50 (\$19.50)		\$1.10	\$23.15	\$1.20	\$25.70
Valois	\$1.10 (\$1.00)	\$23.50 (\$20.80)		\$1.15	\$24.20	\$1.30	\$26.85
Pointe Claire	\$1.30 (\$1.10)	\$27.00 (\$23.75)		\$1.35	\$27.80	\$1.50	\$30.85
Beaconsfield	\$1.30 (\$1.15)	\$27.00 (\$24.15)		\$1.35	\$27.80	\$1.50	\$30.85
Ste. Anne de Bellevue	\$1.70 (\$1.55)	\$32.00 (\$30.40)		\$1.75	\$32.95	\$1.95	\$36.55
Rigaud	\$2.25 (\$2.80)	\$34.00 (\$40.95)		\$2.30	\$35.00	\$2.55	\$38.85

The LRC train has now been vastly tested on CN, CP Rail and U.S. Department of Transport properties. The highest speed attained was 130 m.p.h. at DOT's test track in Colorado. CP Rail is proposing that they could operate the train from Montreal to Ottawa in regular service taking only 75 minutes, 15 minutes faster than the government's AirTransit STOL service. If the LRC is successful, the STOL services could be made obsolete. Possible applications of LRC service are on the following routes: Toronto-London-Windsor, Sarnia; Toronto-Montreal; Toronto-Ottawa; Montreal-Ottawa; Montreal-Quebec City-Halifax; Calgary-Edmonton; Calgary-Vancouver; Edmonton-Vancouver; Edmonton-Saskatoon; Edmonton-Regina; Calgary-Saskatoon; Calgary-Regina; Winnipeg-Saskatoon; Winnipeg-Regina; Regina-Saskatoon.

GO CONSIDERS USE OF TH&B STATION

GO Transit will look into using the Toronto Hamilton and Buffalo Railway station in downtown Hamilton as a terminal for GO trains. This station has a much better location than the CN station in Hamilton's north end which GO now uses. The TH&B station, which only handles two trains every day, is only a two-block walk from Hamilton's downtown core and connecting bus routes, making a much more attractive terminal.

METRO CENTRE IS SHELVED

The two great railways, CN and CP, have decided to temporarily shelve the multi-million dollar Metro Centre development as a result of constant delays caused by Toronto municipal political hassles. If CN and CP had been able to get started on schedule, millions of dollars could have been saved, as costs have skyrocketed since. At present, the only part of the massive project which has been started is the already famous, 1800 foot-high CN Tower, scheduled for completion next summer. Construction of the tower will not be affected.

Perhaps the only good thing about the shelving is that we're spared of the worries about what will happen to the present Union Station and the Great Hall.

BELOW: Two infamous pieces of Canadian railway equipment (CN steam engine #6060 and a nine-car Turbotrain) pass each other between Toronto and Montreal.

(Grant Kingsland)

Canadian National has placed orders for \$95 million worth of freight equipment - part of a billion-dollar, five-year equipment acquisition program. CN is projecting the freight business to increase by more than 40% over the next five years. The equipment orders, for 3077 freight cars and 25 locomotives, will be filled by railway equipment manufacturers in Hamilton and London Ont., Sorel Que. and Trenton N.S. Delivery will be in the last half of 1975, a reflection of Canadian car builders' heavy workload. These orders include 1000 bulkhead flat cars; 1000 100-ton capacity boxcars; 100 cars for ballast; 147 100-ton capacity ore cars; 500 gondola cars; 330 piggyback flat cars; and 25 3000-horsepower, four-axle diesel locomotives.

McNAB BECOMES TATOA CHAIRMAN

On September 1, 1974, A.T.C. McNab, former deputy minister of the Ontario ministry of transportation and communications, was named chairman and chief executive officer of the Toronto Area Transit Operating Authority (TATOA). Joining Mr. McNab on the authority board of directors will be the chairmen of the regional councils of Peel and York and of the Metropolitan Toronto Council who are ex official members of TATOA. These are L.H. Parsons (Peel), G.E. Wright (York) and Paul Godfrey (Metro Toronto).

NEW LIFE FOR OLD CN BOX CARS

By the end of 1974, CN's Transcona car shop forces in Winnipeg will have injected new life into 1280 box cars earlier earmarked for scrapping. Rebuilt this year at the request of the federal government to haul grain off prairie branch lines, these cars are good for another seven to ten years of service. Equipping these former 45-ton all-steel cars with heavier wheel assemblies has increased their capacity to 60 tons. Their new life begins with new number in the 425000 series.

In other heavy programs at Transcona car shop in 1974, 30 double-deck stock cars and 198 flats for trailer-type work gang living units have been created from former steel-frame box cars, and 70 hopper cars were rebuilt for ore service in northern Manitoba. The list of heavy repair work includes 550 double-door box cars for lumber, 260 cross hopper cars and 240 ore cars. In addition, the complete remodelling of six Sceneramic dome cars for passenger service was completed in 1974.





ABOVE: Replacing #6060 in the display area at Jasper Alberta is CN 4-8-2 number 6015, moved from the Canadian Railway Museum near Delson Quebec. This view was taken at the CNR Station on 16 June 1974 at 2130 hours. (Ted Wickson)

NEW RAIL PLAN ENDS NIGHT TRAVEL

A plan to revolutionize rail travel in Canada by speeding up intercity passenger services from coast to coast by eliminating sleeping cars and overnight travel has been submitted to the federal government by the railways. Details of the plan are secret, but it is understood that the great transcontinental trains as we know them would disappear and Pullman cars would become extinct. Nationwide use of Rapido, Turbo and new types of equipment such as the LRC train would provide fast intercity links from coast to coast. The key intercity services would be all-day trips (early morning to late evening, but not overnight) between Toronto and Montreal and Northern Ontario points, major prairie cities and Vancouver. Passengers travelling from coast to coast would make a series of all-day trips between major centres, staying overnight in railway hotels and getting up early the next morning to take the next leg of their trip. Special holiday type "tour trains" would make stops at major cities and scenic points of interest such as ocean liners now visit ports. Again, there would be no sleeping accommodations aboard the trains. A fast all-day train would also be placed on the Montreal-Maritimes route. There would be a pooling of service so that the best CN and CP tracks and equipment would be used. Montreal's Windsor Station would likely be eliminated, with all trains operating through Central Station. Tracks would be improved on major routes, with many existing lines doubled.

If the plan is eventually adopted, it would change the whole passenger train business, and pioneer some new ideas in a field that has tended to become bogged down by tradition. The plan stems from the government's warning that the railways are only getting one more chance to improve their passenger service. Otherwise, the government would set up a special corporation to manage passenger trains similar to AMTRAK in the United States. The government threat, first announced during the Liberal election campaign last May, spurred the railways to develop their own "master plan" to improve rail travel from coast to coast by using every resource available.

TORONTO-MONTREAL RUN GETS SECOND TURBO

Effective October 28, 1974, a morning Turbo run was introduced between Toronto and Montreal. The trains leave each city at 0745 hours arriving at their destination at 1155 hours, Monday-Friday only. Again, CN is planning to compete with a proposed STOL (short take-off and landing) plane service between Toronto Island Airport and Montreal to be operated by Otonabee Airways Ltd.

CAMPBELL BECOMES CN PASSENGER V.P.

The man who played a key role in reshaping and revitalizing Canadian National passenger services in the early sixties has returned to CN as vice president, passenger marketing. Garth C. Campbell, 49, who for the past five years has served with the Canada Post Office as assistant deputy postmaster, assumed his new duties on November 1. He succeeded Yvon Masse, named CN's vice president of management service on October 1.

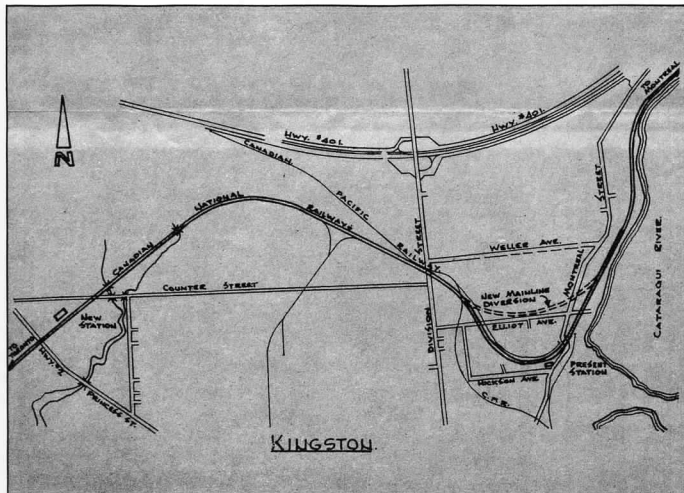
MEXICO BUYS CANADIAN RAIL EQUIPMENT

Three Canadian firms have clinched a \$13.2 million sale of railway equipment to Mexico, the start of a sales program that could total \$200 million in the next five years. An official of the Export Development Corporation, which is lending Mexico the funds for the project, said that only the loan agreements need to be signed to complete the sale. Hawker Siddeley Ltd. of Toronto will supply 150 gondola cars and 165 rail trucks worth \$4.7 million for its initial share of Mexico's railway rehabilitation plan. MLW Worthington Ltd. of Montreal will supply 15 diesel locomotives plus parts and tools for \$6.4 million. Finally, Sydney Steel Corp. of Sydney N.S. will sell 10,500 tons of steel rail for \$2.1 million. The equipment is to be delivered by next April.

The project follows a mission to Mexico last January by Trade Minister Alastair Gillespie, when Canadian participation in the Mexican rail program was discussed. All three firms have previously done business in Mexico. The Mexican government is to spend \$200 million over five years on the program, and Canadian firms have the edge in getting future contracts. The three firms stand to earn \$89 million in sales next year, the largest item being a \$25.8 million for passenger cars from Hawker Siddeley. The projection for 1976 is \$105.4 million and \$7.9 million for 1977.

AMTRAK STARTS PORT HURON SERVICE

Train 364	1515	Chicago Ill	CST	1210	Train 365
	1810	Niles Mich	EST	1115	
	1910	Kalamazoo		1015	
	1950	Battle Creek		0940	
	1955	Battle Creek		0935	
	2125	Lansing		0800	
	2207	Durand (flag)		0718	
	2249	Flint		0638	
	2316	Lapeer (flag)		0610	
	0025	Port Huron		0515	
unreserved		coaches, light meal service.			

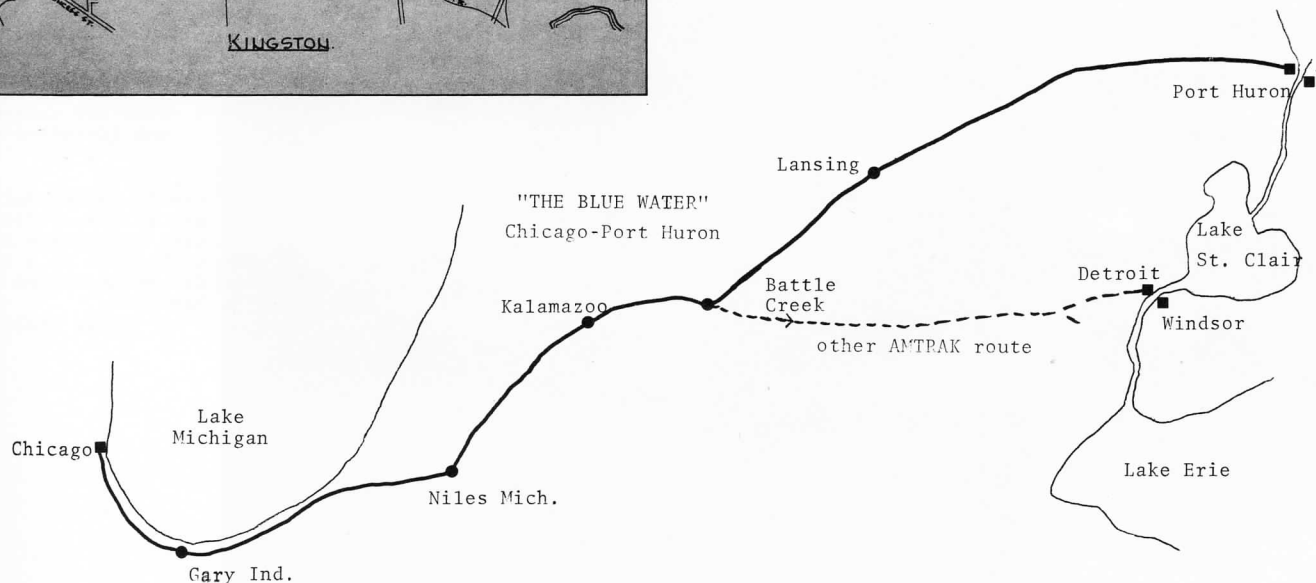


AMTRAK STARTS TRAIN THROUGH CANADA

0745	Detroit	2205
1245	Buffalo	1720

KINGSTON SHORT-CUT INCREASES TRAIN SPEEDS

The present station, built in 1895, is located about mid-point in the curve. The federal government has asked CN to preserve the station because of its "national, historical and architectural significance". The new station will provide 3000 square feet of waiting room space compared with the present 200 square feet, and will increase seating capacity from 38 to 108. It will incorporate separate eastbound and west-bound platforms connected by an underground pedestrian tunnel. Baggage facilities are also being expanded and space will be available for 200 automobiles, as well as taxis and city buses. (See map at left)



CP Rail F-unit #4072 leads a freight over a bridge crossing the Humber River in Toronto's west end on 6 April 1974. The second unit is PNC (Precision National) #143. (Dave Stalford)



** CN and Amtrak are negotiating to make Amtrak ticket stock available in 14 CN stations and CN ticket stock available in 9 U.S. cities. Amtrak computer stations will be installed in CN reservation centers in Montreal, Toronto and Vancouver.

** Amtrak and Boston and Maine are considering track-work between Springfield and White River Junction. This will permit a 20 minute speed up on the schedule of the Montrealer.

** Delaware and Hudson has bought the last two operable Baldwin RF16's in North America. The ex Monogahela "Sharks" were obtained from a scrap dealer for the equivalent value in used freight cars. Delaware and Hud-

son has also traded an ex B&M F7B to Denver & Rio Grande Western in return for their ALCO PB steam generator.

** Auto Train Corporation has sold a franchise to a group of Mexican investors to operate an auto ferry service from Nuevo Laredo to Mexico City. No date for the start up has been announced.

** The Interstate Commerce Commission has approved the sale of Maine Central of a 57 mile section of track between Mattawamkeag and Vanceboro, Maine, in return for 5 million dollars in cash and \$1. million in bonds. The line forms part of CP Rail's main line between Montreal and St. John. Main Central will retain trackage rights on the line.



Credit Valley Railway #136 and 1057 pass Montgomery Rd. in Toronto on a railfan excursion on 4 May 1974.
(Dave Stalford)

WRECKS...

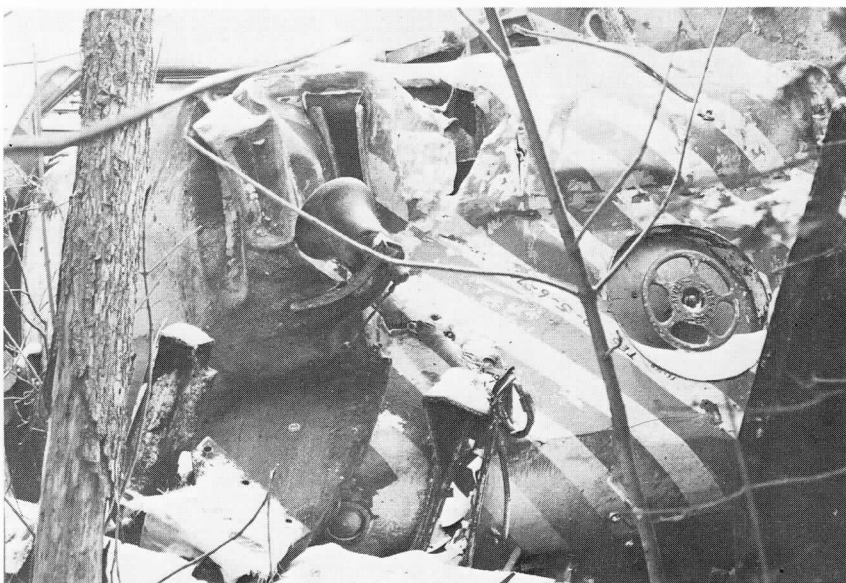


Bedell

All photos by Robbin Rekiel
unless otherwise credited.

UPPER LEFT: Canadian Pacific boxcars are crumpled beyond recognition at Bedell Ontario on 18 January 1974.

UPPER RIGHT: Unbelievably wrecked railway cars and their trucks are scattered across the mainline at Bedell Ont.



CENTRE: CPR RS-18 number 8776 lies overturned and badly smashed amongst trees and snow.

BOTTOM: Box cars from various different roads are crammed against each other in this costly wreck. One Great Northern box car carries a sign on one end "do not hump!"





Agincourt

LEFT: At CP Rail's Agincourt Yard in Toronto, a serious wreck was the talk of the day for quite a while as cranes and hump units were called to the east end of the yard to help clean up the mess.

BELOW: The bulk contents pour from CPR boxcar #110867 as it is righted by a railway crane. This wreck held up operations at the yard for days.



Ballantyne Jct.

BELOW: On 20 July 1973, a CN Turbotrain, just recently sold to AMTRAK and undergoing tests for the American railway agency, collided with a CN freight train, caught fire and was burned recognition. Here we see one of the Turbo power-domes loaded aboard a gondola car for removal from the site.



RIGHT: The completely burned out train blocks the CN mainline at Ballantyne Junction Quebec, just outside of Montreal. The four CN Turbocars were re-numbered AMTRAK 54, 55, 76 and 77. Their CN numbers were 128, 153, 253 and 258. Fortunately, this mishap did not cause any lives to be lost. The reason for the accident was said to be that the engineer failed to stop the Turbotrain at a red block signal.



BELOW: Photographers and news reporters inspect the charred remains of the unfortunate Turbo wreck. It was certainly a blessing that no passengers were aboard the train at the time of the crash. The train was already completely under AMTRAK ownership at the time.



Crombie

RIGHT: On 17 April 1974 trucks are piled all over each other on the CPR mainline at Crombie Ontario. Crews are at work repairing track damage amongst the many wrecked cars.

Ingersoll

CENTRE LEFT: Mangled cars are strewn all across the station platform at Ingersoll Ontario. Have you ever seen a gondola car without wheels?

BOTTOM LEFT: 31 May 1974 sees CN Tempo unit #3150 lays on its side while both auxiliaries grapple with a Frisco box car, watched by various citizens.

Clarke

CENTRE RIGHT: Wreckage lies amidst mud and water including Maine Central box car #300045 and TLCX #30085, a covered hopper. This wreck took place at Clarke Ont., just east of Bowmanville on 18 May, 1974.

BOTTOM RIGHT: The contents of CN boxcar #575276 spill out onto the ground.





ABOVE: Leased Chesapeake & Ohio Geep #6070 hit a trailer while leading CN #3125 and 3115 southbound on Train 222 at mile 19 on the Bala Subdivision north of Thornhill Ont.

RIGHT: Easy does it! CN Big Hook #50397 lifts a tri-level auto-carrier car into its upright position. The trailer which the train hit was carrying plates of steel. No injuries were reported.



Thornhill

LEFT: New imported autos from Japan strain at their tie-down chains as overturned tri-level lies crosswise.

BOTTOM LEFT: CN RS18 #3125 gets a helping hand back onto the rails after this wreck occurred on 14 February 1974.

BELOW: Here's the smashed front end of CNR RS18 #3115 after being placed back on the rails.



The PAs are back



BY
DAVID
SMITH

Photos
by the
Author

ABOVE: D&H PAs # 18 and 17 get ready to leave the Albany-Rensselaer AMTRAK station northbound toward Montreal.

In 1946, the doors of the American Locomotive Company (ALCO)'s Schenectady N.Y. Plant rolled open to reveal a model that would become the classic of locomotive design; passenger "A" unit design number one - the PA-1. That it became a classic in spite of its small production run (294 units - 247 cabs and 47 boosters) is in itself a tribute to the ALCO design team.

Designed as ALCO's answer to the successful Electromotive "E" series units, it was a follow-up to the earlier DL-109. The PAs were powered by a sixteen cylinder version of ALCO's 244 series engine and had an output of two thousand horsepower. Like the EMD "E" line, they rode on long wheelbase A-1-A trucks. The PA-1 was in production for four years and was superseded by the PA-2 in 1950. This was the same unit, but with an increased rating of 2250 horsepower, accomplished by the installation of a water cooled turbocharger. The PA-3, offered in 1952, had the same rating but some changes were made in the side grills.

In the best ALCO tradition, they were prone to throwing off a great deal of smoke. This was caused by the installation of exhaust activated turbochargers instead of the mechanically operated Roots blowers used by EMD. When the engines were started, there was insufficient exhaust gas to bring the turbocharger turbine up to speed. This caused a temporary lack of oxygen and led to improper combustion and black smoke.

Leaping ahead to 1967, the Delaware and Hudson Railroad decided to refurbish their passenger train service from Montreal to New York in order to capitalize on the increases traffic to and from Expo 67. After some shopping around, it was found that they could pick up several of the Santa Fe's stored PAs at a bargain price. Because the majority of D&H's power was ALCO manufactured, the shop crews were thoroughly familiar with their 244 series engines, this being an added bonus. As a result, four Santa Fe units (AT&SF #59, 60, 62, 66) soon found themselves at Colonie Shops undergoing restoration and repainting in the Delaware and Hudson blue and yellow.

Due to the stainless steel side panels, it was obvious that the only practical scheme was to reproduce the Santa Fe's famed warbonnet. They were painted in blue and yellow with a "V" shaped stripe replacing the oval "Santa Fe" herald. The D&H shield was added under the headlight in the middle of the "V".

As D&H #16, 17, 18 and 19, the units headed both the "Laurentian" and the overnight "Montreal Limited" from 26. September 1967 on. They were an immediate hit with the crews, who, after many years of bouncing up and down behind the long end of the two-axle RS3s were now at the front end of the PAs with their long base six-wheel trucks. Those three-axle trucks provided a ride which was much smoother; so much so that the crews had to be careful not to exceed the 65 m.p.h. speed limit. Although the "Laurentian" was the better known of the D&H's two trains, it was, ironically, the "Montreal Limited" that had the higher passenger loadings. In winter operation, the PA's steam generator capacity (1220 U.S. gallons) soon proved to be inadequate if the train was delayed for any appreciable length of time. To remedy this, a pair of Erie Lackawanna E-8s were leased and assigned to one of the trains.

When the plans for AMTRAK were announced in 1970, the Montreal - Albany service was not included in the "core" service. There was an attempt by the state of New York to retain the service but their proposal came too late to be included in the initial plans. As a consequence, the PAs made their last trip north on both the Laurentian and Montreal Limited on 30. April 1971.

There was a brief attempt to use nos. 16 and 18 in the Erie Lackawanna's commuter service but they were found to overheat and after an electrical fire in #16, this was discontinued. Due to their gearing and age, they were considered unsuitable for freight service and went into service at Colonie Shops.

In October of 1971, #16 and 18 were leased to Steam Tours Inc. for fantrip service with an option to buy. Concurrently, #17 and 19 were sold to General Electric at Erie Pennsylvania. After a few fantrips, #16 suffered a scored crankshaft and was placed in storage at Hagerstown Maryland. When it became obvious that they could not finance the deal, Steam Tours returned both units to the D&H in August 1972. In October of the same year, #19 was repurchased from G.E., the 17 being returned in September 1973, bringing all four units back to Colonie.

The year 1973 marked the Sesquicentennial of the Delaware and Hudson. As part of the celebration, #18 and 19 headed a special Display Train that visited various communities on the D&H system, including Montreal. They also provided the power for several inspection trips and directors' specials.

In early 1974, it was announced that the State of New York would sponsor the re-establishment of passenger service between Montreal and Albany under title 403 (b) of the act that established the National Railroad Passenger Corporation. The funding would be from a \$30 million Rail Services Preservation Fund passed by the

State Legislature. The initial cost of the service was one million dollars, to be used to improve track and rehabilitate equipment and the stations north of Albany. Equipment was to be provided by the Delaware and Hudson Railroad. On the November 1974 New York ballot will be a \$250 million proposal to improve trackage and roadbed conditions enabling speeds of up to 100 m.p.h. Current top speed on the line is 65 m.p.h. with some stretches around Mechanicville and Lake Champlain restricted to 35 m.p.h.

The new service was inaugurated northbound on 5. August 1974 by Governor Malcolm Wilson. Two-way service commenced on the 6th. Named the "Adirondack", the train leaves Grand Central Station in New York and runs into CP Rail's Windsor Station in Montreal. Normal procedure is to run the Adirondack as part of the "Empire State" between New York and Albany, where the train is split and the D&H takes over. At Albany D&H power is added as well as a dome-coach-lounge car, leased from CP Rail. Southbound, the Adirondack and Empire State are consolidated and run as one train to New York. Equipment on the train is D&H with the exception of the CP dome. Power currently is PAs 17 and 18 running back to back on one of the trains with RS11 #2004 and RS36 #2021 on the other. Numbers 16 and 19 are presently at Morrison-Knudson's Boise Idaho facility for overhaul and rebuilding, their 244 series engines being replaced with 12-251 engines.

The train crew of the "Adirondack" is composed solely of D&H personnel. Their uniforms consist of a blue jacket, white shirt, yellow tie and grey slacks (yellow jacket and blue tie also used). In both cases the breast pocket of the D&H jacket has the D&H crest on it. The uniform is quite attractive and is certainly a contrast to the AMTRAK-Penn Central "whatever". Their attitude to passengers is also a very marked contrast in that they are very friendly, talk to the passengers, point out various points of scenic and historical interest.

The passenger load after the first week of operation averaged at 60% of capacity. The only drawbacks to the train have been inadequate seating in both the dome and lounge sections. The train could make good use of a full dome and more importantly, a full diner. For a train in operation for such a short time, the ridership is excellent and will surely steadily rise. The run crosses some of the best scenery of the north-eastern United States and the crew is expecting full loads during autumn.

Northbound consist, 11. August 1974:

D&H #18, 17 - PA-1
D&H #1012 ---- coach
D&H #33 ----- coach "Mount Marcy"
D&H #31 ----- coach "Ausable River"
D&H #32 ----- coach

D&H #32 ----- coach "Bulwagga Bay"
CPR #35 ----- Dome-coach-lounge
 "Wilsboro Point"**

** leased and repainted in D&H colours.

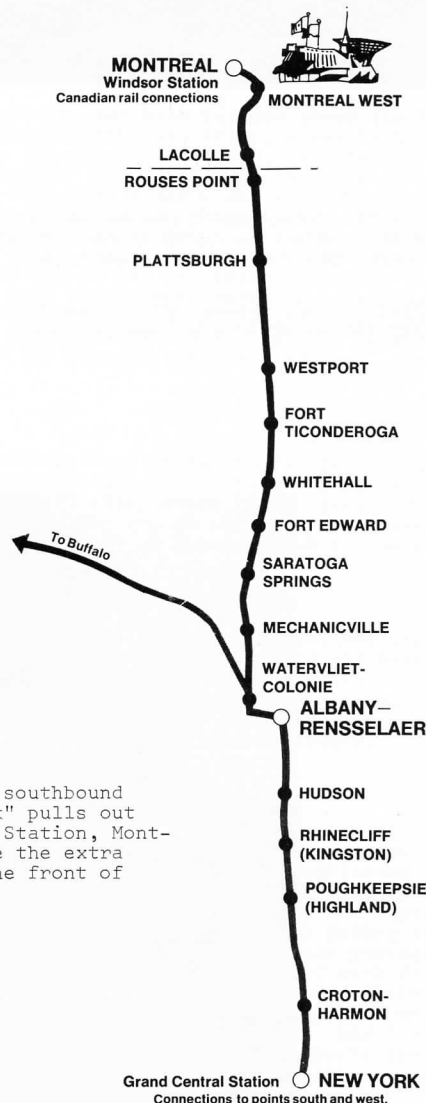


LEFT: The southbound "Adirondack" pulls out of Windsor Station, Montreal. Note the extra flags at the front of PA #18.

ONE-WAY COACH FARES
(Double for round-trip)

BETWEEN	AND	Montreal	Rouses Point	Plattsburgh	Westport	Fort Ticonderoga	Whitehall	Fort Edward	Saratoga Springs	Mechanicville
Montreal	\$								
Montreal West		3.00	4.50	6.75	8.25	9.75	11.00	12.00	13.00
Rouses Point			3.00	4.50	6.75	8.25	9.75	11.00	12.00
Plattsburgh				3.00	4.50	6.75	8.00	9.00	10.00
Westport					3.00	4.50	5.50	6.50	7.50
Fort Ticonderoga						3.00	4.25	5.25	6.50
Whitehall							3.00	4.25	5.25
Fort Edward								3.00	4.25
Saratoga Springs									3.00
Mechanicville									
Watervliet-Colonie									
Albany-Rensselaer									
Hudson									
Rhinecliff									
Poughkeepsie									
Croton-Harmon									
New York									

From ALCO to AMTRAK





ABOVE: AMTRAK's "Adirondack" arrives at Windsor Station in Montreal with CP's hotel, The Chateau Champlain in the background. The date: 11. August 1974.

BELOW: Leased CP Rail dome-coach-lounge #35 is seen at Albany-Rensselaer as AMTRAK "Willsboro Point."



NEW YORK-ALBANY MONTREAL

(Grand Central Terminal) (Eastern Time—Heure de l'Est) (Windsor Station)

Read down/De haut en bas Read up/De bas en haut

Read down / Lire haut en bas		Train Number Numero du train		Read up / Lire bas en haut	
68-76				71-69	
The Adirondack		Train Name Designation		The Adirondack	
Daily Quot.		Frequency of Operation Frequence des trains		Daily Quot.	
X/Ø	Miles Milles	Type of Service Classe		Ø/X	
9 30 a	0	Dp	MONTREAL, PQ (Windsor Station/gare Windsor)	Ar	6 50 p
r 9 42 a	5		Montreal West		d 6 35 p
f 10 51 a	37		Lacolle, PQ (Canadian Customs/douane Canada)		f 5 10 p
f 11 10 a	43	Ar	Rouses Point, NY	Dp	f 5 05 p
11 48 a	43	Dp	(U.S. Customs/douane E-U)	Ar	f 4 18 p
f 12 47 p	66		Plattsburgh		f 3 17 p
	106		Westport Ø (Elizabethtown, Lake Placid, and Saranac Lake)		
f 1 31 p	134		Fort Ticonderoga Ø		f 2 34 p
f 2 01 p	156	Ar	Whitehall Ø (Rutland)	Dp	f 2 02 p
f 2 05 p	156	Dp	Fort Edward (Glens Falls and Lake George)	Ar	f 1 55 p
2 30 p	178		Saratoga Springs		1 29 p
2 57 p	197		Mechanicville Ø		1 02 p
f 3 36 p	221		Watervliet-Colonie Ø (D&H Sta./gare D&H)		f 12 27 p
f 3 58 p	235		Albany-Rensselaer	Dp	f 12 05 p
4 30 p	240	Ar	Hudson	Ar	11 40 a
5 00 p	240	Dp	Rhinecliff (Kingston)	Ar	11 20 a
5 27 p	268		Poughkeepsie Ø (Highland)		10 25 a
5 49 p	293		Croton-Harmon Ø	Dp	r 10 10 a
d 6 04 p	308		NEW YORK, NY Ø	Ar	r 9 27 a
d 6 50 p	348	Ar	(Grand Central Terminal/gare Grand Central)	Ar	r 9 20 a
d 6 57 p	348	Dp			8 30 a
7 50 p	381	Ar			

X - Dining, Lounge and Beverage Service.

Ø - Snacks and Refreshments.

○ - Passengers not carried locally between New York, Croton-Harmon, and Poughkeepsie.

Ø - Tickets not available at station, please purchase from authorized Amtrak travel agent or train conductor.

d - Stops only to discharge passengers.

f - Flag stop; stops only on signal to receive or discharge passengers.

r - Stops only to receive passengers.

From bustling New York to French-accented Montreal, this daylight streamliner passes through some of North America's most historic and inspiring landscapes, replete with unusual scenic and other features of educational interest. Including:

- West Point—the U.S. Military Academy—Gibraltar of the Hudson
- The Catskill Mountains—rugged and forested—and Rip Van Winkle country
- Albany—Capital of the Empire State
- Saratoga Springs—famed health resort—equally famous for horse racing
- Fort Ticonderoga—scene of action in both the French and Indian Wars and the American Revolutionary War
- Lake Champlain—for over one hundred miles our train skirts the picturesque shore of this beautiful body of water—historical site of the great British naval engagement with Benedict Arnold in 1776, and the decisive American naval victory over the British in 1814, which led to the termination of the War of 1812-14.
- The high peaks of the Adirondack Mountains, directly west of Westport—longstanding gateway to Elizabethtown, and the mountain resorts of Lake Placid and Saranac Lake.

MAINLINE ELECTRIFICATION

Edited by Ron Layton



ABOVE: An AMTRAK Metroliner crosses a bridge over the Chesapeake Bay near Baltimore Md. at speeds exceeding 100 m.p.h. (Mike Roschla Collection)

** Since British Rail introduced expanded electric commuter services in the Glasgow area in connection with mainline services, vandalism has caused a number of service delays. There have been incidents of theft or damage to communications equipment and interference with overhead and power installations. Local police are stepping up their surveillance of the line to try to solve this problem.

** Now that the London-Glasgow main line is complete, British Rail is preparing a list of priorities for future electrification. The first priority is to the extension of the Great Eastern system (out of Liverpool Street Station, London) to Ipswich and Harwich and suburban electrification from St. Pancras to Bedford. No reference was given to the rush hour Moorgate services. Second priority was given to the east coast mainline from London to Newcastle and Edinburgh (ex LNER mainline) and to suburban services from Paddington to Slough and Reading. Long-term plans are being considered for the electrification of a Northeast-Southwest route and the Paddington-Bristol-South Wales (ex GWR) routes. Citizen groups in Sheffield are also urging the abandonment of trans-pennine freeway construction to be replaced with conversion of the Manchester-Sheffield-Wath 1500 volt d.c. line to 25 Kv a.c. with appropriate connections to the other a.c. lines and re-introduction of passenger services on this route.

** The French National Railways (SNCF) is taking delivery of five new dual-voltage (25 Kv a.c. and 1500 volt d.c.) class BB25150 locomotives. These will be allocated to Chambéry in the Savoie district for working the steep grades between Aix-Bes-Bains, La Roche-sur-Foron and Annemasse and Saint Gervaise, and between Bellegarde and Evian.

** For those who may wish to read about the Euston-Glasgow electrification in detail, a new book has been published by Ian Allan Ltd. It is entitled "Electric Euston to Glasgow" by O.S. Nock. The book is illustrated with diagrams, track plans and structural drawings as well as nearly 100 photographs. It has 192 pages of text and has an 8.5x5.5" format. It may be possible to order this book through your usual bookstore, but if not it may be ordered directly from the publishers' mail order department for approximately \$8.50. The address is: Ian Allan Ltd., Terminal House, Shepperton, Middlesex TW17 8AS, England. Please add an extra 10% for postage and handling.

** In the Orange Free State (South Africa), the Bloemfontein-Kroonstad section is going electric, replacing 15Fs and 23 class steam locomotives. Masts are up almost all the way now so photography on the famous "Karree Koppie" is out as far as steam is concerned.

** There are reports that four Metroliner cars have been modified for high-speed operation and have reached 150 m.p.h. on trial runs. Some electrical equipment has been relocated on the roof giving an appearance similar to the Budd RDC cars' radiator dome. Tests were conducted with little publicity.

** Italian Railways (FS) has developed a new Co-Co locomotive for its Rome-Florence "Direttissima" route. These units will be designated as E-666. They will have a power rating of 8000 horsepower and a prototype has reached 220 km/h (140 m.p.h.) during trials. These locomotives have two diamond frame pantographs, although only one is used at a time and work from the FS standard 3000 volt d.c. overhead. Their dimensions are: 21.1 metres (69.2 feet) long; 3.8 metres (12.5 feet) high excluding pantographs; and 3.03 metres (9.9 feet) wide. The six-wheel trucks are mounted 11.5 metres (37.7 feet) apart on centres with 2.3 metre (7.5 feet) between axles.

TRACTION TOPICS

Edited by Mike Roschlau

SPADINA PROGRESS

Despite inflation, construction contracts for the \$155 million Spadina rapid transit line are going in near the TTC estimate. Two major contracts have already been awarded and two more will be let soon when tenders are analyzed. Most of them involve construction in the difficult ravine areas around and north of Casa Loma. The first major contract was awarded to Robert McAlpine Ltd. for \$5,740,594. This includes the only tunnelled section on the entire route, 1800 feet long and going through the escarpment at Casa Loma. It will be as deep as 90 feet in places. The bulk of it will be right under Spadina Rd., then turning to the northwest to enter the Nordheimer Ravine. The second contract awarded went to Kilmer Van Nostrand Co. Ltd. to build subway structure on the floor of the Nordheimer Ravine from the end of the tunnel between Spadina Rd. and St. Clair Ave. The commission has opened tenders for two more contracts. One involves subway structure from Heath St. to Bathurst St. through the Forest Hill Ravine. Low tender was submitted by Montcalm Construction Co. for \$5,469,071. Kilmer Van Nostrand Co. Ltd. was the low bidder for the structure contract through the Cedarvale Ravine between Bathurst St. and Eglinton Ave.

The TTC has refused to modify its design of the Bathurst-St. Clair station. Toronto Alderman Ying Hope called the commissioners "schizoid", a word meaning out of touch with reality. "That's the only word for it" said Hope when the TTC decided against changing the plans for the station to conform with the wishes of a ratepayers' group from the area. The original station proposal which the TTC has decided to retain calls for streetcars to enter the station underground down ramps in the middle of St. Clair Ave. so turning streetcars would not interfere with traffic. The ramps will mean widening the street and the destruction of a small corner of Wells Hill Park.

The next batch of subway cars ordered by the TTC (for the Spadina line) should be air-conditioned, a report recommended to the commission's August 14 meeting. Two of the TTC's commissioners urged that tenders be called immediately for 100 new subway cars adding a provision to increase the order by up to 34 cars if improved service on the subway system is required. The estimated cost of the original 100 cars is \$36 million.

RIGHT-OF-WAY SPEEDS SERVICE

Streetcars on St. Clair Ave. W. have cut eight minutes from their round trip schedule since left turn prohibitions and yellow lines across the tracks were introduced on the street in June. Left turns off St. Clair Ave. are now prohibited at Keele, Dufferin, Oakwood, Spadina and Russel Hill with the yellow markings stretching all the way from Yonge to Keele Streets.

EXPO EXPRESS STILL AWAITS BUYER

The 48 gleaming cars of the one-time Expo Express are still sitting idle on St. Helen's Island waiting for someone to buy them after three years of disuse. An official of Man and His World said that several offers have been made but none have gone through. No price has been set, though tenders have been invited. At one point there was a flurry that a Laval group might buy the cars, but that fell through. Then the City of Edmonton expressed an interest in some of the automated equipment, but nothing came of that in the end either. The equipment has been kept in tip-top condition, being protected on each side by a high wire fence. The Expo Express cars are standard gauge, the most probable reason for the TTC not being interested. The cars seat 84 passengers each with standing room for 120. They are air conditioned and could carry 30,000 people an hour, and in its brief lifetime, was used by several million visitors to Expo 67.

MONTREAL SUBWAY CLOSED DURING STRIKE

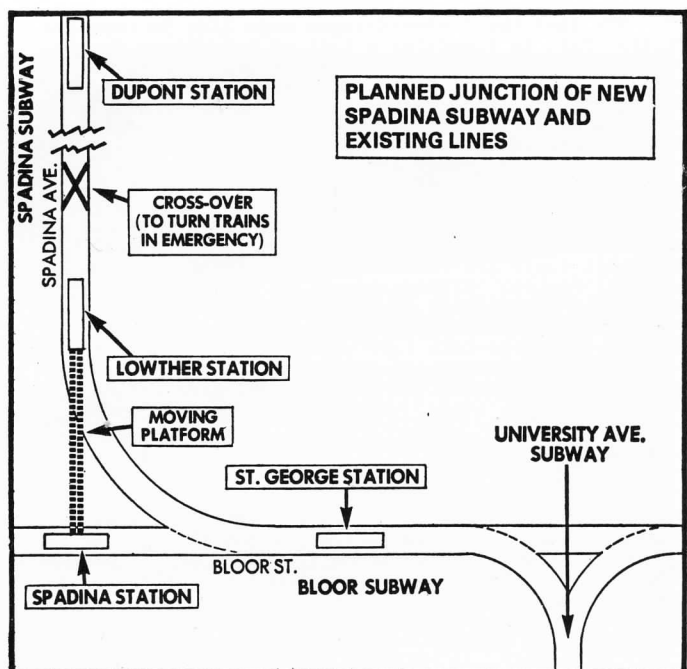
Montreal commuters were without subway service early in August following a walk-out by 1600 maintenance workers. The men walked off in support of workers suspended for refusing to work on June 24 and July 1, Quebec legal holidays. The transit commission was granted a temporary injunction ordering the men back to work. A commission spokesman said the real cause of the walkout was union demands for a cost-of-living increase.

****** Reconstruction of the Massachusetts Bay Transportation Authority (MBTA)'s Riverside Line in preparation for the arrival of the new, faster and more comfortable LRVs in 1975 and 1976 is continuing. The work includes removing the tracks, rebuilding the road-bed, installing new all-welded rail, providing drainage facilities and power, and erecting fencing. Between Riverside and Reservoir Stations, reconstruction is underway with streetcars continuing to operate over selected sections of single track on portions of the line.

Reconstruction of the third area between Reservoir and Fenway Park Stations began early in June and will be completed in early September (the summer months when riding is lightest). Starting on June 8, this section was closed to service and the Riverside streetcars were re-routed over the Beacon Street line via a connecting track between Reservoir Station and Cleveland Circle. For the many passengers travelling to and from Brookline Village, a new bus route was established between Reservoir and Kenmore Stations via Chestnut Hill Ave., Boylston St. and Brookline Ave. The buses and streetcars are scheduled to make connections at Reservoir and/or Cleveland Circle. Service on the new bus route is supplementing the regular Chestnut Hill-Kenmore bus service operating on Boylston St. and Brookline Ave. Either the supplementary Reservoir-Kenmore service or the regular Chestnut Hill-Kenmore bus service will be available to passengers normally using the Brookline Hills, Longwood and Fenway Park Stations. Users of the Longwood and Fenway Park Stations also have the option of walking a short distance to streetcars on the Beacon Street Line which will also serve passengers who use the Beaconsfield Station.

Other work scheduled for this year includes improvements at the various stations such as new shelters, resurfaced platforms, additional lighting, directional signs and landscaping.

Three prototype LRVs are scheduled to arrive on MBTA property for testing next spring. Delivery of the remainder is scheduled to start in the fall of 1975 and be completed in the summer of 1976.

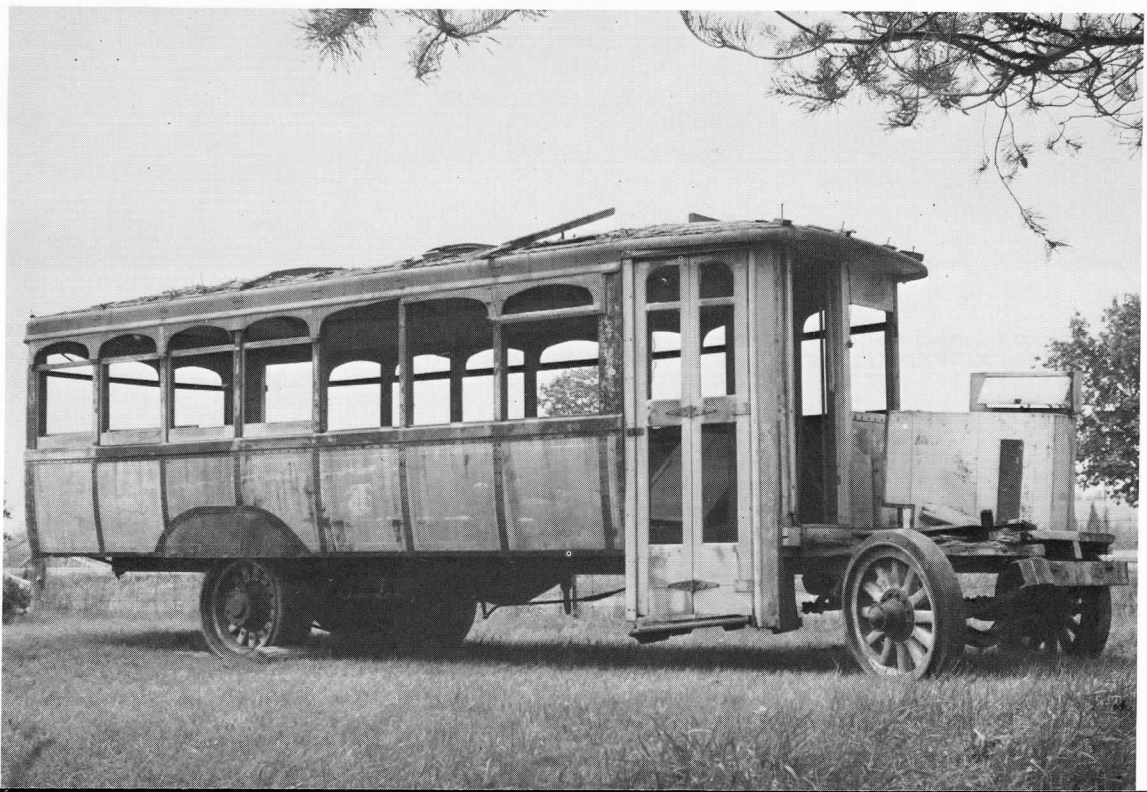




Old TTC Trolley Coach Discovered

ABOVE: June 20, 1922, the inaugural day for the TTC's pioneer trolley coach operation on the Mt. Pleasant route, sees coaches #20, 21 and 22 on Merton Street. The route ran from a wye at Merton & Yonge Streets east to Mt. Pleasant and north to another wye at Eglinton Avenue.
(T.T.C.)

BELOW: One of these old former TTC trolley coaches was discovered in May of this year by Ray Bell on a farm near Bewdley Ontario. The coach was sold by a scrap dealer in 1928 to another farmer from the Bewdley area for use as a tool shed and has been there ever since. Mr. Bell, who has a small antique museum in Cobourg Ontario, plans to restore the coach.
(Ted Wickson)



Torontonians say



Railfans loaded down with cameras board the already crowded TTC streetcar #4502 prior to its last departure from Bicknell Loop, forever! Farewell posters on the side of the car add an extra touch to the trip.

(Ted Wickson)

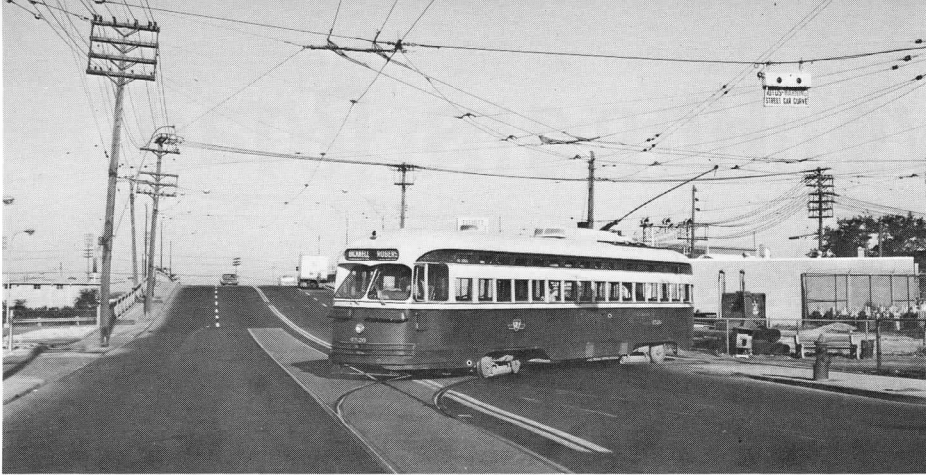
July 19, 1974 was

"Goodbye Rogers Road"



Motorists and by-passers look on as the last car crosses the Borough of York boundary, thus being the last streetcar ever to run in the borough. The car was literally bulging with passengers and the TTC inspector warns the passengers not to lean out of the windows of the car. Immediately following this last run, TTC overhead crews began removing wire around Bicknell Loop in preparation for the Sunday morning commencement of trolley coach service. (Ted Wickson)

The Fatal Friday



LEFT: Here, PCC #4526 leaves Bicknell Loop on a normal mid-day run on July 13, just six days before the route's demise. Note the trolley coach overhead suspended above that for the streetcars.
(Ted Wickson)



RIGHT: As a contrast to the above photo, this is the first day of trolley coach operation at 7:00 a.m. Note that the streetcar overhead is gone and how the driver cautiously checks his rear view mirror to see that the poles stay on!
(Ted Wickson)

BELOW: CC&F-built PCC car #4526 leaves Oakwood Loop with a "standing room only" load on the Fatal Friday during the afternoon rush hour.
(Ted Wickson)



On Friday 19. July 1974, Toronto lost its well-known Rogers Rd. streetcar line to motorists and trolley coaches. At approximately 6:45 p.m. TTC car #4502 (run 2) left Bicknell Loop on its homeward trip, thus ending more than 50 years of streetcar service in the Borough of York. The Rogers Rd. carline, which ran from Oakwood & St. Clair to Rogers & Bicknell via Oakwood Ave. and Rogers Rd. with a rush-hour extension eastward along St. Clair Ave. to the St. Clair Subway Station. During normal hours, three cars were in service providing a ten minute headway, which during the rush hours (including the extension to the subway) required 12 cars. The Rogers Rd. streetcar route has been replaced by a newly extended branch of the Ossington trolley coach route (63F).

The power along the line was cut at 7:15 p.m. on the "Fatal Friday" after the last run. The purpose of this was to tear down some of the streetcar overhead and to prepare the trolley coach overhead for its Sunday morning service startup. Diesel buses ran temporarily for the rest of Friday night and all day Saturday. At 6:15 a.m. on Sunday 21. July, the first trolley coach left Bicknell Loop for King Street, beginning a new era of transit service on Rogers Road.

Back on Friday evening, the last car to leave the subway outbound to Bicknell Loop was run 6 (4532). The overhead destination sign at St. Clair Station has had the Rogers Rd. section painted over. The last car of all, #4502, was what might have been expected, filled with all types of railfans, one of which decorated the car with ribbons and signs in English and Italian announcing the occasion. The english signs read "Last Rogers Rd. Streetcar" on the front and "Farewell old sweethearts, railfans & pals. This is my final run. Last Rogers Rd. streetcar" on the side. An Italian sign on the side read "Arrivederci, nos amici Italiani! Ultimo Rogers Rd. Tramvai! Ultima Corsa, Ultimo Giro!". This added an extra bit of flavour to the occasion.

RIGHT: During the last week of streetcar operation on Rogers Rd., PCCs 4519 and 4526 pass near Gilbert Avenue. (Ted Wickson)

BELOW: Just a few days later, TTC trolley coach 9246 rounds the same curve. Note that the coach has just lost its left pole! (Ted Wickson)



BELOW: On the last day of streetcars on Rogers, #4502 makes its way south on Oakwood Ave.; only a few hours left to go at this point. (Ted Wickson)

On board the car, "Old Lang Syne" was sung and an elderly woman told of her experiences of riding the first Rogers Rd. streetcar over 50 years ago. She was the only person who could truthfully say that she had ridden both the first and last Rogers Rd. streetcars.

As you may be able to imagine, in the first two weeks of the new Ossington 63F trolley coach, many questions were asked when the coaches turned left at the Oakwood-Rogers intersection, but sooner or later, everyone adjusted to the new service and the Rogers Rd. streetcar will be forgotten by many like most of its predecessors. It is likely that the only portion of the streetcar route that will remain is the Oakwood Loop, to be used for the short-turning of St. Clair cars.

The main reason for the abandonment was pressure applied by the Borough of York to have the road repaved due to bad road conditions along portions of the route. It is likely that now that the streetcars are gone, it might be a long while before the Borough gets around to resurfacing the road.

Later on Sunday 21. July, at 2:00 p.m. as a matter of fact, there was a small inaugural ceremony at Bicknell Loop using TTC trolley coach #9289. Politicians went through their usual rigamarole and as far as railfans are concerned, on this weekend there were mixed emotions as car 4502 rolled out of Bicknell Loop for the very last time passing over rolls of exploding caps and decorated with banners and ribbons. As the car proceeded east on Rogers Rd. it was honked at by the diesel buses already providing the temporary service in the other direction. When the car finally reached St. Clair Carhouse, all of the passengers (mostly railfans) stepped off making remarks such as "there go 50 years of history down the drain" and "that's the end of another era", but others didn't seem to object too much, feeling that since the TTC will be re-introducing the Spadina streetcar line in 1977 and so you lose one and gain one, it's more than even.





TTC STRIKE!

Toronto, 6:00 a.m., August 12, 1974: All public transit across the city comes to a standstill as over 5600 TTC workers go on strike for the first time in 22 years. All TTC services, carrying over a million passengers per day, plus all intercity services operated by Gray Coach Lines Limited grind to a halt leaving commuters from Lakechore Blvd. to Steeles Ave. and from Oshawa to Hamilton with the problem of how to get to work. Leonard Moynihan, president of Division 113 of the Amalgamated Transit Union and TTC representatives bargained for 18 days until talks on the 142 different demands finally broke off. At that point, Ontario Premier William Davis once again stepped in as the hero, passing a bill in the legislature forcing transit workers back to the job at 6:00 a.m., Sat. August 31. This sounded really great, but drivers had not yet signed up for their crew selection and therefore didn't know what run they were to operate. Defying the order would cost each member of the union \$1000; and believe it or not, that's exactly what happened. No transit vehicles were running that Saturday, although maintenance workers were back on the job. Full service resumption was not available until Wednesday September 4, the second day of school and the second working day after the Labour Day weekend.

HOW TO COPE WITH THE TRANSIT STRIKE



ROLLER SKATE ...

EXACTLY WHAT WAS AFFECTED:

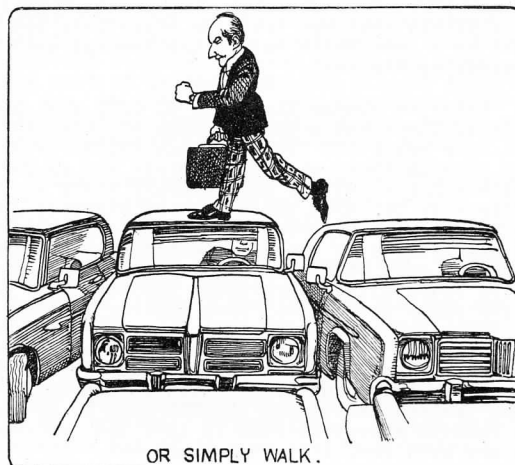
The following services were not operating during the strike: All TTC bus, streetcars and subway routes within Metropolitan Toronto and outside; All Gray Coach Lines routes: Toronto-St. Catharines, Niagara Falls, Buffalo, Guelph, Kitchener-Waterloo, Stratford, London, Beaverton, Owen Sound, Barrie, Gravenhurst, Huntsville, Parry Sound, Orillia, Collingwood, North Bay and Sudbury; All GO Transit bus routes operated by Gray Coach Lines: Toronto to Oakville, Burlington, Hamilton, Pickering, Oshawa, Richmond Hill, Barrie and Newmarket, AND connecting bus services between the GO Train and Burlington, Hamilton and Oshawa. GO Transit bus service from Finch Subway Station to Richmond Hill via Bayview Ave. (operated by Travelways Ltd.) was not affected but was allowed to carry its passengers downtown. CN and CP long distance trains were also permitted to carry passengers between downtown and suburban stations to provide extra capacity.



OR CANOE ...

WHAT THE AFFECTED ONES DID:

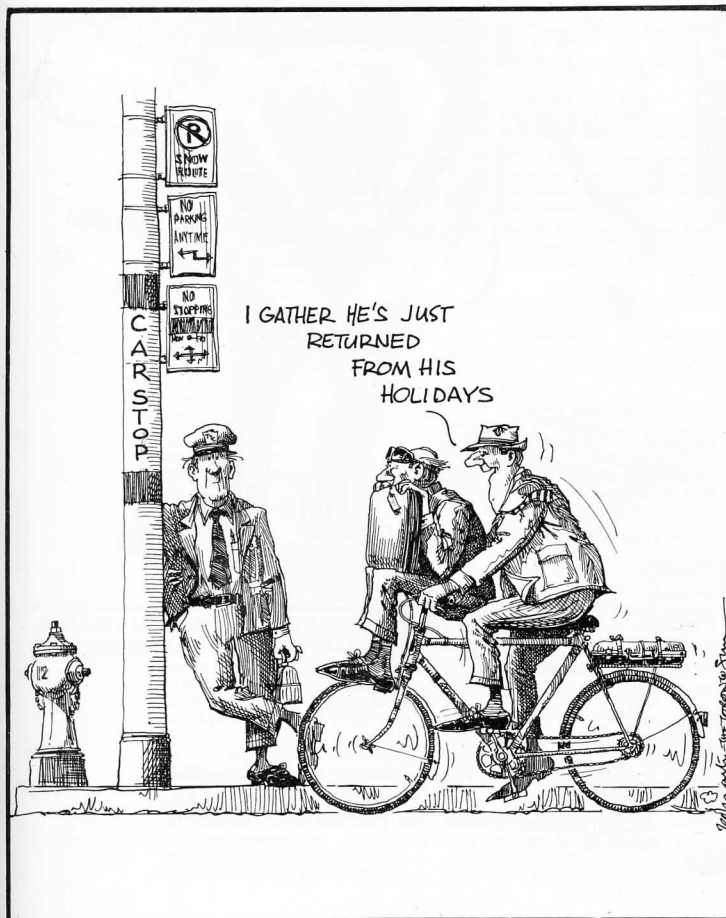
What did most commuters do to get to work during the strike? Well, within Toronto, they hitchhiked, walked, drove their cars, took the GO Train or a CN or CP Rail commuter train. All highways and roads in the Toronto area were jammed and overflowing for the duration of the rush hours; GO Transit trains carried a record load of up to 64,000 passengers per day with mid-day and evening service increased from every 60 to every 30 minutes. Rush hour trains had as many as 13 cars at times, and even then were jammed to the doors. CN's Toronto-Barrie run, normally operating with two coaches had standing room only loads in a six-car train! CN's train to Stouffville, RDC services to Hamilton, St. Catharines, Niagara Falls, Buffalo, and all western Ontario services were overflowing into the baggage compartments throughout the strike.



OR SIMPLY WALK.

CITY IN CHAOS

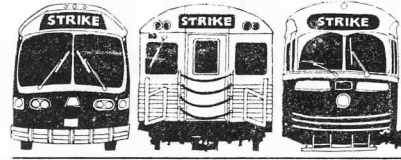
*How The
Cartoonists
Saw It:*



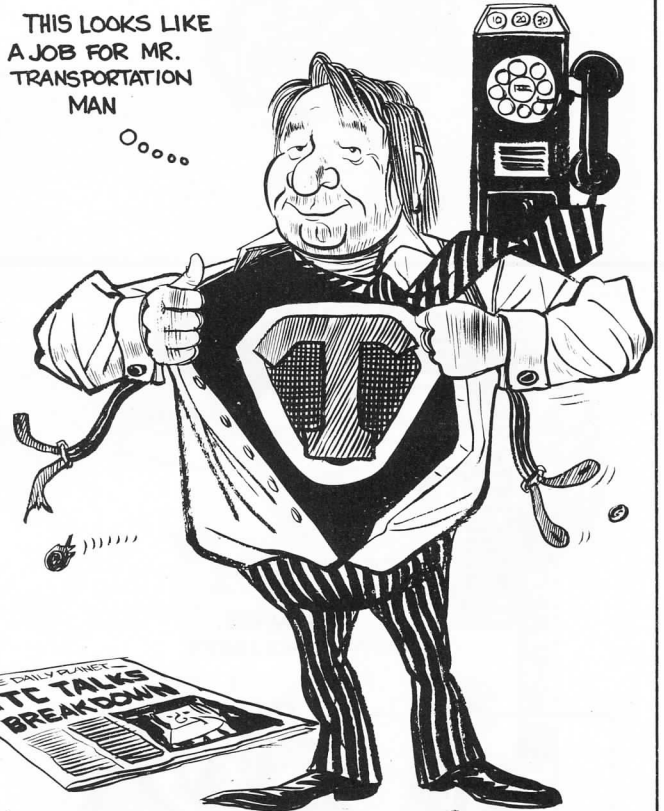
Public transit grinds to halt for one million passengers



"HAVE THE DRIVER BRING MR. GODFREY'S CAR AROUND AND TELL HIM TO HAVE THE AIR CONDITIONING ON FULL"



THIS LOOKS LIKE
A JOB FOR MR.
TRANSPORTATION
MAN



DONATO
TORONTO SUN

... MORE POWERFUL THAN A GO TRAIN ... FASTER THAN A
SPEEDING BUS ... ABLE TO LEAP UNFINISHED EXPRESSWAYS
WITH A SINGLE BOUND ...

TTC STRIKE



"I'm seeking the Guru. What are you seeking?"

JUST WHAT WAS DEMANDED

The original 142 wants of striking transit union

Following is the text of demands on the TTC by the Amalgamated Transit Union. Supplementary demands and revisions in these original demands have since been made, but union negotiators, at the request of Government mediators, have declined to make them public.

GENERAL

- (1) Wages increased by 40 per cent.
- (2) The present-day schedule as set in Appendix B for those following Aug. 12, 1972, shall be updated to July 1, 1972. (The schedule outlines job classifications and wage groups.)
- (3) Driving and skill bonus included into basic rate.
- (4) Cost of living one cent per hour to be inserted in basic rate for every rise of .4 per cent in the Toronto Index—1961 base; figure to be set at 155. (Currently employees get three cents per hour for every 2.5 points the Toronto consumer price index rises above the base figure of 155.)
- (5) Shift premium increased by percentage gained in the contract and for all employees.
- (6) Insurance increased to \$15,000, with accident, death and dismemberment paid 100 per cent by TTC. (Insurance now is \$10,000.) (Group life insurance.)
- (7) Paid up policy on retirement.
- (8) Weekly indemnity increased to 75 per cent of top basic rate on eight-hour day, plus five days each contract year without medical certificate.
- (9) Disability pension increased to \$400 monthly for all present disability members. (Currently the pension is \$300 monthly.)
- (10) Increase present mortgage limit for employees from \$3-million to \$5-million. (Payable from pension fund.)
- (11) Seven-hour day for all employees.
- (12) Semi-private to all employees. (Hospital accommodation.)
- (13) The Credit Union Mutual Benefit Association Dental Plan B with dentures paid for 100 per cent by the company.
- (14) The TTC shall pay to all retired employees prior to Dec. 31, 1973, a grant of \$1 per month for each completed year of service.
- (15) Union and company to set up jointly a program for mental illness, alcoholism and drug addiction.
- (16) Provisions to be made for arbitration for all employees on completion of probationary period of six months.
- (17) Time and one-half for all overtime. (To start after 8 hours instead of 8½ hours.)
- (18) Double time for off days.
- (19) Double time on Sunday. (Now time-and-a-quarter.)
- (20) Double time on Saturday. (Now straight time.)
- (21) Company to pay for lost time in all court cases.
- (22) Company to pay for lost time when members appear in court for the Crown.
- (23) Company to pay for lost time up to crew value when required to visit company doctor.
- (24) Where legislation is introduced, either provincial or federal, that members of Division 113 must take medical examinations, the cost of such examination shall be borne by the commission.
- (25) Any members of Division 113 on jury duty shall be paid his crew value or minimum of eight hours for any day he is on jury duty.
- (26) Company to pay half hour for making out pay shortages.
- (27) Pay shortages \$10 or less next pay; over \$10 separate cheque issued.

- (28) Any man making out accident or incident reports shall be paid 15 minutes at the basic rate.
- (29) Men on compensable illness will have their full wages maintained.
- (30) Any man injured on duty shall be paid full pay for that day.
- (31) Vacations: three weeks after one year; four weeks after 10 years five weeks after 20 years; six weeks after 25 years. (Now it is two weeks after one year; three weeks after seven years; four weeks after 15 years; and 5 weeks after 25 years.)
- (32) Employees allowed to defer part of vacation.
- (33) Employees to be able to cancel vacation if becoming sick or injured during vacations.
- (34) Proper take home pay to be received before starting vacation.
- (35) Pay increases on anniversary date.
- (36) Weekly pay for all employees.
- (37) Pay cheques shall be in all work areas for issuance by 10 a.m. on Wednesday on which a pay period falls. When a statutory holiday falls on a Wednesday, the cheques shall be at the areas same time the day preceding.
- (38) Birthday holiday: off days vacation, statutory holiday—day off in lieu and the present floater holiday shall in future contract years be taken by each employee on the shoulders of his/her vacation.
- (39) Statutory holiday pay to be paid without present 30-day qualification and to all men on off days not in receipt of sick benefit or workmen's compensation and, further, that any holiday that may be proclaimed by either the federal or provincial governments shall be paid as a statutory holiday by TTC.
- (40) All Training shall be eight hours a day.
- (41) More parking to be made available in all areas.
- (42) All parking lots paved.
- (43) Company to pay for damage to cars parked legally on their property.
- (44) Passes for Gray Coach Lines.
- (45) Discipline cases not to take effect for 48 hours, excluding Saturday, Sunday and holidays.
- (46) Men to be able to check their records once each year.
- (47) Two men on subway trains at all times.
- (48) Union to be notified of all accidents to Division 113 members.
- (49) Emergencies to be called only by president or business agent of Division 113 upon request from director of industrial relations.
- (50) Grievance procedure to be rewritten and simplified.
- (51) Amend Article 1 Section 5, page 10, to read 40 hours. Amend Article 11 Section 5, page 47, to read eight hours. (To allow overtime after 40 hours work in a week instead of after 48 hours.)

APPLICABLE TO OPERATING PERSONNEL

- (52) Exact fare.
- (53) Travel time—portal to portal.
- (54) All travel time paid and calculated on service available.
- (55) Travel time in excess of crew value. (To increase the allowance for long-distance travel by maintenance crews.)
- (56) Crews: (A) Specials 430 to 629. (B) Crews—seven hours, with a leeway of one-half trip to complete schedule. (C) Maximum number of straight crews. (D) Half time paid for in between portions of swing crews with a maximum spread of 12 hours.
- (57) Breaks on all straight crews, seven days a week; minimum 15 to 30 minutes maximum.

- (58) Proper facilities available at locations where work breaks are taken.
- (59) Two consecutive off days.
- (60) Running time—grievance procedure. (To institute a 48-hour cooling off period.)
- (61) Crew guides and off day boards to be in division 14 days before sign-up and posted 10 days before sign-up.
- (62) Relief for sign-up; a must for operators and collectors.
- (63) Relief for sign-up—to be paid minimum three hours.
- (64) Overtime after eight hours.
- (65) Overtime on all crews after five minutes and at time and one-half.
- (66) Maximum overtime in addition to a crew four hours.
- (67) On statutory holidays and special signups, men who are forced to sign late crews will be granted eight hours off before starting work the following morning.
- (68) School buses to be scheduled with crews.
- (69) Old buses to be used on unmanned runs. (ie., less busy routes.)
- (70) Time and one-half on a day in which a special schedule is in operation.
- (71) When training on off days, time and one-half shall be paid.
- (72) Refresher training at volunteer rate.
- (73) Training pay increased to \$1 per hour.
- (74) Reportmen's Sunday pay to be shown.
- (75) Slip regulations as proposed.
- (76) Reportmen—12-hour spread.
- (77) Eight-hour daily guarantee for all reportmen.
- (78) Reportmen detailed a.m. run into charter and into p.m. run will be paid full time for layover.
- (79) School bus licence updated Jan. 1, 1974.
- (80) All men to sign work in order of seniority.
- (81) Full rate after one year. (Now the full rate is paid after two years' service.)
- (82) Parkas in lieu of topcoat with zip-in lining.
- (83) Date for uniform delivery.
- (84) Vacations—eight per cent for 12 weeks prior to summer; eight per cent for 10 weeks following summer; eight per cent for Christmas and New Year. (To increase opportunities for vacation during peak holiday periods.)
- (85) Protective shield behind drivers.
- (86) All interviews with operators to be handled at work locations.
- (87) Bus stops within 90 days. (To require more frequent painting of bus stop signs.)
- (88) Streetcar heaters, trolleys and buses.

APPLICABLE TO NON-OPERATING

- (89) New wage administration policy.
- (90) No contracting of work out.
- (91) Company to pay 75 per cent of the cost of safety shoes or \$25, whichever is greater. (Company now pays \$8.)
- (92) Better quality work clothing—extra clothing for certain kinds of work and date for issue.
- (93) Screw-driver pocket.
- (94) Work clothing washed once a week paid by company.
- (95) Employees allowed to exchange clothing allotment.
- (96) Parkas for men who work outside.
- (97) Crest on parkas.
- (98) All vacations in maintenance within nine weeks.
- (99) Vacations increased outside summer period.
- (100) Students to be used only as vacation relief.

- (101) Sign-up vacations prior to December (Plant Department only).
- (102) Substitution from first hour.
- (103) O'Rourke test abolished from one to four. (To abolish intelligence tests for less skilled workers.)
- (104) Company to supply all tools.
- (105) Lockers for replacements—maintenance.
- (106) Washup time increased to 15 minutes. (Now 5 minutes.)
- (107) Apprentices program to be reviewed.
- (108) Materials Department—change to same conditions as other employees.
- (109) Casual employees shall receive the same rate as any other employee when performing the same work and, upon termination, shall be granted vacation pay of six per cent.
- (110) A separate seniority district for full membership and full rights to be set up for casual employees in the Way Department.
- (111) In case of cessation of work in Way Department due to inclement weather, a guarantee of eight hours pay shall be paid.

APPLICABLE TO GRAY COACH LINES

- (112) Mileage rate increased by percentage gained in the contract.
- (113) Charter miles reduced to 300.
- (114) Parcel 20 cents.
- (115) Ten-minute parcel, express and baggage. (To allow time for loading and cleanup.)
- (116) Meal increased to \$2; 48-hour charters, first two meals at \$2 and one on receipt.
- (117) Any overnight—one meal on first day.
- (118) Twelve-hour spread for sparemen and crews.
- (119) Spread allowance reduced to 10½ hours.
- (120) Paid layover between swing crews increased from two to five hours.
- (121) Slip regulation improvements.
- (122) Ten-hour rest between daily assignments.
- (123) Any man, because of illness, who is forced into subway will retain his pass.
- (124) Top rate for clerks after three years.
- (125) Slip clerks' job to be permanent.
- (126) Shortage allowance increased to \$150.

APPLICABLE TO COLLECTORS

- (127) Spread time same as transportation.
- (128) Specials to be established. (Equalizing work shifts.)
- (129) Thirty minutes for reporting will be paid at half-time and in excess of crew value.
- (130) Change-over time Sunday.
- (131) Two 15-minute break periods per shift.
- (132) More manpower at busy stations.
- (133) Allowance for transferring money.
- (134) Collector shall receive the same uniform allotment as operators.
- (135) Parking for collectors or monetary allowance.
- (136) Slip clerk.
- (137) Air-conditioning for all booths.

APPLICABLE TO CLERKS

- (138) Full rate after three years.
- (139) Slip Clerk for subdivisions—Birchmount and Queensway.
- (140) Assistant slip clerks to be steady shifts.
- (141) Allowances for shortages; clerks, suppliers.
- (142) Extra summer vacation at some divisions (clerks).



news-etter