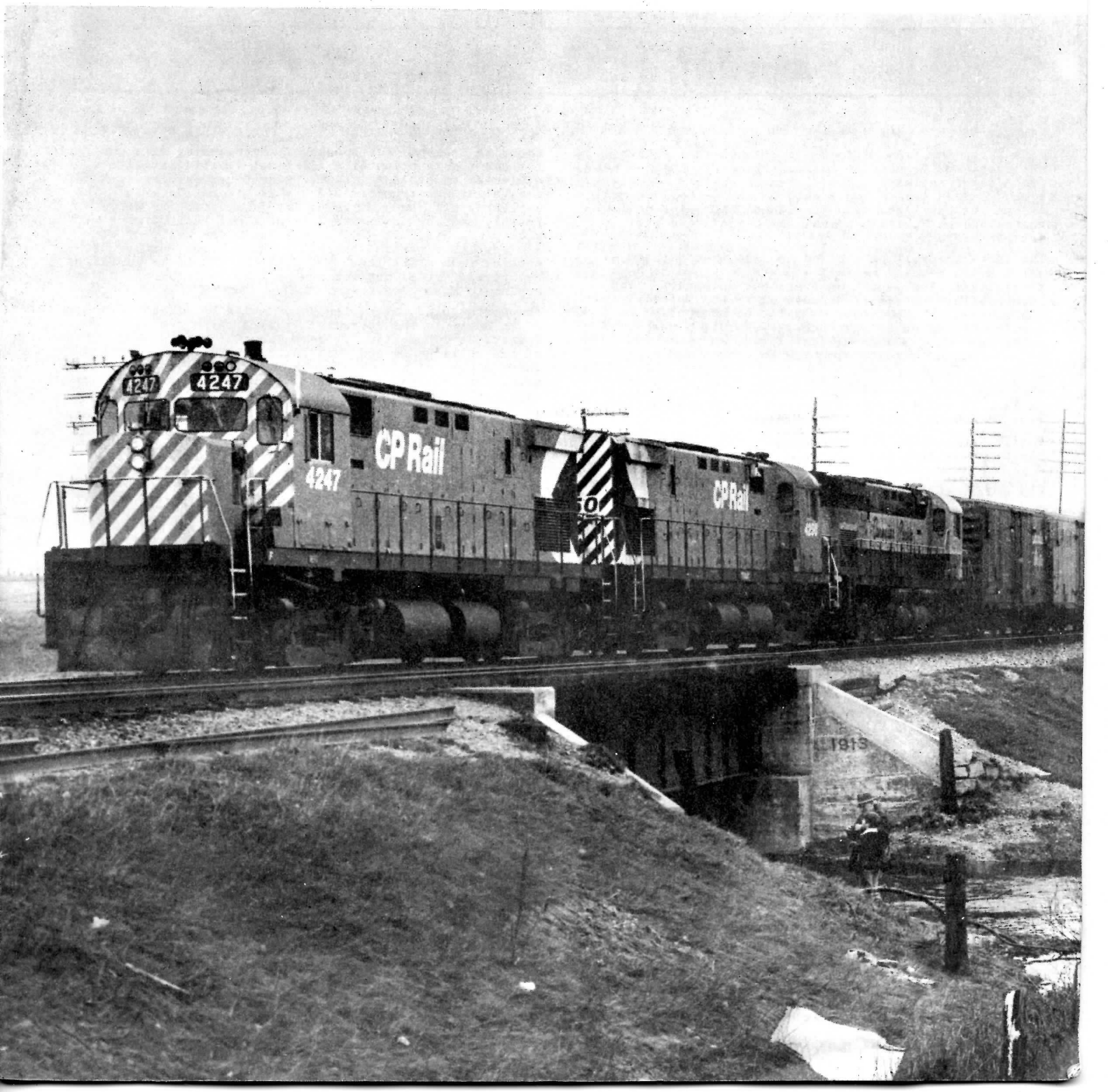
newsletter

Upper Canada Railway Society

February 1972 • 90c



newsletter

Number 313, February 1972.

Upper Canada Railway Society

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All other Society business, including membership inquiries, should be addressed to the Society at Box 122, Terminal A, Toronto 116, Ontario. Members are asked to give the Society at least five weeks' notice of address changes.

RAILWAY NEWS AND COMMENT

RAILWAY FREIGHT RATE INCREASE

Rate increases from 3% to 8% on certain rail freight shipments are planned to take effect this month by Canada's major railways. The 22-member Railway Association of Canada (which represents CN and CP Rail as well as smaller carriers) said it planned increases on February 14th on "certain normal and competitive rail freight cargoes."

The increases will be applied on less than a third of all traffic handled by rail and are designed to have a relatively low impact on long-haul shipments. The increases are necessary because of rising material and labour costs. The increases will not be applied to traffic moving under agree charges, or to a number of major commodities such as fertilizer, sulphur, and potash, potato exports from the Maritimes and export grain and flour.

The increases are expected to generate revenue of $19-million in 1972, about 1.2% of estimated general freight revenue for the 22 railways involved.

Tariffs containing the new charges have been filed with the Canadian Transport Commission.

FREIGHT TO COAST INCREASED BY CP RAIL

Freight movements to the West Coast are increasing at the rate expected when CP Rail designed its highly automated $14-million hump yard in Calgary. But final automation of this elaborate yard in running almost two years behind schedule. It is now expected to be March 1973 before a complete computer take-over ends its current semi-automatic status. "The growth in traffic through the yard is in fact exceeding the projections," said Ed Shute, CP Rail Alberta manager. "Business is particularly increasing in the bulk commodities--sulphur, potash, and grain."

Grain movements on CP Rail to the West Coast achieved a near record in 1970 and in 1971 an even greater volume of grain is expected to have been moved. Much of this increase in grain movements has been attributed to the application of the block system for loading cars which is now being applied throughout the prairies. While sulphur is surplus commodity in Alberta, vast volumes of it are being shipped to export markets, said Mr. Shute. Two trains of 96 100-ton cars loaded with sulphur leave Shell Canada Ltd.'s Waterton gas plant every week and one 65-car train leaves a sulphur loading point at Crossfield six times a week.

MASSIVE UNIT GRAIN TRAIN MOVEMENT FOR CP RAIL

Currently underway is a massive movement of some five million bushels of grain from Thunder Bay to Trois Rivieres on CP Rail. The move is being accomplished by the use of unit grain trains consisting of 65 loaded covered hopper cars carrying approximately 8000 tons at a rate of four trains per week. The first train was loaded at Thunder Bay on January 14th and left for Trois Rivieres on the 15th. Six weeks are needed to complete the job.

The scope of the movement is illustrated by the following statistics: 286 covered hoppers and 25 diesel locomotives are required for the entire six weeks.

ICE DEFLECTOR TO PROTECT CN ST. CLAIR RIVER FERRIES

Canadian National has announced the awarding of a contract for the construction of a 150-foot, floating steel ice deflector to protect its St. Clair River ferries to Rideau Valley Constructors Ltd. of Stratford, Ontario. The deflector will keep drifting ice from battering docks or vessels used by CN in its international rail barge service at Sarnia. It will also help in the build-up of ice barrier along the shoreline which gives further protection from drift ice. The deflector is to be installed before mid-March when the ice on Lake Huron breaks up and begins to move downstream.

The rectangular, steel ice "boom" will be moored offshore at an angle to the current. It will catch ice as it moves downstream and deflect it back into the main stream. Pans of ice as large as 600 feet in diameter and nine inches thick moving at speeds of more than three feet per second have been observed in the St. Clair River during the spring breakup.

The ice deflector will consist of a rectangular steel box 10 feet wide, six feet deep, and 150 feet long. The upstream surface will be one-inch steel plate reinforced with external steel angles. A rock fill dyke 120 feet long and 12 feet wide on top will be constructed to project at an angle into the river above the barge docks. The ice deflector will be moored to it and to an anchorage 200 feet further out in the river by a 38-foot cable with a breaking strength of 450 tons. A similar cable 125 feet long with a breaking strength of 315 tons will anchor the offshore end of the deflector to a dolphin which will be sunk in concrete 350 feet from the river bank. The outer dolphin will be equipped with a permanent navigation light.

Because the deflector will be anchored between two cables it will be able to move to some degree with the currents and shifting water levels. It will have no effect on the ecology of the river. A permanent, solid stone or cement barrier might have changed the pattern of river currents in the area and thereby altered the shape of the river bed. The ice deflector will ride only four feet deep in the water.

CANADIAN NATIONAL TO HELP ITS ALCOHOLIC EMPLOYEES

Canadian National is working toward establishing a system-wide program for helping its employees with alcoholic problems. The overall policy was approved last December by CN's board of directors in Montreal, but groundwork for the program was carried out in the last year in Edmonton and CN's Mountain Region. Now that a formal declaration of policy has been made, a series of meetings will follow with both unions and management personnel. The concept will be explained and the overall policy will act as a guide for all management people.

* * *

Trains and railroading will still play an important role in Canadian National's transportation operations in the future. (Above) CN train 207 is shown running through St. Lambert, Quebec, on December 4, 1971, with MF-36b 2321 and MF-36a 2316 as power. (Pierre Patenaude)

CP RAIL SHELBURNE STATION BECOMES A HOME

Residents of Shelburne, Ontario, call it their largest antique. It's the CP Rail station, 30 miles north of Toronto, unused since passenger service was discontinued through Shelburne in the autumn of 1970. The station was moved to a new site five miles south of the town to become a new home for its present owner, C. Peter Spring, a Toronto public relations and advertising executive.

"It's a wonderfully built station," Mr. Spring reports. "When we opened it up, we found where the original lumber supplier in Owen Sound had come from. We dug up all kinds of fine things. Among them a 1923 schedule, old blotters, calendars, train orders, wartime travel regulations. We have received memorabilia right and left. While we were getting the building ready to move, people kept coming by with contributions---47 of them one Sunday. They brought pictures of 1906 train wrecks, all sorts of things."

To move the station, steel beams were placed under it and wheels attached to the beams. Also the roof had to be removed to clear power lines along the route. It was then moved to the new location by truck. "We nearly lost it coming up a hill," says Mr. Spring. "The tow line broke and it went back about ten feet. The driver of the big truck said he was the loneliest guy in the world for about five seconds."

Installed on a new foundation, the station is 68 feet long by 22 feet wide. The living room is in the old waiting room; the agent's office becomes the kitchen; the entrance hall and dining room were the express room, and the former freight space has been made over into four bedrooms. Heating required a modern furnace, but the original hot water radiators are used. Mr. Spring plans on retaining the style and decor of the early 1900's as well as maintaining the railway atmosphere. A walk-around porch is the only noticeable change he is making to the exterior of the station.

The station's new address reads like a CP Rail subdivision---CP Spring, R.R. #5, Shelburne, Ontario.

PROGRAM FOR QUALITY CONTROL OF RAIL FREIGHT HANDLING

Quality control of rail freight handling--from the production line to the consignee-- the goal of an extensive educational program now being undertaken by the Association of American Railroads. This is the first program of its type ever attempted on a national scale, and railroad officials hope it will help reverse the upward trend of loss and damage claims, which in 1970 cost the railroad industry $228.3-million. A nationwide pilot program is now in progress. It involves a single commodity classification--household appliances--in which the claims payout totaled $6.3-million in 1970. Other specific commodity programs are planned.

CN TO BECOME MORE INTERMODAL

"Canadian National is going to become more and more involved in the operation of non-rail transport systems. We are going to become as proficient at operating highway services and pipelines and what-have-you as we are at operating a railroad." This was one a series of predictions about the future of transportation made by Dr. Robert A. Bandeen, Canadian National Great Lakes Region vice-president, during a panel discussion at the annual meeting of the Canadian Institute of Traffic and Transportation in Hamilton on January 21st. The theme of the annual meeting was: "A view to the future."

Dr. Bandeen argued that in the future railways would think and act as broadly-based transportation enterprises, rather than just as operators of rail transport services. He said a proliferation of transport modes had forced the railways to re-examine their place in the transport industry. "At the same time this proliferation of modes created possibilities for intermodal transport service which encouraged the railways to think less in terms of rail systems only and more in terms of total transportation, and eventually to think of themselves as transportation companies rather than as railways."

He noted that Canadian National had already taken steps to involve itself more completely in pipeline activity. It had become a member of the Gas Arctic group which proposes to construct a pipeline to carry oil and gas from Alaska. It had for years supported research into solids pipeline technology. It had recently created within the company a permanent solids pipeline study group.

Dr. Bandeen also predicted that CN would engage more fully in the future in intermodal transport activities and would become increasingly concerned with creating packages of integrated transport services.

He felt that the company would have to become more adept at marketing techniques in order to fully realize the customer service potential inherent in such developments and added the opinion "considerably more consultation between carriers and shipper will be required in the future than has been the case in the past if both are to gain maximum benefit from (such) advances in transportation practice."

Dr. Bandeen said such developments did not mean that CN was going to neglect the pure rail side of its operations. He felt the rail operation would continue to grow in technological sophistication, particularly through application of computer technology to the problem of managing car distribution. But, he added, "even giving technological innovations their due, as one must, let me also suggest that in the future rail systems will really have two major functions to perform as freight carriers. One will be to handle bulk products and raw materials." He went on to say experience and analysis of existing transport patterns indicate finished goods "will be carried more and more in the future by intermodal transport systems or by transport modes which can handle them more efficiently than the rails." "Rail systems in the future will accordingly specialize to an increasing degree in the movement of bulk commodities and raw or partially finished materials. As a consequence, such things as unit trains--which are ideally suited to moving this kind of freight--will become more commonplace, and rail transport will tend to become increasingly automated."

Dr. Bandeen also spoke briefly on passenger transportation. He foresaw Canadian National providing a transportation counselling service to urban communities which wanted to develop urban rail transit systems. He thought the cost of such systems, where they were developed, would probably be borne, as are highway costs, at a combination of municipal, provincial, and federal governments levels.

The Cover

Three CP Rail MLW DL640A units (two of them in the new multimark paint scheme) head a freight train westbound near Campbellville, Ontario, on a cold cum-winter/cum-spring day. Two fishermen try their luck in the stream as the diesels thunder over the bridge above them.
(John D. Thompson)

WORTH NOTING

* 22 cars of a Canadian National freight train were derailed near Cornwall, Ontario on January 7th, blocking the railway's main Toronto-Montreal line. Trains were delayed up to 1-1/2 hours and CN trains were rerouted via CP Rail lines from Brockville to Montreal while the derailment was cleared. There were no injuries.

* Two railway extensions are being contemplated by the Pacific Great Eastern Railway. One extension would run from Dease Lake to Lower Post and would consist of 140 miles of track. The second extension would run from the Sustat River to Hazelton.

* A suggestion that ribbons of reflector tape be fixed to the side of all railway cars has been brought to the attention of the Canadian Transport Commission. The Manitoba Medical Association--initiator of the proposal --is of the opinion that such a tape would make moving trains more visible at railway crossings to motorists at night and during poor visibility conditions.

* Vancouver council's planning and development committee has asked railway companies to remove their tracks from the False Creek redevelopment area. The committee met recently to discuss city staff and consultants' reports on long-term policy objectives dor the creek. Both studies suggest the 600 acres surrounding the creek, east of Burrard Street, should be transformed from industrial uses to recreational and residential development. The studies suggest that 30,000 to 40,000 people would live in what is now an industrial belt. Cost of the proposed developments could top $750-million in 20 years. One problem is hampering the planning--the railways.

* Canadian National has extended the CTC operation on their Montreal-Toronto double-track mainline as of the 24th of November, 1971. New stations were created at Garry (mileage 52.4 Kingston Sub); Regis (mileage 65.4); Wesco (mileage 69.4). The following stations were abolished: Lancaster (mileage 53.9); Cornwall East (mileage 65.6). Cornwall continues as a station.

* Crew changes on CN at Brockville will soon become a memory at the next change of time at the end of April. This decision to make Brockville just a runthrough point was sought for many years by CN, and has been accepted to the operating crews.

* Canadian National has added two more trains to the Maritimes freight schedule (out of Montreal) to handle the great increase being experienced in container traffic. The two new trains are operating as trains 207-208 and 209-210. Motive power for these trains is in the form of two or three units of the 2000, 2300 and 5000 series.

* CP Rail has called for tenders among British Columbia shipyards for a 380-foot self-propelled vessel to expand ferry service from Vancouver to Vancouver Island. A final decision to build the vessel is contingent upon the bids being within company estimates, which have not been revealed.

* Canadian National has invited tenders for the sale and removal of the former engine house building at Kincardine, Ontario.

* Canadian National will commence construction sometime this spring of a one-storey L-shaped servocentre and station building for Saint John, New Brunswick.

* The Interstate Commerce Commission has accepted the merger of Illinois Central Railroad Co. and the Gulf, Mobile & Ohio Railroad Co., to form a new railway that operates over more than 9400 miles of track in thirteen U.S. states from Minnesota to Louisiana. ICC acceptance is conditional upon Union Pacific Railroad Co. and three voting trustees divesting themselves within ten years of any shares in Illinois Central Industries Inc., which is the parent company of Illinois Central.

* The Japan External Trade Organization has announced that construction work has now begun on the world's longest undersea railway tunnel, which is expected to cut travel time from Honshu to Hokkaido to 50 minutes from the present three hours and 50 minutes. The tunnel will be 53.85 km. long (about 33.5 miles); nearly two km. longer than the planned French-British Dover Strait tunnel scheduled for completion in 1978. The longest underwater tunnel now in operation is the Severn River Tunnel between England and Wales, which is seven km. long.

* A new monorail system of public transportation has been developed in Japan which would effectively do away with the need for obtaining new rights-of-way by building rapid transit lines in suspension over existing roadways. A 4-1/2 mile stretch of the new monorail was built on an experimental basis at a cost of approximately $14-million. The monorail train is able to transport 4000 passengers per one-way at speeds up to 75 km./hr. The track beams are of welded steel shell construction reinforced every six feet with stiffening frames which keep cross-sectioning to a minimum. The rail on the experimental line is made of hardwood and resin mortar was added to ensure durability.

CP RAIL CUSTOMER SERVICE CENTRE SYSTEM LAUDED

R. S. Allison, CP Rail Prairie Region vice-president, said recently that CP Rail was convinced the customer service centre system is the best devised for communicating railway information and providing service. He made the comment in a brief presented to the Canadian Transport Commission review committee hearing held at Battleford, Saskatchewan. At the request of the Saskatchewan government, the CTC is currently reviewing its earlier decision authorizing CP Rail to establish a service centre in Saskatoon. Mr. Allison said Canada's railroads must be permitted to establish multi-function centralized agencies, such as CP Rail's service centres, which are essential for shippers and receivers in Canada's present-day transportation environment.

The brief stated that only through the modern techniques of the service centre concept can CP Rail respond to its customers' increasing demands for more, better and faster information and service. The railroad contended the needs of communities, shippers and receivers have gone beyond the capacities of the present station agent system with its rigidity and the absence of effective over-all controls and information flow. Mr. Allison said the customer service centre concept is neither an abandonment of rail lines nor a reduction of passenger services. "The plan is directed not at a reduction, but rather an improvement in service," he said.

The brief noted that upon removal of all agents and caretaker agents in the Saskatoon division, CP Rail would ensure that at those locations responsible contract representatives, with suitable heated storage facilities, would be provided.

NEW CP RAIL WESTON PAINT SHOP NEARLY READY

Work is proceeding on CP Rail's Weston Shops' $5.6-million construction and renovation program which will centralize three aspects of the railway's maintenance and overhaul work in Winnipeg. The project involves a paint shop, a wheel and axle shop and a switch component shop.

R. S. Allison, CP Rail vice-president for the Prairie region, says that "due to its central location, Winnipeg was the logical site for a plant which will provide service to cars from all parts of Canada. The program will establish Weston Shops as one of the most modern plants in the CP Rail System."

The new paint shop, costing nearly $700,000, is expected to be ready for use shortly. It will hand the continuing job of converting most of the railway's rolling stock to the new colours and multimark. It will also handle the installation of colour-coded panels for the computerized automatic car identification system.

Once the paint shop is completed, work will begin on a new $2,744,000 wheel and axle shop. Wheels and axles that arrive from the manufacturer in semi-finished condition will be machined and fine-fitted in this shop.

An existing shop, which manufactures points and crossover sections for railway switches, is now being renovated and expanded to build switch components for the entire system. The roof has been completed over the $2,223,000 addition and interior construction is currently underway.

GROUP FAILS IN BID TO SAVE WINDSOR STATION

The guiding force behind the move to save Windsor Station in Montreal from demolition "ain't licked yet", despite a recent decision of the Historic Cities and Monuments Board of Canada not to recognize the station as historically or architecturally of national significance. The board's decision, arrived at last May and approved only recently by the minister of northern affairs (responsible for national cities and monuments) dismissed the site as having neither historical nor architectural importance.

"It's an extremely powerful monument to the building of the railway," said architect Michel Fish. "There isn't a scholar worthy of the name in Canada, who wouldn't agree," that the 83-year-old building is historically and architecturally important to the heritage of this country, he observed. He added that the board's decision is but a momentary reversal to the movement, although a favourable vote could have lent more significant force to an appeal to the government to halt demolition. Mr. fish intends to organize a non-profit organization called Friends of Windsor Station. "We'll do like the green spaces people [a group opposing the commercial development of St. Sulpican lands in Montreal]: get public support funds, advertise, and eventually present the government with a petition." Mr. Fish feels that there is much the provincial and city governments could do. He suggested that the city might make representations to the department of transport to prevent the moving of the CP Rail trackage.

Among Mr. Fish's major supporters are the Jacques Viger Commission, the Montreal Society of Architects, Professor John Bland of McGill University's School of Architecture, and James Acland of the Architectural Conservancy of Ontario. With such representation, he hopes to present the government with an image of "sincere, concerned, conservative, law-abiding citizens," who genuinely believe in the importance of the building as a Canadian landmark.

"It doesn't make any sense. I've never seen a hospital or government building pulled down. It's only when people start to see gold that this happens," he said.

POSSIBLE APRIL START FOR WINDSOR STATION REDEVELOPMENT

Work is expected to begin on the redevelopment of Canadian Pacific's Windsor Station and associated properties in downtown Montreal within the next three months. Spokesmen for Canadian Pacific indicated that the details of the redevelopment project would be disclosed in March and that work could begin in April.

The first stage of the project is the demolition of the western portion of the Windsor Station complex and its replacement with a new $45-million, 34-storey Canadian Pacific head office building. This head office will house the 3000-member Windsor Station staff, and will be ready for occupancy by late 1974.

What the total redevelopment will look like (the area to be occupied by the redevelopment is bounded by Peel, St. Antoine, Mountain, and Dorchester Streets in downtown Montreal) is not yet clear. Work is still underway on plans and specifications for the project.

The amount of investment in the project by Canadian Pacific and its subsidiary, Marathon Realty, is in the hundreds of millions of dollars. An amount in the neighbourhood of $300-million will be spent over the next few years on the redevelopment project.

The emphasis will be on office space in the project. Present plans do not indicate that a hotel will be built. (Marathon Realty has purchased the Hotel Laurentian.) The historic St. George's Anglican Church will be integrated into the redevelopment, as well, and certain portions of the historic Windsor Station building will be conserved.

Certain Canadian Pacific departments have been relocated to other quarters as a result of having to make way for the construction of the new head office. CP Telecommunications personnel and facilities have been moved into temporary quarters in Place du Canada. CP Rail passenger services have new quarters at the Glen Yards, and the advertising and public relations staff will occupy the space vacated by the passenger services staff.

CP RAIL ELECTRIFICATION STUDY CONTINUING

Studies recently completed by CP Rail have indicated that electrification is feasible for 850 miles of railway line between Calgary and Vancouver; the Kootenays and Golden, British Columbia. [See February 1971 NEWSLETTER, pages 22 and 23.] A task force is considering more detailed engineering studies of electric power lines. The group will also evaluate what necessary track and tunnel improvements would have to be made to electrify the railway lines.

If CP Rail chooses to electrify the Calgary-Vancouver run, the cost of designing and building the system, including the installation of new signalling and telecommunications equipment, would be more than $70-million. A similar amount would be required for new electric locomotives. It is estimated that it would take four years to complete a total electrified system. This would include a high-voltage overhead line using ordinary commercial alternating current, with electric power supplied by existing hydro transmission lines and new hydro-electric power construction.

G. T. Fisher, director, special projects for CP Rail, said that, "while the initial cost of electric locomotives is approximately twice as high as diesel units, electric locomotives can do more than three times as much work." Mr. Fisher was member of the research team which conducted full scale tests in Europe last spring. CP Rail leased electric equipment in Norway and Switzerland, testing electric locomotives on steep grades and under climatic conditions similar to those in the Canadian Rockies. The tests demonstrated that electric trains offer many operating advantages and cost savings over conventional diesel-electric power.

"Electrification would result in reduced locomotive maintenance costs, reduced fuel consumption and extended locomotive life," Mr. Fisher said. "Electric locomotives last twice as long as diesel units." Electric power produces up to 50% greater traction than conventional diesel locomotives. As traction improves, fewer locomotives are required to pull a given train. They also generate considerably less noise and produce no air pollution.

Recent changes have made electrification more attractive. Although CP Rail is by no means ready to commit itself to electrification, there is no doubt that the railway will need to improve its capacity through the Rockies over the next ten years. Not only has population increased, but total traffic volumes have approximately doubled. By 1980, the number of trains using the Connaught Tunnel is expected to reach 30 a day. Revenues from railroad operations have increased substantially, and the cost of diesel power operation and maintenance has become a significant expense.

The major deterrent to railway electrification in the past has always been the high cost of the fixed plant catenary system, substations and signal equipment. This high cost has been drastically reduced in the last 20 years. In addition, there have been breakthroughs in electric locomotive design. A brief survey of railway electrification technology reveals that a "Thyristor" locomotive has been perfected to yield performance and reliability unknown in North American diesel locomotive technology.

CP Rail's attention for now is focussed on western Canada, but with significant traffic increases, other areas of Canada could become potential electrification candidates.

GIANT CRANE IN OPERATION AT CP RAIL TRANSCONA YARD

The largest crane in Winnipeg, costing nearly $500,000 including the foundation, is now in operation at CP Rail's Transcona Yard. Under construction since last June, the 15-ton crane moves along 850-foot runways and is built with two cross girders that are nine feet high and 150 feet wide. "The crane is part of a three-year project at the Transcona Yard costing more than a million dollars," said Stan Cook, Project Coordinator for CP Rail. In 1970 facilities were built for cutting, drilling and classifying rail. The crane was added during 1971 and this year a conveyor system to handle ties, tie plates and bolts for scrap and an office building are planned for the site.

Picking up as many as ten rails at a time, the mammoth crane unloads them from railway cars and transport them to the classification area. Here the rail is sorted and stock-piled on two new rail tables that each hold 100 rails. Once the rail has been prepared for welding, the crane is used to transfer it to the welding apparatus which is contained in three railway cars.

The welding apparatus fuses the rails together by means of electric flash butt welding. Lengths of continuous welded rail up to 1440 feet are produced. The longer lengths mean fewer joints and thus less maintenance and a longer life for the rail.

The crane has flood lights for night-shift duty and is equipped with two-way radio for communication between the operator who is in a heated booth suspended from the cross beams of the crane, and ground personnel. What happens if the electricity is shut off--do the rails come crashing to the ground on top of whatever or whoever is below? Not according to Charley King, supervisor, maintenance of way. "Batteries cut in automatically and have enough power to operate the crane for twenty minutes, plenty of time to lower the rails safely to the ground," said Mr. King.

ONTARIO GOVERNMENT CALLS FOR DESIGN PROPOSALS FOR NEW FORM OF RAPID TRANSIT DEMONSTRATION LINE

The Ontario Government is calling for design submissions for a rapid transit project to link downtown Toronto with the Ontario Place/Canadian National Exhibition complex. Transportation & Communications Minister Charles MacNaughton said that requests for plans have been sent to nine European and North American firms specializing in evolutionary forms of rapid transit. The proposals are expected to include such innovative systems using such things as magnetic and air-cushion suspensions and linear induction motors.

A spokesman for the minister said that no terminal point for the system in downtown Toronto had been picked and that this would be part of the study. Either Union Station or the proposed Metro Centre Project would appear to be logical choices, but the study could produce a better site.

Submissions by the nine firms must be made by the 17th of March. The submissions will be on a cost-per-mile basis rather than on the basis of a specific scheme. Evaluation of the schemes presented will take from 12 to 15 months. Hopes are that a pilot project will be in operation by 1975.

The nine firms invited to make submissions are the following: Bertin Recherches et Developpements Ltee., Plaisir, France; Compagnie d'Energetique Lineaire, Paris; Tracked Hovercraft Ltd., Cambridge, England; Hawker Siddeley Canada Ltd., Toronto; Krauss Maffei A.G., Munich; Transportation Technology Inc., Denver; Alden Self-Transit Corp., Milford, Conn.; Uniflo Systems Co., Minneapolis; Ford Motor Co., Detroit.

Pierre Patenaude was on hand at St. Lambert, Quebec, to record on film the passing of Canadian National trains 122 and 123 with the change of time last October.

(ABOVE) CN MPA-18b 6779 is the power for the last run of train 122 on October 30, 1971.

(BELOW) Sister FPA4 unit 6780 heads train 123, shown at the stop at St. Lambert, also on October 30, 1971.

The next day, October 31st, and units 6765, 6858, and 6787 lead the consist of train 11 from Halifax through St. Lambert. (Pierre Patenaude)

PASSENGER TRAIN NEWS

* The month of January has proved to be a very arduous time for people who have to travel. Bad winter weather in various parts of the country and an air traffic controllers' strike that stopped all airline traffic within the country from January 16th to the 28th combined to make travel very difficult.

First of all the weather (something that everybody talks about, but can do nothing about) will be remembered for creating very hazardous travel conditions, and for periods of time during January, making travel all but impossible. The Province of British Columbia was particularly hard hit, with the worst winter in years blocking all overland travel from the coast to the interior.

Twenty-four passengers on a Canadian National train stranded by snowslides on the line from Prince George to Prince Rupert, for more than a day, were rescued on January 15th by a Department of Transport helicopter that used the ice of the Skeena River as a landing strip. The helicopter made two trips in driving rain and winds gusting up to 60 miles an hour to land on the ice, which was buckling under warm temperatures and an incoming tide, to retrieve the passengers. Fourteen crew members were left with the train to help clear the snow away. The train was stalled fifty miles east of Prince Rupert by three slides, one in front of the train and two behind.

A week later, another vicious storm hit the interior, creating more havoc (and this time the weather and the air traffic controllers' strike did cut off British Columbia from the rest of the country). CP Rail managed to reopen its blocked mainline between Vancouver and Calgary on January 22nd, moving an eastbound passenger train through the last snow-choked section near Yale. The Canadian was the first train to arrive in Vancouver from the east since January 19th, pulled in on the 22nd with 205 passengers, after being stranded in snow slides in the Fraser Canyon for two days. CP Rail moved another 350 passengers on a Canadian National train from Kamloops to Vancouver. Additional passengers arrived in Vancouver on the 23rd; 217 via CP Rail, and a CN train using CP Rail trackage brought in 360 people from Kamloops. An additional 340 patrons of CN were brought into Vancouver by the evening of the 23rd. With the CP Rail line reopened and in business railwaymen's attention was then focussed on getting freight operations back to normal.

The airline traffic controllers' strike forced people to consider railways and other forms of ground transport in their long distance travel plans. CN and CP Rail both experienced additional business as a result of the strike, adding extra equipment as required to handle the increased passenger business. Railway spokesmen reported that business was up to the level of a busy holiday period. CN reported that its three busiest passenger runs were Toronto-Montreal, Toronto-Ottawa, and Montreal-Ottawa.

* Eight Metro Toronto area Members of Parliament are supporting an application for a $97,200 federal grant to operate a daily commuter train from Barrie to Toronto by John Medcof (See Passenger Train News, January 1972 NL).

In an interview, John Medcof said the following MPs had indicated their support for the plan: Charles Caccia (L-Davenport), Robert Kaplan (L-Don Valley), Ian Wahn (L-St. Pauls), Steven Otto (L-York East), John Roberts (L-York Simcoe), Walter Deakon (L-High Park), David Weatherhead (L-Scarborough West), and Barnett Danson (L-York North).

Information Canada minister Robert Stanbury and Defence Minister Donald Macdonald also expressed their approval for the train.

Medcof is asking for the grant under the federal Local Initiatives Program, a $100-million fund to finance individual make-work projects and ease unemployment.

* A correction is in order for some misinformation presented in the October NEWSLETTER with respect to CN trains 122-123 (Page 168, bottom right photo caption). Pierre Patenaude of Montreal supplies new information:

"The information is incorrect with respect to trains 122-123 running with RDC equipment. Passengers now wishing to go to Edmunston must take train 20 (now running on a daily basis), leaving Montreal Central Station at 0800 and make the connection with train 616 at 1055 at Ste. Foy, Quebec. Passengers wishing to travel from Edmundston to Montreal must board train 617 at Edmunston at 1100 and make the connection with train 25 at Ste. Foy at 1741 and get into Central Station at 2014. Stops that used to be made by train 122 between Levis and Campbellton are now served by the Ocean (train 14); stops that used to be handled by train 123 are now handled by train 11 the Scotian, arriving Central Station at 1505."

Pierre also notes that Budd RDC equipment is now being used on the Sherbrooke train, usually an RDC-4 and two RDC-1s. Conventional equipment was used on the train for more than a year, since the last change of time.

* Of the six commuter railway lines serving the Chicago metropolitan area, all but one of them posted a loss for 1971. The hardest hit was the Rock Island, which lost some $1.8-million on its commuter operations in 1971. The next highest was the service operated by the Chicago, South Shore & South Bend, which lost $1,796,000 in 1970 and $1,259,000 for the first nine months of 1971. The Illinois Central was third with losses of $1-million.

Milwaukee Road's commuter services lost $987,426 in 1970 but a fare increase put into effect on May 29th last (from 5% to 10%) was not enough to put operations into the black. Burlington Northern lost $780,000 on its 1970 commuter operations, and again a 6% fare increase last August was not enough to put operations into the black.

The only commuter operation that is running in the black is that of the Chicago & North Western Railway, but even its profits on commuter operations dropped by $200,000 last year. North Western's profits have shown a steady decline for the past four years. They fell from $2.4-million in 1968 to $2.182-million in 1969, $1.912-million in 1970 and $1.7-million in 1971.

J. B. McCahey Jr., president of the CSS&SB, put it bluntly: "There is no way privately-owned commuter lines can survive without a subsidy." McCahey said the South Shore is in such a financial bind that it has deferred maintenance and now has a "slow order" in effect for a two-mile stretch of track east of Gary, Indiana, "because we're concerned about the safety of the tracks there." The South Shore has asked the Interstate Commerce Commission for permission to cut its commuter service by 44%. The ICC has ordered the railway to continue with its present schedule for four months, pending public hearings.

The North Western, with 45,000 daily round-trip riders to the Loop, is Chicago's largest commuter line. Next in order of volume are the Illinois Central, Burlington Northern, Milwaukee Road, Rock Island, and South Shore. The major commuter lines are now supporting a bill in the Illinois State Legislature that calls for creation of a three-member board of transportation experts.

EQUIPMENT NOTES...

CANADIAN NATIONAL MOTIVE POWER OBSERVATIONS

* Brand-new SD40's 5239 and 5240 were spotted as the power on train 392 through Brockville, Ontario on December 23rd.

* CN has derated the power output of MF-36a and MF-36b units (2300-2339) from 3600 hp. to 3000 hp. These M636 units will be derated until their major overhaul comes due at the Point St. Charles motive power shop.

* Grand Trunk Western's new GP38's (class GR-20a, 5800-5811) have been outshopped from EMD with a new paint scheme. Colours on the new units are red, white and blue. The red and white occupy their usual positions in the paint scheme as on other GTW and CN units. The blue replaces the black. The units also have white number boards and protective hoods over the air filters. Builder's numbers are 37929-37940.

CANADIAN NATIONAL EQUIPMENT NOTES

* Canadian National has placed a $1.8-million order with Hawker Siddeley Canada Ltd. for 100 container flats to be built at Hawker's Trenton, Nova Scotia plant. This order brings to 545 the number of container cars ordered by CN from the Trenton plant in the last year and a half.

* Canadian National has announced that it will introduce later this year, initially on a test basis, an entirely new and ultra-modern interior design for passenger coaches which will provide greater comfort and more attractive surroundings for people travelling long distances by train.

Work is to start shortly at Transcona Shops in Winnipeg on installation of the streamlined interiors in eight cars. Completion is scheduled for late spring, when the "Day-niter" cars, as they will be known, will be test marketed in regular passenger service.

To be built into conventional passenger equipment, the new coach interiors will feature 52 individual reclining chair-type seats providing greater room for each passenger. Other innovations include carpeted floors, accoustic fibre covering on walls and ceilings, decorative window curtains and blinds, indirect ceiling lighting, large padded luggage racks containing built-in lights for individual seats and meal trays at each seat. Passengers will be able to adjust their seat to a number of positions from upright to reclining. In the latter position, a built-in leg and foot rest can be extended for greater sleeping comfort.

Alexander Olynyk, general manager, CN passenger sales and services, said the new concept is the latest development in the railway's plan to rationalize its passenger operation and, at the same time, make rail travel as attractive and as comfortable as possible.

* Grand Trunk Western coaches 4885, 4884, 4886, 4887 and 4888 and club cars Diamond Lake and Silver Lake were deadheaded on Train 58 December 1, 1971 to CN Point St. Charles coach yard in Montreal where they saw extensive use on the Ocean and the Scotian between Montreal and the Maritimes between December 23rd and January 3rd. These particular two trains were operating in three sections. Coach 4886 and club car Diamond Lake were in the consist of the advance Ocean on December 24th.

RECENT LOCOMOTIVE DELIVERIES

* Three new narrow-gauge (3') DL535E units were outshopped by MLW-Worthington during the month of December for the White Pass & Yukon Railway. The new units carry road numbers 108-110 and their builder's numbers are 6054-01 to 6054-03.

* Pacific Great Eastern has received its order of seven M630s from MLW-Worthington. Details on them are as follows:

Road Number	Builder's Number	Date Outshopped
710	M6055-01	Dec. 22/71
711	M6055-02	Dec. 24/71
712	M6055-03	Dec. 31/71
713	M6055-04	Dec. 31/71
714	M6055-05	Jan. 6/72
715	M6055-06	Jan. 11/72
716	M6055-07	Jan. 13/72

The new units worked their way west from Montreal to Vancouver over CP Rail.

* Also outshopped during the month of January were the 10 SD40's from General Motors Diesel in London for Nacionales de Mexico. They carry road numbers 8576-8585.

New Canadian National GF-30m SD40s 5232-5230 head a fast freight eastbound through Whitby, Ontario, on January 15, 1972. (Ron Lipsett)

The familiar Pacific Great Eastern herald (on the cab) and paint scheme (modelled here by MLW M630 702 at North Vancouver) will be but a memory when the new name British Columbia Railway comes into use after April 1, 1972. At the present time both PGE and BCH are under the same management.
In the background behind 702 is Morrison-Knudsen C636 unit 5402. These units (returned to the BN in December) and other units PGE had on lease have been returned or turned over to other lessees (BAR units to CP Rail). (Keith Anderson)

CP RAIL MOTIVE POWER NOTES

* Additional foreign motive power has been leased by CP Rail, details of which follow:
--- from Lake Superior & Ishpeming, three additional 2300 hp. U23C's, 2300, 2301 and 2304. These units are being maintained at Winnipeg.

--- from Duluth, Missabe & Iron Range, two additional SD9's, 117 and 175. These units are also maintained at Winnipeg, and operate principally from there to Thunder Bay, as these two diesels require special lubricating oil.

--- from Bessemer & Lake Erie, six 1750 hp. SD9's, 822, 823, 825, 826, 827, and 828. These units are being maintained at Winnipeg and operate between Alyth and St. Luc, Montreal.

This brings the number of foreign units leased by CP Rail this winter to 79.

* Leased Bellequip units 100, 104, 108, 110, 111, 112, 113, 114, 118, 121, 122, 123, 124, 126 and 127 have been transferred from St. Luc to Alyth.

* DRS-18b units 8750 to 8764 (MLW RS18's) have been transferred from Alyth to St. Luc.

* DRF-24b units 4227 to 4232 and DRF -24c units 4233 and 4234 have been transferred from St. Luc to Agincourt (Toronto).

"...we felt a sharp sense of loss as something fine and beautiful disappeared from our lives." Canadian Pacific P-2-c Mikado 5411 bids farewell to Lambton Yard and Toronto for the very last time--December 31, 1959.

(Two photographs -- John D. Thompson)

THE END OF AN ERA

December 31, 1959 was, of course, the end of a year, but also the conclusion of a decade, one of great portent to the railway scene. By 1950 the decision had been made by virtually all major railways in Canada and the United States to dieselize their operations. Progress in this direction was somewhat slow at first on the Canadian Pacific Railway. The company's plan was, initially, to continue operations with modern steam power in certain regions until some date in the mid-1960s. Unfortunately this was not to be, for the cost of maintaining duplicate servicing facilities was found to be prohibitive. Thus, by December 1959, the diesel's victory was almost complete in the Toronto area. Canadian National had run their final regular steam operations in this locale in early May of that year. Although sporadic steam operation, mainly in the form of helper service, continued until March 1960 on the CPR, the final run of a steam-powered freight train from Toronto to Montreal was scheduled for the day on which the 1950s drew to a close.

On other railways such an event would have passed unnoticed, with a grimy, ill-maintained steamer dragging out of town. This was not the way CPR did things. Right up until the end both management and employees had felt a justifiable pride in their steam power. This esprit de corps was part of the character of the company, the like of which we will not see again.

The locomotive selected for the honour was an appropriate choice--P-2-c Mikado 5411. This handsome engine, outshopped by the Canadian Locomotive Co. in 1940, was a typical example of latter-day CPR steam power design. All the features were there--the recessed headlight, solid pilot, outside bearing leading truck, running board skirt, Elesco feedwater heater, gold striping, and the famous beaver emblem on the cab.

All three Toronto newspapers had been notified of the event by the CPR, and, as the 5411 was eased onto the turntable for the last time (shortly before 1:00) at West Toronto's Lambton roundhouse, photographers were on hand with cameras ready. The Mikado was a fine sight. The boiler jacket had been cleaned and polished until it fairly gleamed in the cold December sun.

After being serviced, the 5411 backed to the lead of her train, at the Runnymede Avenue bridge. Fortunately, this writer had been informed of the last run by a friendly CPR official, and was on hand to bid farewell. There was time for a brief chat with the crew in the warmth of the vestibule cab as the brake test was made, then down to trackside for a departure shot.

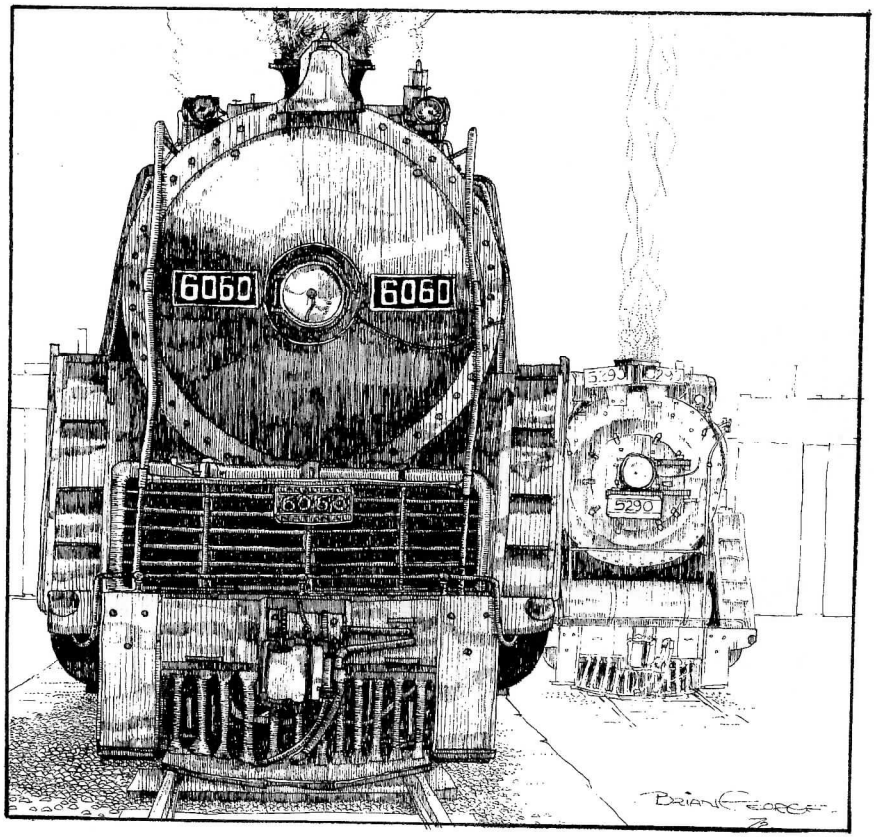
As we gazed upon 5411 for the last time, we tried frantically to absorb the sight and sound of this most splendid machine--the soft thump of the air pump, the whine of the turbogenerator, the lazy steam drifting from the pop valves, the roar of the blower.

Then shortly after 3:00 p.m. EST, the engineer's gloved-hand went to the 5411's overhead throttle. Steam roared into the shining cylinders, clouds of grey smoke erupted from the squat stack, and the 5411 was moving, gaining momentum with each revolution of her 63-inch drivers.

There was no slipping or sliding as the 5411 took the crossing to the main line, on past the diamonds at West Toronto, through Leaside, and Agincourt, and on to Montreal and oblivion.

Even as the exhaust of the 5411 faded into the distance, we felt a sharp sense of loss as something fine and beautiful disappeared from our lives.

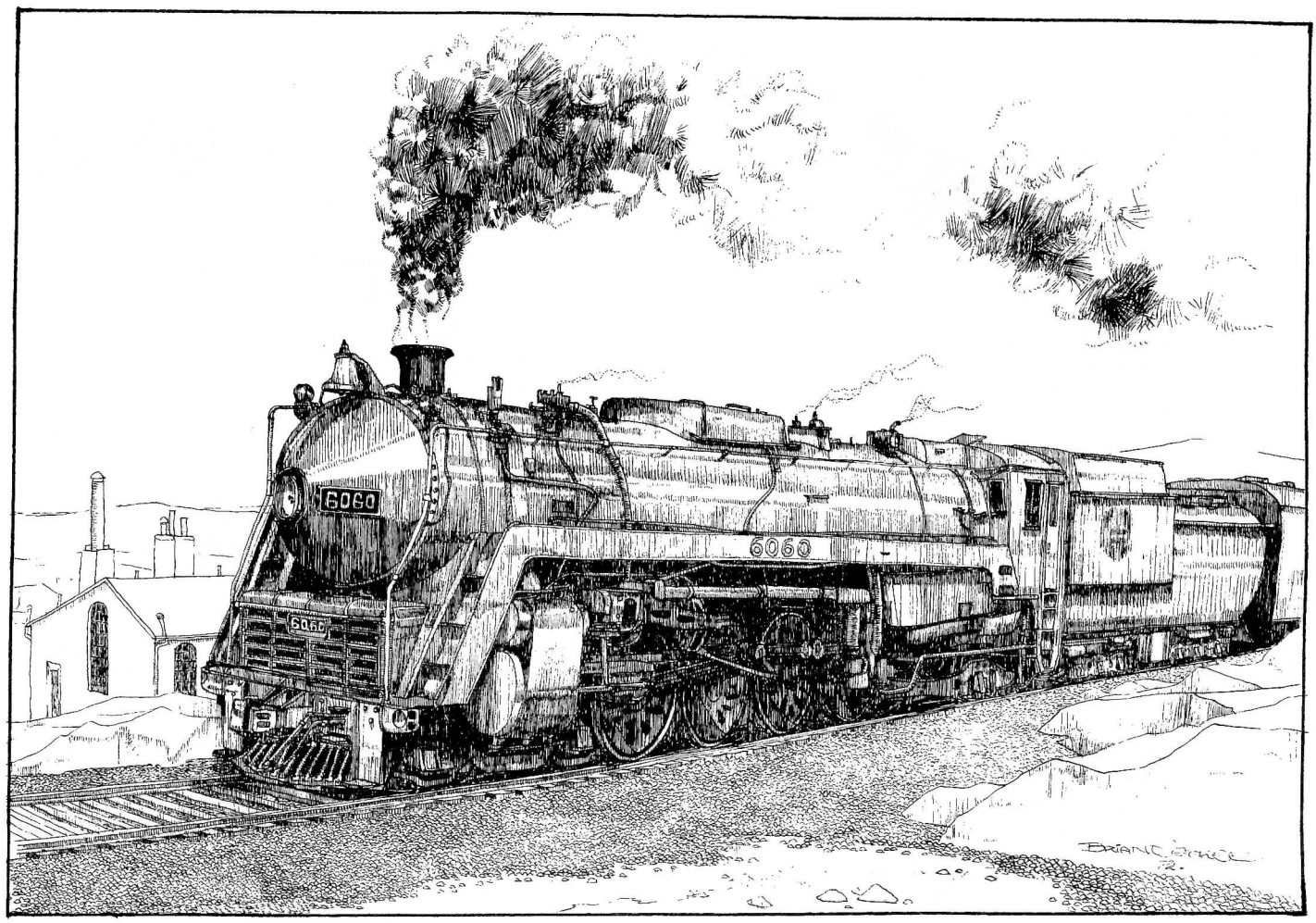
--- John D. Thompson.



THE ART OF STEAM

By Brian George.

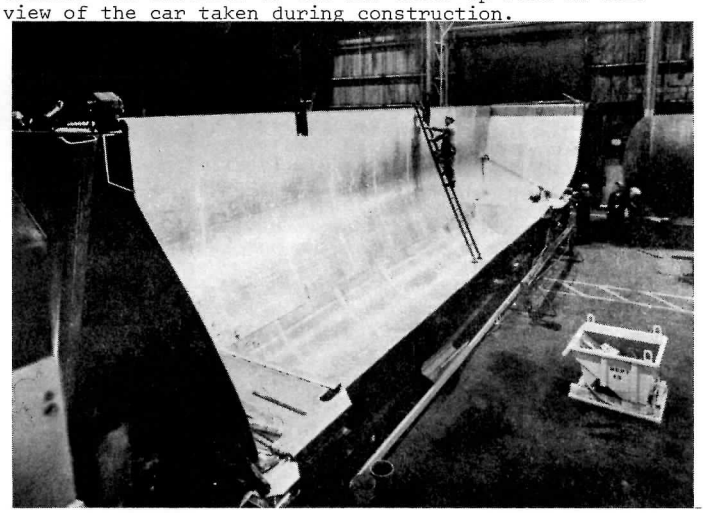
CANADIAN NATIONAL RAILWAYS U-1-F 4-8-2 NUMBER 6060.



meet 101000

(ABOVE) The completed aluminum coal unit train car stands at Procor Ltd's Oakville, Ontario plant.

(BELOW) The interior of the car shows up well in this view of the car taken during construction.



What is 101000? The car bearing these reporting numbers is a revolutionary new type of coal car, designed and built in Canada for use in unit coal train service. The car body is fabricated entirely of aluminum and yet because of its extremely light weight, the car is able to carry five times its weight in coal.

The new car is the result of of a research program carried out jointly by Alcan Canada Products and Procor Ltd. into the design and construction of a new type of unit train bulk materials car. The project received financial assistance from the Federal Government Department of Trade and Commerce through its Program for the Advancement of Industrial Technology.

How is aluminum used to achieve light weight and an impressive carrying capacity (over five to eight tons more than that provided by existing equipment)? The extremely light body weight (15000 lb. without draft gear and couplers) is achieved by the used of a compound cross-section consisting of a curved car bottom (the car will be emptied by a rotary car dumper), curved lower wall panels, and flat vertical upper wall panels. Lateral strength is provided by the end bulkheads and "butterfly" bulkheads. Longitudinal strength is provided by three extrusions which run full length of the car body. Train loads are applied to the longitudinal side sills, stub sills, end stiffeners and shear plates. This construction makes the used of a depressed centre section feasible thereby lowering the centre of gravity of the car and increasing its stability.

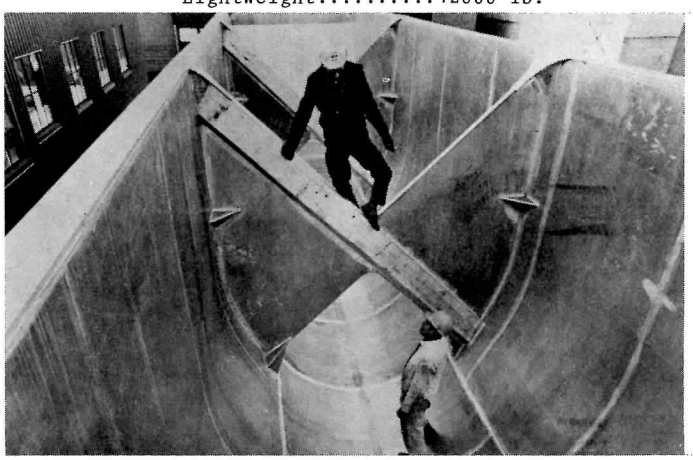
The photographs of the car show the wide use of aluminum extrusions and rolled plate. The aluminum extrusions have made it possible to place material of the proper thickness and shape in the proper location without having to perform metal forming operations such as bending and pressing. This use of extrusions and a cross-sectional shape that requires little forming results in a car that is sturdy, yet readily lends itself to large-scale, low-cost production methods. Painting of the car is not required as the oxide film on the surface of the aluminum provides both fine appearance and corrosion protection.

It is estimated that this new car can lower coal transport costs per ton/mile by 10%. While this car will offer transportation for bulk materials at lower costs, it will only achieve this object if it can withstand the severe punishment of unit train service. Although designed to incorporate the most recent engineering experience, some of these concepts are new and must be tested before large numbers of cars are placed in service. The testing is being done at the National Research Council in Ottawa and consist of 800,000 lb. squeeze tests and impact tests of up to 1,250,000 lb. or 14 miles per hour. Upon completion of this testing, the car will be moved to Western Canada for field testing, and, when the integrity of the car has been proven, it will be ready for large scale production.

101000 has been designed to be loaded and unloaded at the major coal facilities in Western Canada. While it has been principally designed to move coal, the design is suitable for other bulk products such as sulphur.

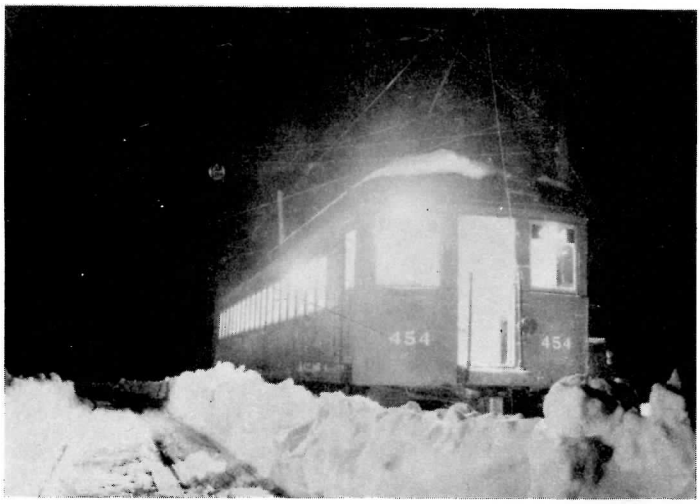
101000--BASIC DATA:

Length.....58' 7"
Width.....10' 8"
Height.....13' 1"
Volume.....4700 cu.ft.
Carrying Capacity....110.5 tons
Lightweight.....42000 lb.



Details of the car's interior construction including the "butterfly" bulkheads are evident in this scene.

(All photographs --- Alcan Canada Products)



A ghost out of the past still lives and also encounters a modern problem. Although the Quebec Railway, Light & Power Co. ceased passenger service in 1959, here is QRL&P 454 on a bitterly cold night in January 1971, twelve years later, about to make a late evening run from Kennebunkport Maine. Ten minutes later (after this photograph was taken) the car encountered six snowmobiles illegally running on the newly ploughed right-of-way of the Seashore Trolley Museum. They promptly took to the ditch, not wishing to challenge the plough blade on the big car. Both 454 and Oshawa Railway 300 have had frequent encounters with this new problem they never had in their earlier incarnation.

She looked so pretty that night, all red and shiney with her lights reflecting off the newly ploughed snow that we couldn't resist photography in spite of all the cold hands, reluctant shutters and other problems.

(Commentary and photograph courtesy John Coughlin)

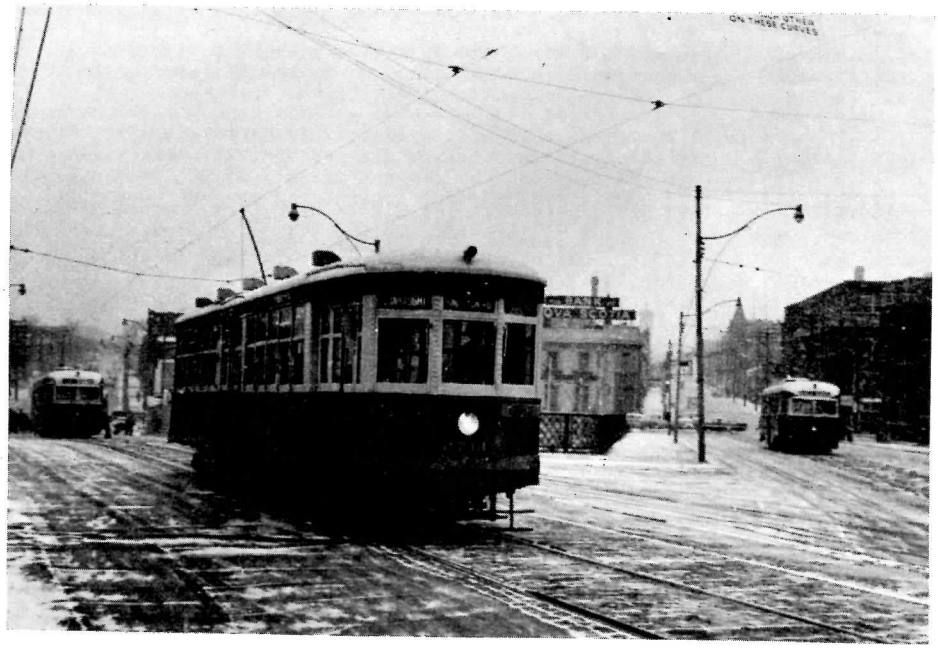
TROLLEYS IN THE SNOW

Here are two Toronto trolley cars doing battle with snow, in a big storm that hit the city on January 20, 1972.

(ABOVE) 4319 waits for a traffic light at the three-way intersection of King, Queen and Roncesvalles. The car was assigned to the KINGSTON ROAD TRIPPER service.

(LEFT) Eastbound QUEEN route car 4688 (its signbox obscured by snow) sits at Queen and Yonge while passengers trod through the snow to board the car.

(Two photographs -- Robert Lampkin)



Small Witt 2714 receives a dusting of snow while eastbound at the intersection of King and Queen on the bridge over the Don River in Toronto's east end. A QUEEN route and a KING route car each appear in the background. The date: December 29, 1961.
(John D. Thompson)

TRACTION TOPICS

Edited by Michael W. Roschlau.

* Provincial planners have reopened the question of rerouting the Yonge-University subway loop to connect with the proposed Metro Centre development south of Union Station. The question of rerouting the subway was closed last April when it was recommended that there be no change in alignment despite pressure from CN and CP Rail for an extension closer to the proposed new transportation terminal.

Provincial officials are now concerned that the separation of the train station from the subway would discourage people from using the GO Transit services and transferring to the subway.

The CTC will likely hold a public hearing this year to debate the proposed location for the new station. TTC officials point out that any change in the subway loop would necessitate ripping up Yonge Street and University Avenue and disupting traffic for up to two years.

* On January 7, 1972, TTC-refurbished PCC car 4362 was placed in service operating out of Russell Division. It is the first prototype of the TTC's streetcar refurbishing program. On the exterior, 4362 has received a bus mirror on the front right side of the car, and trolleycoach style stop lights on the rear. In the interior, the footrests have been removed along with three double seats opposite the centre doors. The ceiling is painted white and the newly upholstered seats are orange, similar to the seats in the new trolleycoaches. The car also has simulated woodgrain panelling on the walls below the window line, and also a new all-electric heating system.

During this program, twelve streetcars will be under overhaul at any one time in Hillcrest Shops and it is estimated that it will take 36 working days to rehabilitate one car.

Here are two views of the first car in the TTC's streetcar refurbishing program--A-6 class PCC car 4362. The interior view is looking to the rear of the car from just before the centre doors. Note the beige ceiling and the three double seats removed from opposite the centre doors. The exterior of the car (car is standing at the safety island at King and Crawford) is little changed. Note the addition of the bus-type mirror to the right-front corner of the car and the smaller dash lights.
(Both photographs--Robert Lampkin)

* An historic coalition between Urban Mass Transportation Administration (UMTA) officials and representatives from the San Francisco Municipal Railway and the Massachusetts Bay Transportation Authority (MBTA) took place in December 1971.

The east and west coast systems have agreed on major specification items in a joint bidding for new streetcars. This eliminates costly design differences. Since the design of the PCC car in the 1930's, there has been little necessity for cooperation among transit systems in North America.

Both MUNI and MBTA have negotiated to eliminate as many design differences as possible between the cars except what they need for their respective services. The joint cars will be 70'-7" in length and 8' or 8'-6" in width. The minor differences in the cars are required by the physical characteristics of the track, legislative and climatic conditions.

The UMTA has awarded a $109,000 grant to MBTA to create a standard specification for lightweight streetcars for present and future operation, and the UMTA will only fund for the cars if they are for a standard design.

* The TTC recently awarded the first structural contract for the North Yonge Subway extension to Finch Avenue to Kilmer, Van Nostrand Co. for $4,070,000. This involves the construction of 3256 lineal feet of cut-and-cover construction immediately south of Finch Station.

* The TTC agreed early in January to settle a contract for the production of 2,211 concrete subway tunnel liners it did not need for $949,784. After the contract was awarded in June 1970, the TTC decided that it would be cheaper to build the section of the North Yonge Subway extension between Sheppard and Finch by the cut-and-cover method. The Commission hopes to resell some of the liners and use the remainder on the Spadina rapid transit line.

* Thirty-two of the 76 new H-2 class subway cars built recently by Hawker-Siddeley of Thunder Bay, will be put into service between February and May of this year. Cars will see service on a rotation basis. It is expected that the first two cars will be in service before the middle of February.

* The Toronto Parking Authority has offered to build a $3-million parking garage for 1400 vehicles at the Islington Subway Terminal. The garage is needed because the lots there at present are being used 34% over their capacity level. A TTC commissioner recently stated that the TTC is discouraging riders because of the overuse of the parking lots at subway stations. "If someone finds a parking lot full on two mornings, he won't be back on the third."

* On January 11th, Metro Council voted in favour of establishing a single TTC fare system throughout Metropolitan Toronto, instead of the present two-zone system. The TTC said that it would cost $8.3-million a year under the present fare structure. The City of Toronto even offered to pay for it, while the Ontario Government refused.

TTC officials estimate that approximately 17% of its revenue comes from riders who pay two fares to travel between the two zones.

A single transit fare would generate only one-million dollars per year in extra revenue while losing an estimated eight or nine-million dollars. On January 24th the TTC stated that the money to be spent on creating a single fare would be better used on new routes in the boroughs. If the TTC goes through with establishing a single fare and the governments do not subsidize this, fares would have to be raised.

* TTC subway construction notes: Vehicular traffic is now restricted in two places on Yonge Street because of subway construction. Traffic is down to two lanes between King and Wellington to permit excavation work for the enlargment of King Station, and down to three lanes half-way between Finch and Sheppard for the installation of piles for the Finch extension. This latter restriction will continue for approximately two years.

* On January 17th, the subway tunnellers working on the North Yonge Subway extension between York Mills and Sheppard stations returned to work after a six-month wage dispute. They received a 75¢-an-hour increase.

* The Chicago Transit Authority plans to scrap its fleet of 261 trolleycoaches by the end of 1973. The first route will be abandoned by the end of July 1972. In the 1950s, CTA had 16 trolleycoach routes, and now has nine left, and these will soon disappear. A small group known as Chicagoans Against Transit's Total Lack of Enterprise (CATTLE) has been trying to persuade the CTA not to scrap their pollution-free trolleycoaches. Western Flyer Coach's demonstrator, TTC 9213, was displayed in Chicago for some days, but apparently had no influence on the CTA's decision.

* The speed of MUCTC subway trains in Montreal entering shunting areas has been reduced from 20 to 15 mph, as a result of the collision and fire on December 9, 1971, that killed one person and caused several million dollars worth of damage. Operators also are now required to stand up in the cab to see further down the shunting tunnel.

Tenders have been received for the construction of part of the MUCTC's subway Line 1 in Montreal.

* Tenders have been received for the construction of part of the MUCTC's subway Line 1 in Montreal. This concerns the connecting structures with Beaugrand Station and accesses, and the Beaugrand garage and shops.

* Since December 15, 1971, Mexico City office car #0 has been operated by the STE in a Museum fashion. The car was built by Brill in 1902; is single truck, double-ended, and can carry 24 passengers. Tickets are priced as a minimal one peso (8¢), sold to you by a beautiful young hostess who also gives information and lollypops to passengers, but also shooes "flies" ("Moscas", boys that stick on the back of the car).

* For Toronto, believe it or not, a trolley car boutique and a trolley coach houseboat!! Explanation follows:

By next summer, watch for a trolley car boutique in the downtown. Art teacher Wesley D'Angelo has purchased ex-Birmingham PCC car 4716 from the TTC, and when the weather once again gets warm, the car will be transformed into a "streetcar named Desire" in a parking lot near the corner of Dundas and Yonge.

D'Angelo first got the idea for a trolley car boutique in 1968, purchased the streetcar from the TTC for $250 and has spent the last two years trying to get a building permit from the City of Toronto. His request was through the city planning board, the city buildings and development committee, and finally to city council, where approval was finally gained on November 13th.

D'Angelo plans to paint the car antiqued white, leave the motorman's controls and install the route sign DESIRE in the route and destination sign box. The side of the car facing the street will feature an immense photograph of streetcar conductors from the gay '90's. A picket fence will surround the car.

A trolley coach houseboat?? Yes, if plans by students of Centennial College work out.

The TTC sold the body of trolley coach 9140 to Victor Murgaski and his students at Centennial College for $125 in early November. They currently have the body in an equipment shed on the Warden Avenue campus of the college where work is underway to strip the body of scrap and start the work of converting it into a houseboat.

To make the body float and keep it seaworthy, 60 45-gallon drums are being used to make pontoons the students are building themselves. The body will keep its TTC identity as much as possible through the alterations which include a sundeck on the roof and a walkway around its sides. Inside, there will be a dining-living area, kitchen, washrooms and sleeping accomodations for about 20 people.

The coach was bought with a loan from the college but will be owned by a legal partnership of those working on it. "The bus will have a value of about $40,000 when it's in the water and the students can end up with an equity of about $1,000 each," said Mr. Murgaski.

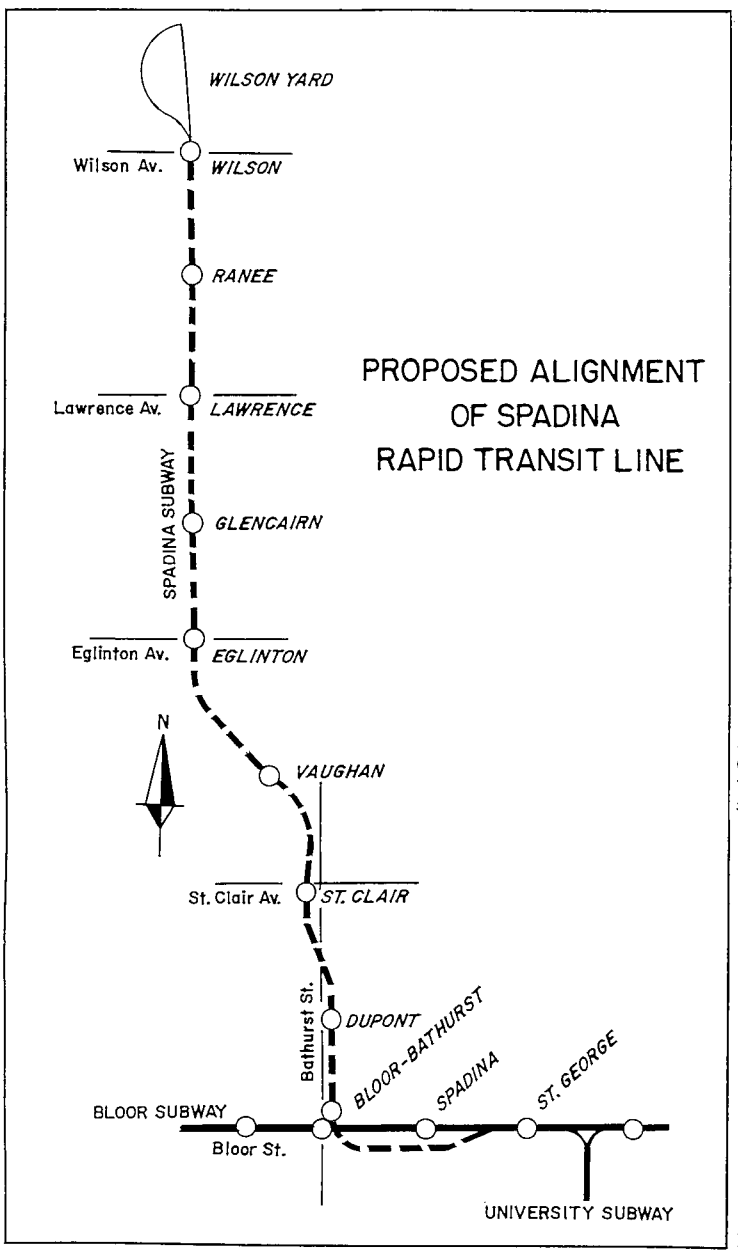
The students expect to have the coach seaworthy by next April and hope to get a berth for it at Ontario Place and plan to make the first cruise next summer. The group will study such things as marine biology, pollution, and weather forcasting and they'll have sophisticated sonar, radar and radio equipment on board.

NEW SPADINA ROUTE PROPOSAL

On January 6, 1972, the report of the Joint Technical Transportation Committee on a new route alignment for the Spadina Rapid Transit line was released. This committee had been working on a study of possible alternate route alignments for the line since the cancellation of the expressway portion of the Spadina project last June.

There were a total of eighteen possible alignments considered. Of these, the choice was narrowed down to a possible five. Each route was scored on the basis of a number of criteria. These criteria included the following: property acquisition (number of units of property needed for the right-of-way); loss of community landmarks and social centres; permanent disruptions of private and open spaces; loss of trees; permanent disruption of community structure; permanent improvements in community structure; construction nuisance; stimulation of desirable and appropriate developments; construction time needed; disruption of traffic during construction; maintenance of public transit service during construction; surface connections; subway connections; flexibility of future rapid transit system operations; right-of-way and construction costs.

There follows a description of each of the proposed five route alignments. Each alignment shares the same routing north of Eglinton Ave. on the expressway median to Wilson Ave.



Scheme 1: This is the original Spadina expressway/rapid transit line routing as first proposed. It would cut through the Cedarvale Park and scar the Cedarvale and Nordheimer Ravines. It would be hard on trees, parkland, community landmarks, but would be fast to build (4-1/2 years), would be the cheapest, but would be hard to mesh with existing and proposed transit systems. It scored the lowest in the criteria evaluations, and is considered the least acceptable routing.

Scheme 1B: This is a modified Scheme 1 routing with a few changes. The subway line would be covered between Eglinton and St. Clair; two additional stations have been added (one at where the line would cross Bathurst and the other on Spadina north of the present Spadina station); the line has been lifted in places from the floor to the walls of ravines to minimize impact. It would also cost more and take longer to build, but would demand the destruction of fewer houses than any other. It had the second lowest scoring.

Scheme 8A: This routing would have the subway line leave Cedarvale Park and burrow (cut and cover) under Caxton Blvd. as far as Bathurst, then curve south down Bathurst with a mixture of cut and cover and tunnel construction to Barton, then tunnel easterly to join the Bloor-Danforth line just west of St. George. There would be stations at St. Clair, Dupont, and a second Spadina station just north of the present one. This routing is the most costly as it requires extensive tunnelling. It scored in the middle of all the schemes.

Scheme 9B: This routing is similar to 8A except that it turns south from Caxton Blvd. onto Raglan Ave. and then onto Markham St., remaining on the western side of Bathurst to London, where it turns east through St. Peter's Church and along Bloor to a junction with the Bloor-Danforth line east of Spadina. Most of the line would be cut and cover, except for a stretch of tunnelling from Davenport to just south of a station at St. Clair. This routing scored second best with good meshing with current and planned subway lines.

Scheme 9C: This routing would be similar to 9B only as far south on Bathurst as the old lake escarpment, where it tunnels across Bathurst to the east side and continues in tunnel to below Davenport Road. It then continues down Albany Ave. until it swings easterly to follow 9B's route along Bloor to join the Bloor-Danforth subway east of Spadina. This is the routing favoured by the committee and is the routing represented the the map accompanying this article. The scheme requires the acquisition of more properties and the demolition of more houses than the other schemes, but it scored the best of all five schemes.

Before this scheme is adopted as official, it faces a number of tough hurdles, culminating in approval by the Ontario Municipal Board. The reactions of ratepayers' groups through whose districts the line would go have been guarded. The report was referred by the Metro Toronto Transportation Committee to the City of Toronto and the five Metro Boroughs for consideration. The only firm decision was that approval for the northern section of the line from Eglinton to Wilson was given, and that the TTC begin the $1.8-million design work on this section, subject to approval by Metro Council and the OMB. Metro Council approval was forthcoming on this work January 25th.

Opinions on the proposed routing will be heard by the Metro Transportation Committee on March 20th.

TRACKSIDE...

UCRS CONSTITUTION

A small number of copies of the UCRS Constitution & Bylaws have been reproduced and are now available upon request to members of the Society. If you should wish a copy, here is the procedure to follow to obtain one. Write a letter and include in it your membership number (this number is important), and send it together with a self-addressed 9" x 12" envelope (the size of envelope that your NEWSLETTER is mailed in will do) and either stamps or coins sufficient to cover the cost of mailing, to: UCRS Bylaws Request, Upper Canada Railway Society, Box 122, Terminal A, Toronto 116, Ontario. The cost of mailing the document first class to any point in Canada or the United States is 20¢, by third class 9¢. Indicate in your letter the class of mailing desired.

American members of the Society please remember that U.S. postage stamps cannot be used to mail a letter from Canada to the United States.

HAVE YOU MOVED RECENTLY???

So you've moved just recently and have let all your friends and business acquaintances, and have informed all utilities and public agencies, of your new address. You are also wondering why your copy of the NEWSLETTER has not arrived at your new address??? One thing you probably forgot to do---did you inform the Society of your change of address???

If you do move, the UCRS would like to know your new address, so that your record can be corrected, and a new stencil with your new address cut and put into the NEWSLETTER mailing lists. With third class mailing, we do not always get NEWSLETTERS that cannot be delivered returned, and so have no way of telling if you have moved.

Help us out and let us know your change of address as soon as possible when you do move.

PHOTOGRAPHS WANTED FOR PUBLICATION

The Preservation Committee of the UCRS is about to prepare a new handout to be used in conjunction with the display of CN Northern 6213 at the Canadian National Exhibition in Toronto, and is looking to Society members for photographic contributions. The Committee would be pleased to hear from any person who has photographs of U-2-g 6213, and is willing to have them published by the Society. All pictures must show the locomotive under steam (unless being serviced in the shops) and in an interesting setting--and the road number must be clearly visible. We are particularly interested in pictures showing the locomotive at the extreme ends of its range--in the Maritimes, in Vermont, and on the Prairies. If you have a photo you think we can use, please send it to us as soon as you can. Do not send original pictures if you want them back--we cannot undertake to return contributions. All photos not used at this time will be retained by the Preservation Committee for possible use at some future time. Prints must be 8 x 10 in size, glossy finish, and they must be of good quality. Be sure the photographer's name is clearly shown on the back of each print--credit will be given each picture at the time of publication. Contributors should also provide the date and location of each photo wherever possible. If you have a photo you wish to donate, please mail it to the Chairman of the Preservation Committee as follows: David Stalford, Box 144, Station W, Toronto 385, Ontario.

1972 SPORTSMENS SHOW

Society members are invited to drop in and visit the UCRS booth and railway display at the 1972 Sportsmens Show in the Coliseum at the Canadian National Exhibition, March 17th to the 26th. The location of the booth is on the second floor in the east wing of the Coliseum. Drop in and say hello!

Readers' Exchange

WANTED: Annual car passes of Canadian railways prior to 1920, Quebec to 1945. Also current or old negatives of Canadian SD&P cars; diesel, steam other than CP, CN. Gerry Burridge, P.O. Box 152, Pointe Claire-Dorval 700, Quebec.

WANTED: The following magazines, in good condition, unclipped and with covers. Prices stated for such should include allowance for book rate or 4th class postage.

TRAINS Magazine--Vol. 1, 1-12 incl.; Vol. 2, 1-12 incl.; Vol. 4, 1,2,4,5,6,7,8,9,10,11; Vol. 6, 3,4,6,7,8,9,10,11, 12; Vol. 7, 1,2,6; Vol.8, 1,2,4,5,7,11; Vol. 9, 1,6; Vol. 12, 2,5,9,10,11; Vol. 13, 2,3,6,10,11; Vol. 14, 1,2, 3,5,6,7,8,9,10,12; Vol. 15, 5,6,8; Vol. 16, 1,2.
Also TRAINS Indexes for Vols. 1,8,13,16,17,18,24,26,27, 28,29,30,31.
UCRS NEWSLETTER--Nos. 1 thro 48, 50 thro 63, 65,67, 85 thro 95, 120 thro 128, 132 thro 139, 148, 158.
SHORT-LINE RAILROADER--1,8,9,10,11,12,15,19,21,23 thro 28, 31,32,35.

Contact Tom Gascoigne, P.O. Box 565, Oshawa, Ontario.

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Coming Events

Regular meetings of the Society are held on the third Friday of each month (except July and August) at 589 Mt. Pleasant Road, Toronto, Ontario. 8.00 p.m.

Mar. 17: (Fri.)	Regular Meeting. Railroadiana Auction. See Rules printed below.
Mar. 24: (Fri.)	Hamilton Chapter meeting, 8:00 p.m. in the CN James Street Station, James Street North.
Apr. 21: (Fri.)	Regular Meeting. John Bascom Jr. on railway carferries.
Apr. 28: (Fri.)	Hamilton Chapter meeting, 8:00 p.m. in the CN James Street Station, James Street North.

1972 UCRS RAILROADIANA AUCTION RULES

Objects to be auctioned off should be brought in by 7:30 p.m. to allow for necessary bookkeeping.
All types of railway objects are acceptable, books, pictures, magazines, timetables, tickets, artifacts, etc.
Persons bringing several objects should apply a list of the objects to assist the recorder.
A tag label or pencil note containing a code and number for each object corresponding to the list will greatly assist the auction recorder to get the proceeds to the proper party.
15% of the selling price will go to the Society and the remaining 85% to the seller.
5% Provincial Sales Tax will be collected from the purchaser on the selling price. Note that timetables, albums, catalogs and manufacturers' literature are taxable. Magazines and certain types of books are exempt.
Reserve bids will be allowed of five dollars and over.
If the object is not sold, fifty cents will be collected from the would-be seller for the Society.
The auctioneer's decision on who bid and how much is final.