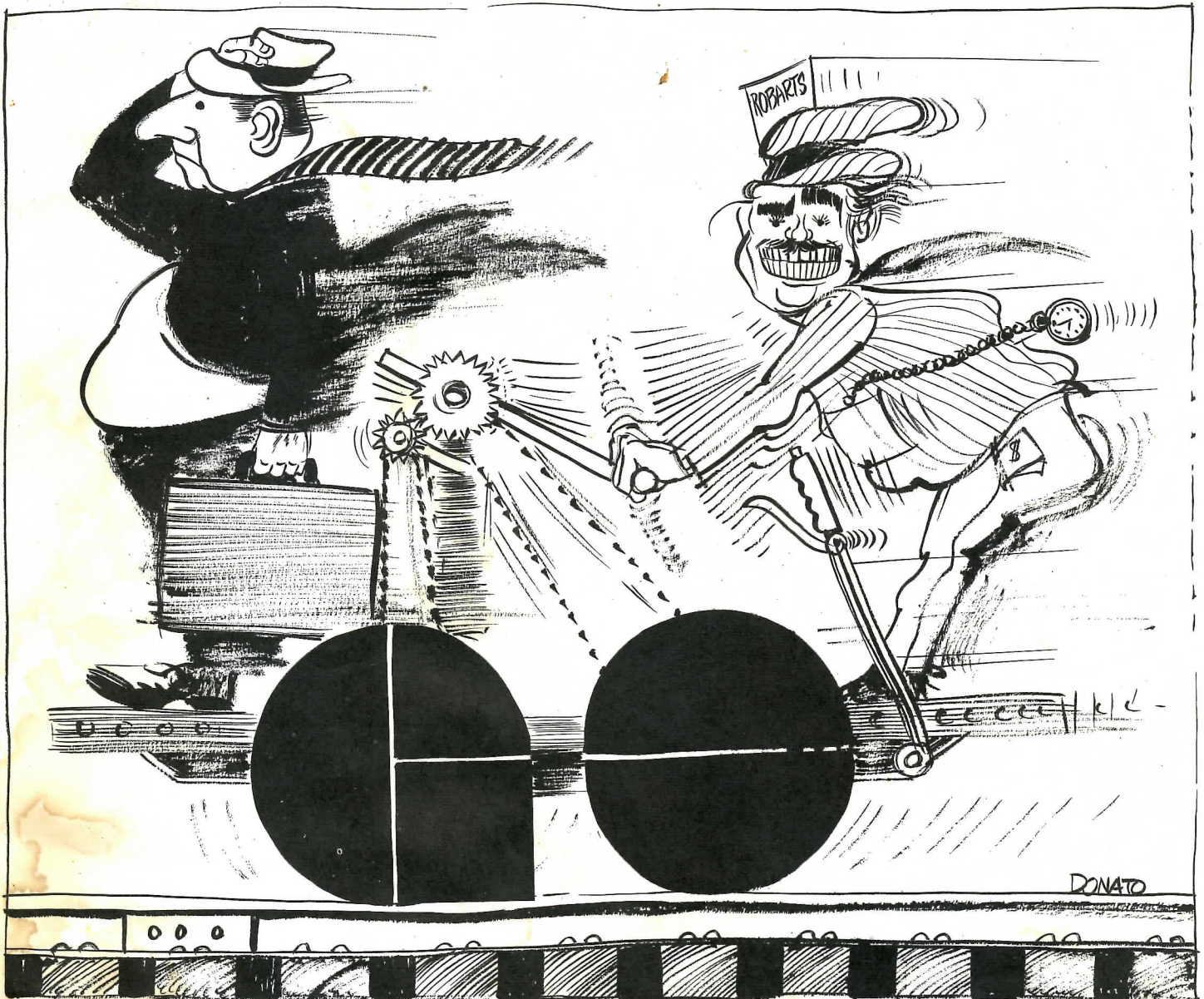


newsletter

June 1967 • 50c



.....AND AWAY WE GO.....

Upper Canada Railway Society



newsletter

Number 257

June, 1967

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Editor _____ James A. Brown

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Members are asked to give the Society at least
five weeks notice of address changes.

* * *

Please address NEWSLETTER contributions to the
Editor at 3 Bromley Cres., Bramalea, Ontario.
No responsibility is assumed for loss or non-
return of material.

All other Society business, including member-
ship inquiries, should be addressed to UCRS,
Box 122, Terminal A, Toronto, Ontario.

The Cover

This month's cover depicts a pleased-as-punch
Premier John Robarts getting the long-awaited
GO Transit service under way. The sketch ap-
peared in the MISSISSAUGA NEWS and other papers
and is reproduced here through the kind permis-
sion of the artist, Andy Donato.

Contributors to this Issue

Jim Appleby, Percy Booth, Bill Blaine, Charles
Bridges, John Bromley, Bill Coe, Ray Corley,
Peter Cox, Andy Donato, Tom Henry, George Hor-
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Production; John Bromley, Tom Henry.

Distribution; Charles Bridges, Rick Eastman,
Don McCartney, Bill Miller, Steve
Munro, George Pearce, Bill Sharp,
John Thompson, George Wilton.



Regular meetings of the Society are held on
the third Friday of each month (except July
and August) at 587 Mt. Pleasant Road, Toronto,
Ontario. 8.00 p.m.

July 7th; The Society's annual evening street
(Fri) car excursion will leave Roncesval-
les Carhouse at 8.15 p.m., and King
and Yonge Streets at 8.35 p.m. Full
details in TRACTION TOPICS column.

July 21st; If sufficient interest is indicated
(Fri) an informal 8 mm. movie night will
be arranged. Contact the Entertain-
ment Committee for details.

Aug 13th; The Society will operate a special
(Sun) street car excursion to mark the
75th anniversary of electric street
car operation in Toronto. Several
surprises are planned for this trip,
one of which is revealed in TRACTION
TOPICS, together with information on
tickets and departure time. The tour
can accommodate only a limited num-
ber, so ORDER EARLY.

Aug 17th; CBC re-telecast of "The Canadian
(Thurs) Menu" in which "Nova Scotia" plays a
part. (April NL, page 49) 9 p.m. EDT

Oct 6-9; A weekend of steam excursions in
Pennsylvania and New York, featur-
ing a day's outing behind CPR 4-6-0
No. 972. Fare -- including bus
and all trips -- \$50.00 per person.
Full details will be released soon.
Trip will be limited to 82 persons,
so plan now to attend.

READERS' EXCHANGE

IF YOU HAVE a spare colour slide or two of
TH&B, AC&HB, QNS&L, GO Transit or ONR power,
will trade for equal quality CP or CN slides.
Carl Gay, 211 4th St. North, Kenora, Ontario.

WANTED: NEWSLETTERS Nos. 201, 197, 194 and
earlier; also UCRS Bulletins 56, 37, 34, 27,
24 and earlier. K.F. Chivers, 67 Somerset St.
West, Apt 3, Ottawa 4, Ontario.

RAILWAY

News and Comment

TRAINS EVACUATE FIRE-THREATENED TOWNS

The railways came to the rescue when forest fires threatened to engulf two Northern Ontario communities on June 4th. Chapleau, a CPR division point 120 miles southeast of Timmins, and Sioux Lookout, a CN main line community 180 miles northwest of Port Arthur, were both in imminent danger of destruction when the railways stepped in.

Evacuation procedures were started first at Sioux Lookout when some 700 women, children and hospital patients piled into a makeshift train of CNR boxcars and headed for Rosnel, a little over ten miles to the east. The box cars -- described by Deputy Mayor Ed Adriana as "a Godsend" -- had been trapped in Sioux Lookout earlier when a 100-foot-long wooden trestle just west of town was burned out. The cars, emptied of their wheat cargo in Port Arthur, would normally have been returned directly to the west.

The evacuees spent some nine hours huddled in the box cars before a change in wind direction made it safe to return to their homes, about midnight. The train was kept on standby in case the danger arose again.

The burned-out trestle severed CN's main trans-continental line, forcing the rerouting of all traffic via Longlac, Port Arthur and Winnipeg. Between the latter two points, some trains operated on CN lines via Rainy River while others used CP's main line.

When flames advanced to within a half mile of Chapleau, Canadian Pacific hurriedly marshalled a special consisting of a locomotive and eight box cars which left the fire area for Sudbury on the evening of the 4th, with 128 passengers. A second train, a hospital train made up of two coaches carrying 43 persons and a sleeper with 14 bed patients -- including a baby born at 7.00 p.m. the previous day -- departed on the morning of the 5th, again for Sudbury. The evacuees returned to Chapleau on June 6th in special coaches added to the Expo Limited, after rain showers and a change of wind reduced the danger.

BELOW: Less fortunate than Chapleau or Sioux Lookout was Cochrane, Ont., in 1912 when virtually the entire town was wiped out by fire. Left standing was this office building of the National Transcontinental Railway.

/Collection of J.N. Lowe



'SUN KINKS' CAUSE NUMEROUS NORTHLAND SPILLS

Sun kinks -- buckled rails as a result of expansion in the sun's heat -- have been plaguing railroaders in Ontario Northland territory lately. In late May and early June, ONR attributed at least four minor derailments to this phenomenon.

Probably the most spectacular of the sun kink incidents was the derailment of an ore train of Ecstall Mining Ltd., on the ONR spur serving the mine property north of Timmins. Ecstall, a subsidiary of Texas Gulf Sulphur, operates its own trains by trackage right between its mine site and a concentrator at Hoyle, a distance of 18 miles.

The derailment piled up two of the company's three MLW 1,000 h.p. road switchers, Nos. 051 and 052, as well as seven ore cars. ONR's Englehart Auxiliary was called in to clear the wreckage. It is understood that ONR power will fill in while the Ecstall units are under repair at MLW.

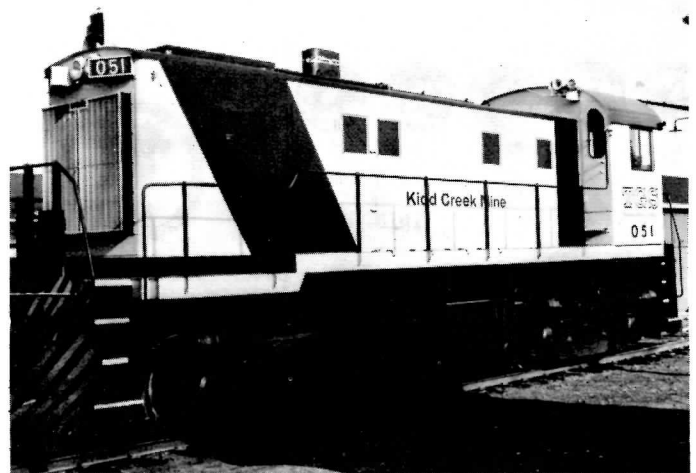


ABOVE: Helping to clear the Ecstall derailment was ONR's Englehart Auxiliary.

/TIMMINS DAILY PRESS

BELOW: Texas Gulf Sulphur's 051 at Timmins, Ont. shortly after delivery in July, 1966 from MLW.

/Frank Vollhardt Jr.



GN'S 'ROCKY' GETS A FACELIFT

Great Northern, a U.S. road which operates 134.3 miles of main track in Canada -- including the approach to Vancouver which is used by CN under trackage right -- is revamping its image. Emerging unscathed from the overhaul is Rocky the goat, the railroad's symbol for the past 46 years.

In discussing the free hand given to GN's design consultants, road president John M. Budd said, "We felt that Great Northern's development and progress as a modern transportation system should be projected in a fresh, modern image. In asking our consultants to propose a new identification system for the railway, we told them there were absolutely no sacred cows -- or goats -- to consider...."

The consultants discovered, however, that Rocky was more widely associated by people with Great Northern than even railroad management had expected, and with this vote of confidence, the old goat stayed. In the new symbol, the goat will be a more vigorous, more muscular creature. And he won't have to survey the world from a position as a sort of bulls-eye encircled by the words 'Great Northern Railway'. Rocky will stand alone in a circle on his mountain peak, with the GN logo below or to the side.

In addition to the symbol reworking, a new colour was proposed -- a blue which was promptly named Big Sky Blue, "because it is typical of the Big Sky country of Minnesota, the Dakotas, Montana, Idaho, Washington and Oregon, where GN runs." Though GN has used green for certain purposes in recent years, its traditional colour has been called -- for some reason -- Omaha Orange.

Conversion to the new colour and pepped-up goat will be a big job, with more than 50,000 pieces of equipment now bearing the old symbol. However, the job is under way: The new colours have been applied to a few passenger cars and will appear on eight new SDP-40's on order from EMD. (However, GN's Vancouver switcher No. 14 recently returned from its Seattle painting appointment, resplendent in green and Omaha Orange, likely one of the last units to receive the old treatment. See April NL, page 47)

FROM THESE.....



TO THIS.....



GREAT NORTHERN

RIGHT: British Railways 30053 is swung clear of the "Roanagh Head" as No. 30926, "Repton", waits on dockside. Both engines are bound for Steamtown U.S.A., at Bellows Falls, Vt.

/O.S.A. Lavallee

NEW IMAGE FOR CANADIAN PACIFIC

CPR has hired a New York design and communications consultants firm to overhaul its image. Lippincott and Margulies International Ltd., recently in the news as the designers of Great Northern's stylized 'Rocky' the mountain goat, will attempt to change CP's public image from what management describes as being one of "just a railway" to that of "total transportation". A corporate advertising campaign was started a year ago to publicize Canadian Pacific's role in the Canadian economy; it will be stepped up later this summer with greater emphasis on the variety of services offered.

CP PLANS UNIT TRAIN FOR SULPHURIC ACID

Canadian Pacific is putting the finishing touches on a plan to establish unit trains to transport 1,000,000 tons of liquid sulphuric acid annually from Copper Cliff, Ont. to points in the southern part of the province. Canadian Industries Ltd. is the shipper, and the initial destinations would be CIL tank storage at Cortwright (near Sarnia) and Hamilton. Each train will consist of 56 100-ton tank cars taken from CIL's leased fleet.



A RAIL MUSEUM FOR AURORA?

The Aurora, Ont. town council plans to approach officials of the Ontario Centennial Centre of Science and Technology with a proposal that the town take over the Centre's homeless collection of steam locomotives.

The locomotive collection -- which had been assembled for museum purposes by the government -- became redundant with a recent decision to exclude static historical exhibits from the museum.

To get the project started, the council proposes to form the Aurora and York Railway Association, consisting of five town residents and two councillors. Phase one of the plan would be to move the present King City railway station to Aurora. The council has placed the initial cost of the project at \$20,000, but hopes that before long the museum would become self-sustaining.

RIGHT: The 9400-series unit in the background seems to have taken the brunt of the collision near Maccan, N.S. on May 29th, when one engine-man was killed.

/THE AMHERST (N.S.) NEWS

ENGINEER DIES IN HEAD-ON COLLISION

A locomotive engineer was killed and two crew members injured when two CNR freight trains collided head on near Maccan, N.S., May 29th. The wreckage immediately burst into flames and area fire crews took over three hours to bring the blaze under control.

The trains involved were No. 406 with 107 cars and 87-car No. 405. Four diesel units and 12 cars were derailed. Passengers from CN's east-bound Ocean Limited were taken by bus from Moncton to a waiting train east of the wreck scene.

Maccan is midway between Moncton and Truro on the CTC-equipped Springhill Subdivision.



WORTH NOTING . . .

- * The latter part of April saw the arrival in Montreal of three British locomotives and a passenger car, destined for museums in the U.S. and Canada. The Canadian Railway Museum at Delson, Que., received A4 4-6-2 "Dominion of Canada", while Steamtown is the new home for 4-4-0 "Repton", M7 0-4-4T No. 30053 and first-third-brake-corridor passenger car No. 6705. Complete details will be given in next month's NEWSLETTER.
- * Rising costs may force the elimination of the railway portion of the proposed P.E.I. causeway. Recent tenders on the two-mile solid causeway section from the New Brunswick shore were almost \$18-million over original estimates. Costs could be cut considerably by eliminating the rail portion, which requires a more level profile and a more substantial support structure than a road-only causeway. The present rail ferry would be continued.
- * An Ontario company will construct the Second Narrows Bridge at Vancouver, B.C., for CN. The Canadian Bridge Division of Dosco Industries Ltd. at Walkerville, Ont. won the contract for the 2,174-foot structure. (May NL, page 62)
- * President Johnson headed off a nation-wide strike by American railway conductors and brakemen by appointing an emergency board to investigate the situation, thus forcing the men to stay on the job for another 60 days. The May 31st action came just 48 hours before the June 2nd strike deadline.
- * Tenders will be called in July for the demolition of CN's old station in Pembroke, Ont. A supermarket is to be built on the site.
- * First public tests were held May 24th by the Pennsylvania Railroad of the electric cars which will be used in PRR's new high-speed New York-Washington service, slated to begin on October 29th. The four-car test train reached 156 m.p.h. through Princeton Jct., N.J., leaving the overhead catenary "flapping like a loose clothesline".
- * The third sale in the past two years of rail and track accessories from Dosco's Sydney steel plant to the National Railways of Mexico was announced recently. The current order is valued at \$9-million.
- * CN suffered a net railway operating loss in April of \$2,863,000, boosting the aggregate loss for the year to \$14,788,000. In contrast, the first four months of 1966 showed a net operating income of \$10,638,000

[illegible]

TURBOTRAINS DELAYED UNTIL OCTOBER 29TH

* United Aircraft of Canada Limited announced on May 24th that because of difficulties in obtaining materials, deliveries of Turbo trains to Canadian National will be delayed about three months. The railway, originally expecting the gas-turbine-powered train sets to be in service by mid-July, now plans to introduce Turbo service on October 29th, with the fall timetable change. (Testing of a three-car prototype train is expected to begin shortly.)

To help fill the gap in Toronto-Montreal service caused by the Turbo delay, CN will probably operate its afternoon Rapido in sections, on a more or less regular basis.

P.E.I. MIXED TRAINS WITHDRAWN

* The BTC authorized the abandonment of CN passenger services on the Charlottetown-Murray Harbour and Charlottetown-Souris/Elmira on May 25th. The application was uncontested.

Passenger service was provided during the winter months only by the addition of passenger cars to regular freight trains. CN pointed out that now that these trains are freed of their passenger schedule restrictions, improved freight service will result.

RETURN OF VERMONT PASSENGER TRAINS UNLIKELY

* A three-judge U.S. federal panel has all but closed the door on restoration of Boston & Maine passenger service in Vermont by upholding an ICC order permitting the line to abandon four daily trains. The abandonment cut off CN's access to New York and Boston and forced curtailment of the CN-CV service in Vermont.

IMPROVEMENT IN NFLD. PASSENGER TRAINS URGED

* Taking the opposite tack to that proposed by Canadian National (April NL, page 48), the Newfoundland Royal Commission on transportation has urged maintenance and improvement of rail passenger services in the province.

The Commission views the service as an essential one "that must be viewed in social terms rather than solely in terms of economics." It calls for improvement -- whether economically justifiable or not -- in off-season passenger train frequency and in sleeping and dining car services.

CN wants to wind up passenger services altogether on the 3'-6" gauge line, replacing them with buses early next year.

EQUIPMENT *Notes*



LEFT: CN's new mobile track layer is now at work on the Railway's Bruce Lake branch in northwestern Ontario.
/Canadian National

MORE DATA ON CN CAR LEASES

* CN has assigned its own numbers to the double diners recently leased from the Pickens Railroad (May NL, page 64), as follows:

| Pickens No. | CN No. | Assignment |
|-------------|-----------|------------------|
| 407/482 | 600/601) | Trains 54/55, |
| 405/478 | 604/605) | Toronto-Montreal |
| 489/485 | 602/603) | |
| 408/481 | 606/607) | Trains 7-5/6-8, |
| 490/484 | 608/609) | Panorama, |
| 487/483 | 610/611) | Toronto-Winnipeg |

* Four diners have been acquired for a four-month period from the Atlantic Coast Line:

| ACL Name | CN No. | Assignment |
|------------|--------|---------------------|
| Naples | 615 | Nos. 50/51, Tor-Mtl |
| Tarboro | 616) | Trains 18/19, |
| Greenville | 617) | Cabot, Montreal- |
| Fitzgerald | 618) | Sydney |

* The following equipment has been leased for a two-year period:

GREAT NORTHERN; 2 Bedrooms, 8 Duplex roomettes, Buffet lounge.

1198 - Manitoba Club
1199 - Winnipeg Club

These cars formerly operated in St. Paul-Winnipeg service; CN will use them between Montreal and Chicoutimi.

NORFOLK & WESTERN (ex-NKP); 5 Bedrooms, Buffet lounge.

150 - City of Cleveland
151 - City of Chicago

These cars will be used on trains 155/156 between Toronto and Chicago.

BALTIMORE & OHIO; 14 Roomettes, 4 Bedrooms.

7011 - Mahoning
7012 - Monocacy
7015 - Cacapon

These cars will be used in general service.

CN MACHINE AUTOMATES TRACK LAYING

* A self-propelled mobile track layer -- thought to be the only one of its kind in the world -- is laying track at the rate of a mile per day on CN's Bruce Lake line in northwestern Ontario. Designed by CN and built in Winnipeg, the huge machine weighs 55 tons and measures 105 feet in length. It is not confined to on-track operation, as are other track laying machines, and can bypass such obstructions as unfinished bridges or incomplete roadbed.

Rail and track material are placed along the right-of-way before the track layer arrives. Then, as it moves along, a hydraulic crane mounted on its deck lifts the lengths of rail from the roadbed and deposits them on slanted rollers on each side of the machine. A complete section of track -- complete with ties and fastenings -- is fabricated right on the machine, then rolled out onto the roadbed.

CANADIAN NATIONAL MOTIVE POWER NOTES

* It is reported that CN has sold its GE 44-tonner No. 4 to the Steel Company of Canada for use in Edmonton.

* Recent additions to the group of units being operated by CN under lease are N&W 3726 and B&LE 720A & 719B.

* CN has received the final units of class MR-24c from Montreal Locomotive Works, as follows:

| | |
|-----------------|-----------------|
| 3232 - Mar 27th | 3237 - Apr 21st |
| 3233 - Mar 28th | 3238 - Apr 27th |
| 3234 - Apr 5th | 3239 - Apr 27th |
| 3235 - Apr 12th | 3240 - |
| 3236 - Apr 18th | |

* CN's sole remaining CR-16 class unit, 2203, is still seen occasionally in Toronto-Montreal freight service. Just two CFA-16 class units, 9302 and 9314, remain in service.

* The flexicoil trucks on CN's GR-17p units, Nos. 4100-4133, are being replaced with swing-hanger type, while units 4800-4824, class GR-15, will lose their swinghanger trucks in favour of the flexicoil type.

* Ex-London & Port Stanley locomotive L1 and caboose C1 are presently stored in CN's London roundhouse. As earlier reported, locomotives L2 and L3 and caboose C2 are stored at Sarnia. Disposition of this equipment is not known.

* CN's initial SD-40 order, Nos. 5000-5007, will be classified GR-30c instead of subclass "b" as originally proposed (November 1966 NL, page 163), eliminating the obvious confusion with the concurrent order for GP-40's. These GMD units are slated for fall delivery.

Watch for the July NEWSLETTER -- our Centennial issue -- featuring:

The Confederation Train, in words and pictures,

How Canada's V.I.P. visitors are travelling this year,

A CPR 3000 data sheet, complimentary to UCRS members,

And much more.

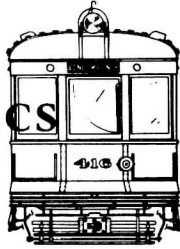
If you can contribute to the Centennial issue, particularly with anecdotes and photos of the Confederation Train or the V.I.P. specials, may we hear from you by June 30th?

* * *

If you've missed the Locomotive Data Sheets in the May and June issues, don't worry -- space limitations have squeezed them out, and the series will resume next month, at no extra charge to members.

Traction Topics

Edited by John F. Bromley



* For the benefit of those who are unaware, the TTC reaches an important milestone on August 16. It was exactly seventy-five years ago on that date that electric operation began on Church Street. The original electric route began at Union Station and ran via Front, Church, Bloor and Sherbourne to South Drive, Rosedale.

To celebrate the occasion, the UCRS will operate a six-hour fantrip, leaving Russell Carhouse at 9.30 a.m. on Sunday, August 13, 1967, using an air-electric car. Nature and routing of the trip will not be revealed, however we can promise an opportunity to view Open Bench car 327 and Peter Witt 2766. Admission will be denied to all persons at Hillcrest who are not aboard the chartered car. Fare is \$3.00 in advance, available from the Trip Committee at the UCRS Box, or \$3.50 on the car. Orders received after August 4 will not be mailed but may be picked up on the car. Seating will be limited to 52 persons. ORDER NOW!

* A few tickets are still available for the UCRS ANNUAL NIGHT EXCURSION over TTC lines. The trip will feature some "out-of-service" trackage and night photo opportunities. Tickets are \$1.50 and may be purchased from the Trip Committee at the UCRS Box. Orders received after June 30 may be picked up on the car. \$2.00 fare on the car.

* Shipment of street cars to Alexandria has not yet resumed, and in view of the current crisis in the Middle East, may not resume at all. Before hostilities broke out, a total of sixteen cars were prepared at Danforth Division. These were 4005, 4027, 4068, 4090, 4093, 4095, 4099, 4101, 4115, 4121, 4126, 4127, 4131, 4151, 4184 and 4248.

All cars not "sold", with the exception of the five reposing on the soccer field at Hillcrest have now been transferred to tracks 17 and 18 at St. Clair Division. /JFB

* A total of ten Necessity Action Switches have been converted to Self Restoring Switches during the past two months. The switches affected are at King and Parliament - E to N, both entrances to Hillcrest Shops, Queen and Parliament - W to S, Dundas and Bathurst - E to N and N to W, College & Spadina - E to S, Dundas and Lansdowne - E to N, Gerrard and Broadview - E to S and at King and Dufferin - W to S. Due to a series of both major and minor mishaps, the TTC replaced as many as possible of the seldom-used NA switches. /SM

* Preparations for the reconstruction of Neville Loop for MU service are well under way. Some of the trees in the loop were removed on May 23-24, and overhead for the new alignment was placed on May 25-26. Construction of the new trackage is expected to begin during July. No preparations have been made as yet for reconstruction of the Trailer Yard at Russell or at Humber Loop.

Considerable overhead work has been done along Queen Street for the installation of locking and unlocking contactors at electric switches, however these will not be connected until later in the summer. Car stops along Queen St. have been rebuilt at Glen Manor, Sumach, and Boulton westbound, and at Sackville and Wilson, eastbound. Additional stops are scheduled for new rail during the summer. /JFB, SM, RM, CB

* The new rush-hours-only EARLSCOURT schedules took effect on May 24. EARLSCOURT cars operate on headways varying from two to six minutes between 6.01 a.m. and 9.18 a.m., and from 3.45 p.m. until 7.14 p.m. A total of fifteen cars are assigned during both periods.

During base service, ST. CLAIR requirements are now sixteen cars instead of twelve, with an additional three cars added during each rush period. /JFB, SM, TW

* Destination signs reading 'Main Station', reopened for service on June 10, are rapidly appearing on many cars. Among the cars equipped with the sign, number 47 on the linen, were numbers 4308, 4318, 4458, 4479, 4508, 4633, 4672, 4676, 4709, 4721 and 4724. It would appear that the sign will appear on cars of all classes, except air-electric cars and the A-14 group. Some of the cars operating into the station on its first day of service bore the new sign. /JFB, SM

RIGHT: On the last day of service to George Loop, Ottawa car 801 on the "A" route is seen at Holland Junction, April 4, 1959.
/John Bromley



S Damage to Garbage Car RT-4 amounted to about
H \$600, and repairs are under way.....no fur-
O ther word has been forthcoming on the 1967 rou-
R te of KING EXHIBITION.....Cars 4261 and 4290
T are at St. Clair for repairs and painting.....
T 4211 and 4407 have returned to service, while
T 4231, 4449, 4479, 4598 and 4766 are out of ser-
U vice with various defects..... Car 4220 was
R on #20-run KING on May 12, and 4633 operated
N #91-extra on KING WEST June 9.....Training
cars 4301 and 4303 were at St. Clair Division
from May 19 to June 2 and June 1 respectively.
For the first time, St. Clair did not replace the
cars with two of their own.....City Hall Loop
won an indefinite reprieve recently, just a few
weeks before the collapse of the \$260-million de-
velopment proposed by Eaton's.....rail renewal
on St. Clair Avenue between Yonge and Bathurst
has been completed, and TTC crews will tackle the
section between Yonge and Mount Pleasant next....
...the two trolley buses that are to receive new
bodies are 9020, one of the TTC's original 1947
group, and 9144, which formerly ran in Ottawa....
...on two occasions in May, CARLTON cars were di-
verted westbound via Danforth and Coxwell due to
breakdowns on Main Street below Danforth.....
a serious subway derailment occurred on the IRT
Division of the New York City Transit Authority
on May 24. Three cars of a 7TH AVE-NEW LOTS EX-
PRESS left the tracks on an 'S' curve at Wall and
William Streets, injuring 25 passengers and jam-
ming the cars between the tunnel walls, delaying
service five hours. The way NYCTA cars bounce
and sway at high speed (50mph) causes one to won-
der why there aren't more such accidents.....
summer schedules on TTC routes begin on June 26,
with up to five cars less on some routes during

rush hours. In addition, Saturday service on the
QUEEN and DUNDAS routes was reduced by 8 and 3
cars respectively.....car 4705 is currently in
service sporting one cream dash light, while car
4593, until recently, was equipped with a sticker
reading 'Visit Expo-67' below the Union emblem
on the right front window.....the TTC recently
rejected the use of credit cards, stating that
they preferred to watch the experiment with the
cards that will be tried out in San Francisco by
the BARTD.....residents in the vicinity of the
'new' Danforth Garage are complaining of an ex-
cess of diesel fumes.....the TTC has been grant-
ed tax exemption on rapid transit property, how-
ever, they will not be exempt from taxes on other
properties such as carhouses. The \$1 million ex-
emption will allow the TTC to proceed with their
share of the cost of the YONGE extension, and work
will begin on the new line in 1968.....a strike
by Toronto construction workers is blamed for a
setback in the opening date of the BLOOR-DANFORTH
extensions. The TTC wanted to open the exten-
sions on December 12, but the lines will not be
in operation until 1968.....Metro Council has
asked the TTC for a five-year forecast of capital
and operating expenses, with a view to increasing
financial assistance to the TTC.....Controller
Allan Lamport, a former TTC Commissioner and a
champion of the famous subway 'Y' recently struck
out at the TTC decision to abandon the 'Y', built
at a cost of \$14 million. The outspoken "Lampy"
charged that the TTC "bumfoozled" the public with
reports of inefficiency in 'Y' operations, and
that a survey conducted of subway passengers was
a "hoax". The TTC uses the 'Y' every day to bring
several trains from Greenwood into service on the
YONGE line.....
./JFB, SM, RM, TW

Lineside observers did double-
takes along CN's Grimsby and
Cayuga Subdivisions in April
and May when GO Transit trains
underwent testing. Here is GO
602 at speed near Canfield Jct
with CN's Dynamometer Car and
ten coaches. /W.E. Blaine



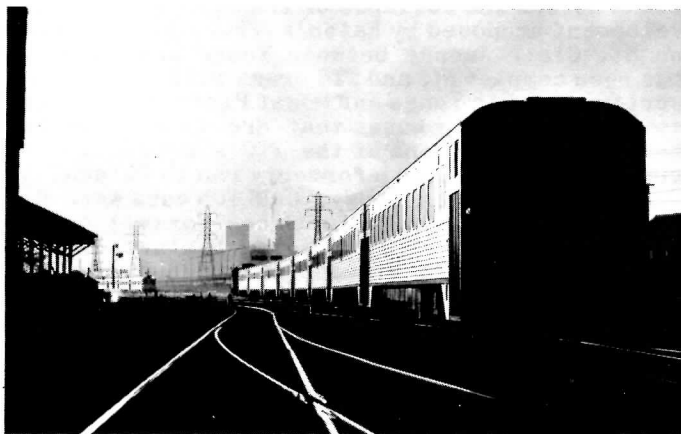
Opening Day, Etc. . . .

Or, How To Shake Up Metro's Commuting Habits



ABOVE: The first eastbound GO train, with engine 602, rolls into Port Credit station -- at 0602!

/Jim Appleby



ABOVE: GO Transit trains meet east of Union Station as the sun rises on the first day of regular service.

/J.A. Brown

"Now that we have it, all we have to do is make it work!" was the comment of Ontario Premier John Robarts as he rode the first regular GO Transit train on May 23rd.

Mr. Robarts was accompanied on the first trip by Highways Minister George Gomme, Provincial Treasurer Charles MacNaughton, Canadian National Vice President D.V. Gonder, some fifty press, radio and TV representatives, about twenty UCRS members and a handful of early-bird commuters.

Although there were no public ceremonies to mark the start of the service, Mr. Robarts presented Ontario medallions to the train crew prior to the 5.50 a.m. departure of the first train from Oakville. Mr. Robarts in turn received a ceremonial train order from Mr. Gonder.

As background music floated through the cars, the first train sped toward Toronto, making all of its stops "on the advertised". Near Union Station, Mr. Robarts announced -- by way of the train's public address system -- that introduction of additional service would be moved ahead from the dates previously decided upon; he also reminded the passengers, as had signs posted at each station, that first-day

service would be free, a fact that had not previously been made public.

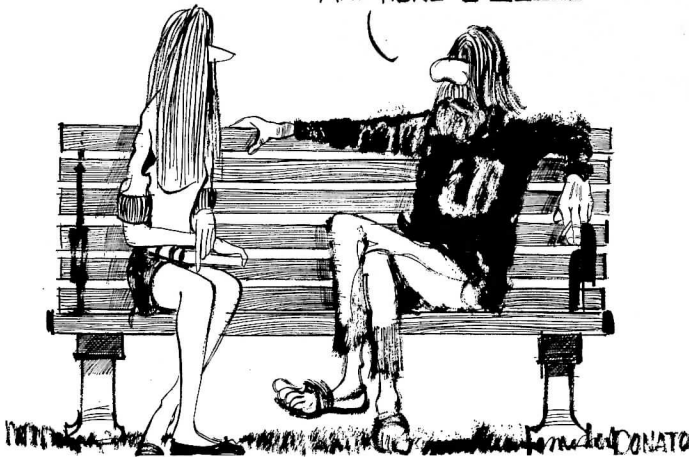
By the end of the evening rush on May 23rd, some 6,067 passengers had crowded onto the new trains. The heavier-than-expected passenger loads which resulted when word of the free rides got around taxed equipment to the limit. Many trains in the late afternoon and evening left Union Station "jammed to the doors", and passengers on these trains got what one Toronto newspaper termed "a cosy ride home" when they were forced to stand despite a scarcity of hand holds.

On the second day of operation -- with fares being collected -- passenger volume dropped to the predicted levels, and by the end of the afternoon rush 4,866 riders had been counted.

GO Transit has had its share of teething problems, which fortunately have been taken in stride by its patrons. The background music system was taken out of service after the second day, for adjustments to the amplifiers. A burned-out resistor at CN's Toronto Yard relay room caused all signals on the new Lakeshore line CTC to revert to red during the evening rush on May 26th, delaying some trains as much as 73 minutes.

The first days of operation have unearthed a few pockets of discontent with GO service. Students who regularly use rail service into Toronto from points west as far as Oakville have petitioned the Minister of Highways for a fare concession on GO Transit; on CN commuter trains, their fares were in the neighborhood of \$6.00 monthly, while with GO, an Oakville student will pay almost \$40 per month. The matter is under consideration by the government.

I WAS WORKING ON MY B.A.
WHEN THEY INTRODUCED GO
TRAVEL COSTS WENT UP
AND HERE I AM



/THE MISSISSAUGA NEWS

By permission of the artist.

Also piqued are commuters from Clarkson, who find that the most convenient train for getting them to work by 9.00 a.m. doesn't stop at Clarkson at all, but at Lorne Park, a mile and a half to the east. Consequently, large numbers of Clarkson passengers drive to Lorne Park to entrain; this choice limits their return trip to the one evening train which also stops at Lorne Park. Unfortunately, stops at

both points are impossible because of traffic densities during the rush periods. This situation is also under review.

Teething problems and complaints notwithstanding, GO Transit is well on its way to establishing a firm niche for itself in the commuting habits of Metro and area residents. On June 5th, four additional trains -- Nos. 920, 923, 926 and 929 -- were added to the schedules to ease evening congestion. When GO Transit reaches full operation, on September 5th, it will have a weekday capacity of 15,000 riders; during the first ten days of service, the GO trains carried 63,800 passengers, for a daily paid average of close to 6,400. Not bad!

The new service continues to receive favourable comment from both the press and its passengers. One commuter was quoted as saying the GO trains cut her travelling time from 1½ hours to 12 minutes per trip! And envious car, bus and train commuters off the GO lines were speculating as to when GO services would be extended to their areas. When the government launched its original survey for GO Transit three years ago, the following rail lines were investigated and might be considered possibilities for extensions of GO service:

CNR Weston/Halton Subs., to Brampton
CNR Newmarket Sub., to Newmarket
CNR Bala Sub., to Richmond Hill
CNR Uxbridge Sub., to Stouffville
CPR Galt Sub., to Milton
CPR Havelock Sub., to Locust Hill
CPR Mactier Sub., to Bolton.

Looking back to Mr. Roberts' May 23rd remark, there seems to be little doubt that GO Transit will work, and work well, in the years ahead.

BELOW: First-day commuters throng the platform at Oakville for their first taste of GO riding.

/J.A. Brown

THE 'FIRST RUN' CONSISTS

'Eastbound -- Train 946
Lv. Oakville 0550
May 23, 1967

Locomotive: 602
Coaches: 4701, 4707
4731, 4719
4712, 4709
4711

Cab Car: C-753

Westbound -- Train 903
Lv. Pickering 0600
May 23, 1967

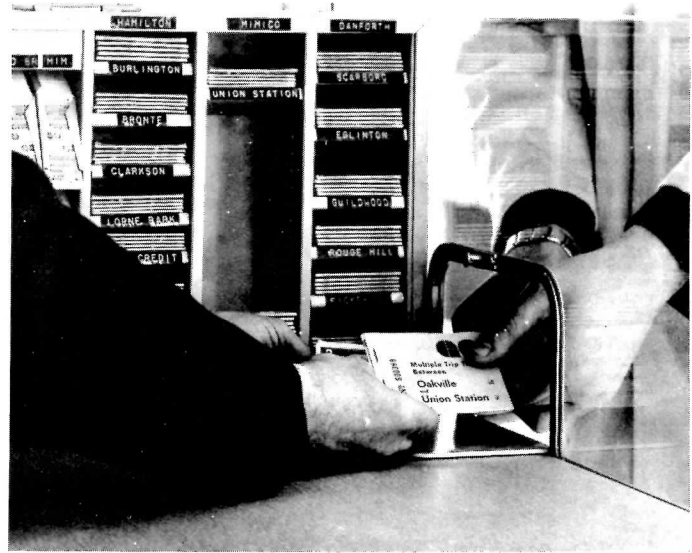
Locomotive: 607
Coaches: 4706, 4728
4708, 4716
4729, 4704

Cab Car: C-757





ABOVE: Despite the free-ride announcement, first-day ticket sales were brisk.
/J.A. Brown



ABOVE: High on the commuters' popularity list are multiple trip ticket books, which save 20% over single fares.
/J.A. Brown

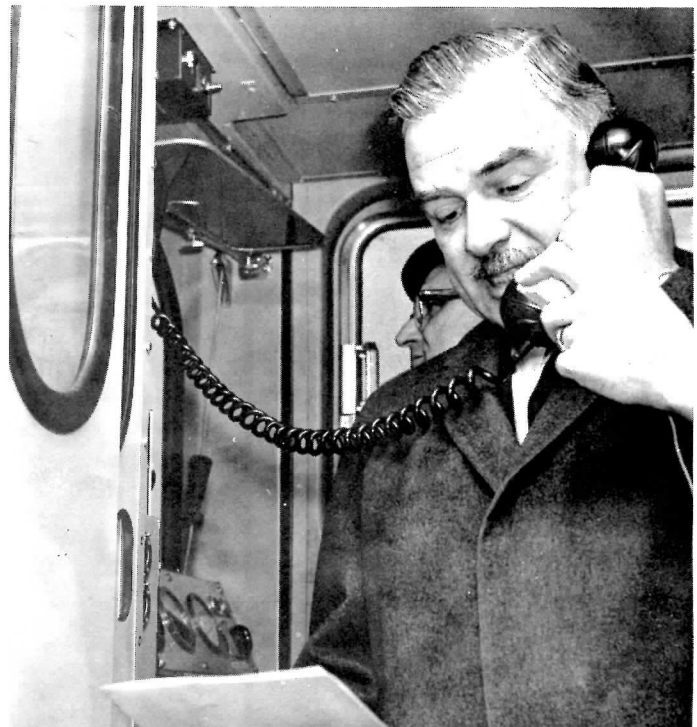
BELOW: Conductor W.W. Reid, in charge of the first train, shows off the medallions presented to him by Premier Roberts.

/Tom Henry



BELOW: Ontario Premier John Roberts uses the p.a. system of the first train to welcome its passengers.

/Tom Henry



CN's Hamilton Locals Bow Out



Saturday, May 20th marked the final runs of CN's Toronto-Hamilton local trains, a service that has been in operation since formation of the CN system.

These trains have long been business-day trains, catering primarily to commuters bound to and from their Toronto offices. Consequently, the last train on that final Saturday, No. 989, consisted of engine 1910, a baggage car and two sparsely-filled coaches. No. 989 the night before, however, was a different proposition, carrying over 700 homeward-bound commuters in eight 100-seat non-airconditioned cars, which, incidentally, were converted from Colonist Cars in 1954.

The discontinued trains include the "except Sat. & Sun." Nos. 988/991 and trains 989/990 which operated daily except Sunday. Their functions have been taken over by GO Transit trains 952/973 and 954/969 respectively.

The termination of CN local service saw a number of traditional Canadian National passenger stops disappear from the timecard. The most impressive casualty was the familiar Sunnyside Station, whose future is now in considerable jeopardy; already the walkway to the island platform is disappearing. In addition to Sunnyside, CN stops at Mimico, Long Branch, Dixie, Lakeview and Clarkson have been eliminated, with local service to nearby points handled by GO trains -- in some cases to re-located stops of the same name.

BELOW: Dixie commuters huddled in this shelter for the last time on May 19th. They're now using GO stations at Long Branch or Port Credit.
/J.A. Brown



BELOW: This was the last CN commuter train for the vast majority of riders on the Toronto-Hamilton run. Just four passengers are waiting here, at Sunnyside.
/J.A. Brown



Toronto Has Other Commuter Trains Too



ABOVE: A single RDC from Havelock provides transportation for 60 commuters from Agincourt each morning.

/J.A. Brown



ABOVE: CN's not-in-the-timetable train to Markham swings out of Unionville on the last leg of its run.

/J.A. Brown

Even with the advent of GO Transit, there are still almost 500 souls who commute daily into Metro on regular CN and CP trains.

Perhaps the hardest of these are the one-way-only travellers from the Agincourt area. In the mornings, convenient service is provided by Peterboro-Toronto RDC run 381; however, at night the return operation doesn't leave Toronto until 6.30 City time, too late for even the most tolerant commuter. CN fills the gap, however, with its one-way commuter service to Markham; this unique train, consisting of a 1900-series diesel and a lone coach, leaves Toronto at 5.35 p.m. for Markham, returning immediately on arrival as a deadhead movement. (This curious operation is a result of the abandonment several years ago of CN's Toronto-Lindsay-Bellefonte service, which was permitted only on the condition that the portion of the service regularly used by commuters -- the one-way Toronto-Markham run -- be retained. February, 1962 NEWSLETTER, page 12.) Before GO, the Markham commuter carried three coaches for the benefit of Danforth and Scarborough patrons. Now, the single coach discharges all

but a handful of its passengers at Agincourt. CN's Markham train (No. 984) regularly carries about 50 passengers, while CP's morning RDC handles about 60 from Agincourt. Just how many commuters use both trains is difficult to determine; the stations at Agincourt are about a mile and a half apart.

The only regular commuter train in the area apart from the Agincourt curiosities is CN's Nos. 986/987 between Guelph and Toronto. Almost 300 commuters, primarily from the Brampton/Malton/Weston areas, make use of its daily except Saturday and Sunday services. Now that GO Transit has pre-empted CN's 4900-series commuter cars on the Hamilton run, the Guelph trains have the distinction of being the only trains in the area regularly supplied with non-airconditioned equipment.

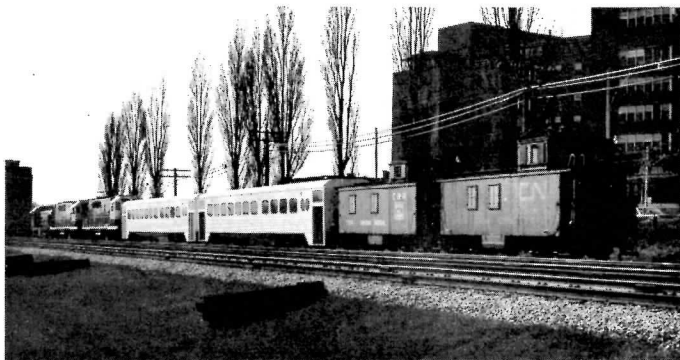
Possibly a score of commuters use other CN trains to get to and from work. The most popular would have to be the Niagara Falls service, accommodating Metro workers who live beyond Hamilton.

The Coming Of

Gets Ready

In the weeks before May 23rd, Toronto's staid old Union Station saw the first concrete stages of what must surely be the most extensive redecorating and general rehabilitation programme in the structure's 40-year history. While the facelift will also benefit CN's inter-city passengers, much of the work has been necessitated by the arrival of the GO services.

As described in the February NEWSLETTER, page 24, GO Transit passengers are now using the lower concourse, formerly given over to arriving passengers. All ticketing is done on this level for the commuter trains. (Elsewhere in the station, work is well in hand. New signs and paint are evident throughout, a new train board has replaced the old clock pylon, and the waiting room and train concourse are in the midst of their structural changes.)



ABOVE: The weeks before GO saw numerous transfers like this moving GO equipment to the new Willowbrook Shop.
/John Thompson

BELOW: GO 602 makes a stirring sight as it pauses briefly at Grimsby on a rainy night during a week of training on the Grimsby Sub.

/W.E. Blaine



In mid-April, GO equipment underwent a series of shakedown tests on CN's Cayuga Subdivision, between Welland Jct. and Canfield Jct., to evaluate acceleration and braking characteristics. For a week, the special -- in company with CN Dynamometer Car 69 -- shuttled back and forth at speeds approaching 80 m.p.h. Then for a week in early May, a reasonably regular GO service appeared between Willowbrook Depot (at Mimico) and Niagara Falls, again for test and training purposes.

On the weekend of May 13th, the public was introduced to their new commuter service as trains were placed on display at Oakville, Pickering and downtown at Simcoe Street. The following week saw the final stages of crew familiarization as empty GO trains shuttled back and forth over the Oakville-Pickering section, culminating in a day of full service -- sans passengers -- on May 22nd.



ABOVE: A GO girl, seen only on very special occasions, shows off No. 604 on May 13th.
/Percy Booth

How It All Started

Just two years and four days before the operation of the first GO train, Premier John Robarts announced that the Ontario Government had decided to establish a rail commuter service for the Toronto area. Behind that decision lay a considerable amount of preliminary investigation carried out by consultants in the transportation field.

The first step leading to the project was the creation in 1963 of a Provincial Government regional transportation study to examine and report on an overall transportation policy for the Metropolitan Toronto area and surrounding municipalities. One of the first acts of the Metropolitan Toronto and Region Transportation Study (MTRTS) group was to assign consultants to carry out an inventory of railway facilities that could be used for commuting.

After investigating 280 miles of track on 15 lines in the region, the consultants found that limited commuter services could be accommodated on 250 miles of railway. Such services would involve one or two trains daily in each direction. Of the total, it was found that only about 80 miles of trackage could handle more intensive service, and most of this was between Burlington and Pickering.

The second step in the preliminary investigation was made in 1964 with the commissioning of a market feasibility study designed to determine the degree of public acceptability for a rail commuter service.

Because the Burlington-Pickering lakeshore corridor served by Canadian National Railways offered the greatest availability of trackage for an intensive service and contained the largest population concentration, transportation authorities selected it as the area to carry out the intensive surveying involved.

The corridor had a 1964 population of 568,000 persons. The survey determined that out of 90,000 who travel to work daily in an east-west direction, about 38,000 travelled into Toronto by automobile. From responses to survey questions it was estimated that some 15,000 of these auto commuters could be converted to rail commuting -- if the service offered convenience, comfort, reliability and economy; these were the degrees of priority established by the survey.

With these facts, the Transportation Study group concluded that an expanded rail commuter

service could offer an important alternative mode of transportation to the automobile. If successful in drawing cars off the highways, particularly in the heavily-travelled peak periods, it held promise of reduced highway expenditures in densely-populated areas.

It was decided that the existing CN limited commuter service being operated between Hamilton and Toronto did not offer sufficient scope for a careful assessment of commuter potential, and consequently the group proposed to the government that consideration be given to establishing an experimental service that could be operated to provide the data required for a complete analysis. Shortly thereafter Premier Robarts made his announcement.

The government's decision was broader than the original proposal: The service was to be a permanent operation, limited only to the degree of public acceptance, and the first two to three years of operation were to involve a complete analysis of its potential. In giving the green light to proceed with the planning, Premier Robarts said,

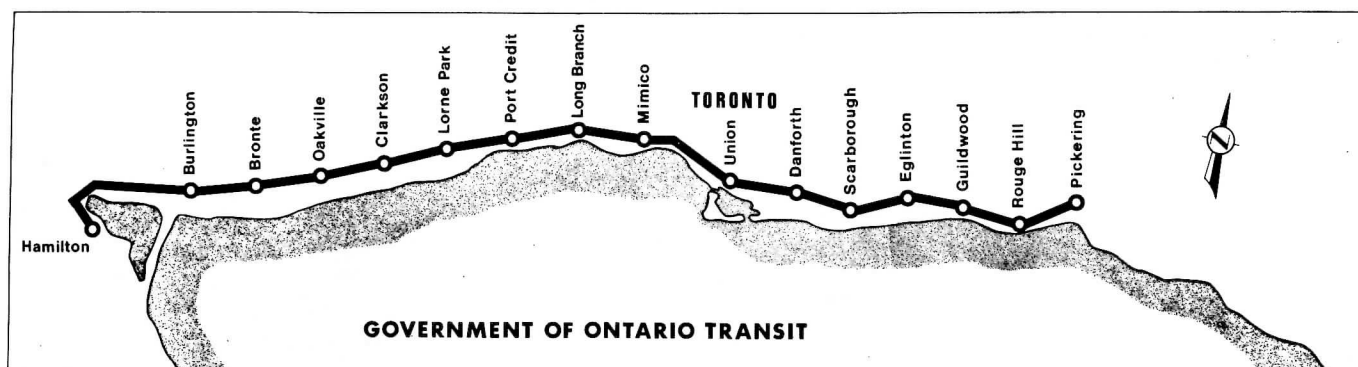
"This service is looked upon as something of a pioneering project, insofar as it is the first time that any government in Canada has undertaken this kind of an operation to provide frequent and fast (suburban) mass transportation.

"Although the service is being introduced as an experimental pilot project to fully assess its acceptance and capabilities, the government looks to it with high hope of success so that it might be adopted more extensively in the region and, possibly, other parts of the province."

The economics of GO Transit are simple:


The service represents a capital investment of \$15-million, while it is estimated that the government will have to provide an additional subsidy of \$2-million annually to meet operating costs. On the other hand, the present cost of building a six-lane expressway ranges between \$3.5- and \$4-million per mile -- or in the case of an elevated structure, about \$16-million for a single mile, about the same cost of providing the GO commuter service that will span 60 miles and handle about 4,000,000 people a year. Because GO trains are being introduced in stages, the full impact will not be known until the fall, when 50 trains daily will be waging an all-out battle to lure the commuter out of his driver's seat.

Facts 'n' Figures



IDENTITY OF THE SERVICE:

The Hamilton-Pickering commuter service has been designated as Government of Ontario Transit -- GO Transit for short.

The  symbol is derived from the letters of the name in the form of the letters G and O in solid green colour, welded together by the white horizontal and vertical bars of the letter T lying on its side. The green colour is adopted from the green field on the provincial Coat of Arms.

OPERATING AUTHORITY:

The Department of Highways, Ontario; The Honourable George E. Gomme, Minister.

OPERATING AGENCY:

GO Transit is operated by Canadian National Railways over CN lines under contract with the Government of Ontario.

INAUGURATION:

GO commenced operations on May 23, 1967, with the scheduling of 21 trains daily. Additional service will be introduced in three further phases on June 26, July 17 and September 5, culminating in a full service of 50 trains daily during the Monday-Friday working week, and 36 trains daily during weekends and holidays.

SCHEDULING:

Pickering-Union Stn-Oakville service daily between 6.00 a.m. and midnight. Trains hourly except at rush hours (between 0700 and 0830, and 1600 and 1830) when they will operate at 20-minute intervals from Monday to Friday.

Service west of Oakville to Bronte, Burlington and Hamilton consists of two

trains in both the morning and evening peak periods.

In peak hours, GO commuter trains are scheduled from Union Station between departure times for conventional trains -- for example 1653, 1713 and 1733 -- permitting GO trains to reach recently-completed third lines in time for conventional trains to pass or be passed on one of the other two main lines.

MAXIMUM TRAVEL TIMES:

From the eastern terminal at Pickering, 37 minutes to Union Station; on the west, 37 minutes from Oakville and 64 minutes from Hamilton to Union Station.

ESTIMATED PATRONAGE:

In full operation, GO is expected to attract 15,000 riders a day during the business week and about a fifth of that number during weekends, for a yearly total of approximately 4,000,000 riders.

In addition to the 5,730 persons who would make two-way trips during the peak periods, it is estimated that another 3,600 riders would make use of the hourly off-peak service during the working week.

SERVICE MILEAGE:

60 miles.

STATIONS:

Eastern Sector: Toronto Union, Danforth, Scarborough, Eglinton, Guildwood, Rouge Hill, Pickering.

Western Sector: Mimico, Long Branch, Port Credit, Clarkson, Lorne Park, Oakville, Bronte, Burlington, Hamilton.

At Union Station, GO commuters -- from tracks 2 and 3 -- exit and board trains through the lower concourse, where special ticketing facilities have been installed. A renovation programme is now being undertaken to divert all other railway passenger loading and unloading to the upper level, leaving the lower concourse for exclusive commuter use.



/J.A. Brown

GO tickets are divided into two parts. One part is collected on entering the departure station and the second part deposited on exit at the destination station.

CONSTRUCTION:

In the 42-mile Oakville-Pickering section, 19 miles of new main line track and five miles of sidings have been laid, primarily in the Scarborough, Port Credit and Clarkson areas. About 100 new turnouts were installed.

A total of 2½ miles of platforms required 168,000 square feet of asphalt and 40,000 feet of timber.

Thirty-five signal bridges and cantilevers were erected, wired up with 170 miles of cable.

CENTRALIZED TRAFFIC CONTROL:

Signalling in the commuter territory is controlled by two CTC consoles at CN Toronto Yard. The consoles are provided with an identification feature by which train type as well as position is identified by various coloured lights -- red for GO trains, flashing red for regular passenger trains and white for other movements; the identification circuitry is manually set by the dispatcher at the beginning of the run.

A new series of signal indications improves flexibility of operation by increasing the amount of information that can be conveyed to the engineman by the signal indications.



LOCOMOTIVES:

The eight General Motors GP-40TC ("Toronto Commuter") 3,000 h.p., four-motor units are equipped with 470 kW, 60 cycle alternators -- driven by 12-cylinder auxiliary diesels -- for supplying train electrical requirements.

The units are capable of a top speed of 83 m.p.h., and can accelerate a seat-loaded 10-car train from 0 to 60 m.p.h. in 2.3 minutes, in a distance of one and one half miles.

The locomotives are numbered 600-607, and are classified GRE-30a.



ABOVE: Partially-renovated Union Station looked like this on May 19th, at the beginning of the Victoria Day weekend.

/J.A. Brown

LEFT: Three of the four CTC consoles at Toronto Yard are visible here. The desk in the foreground controls commuter movements from Cherry St. to Pickering.

/J.A. Brown

COACHES:

Forty coaches were specially designed for GO Transit, and constructed by Hawker Siddeley Canada Limited. Extensive use has been made of aluminum sheets and extrusions to achieve a car weight of 68,000 pounds -- a weight saving of 40% over similar equipment operating elsewhere on the continent.

The coaches operate in locomotive-powered trains up to ten cars in length. Eight cars are fitted with remote-control operating cabs for push-pull operation, eliminating the need for costly and time-consuming turnarounds at terminals.

Car doors are the folding type, electrically controlled from any point in the train.

Trucks are inside-frame, with coil springs taking car tare weight while air springs compensate for varying passenger loads. The truck-mounted brake units employ composition brake shoes.

Power for heating, lighting and air conditioning is supplied from the locomotive at 575 volts, 60 cycles. Emergency power for door controls and emergency lights is provided by a battery in each car. The cars are equipped with a communication system permitting private voice communication between the crew, FM background music, and announcements to passengers.



ABOVE: The accent is on roominess in GO equipment, although each car can seat 94 passengers.

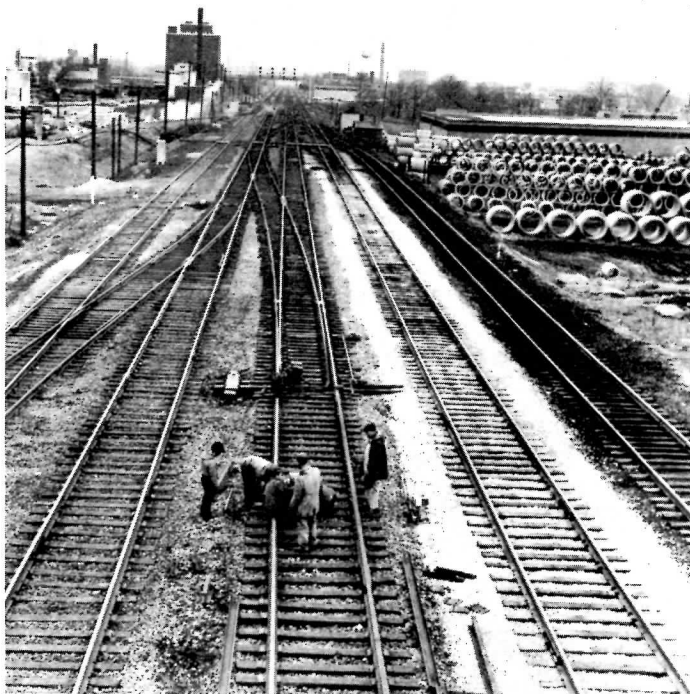
/GO Transit

Interior decor stresses attractive decor coupled with easy cleaning and maintenance. Seating for 94 riders is provided by individual bucket seats. The cars are fully heated, air conditioned and ventilated.

The coaches, cab cars and self-propelled cars have been built to a high degree of standardization, to facilitate future conversion of standard coaches to self-propelled units, if desired.

All coach equipment is 85 feet long overall, 10 feet wide and 12 feet nine inches high above top of rail.

The conventional coaches are numbered 4700-4731, while the cab cars carry the numbers C-750 to C-757



ABOVE: Already partially dismantled is the familiar walkway at Sunnyside Station, now obsolete.

/J.A. Brown

SELF-PROPELLED CARS:

The nine self-propelled cars, expected to be delivered later this summer, will be identical to the locomotive-hauled coaches except that they are powered by a 330 h.p. Rolls-Royce diesel engine. The under-floor engine drives both axles of the adjacent truck through a reverser gear box which in turn is connected to two axle-mounted gear boxes.

The cars are capable of a maximum speed of 80 m.p.h., and have a fuel capacity of 350 Imperial gallons, sufficient for a normal day's operation.

Seven of the cars are equipped with operating controls at one end only, for use in multiple consists, while two cars have double-end controls for use individually.

The self-propelled cars will be numbered D-700 to D-708.

EQUIPMENT MAINTENANCE

GO equipment servicing and maintenance is performed at Willowbrook Maintenance Depot, south of Willowbrook Road in Mimico. Facilities formerly used by CN's Mimico Car Repair centre have been taken over for equipment servicing and cleaning, while a new single-track shop -- equipped with drop table and overhead crane -- is available for light maintenance items.

Interior cleaning and washing of locomotives and car ends are done at Willowbrook. Full exterior washing is done at CN's Spadina mechanical car washer.

Heavy repairs to locomotives and turning of wheels are similarly done at CN's Spadina facilities.

LEFT: High-speed crossovers like this permit great flexibility of operations with few speed restrictions.

/GO Transit